Reimagine MOBILITY 2050

LONG RANGE TRANSPORTATION PLAN

Adopted February 4, 2026

St. Lucie Transportation Planning Organization

Table of Contents

List of Tables

List of Figures

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 LTRP 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%

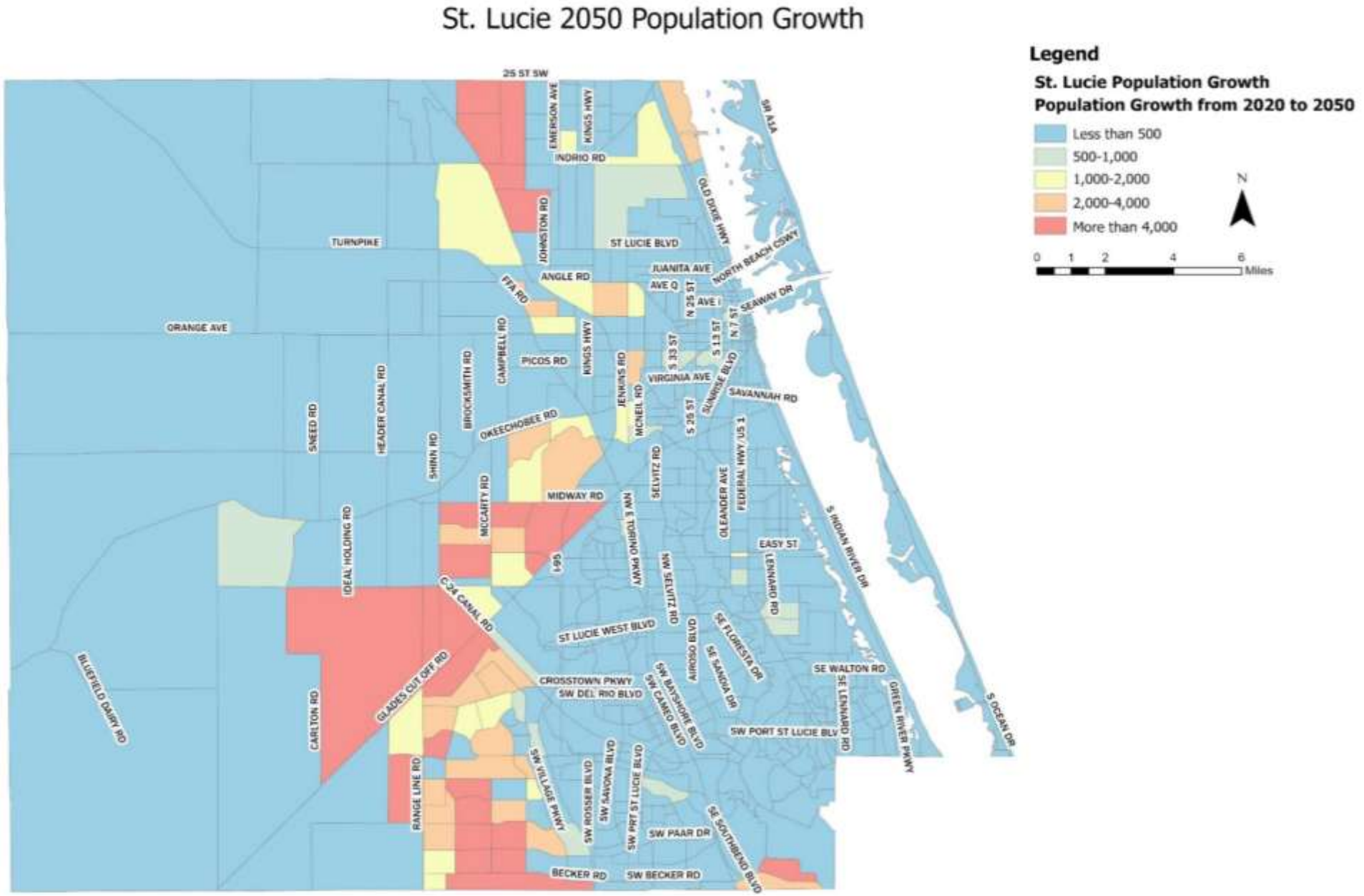

Figure 2-1: St. Lucie Population Growth from 2020 to 2050

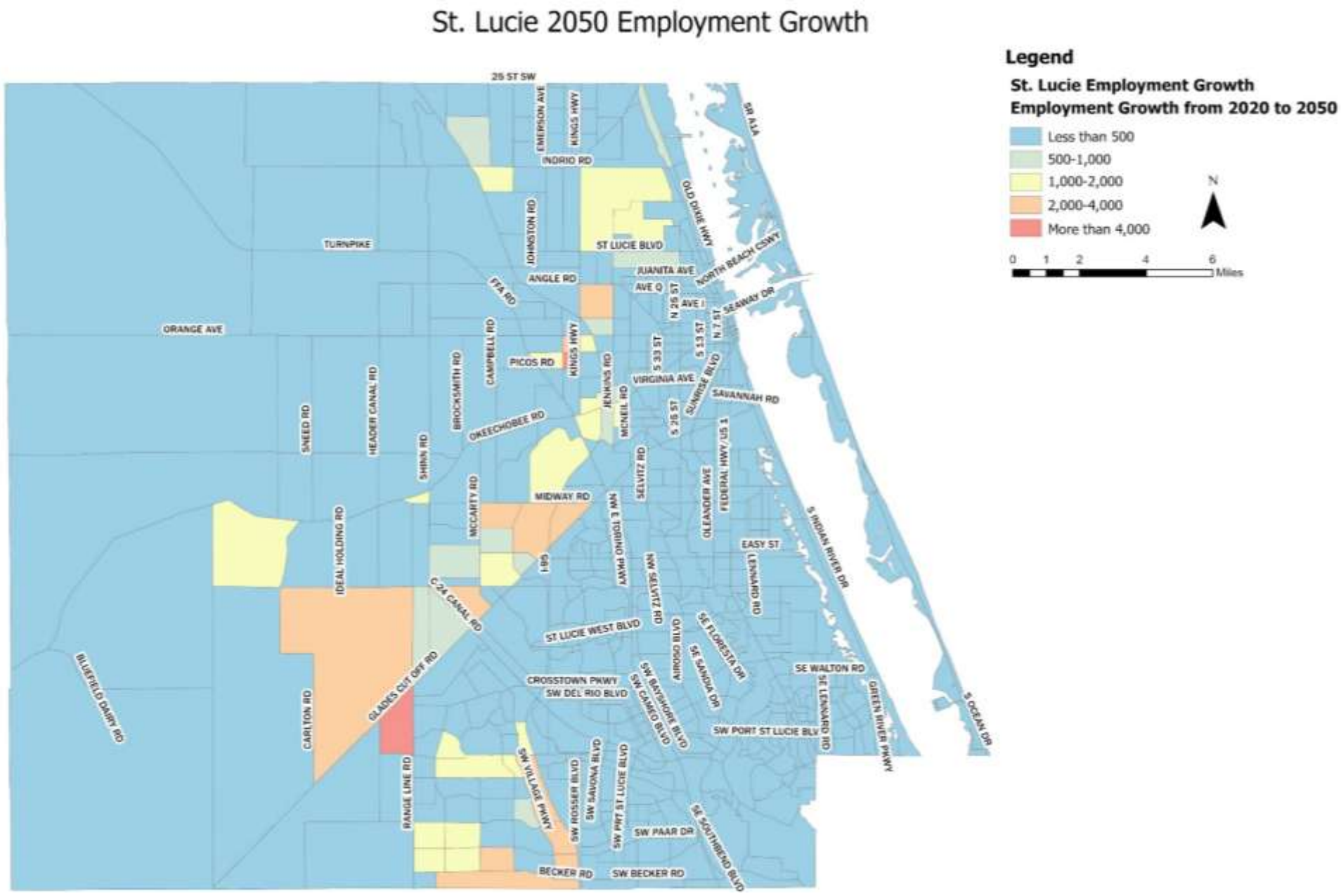

Figure 2-2: St. Lucie Employment Growth from 2020 to 2050

3. Study Area Data Review and Analysis

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***.

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 1.2 Improve mobility of goods on the transportation network	• % of person-miles traveled on the interstate that are reliable • % of person-miles traveled on the non-interstate NHS that are reliable • % of uncongested roadway miles on NHS • % of uncongested roadway miles on SHS • Truck Travel Time Reliability (TTTR) index
GOAL 2: Improve Safety and Security	2.1 Improve Safety and Security of Highway System 2.2 Improve Safety and Security of Transit System 2.3 Improve Safety and Security of Non-Motorized System	• 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
GOAL 3: Enhance Mobility Choices by Improving Connectivity/Access to Destinations	3.1 Improve multimodal connectivity to public transportation 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	• % 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

GOALS	OBJECTIVES	PERFORMANCE MEASURES
GOAL 4: Promote Environmental Sustainability and Disaster Resilience	4.1 Limit impacts to natural resources like parks and preservation areas 4.2 Promote disaster resilience by improving roadway conditions 4.3 Maintain mobility on evacuation routes	• # of additional roadway lane miles impacting environmentally sensitive areas • % of roadway lane miles subject to sea level rise (NOAA Int High 2050) • % of lane miles of evacuation routes within acceptable LOS
GOAL 5: Embrace Technology and Innovation	5.1 Increase the use of technological and/or operational strategies	• % of miles with TSM&O strategic network deployment
GOAL 6: Maintain the Transportation System	6.1 Maintain transportation assets 6.2 Maintain transit assets	• % 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

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 the 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. Appendic 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	Wylder Parkway (Arterial A)	Williams Extension	Midway Road	New 2 Lanes	$3,403,474	Developer

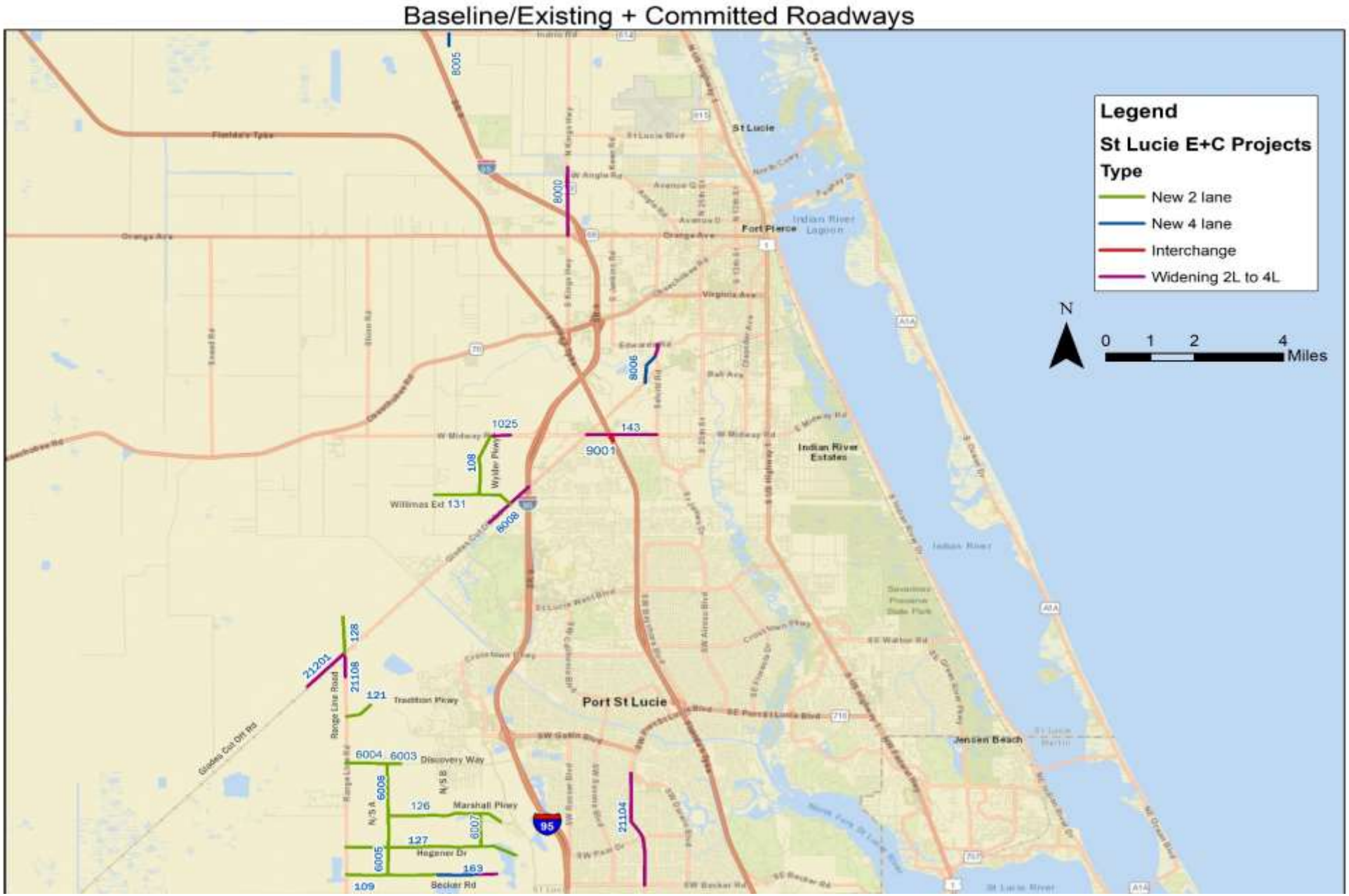

Figure 5-1: E+C Roadway Network

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.

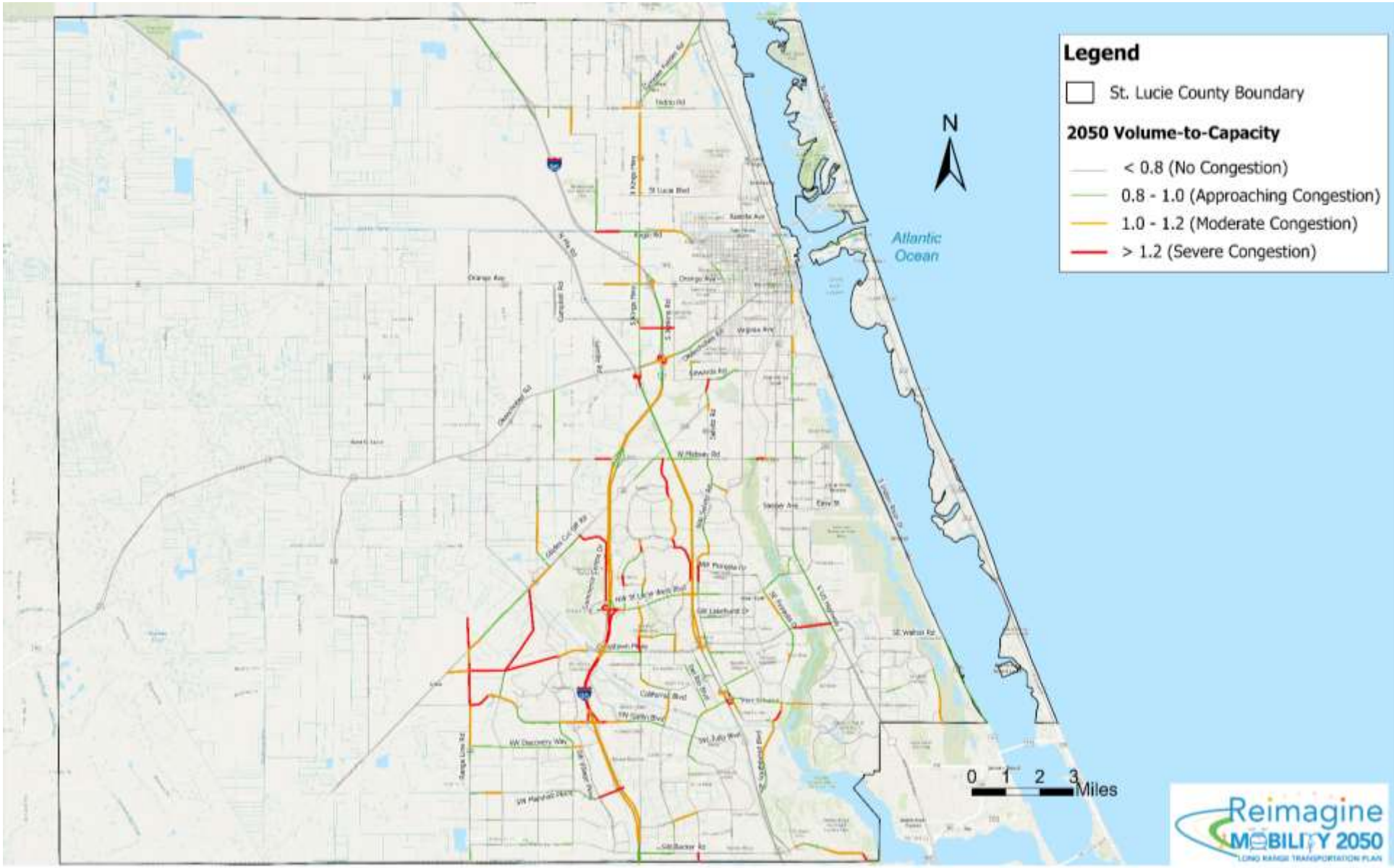

Figure 5-2: 2050 Volume-to-Capacity Ratio Map

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	Wylder 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

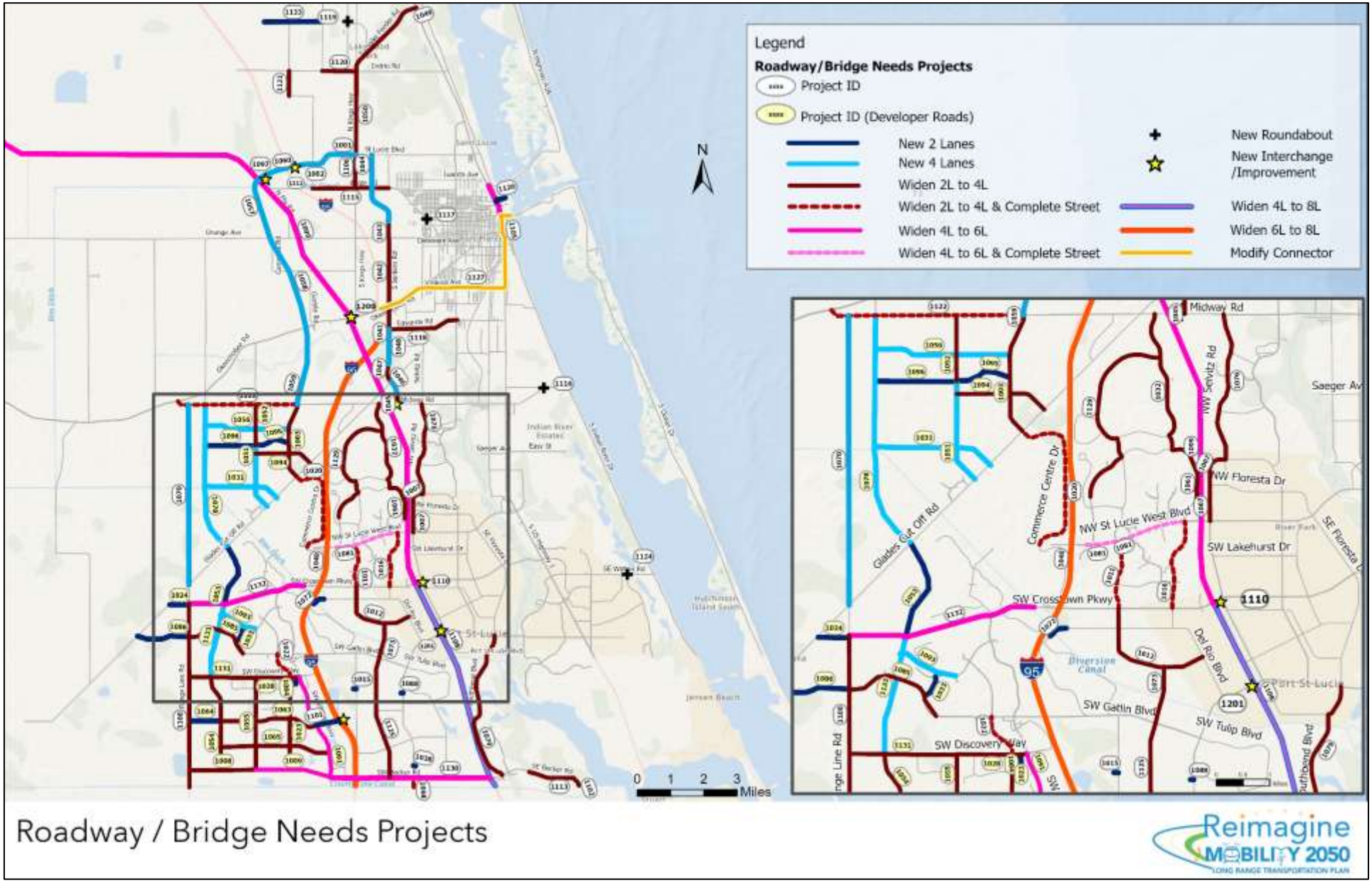

Figure 5-3: Roadway and Bridge Needs Projects

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	Esplenade Avenue	Sunrise Boulevard	Pedestrian Facilities	St. Lucie County
2239	Cortez Boulevard	S 27th Street	S 35th Street	Pedestrian Facilities	St. Lucie County
2061	Edwards Road	Jenkins Road	S 25th Street	Pedestrian Facilities	SmartMoves 2045 LRTP
2064	Eyerly Avenue	Bayshore Boulevard	Airoso Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2066	Farmers Market Road	Oleander Avenue	US-1	Pedestrian Facilities	SmartMoves 2045 LRTP
2241	Fort Pierce Boulevard	Lakeland Drive	Seminole Road	Pedestrian Facilities	St. Lucie County
2242	Fort Pierce Boulevard	Seminole Road	Emerson Avenue	Pedestrian Facilities	St. Lucie County
2076	Gilson Road	Martin/St. Lucie County Line	Becker Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2077	Glades Cut-Off Road	Burnside Drive	Selvitz Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2078	Glades Cut-Off Road	Range Line Road	C-24 Canal Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2079	Graham Road	Kings Highway	Jenkins Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2082	Green River Connector (New Road south of SE Ibis Ave)	US-1	Green River Parkway	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2084	Hartman Road	Okeechobee Road	Orange Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP & Public Comment

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

Project ID	Roadway Name	From	To	Project Type	Source
2166	Range Line Road	Martin/St. Lucie County Line	Glades Cut-Off Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2169	S 11th Street	Mississippi Avenue	Georgia Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP
2245	S 35th St	Virgnia Avenue	Kirby Loop Road	Pedestrian Facilities	St. Lucie County
2174	Savannah Road	US-1	Indian River Drive	Pedestrian Facilities	SmartMoves 2045 LRTP
2180	SE Calmoso Drive	SE Sandia Drive	Floresta Drive	Pedestrian Facilities	SmartMoves 2045 LRTP
2185	Selvitz Road	South of Devine Road	Glades Cut Off Road	Pedestrian Facilities	St. Lucie County
2184	Silver Oak Drive	Easy Street	Midway Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2191	St. Lucie Boulevard	Kings Highway	N 25th Street	Pedestrian Facilities	SmartMoves 2045 LRTP
2192	Sunrise Boulevard	Midway Road	Edwards Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2194	SW Dalton Avenue	Savona Boulevard	Port St. Lucie Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP
2196	Taylor Dairy Road	Angle Road	Indrio Road	Pedestrian Facilities	SmartMoves 2045 LRTP
2205	Torino Greenway	NE Torino Parkway	NW Peacock Boulevard	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2213	University Boulevard	NW California Boulevard	NW Bethany Drive	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2217	US-1	North Causeway Bridge	St. Lucie County/Indian River County Line	Pedestrian Facilities	SmartMoves 2045 LRTP
2221	US-1 Connector	Morningside Boulevard	US-1	Greenway	City of Port St Lucie Mobility Plan - Phase 2
2246	Weatherbee Road	Silver Oaks Drive	Savannas Campground	Pedestrian Facilities	St. Lucie County
2247	Winter Garden Parkway	Kings Highway	Seminole Road	Pedestrian Facilities	St. Lucie County
2248	Winter Garden Parkway	Pandora Avenue	Kings Highway	Pedestrian Facilities	St. Lucie County
2288	C-24 Canal Greenway	Reserve Boulevard Extension	Southbend Boulevard	Greenway	City of Port St Lucie Mobility Plan - Phase 2

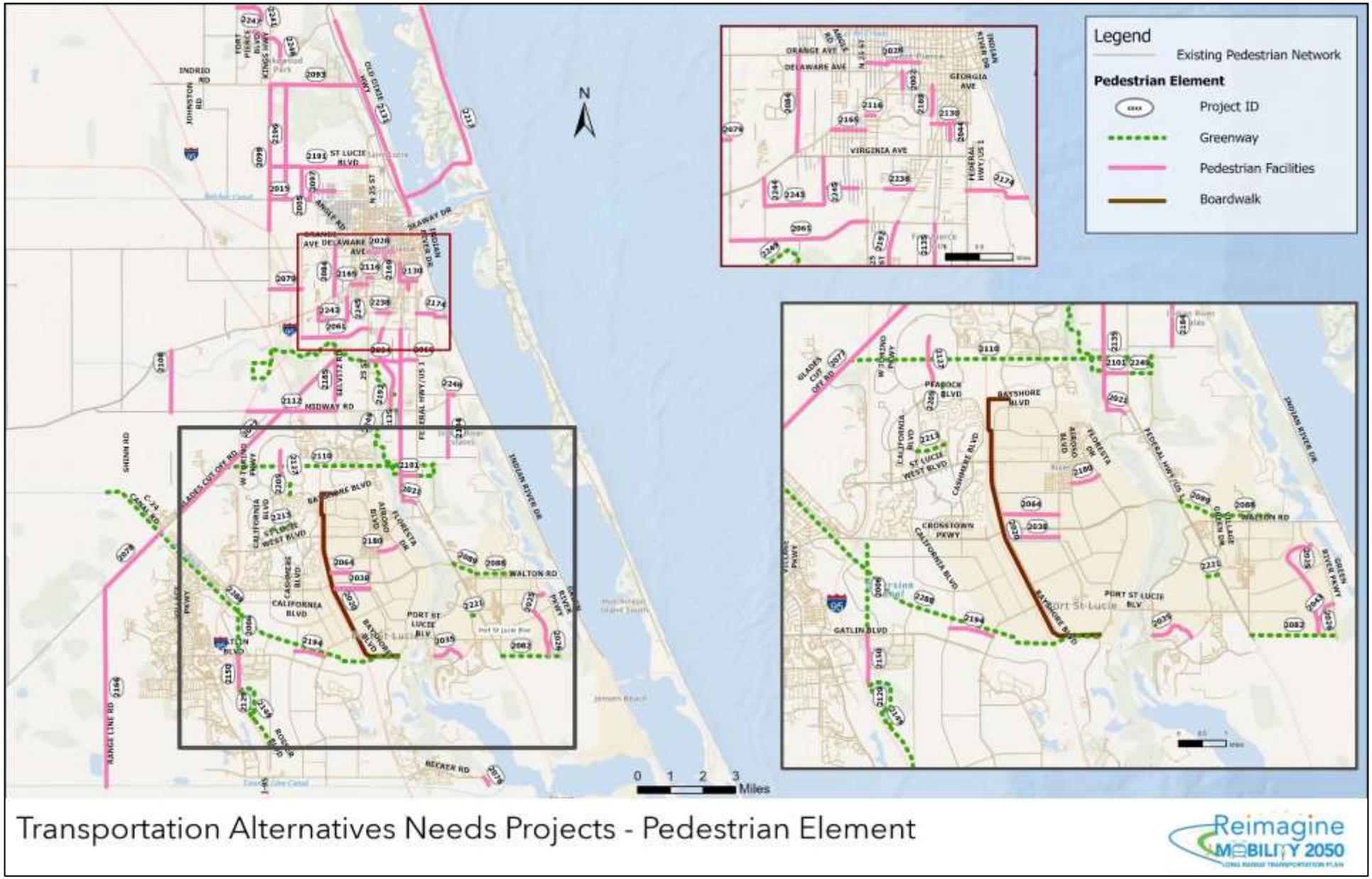

Figure 5-4: Transportation Alternatives Needs Projects – Pedestrian Element

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	Airoso Boulevard	Port St Lucie Boulevard	St James Boulevard	Micromobility	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment
2309	Airoso/Bayshore Boulevard	Selvitz Road	St James Drive	Shared-Use Path	PSL Mobility Plan Presentation
2010	Alcantara Boulevard	Port St Lucie Boulevard	Savona Boulevard	Micromobility	City of Port St Lucie Mobility Plan - Phase 2
2013	Allen Street	Port St Lucie Boulevard	Essex Drive	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
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	Wylder Parkway	I-95	Complete Street	CSAP - TAC member
2117	Morningside Boulevard	Lyngate Drive	Westmoreland Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2118	Morningside Boulevard	Mitchell Avenue	Current Terminus of 2-Lane Divided Segment	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2120	Morningside Boulevard	Westmoreland Boulevard	Mitchell Avenue	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2121	N 25th Street	Virginia Avenue	Avenue E	Bicycle	2045 Future Bike Lanes
2291	Newell Road	McCarthy Road	Peacock Road	Shared-Use Path	PSL Mobility Plan Presentation
2273	NS Road A	Discovery Way	Becker Road	Shared-Use Path	PSL Mobility Plan Presentation
2271	NS Road B	Discovery Way	Becker Road	Shared-Use Path	PSL Mobility Plan Presentation
2128	NW West Blanton Boulevard	East Torino Parkway	West Torino Parkway	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2133	Oleander Avenue	Kitterman Road	south of Midway Road	Bicycle	SmartMoves 2045 LRTP
2134	Oleander Avenue	Midway Road	Edwards Road	Bicycle	2045 Future Bike Lanes
2137	Orange Avenue	US-1	Indian River Drive	Bicycle	2045 Future Bike Lanes
2139	Paar Drive	Darwin Boulevard	Tulip Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2141	Paar Drive	Rosser Boulevard	Darwin Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2262	Paar Drive Extension	Village Parkway	Range Line Road	Shared-Use Path	PSL Mobility Plan Presentation
2143	Peachtree Boulevard	St James Drive	NW Selvitz Road	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2144	Peacock Boulevard	California Boulevard	Cashmere Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2145	Peacock Boulevard	NW Mercantile Place	California Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
2146	Peacock Boulevard	St Lucie West Boulevard	University Boulevard	Shared-Use Path	City of Port St Lucie Mobility Plan - Phase 2
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

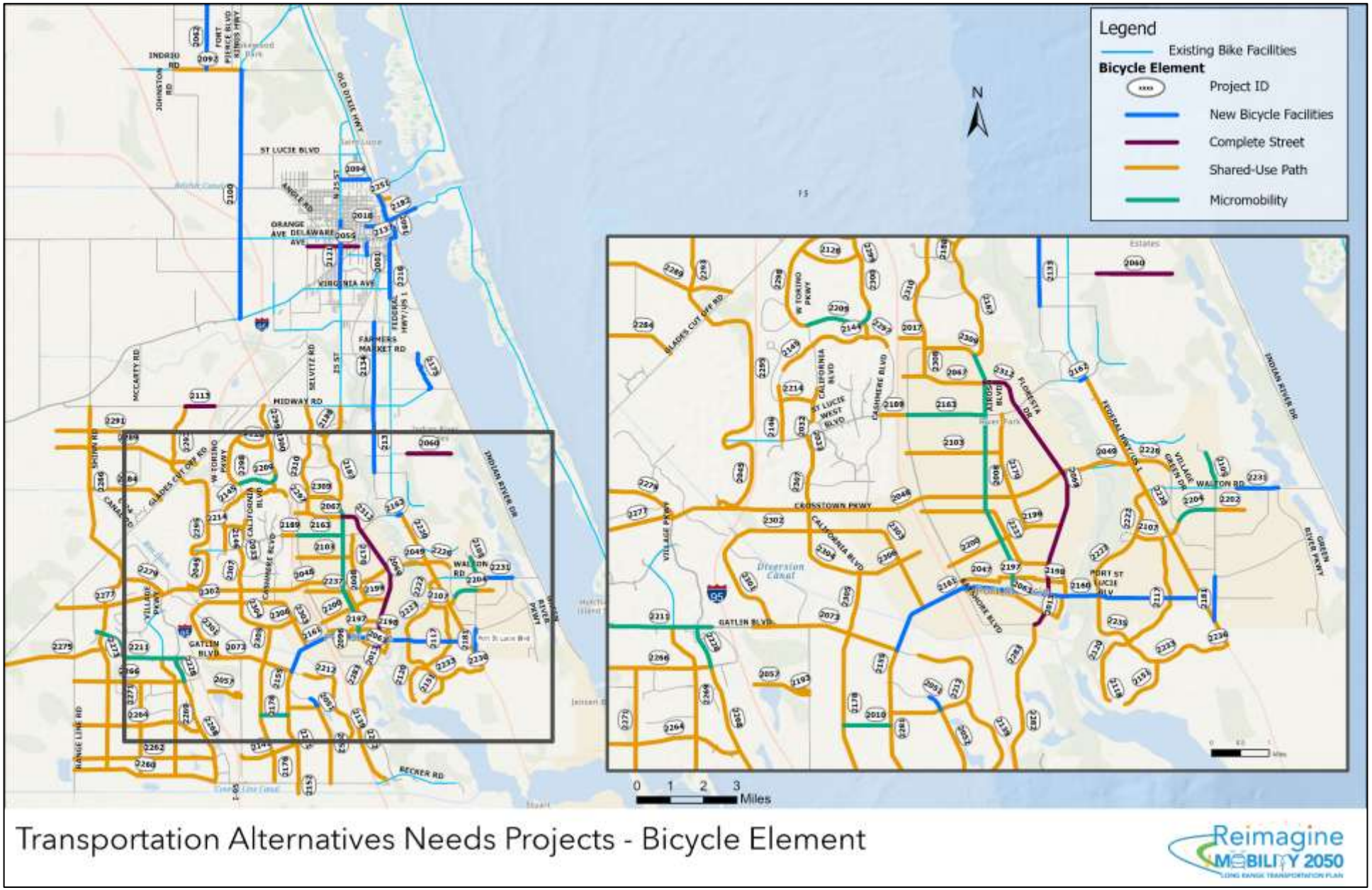

Figure 5-5: Transportation Alternatives Needs Projects - Bicycle

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 LRTP
3025	Water Taxi: C-24 Canal Route	Riverwalk Boardwalk	C-24 Canal Park	Water Taxi	City of Port St Lucie Mobility Plan - Phase 2
3026	Water Taxi: North Route	Crosstown Parkway	Riverwalk Boardwalk	Water Taxi	City of Port St Lucie Mobility Plan - Phase 2
3027	Water Taxi: South Route	Club Med	Riverwalk Boardwalk	Water Taxi	City of Port St Lucie Mobility Plan - Phase 2

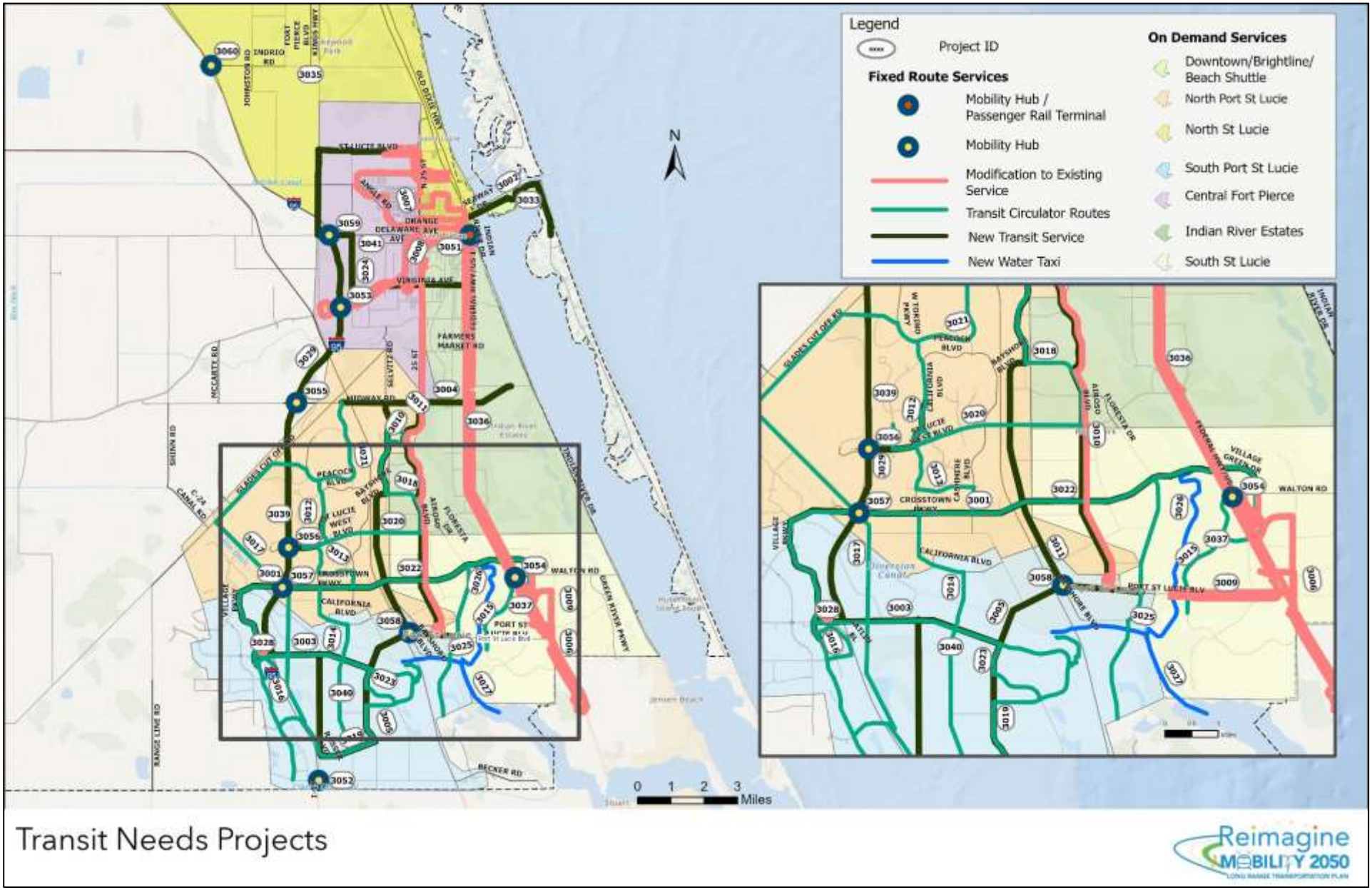

Figure 5-6: Transit Needs Projects

5.5 Congestion 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	Airoso Boulevard	Lakehurst Dr	Prima Vista Boulevard	Speed Management	Speed Kills Analysis, non state road
4006	Avenue D	N 29th St	N 13th St	Speed Management	Fort Pierce CSAP
4029	Bayshore Boulevard	Crosstown Parkway	Prima Vista Boulevard	CMP Prioritized Corridor	SLTPO CMP 2024
4036	Bayshore Boulevard	Selvitz Road	25th Street	CMP Prioritized Corridor	SLTPO CMP 2024
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	Airoso Boulevard	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
4043	Ft Pierce at Bayshore Dr	Seaway Dr		New Crosswalk	Treasure Coast Midblock Crosswalks Master Plan
4042	Ft Pierce at Fernandina St	Seaway Dr		New Crosswalk	Treasure Coast Midblock Crosswalks Master Plan
4008	Gatlin Boulevard	Port St. Lucie Boulevard	Brescia Street	Bike/Ped Safety	TAC member
4009	Georgia Ave	Okeechobee Rd	US-1	Speed Management	Fort Pierce CSAP
4034	Gilson Road	Martin County Line	Becker Road	CMP Prioritized Corridor	SLTPO CMP 2024
4046	Hutchinson Island Surf Dr Area	Seaway Dr		New Crosswalk	Treasure Coast Midblock Crosswalks Master Plan
4010	Indian River Dr	Florida Ave	Savannah Rd	Speed Management	Fort Pierce CSAP
4011	Midway Road	US-1	Indian River Drive	Speed Management	TPO Staff
4012	N 29th Street	Avenue Q	Orange Avenue	Safety Improvements/CSAP	TPO Board Member/Fort Pierce
1062	Oakridge Drive	SE Oaklyn Street	SW Mountwell Street	Adding Median	City of Port St Lucie Mobility Plan - Phase 2
4013	Okeechobee Rd / Delaware Ave	S 29th St	US-1	Speed Management	Fort Pierce CSAP
4014	Oleander Ave	Revels Ln	Ohio Ave	Speed Management	Fort Pierce CSAP
4033	Oleander Avenue	Bell Avenue	Farmer's Market Road	CMP Prioritized Corridor	SLTPO CMP 2024
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

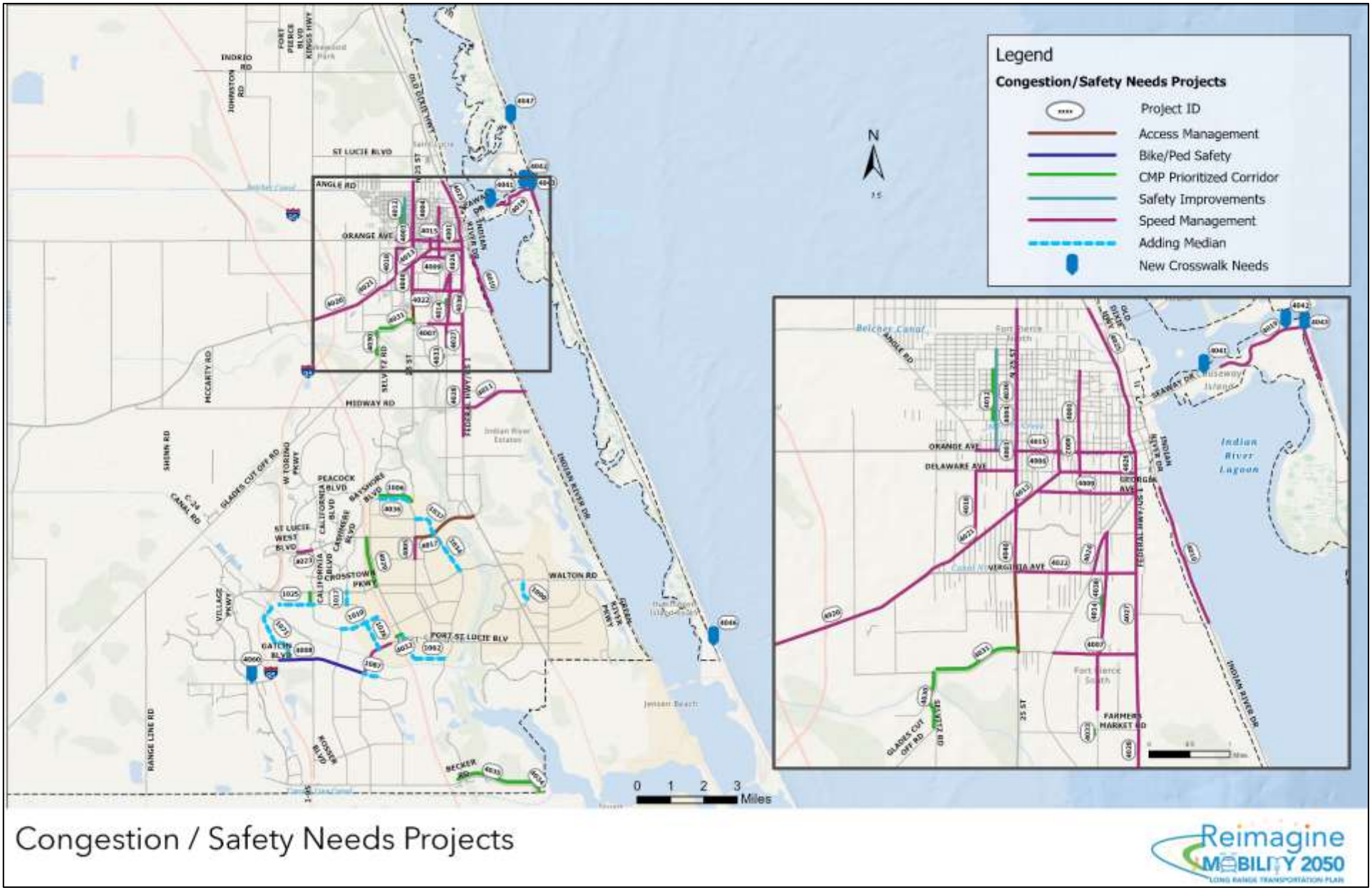

Figure 5-7: Congestion /Safety Needs Projects

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

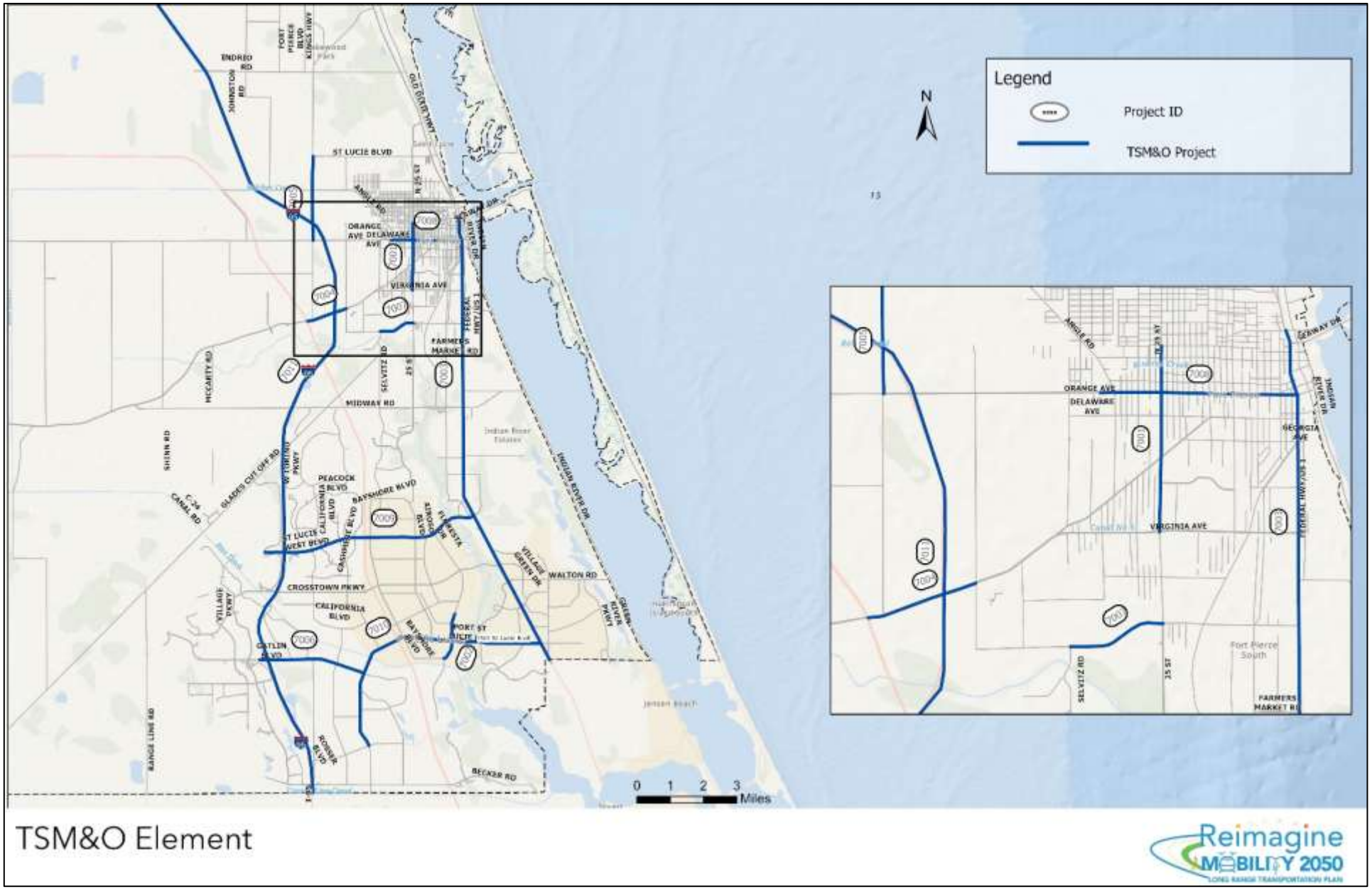

Figure 5-8: TSM&O Element

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.

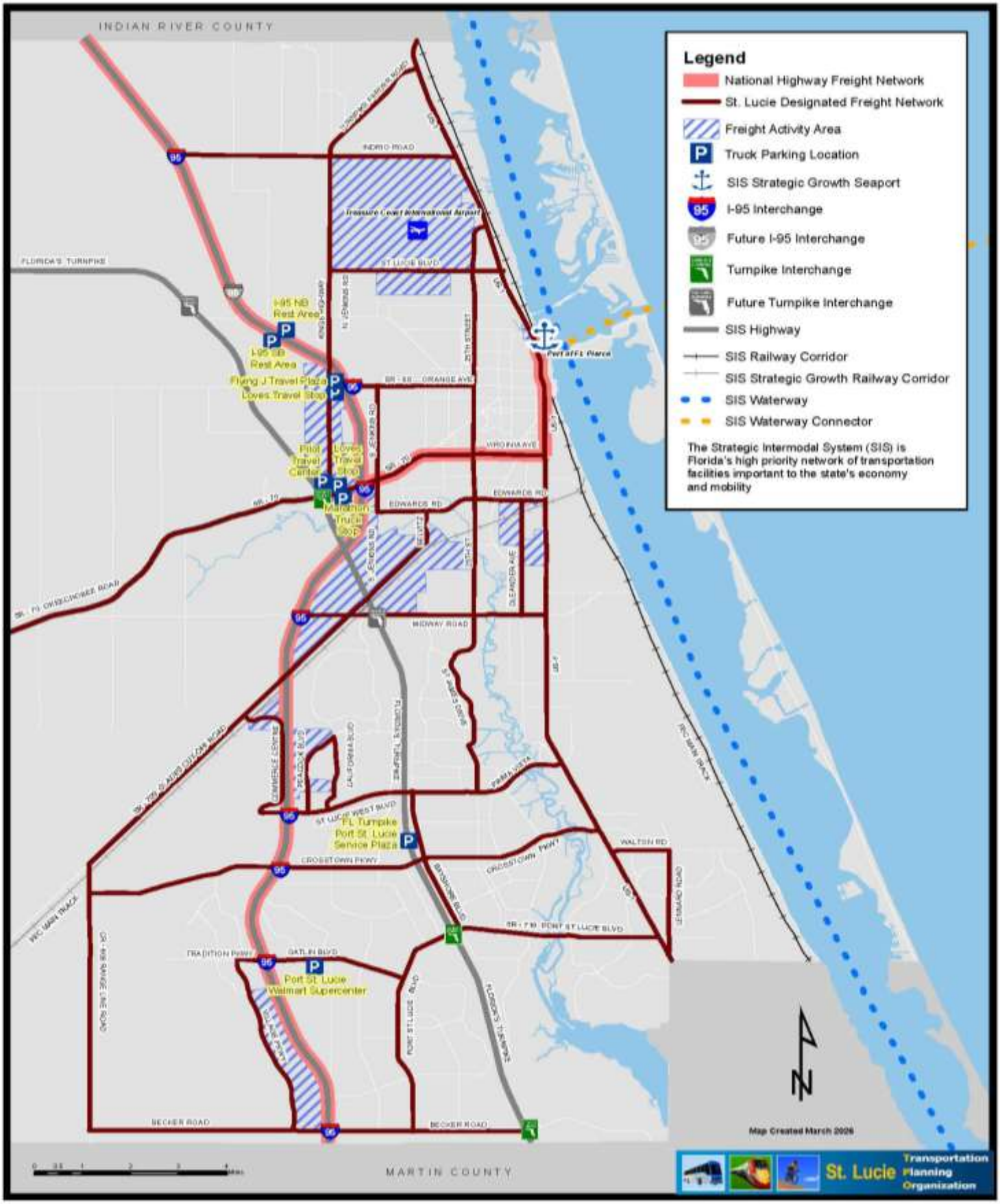

Figure 5-9: St. Lucie Freight Network

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

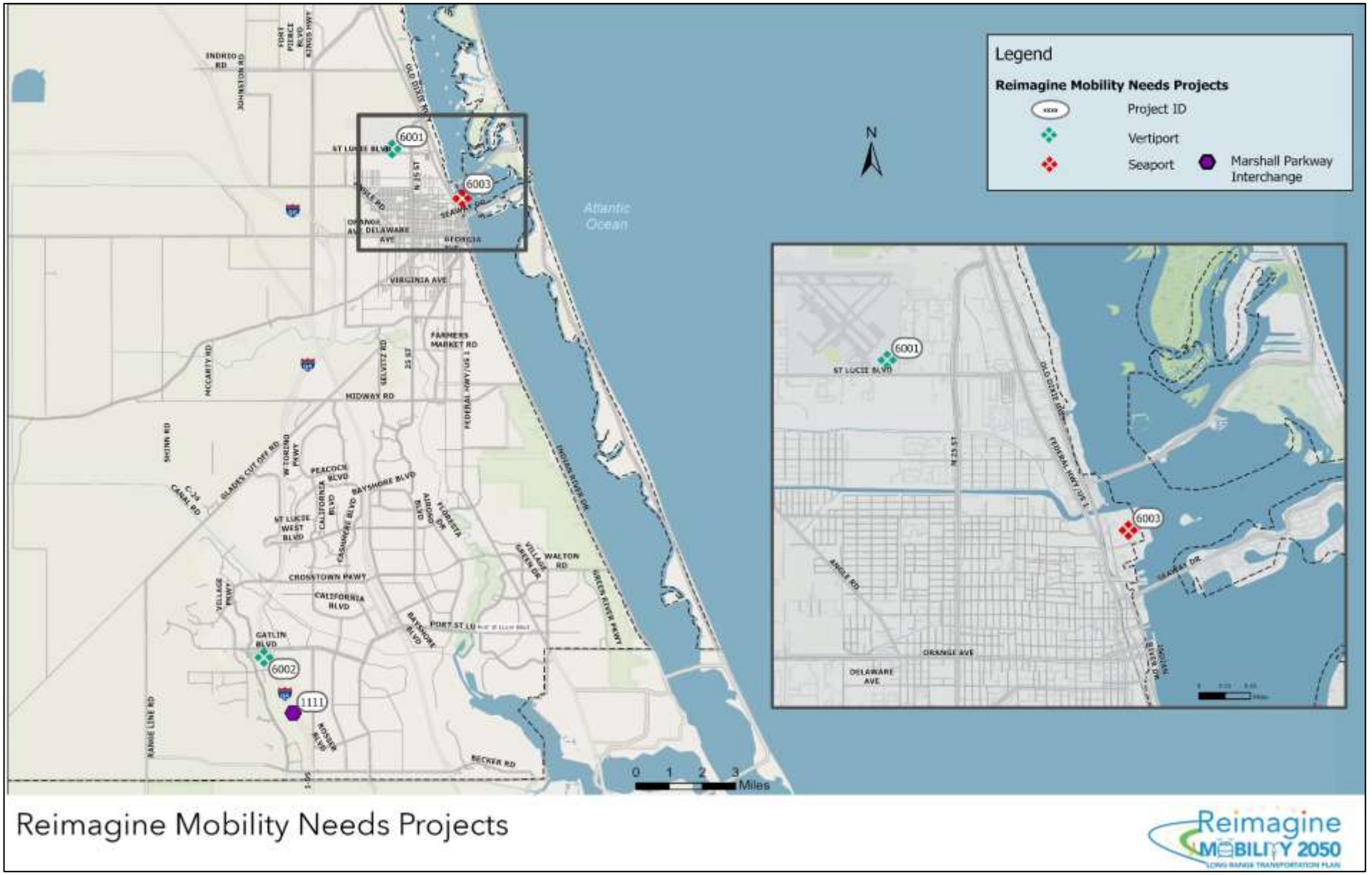

Figure 5-10: Reimagine Mobility Projects

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
Inflation factor:		*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. LUCIETPO 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: • 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	• 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	• 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	• 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	• 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 6.2 Maintain transit assets	5 points: Improve pavement or bridge conditions 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	

[1]FDOT District 4 Long Range Estimate, April 2025
[2]Assumes 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
[3]Florida'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 Drve	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

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

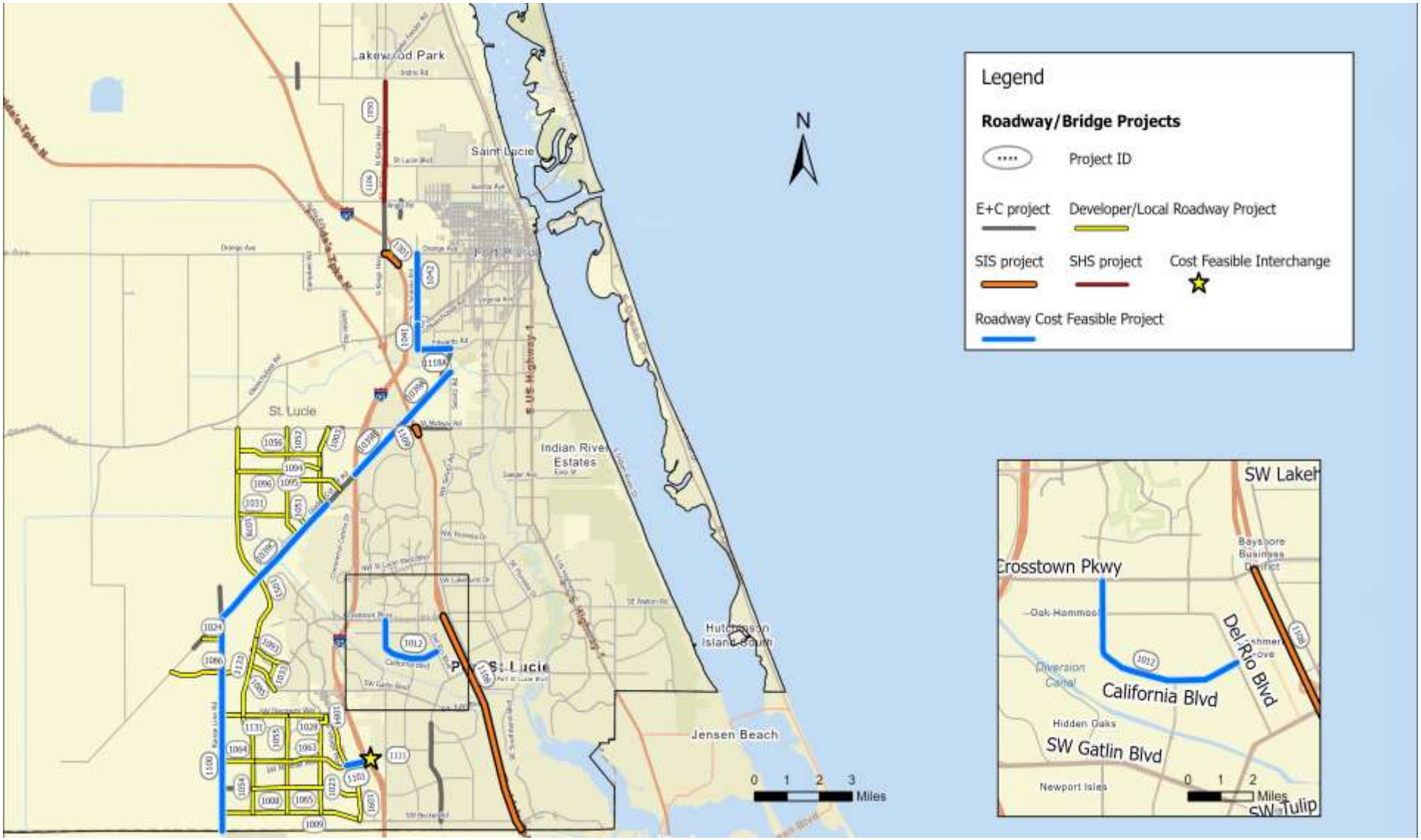

Figure 6-1: Roadway/Bridge Projects

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.

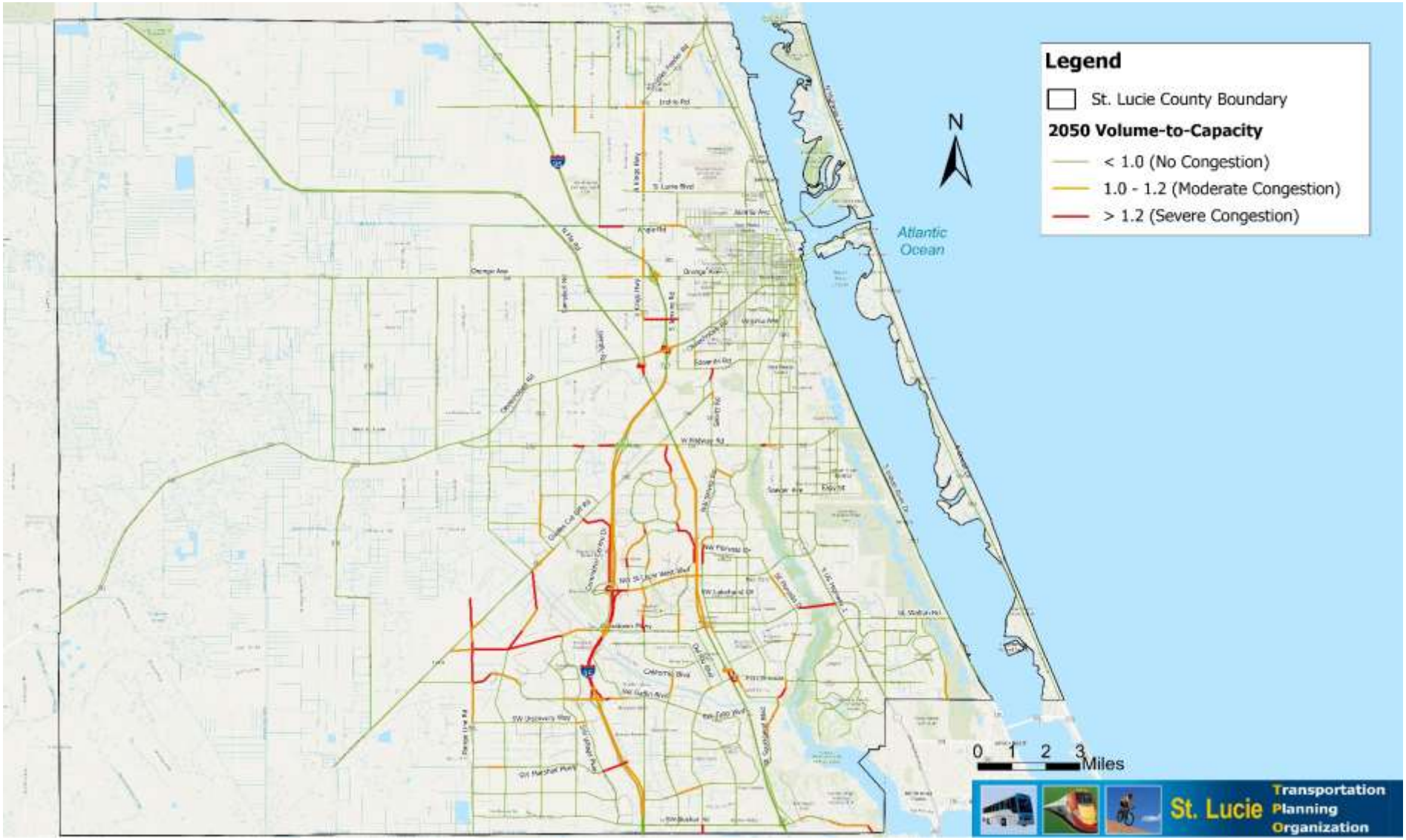

Figure 6-2: CFP Modeling Results

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: Environmental Data and Transportation System Data

Appendix E: Roadway Project Scores

Appendix F: Project Cost Estimates

Appendix G: Public Comments Summary

Appendix H: FDOT LRTP Checklist

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

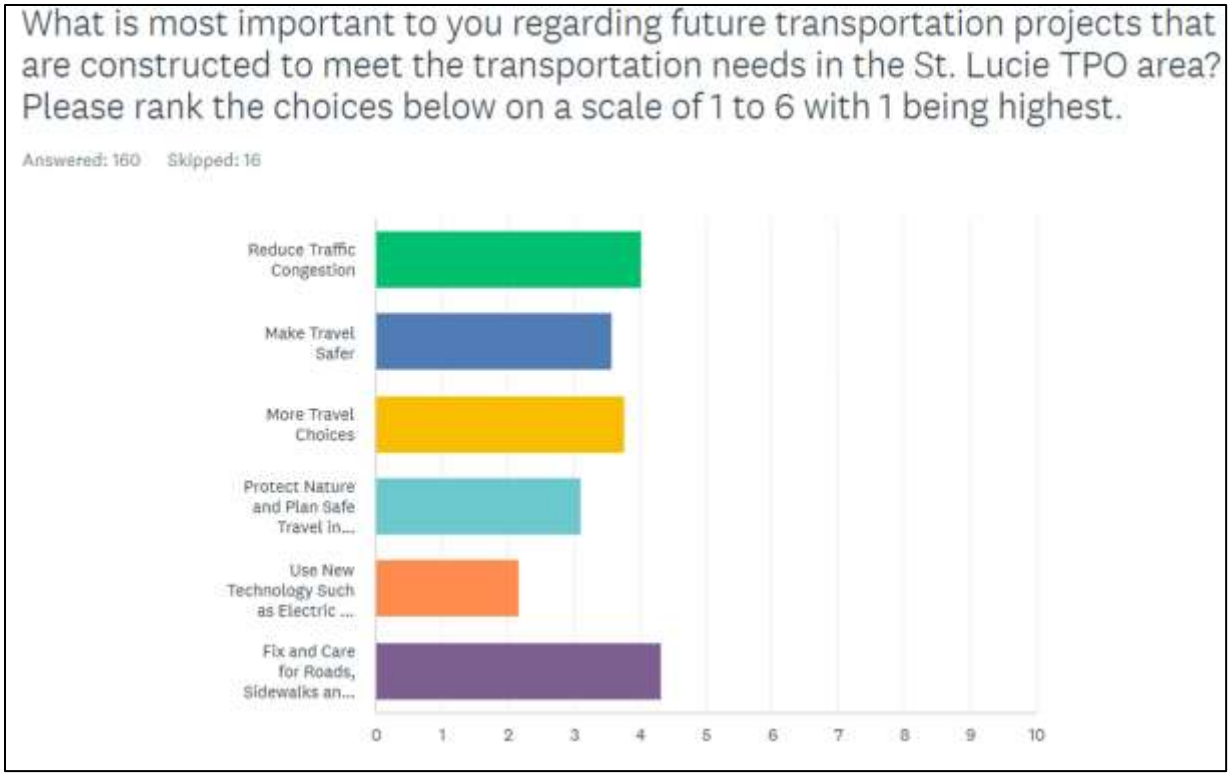

Figure A-1: Online Survey Format and Results

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

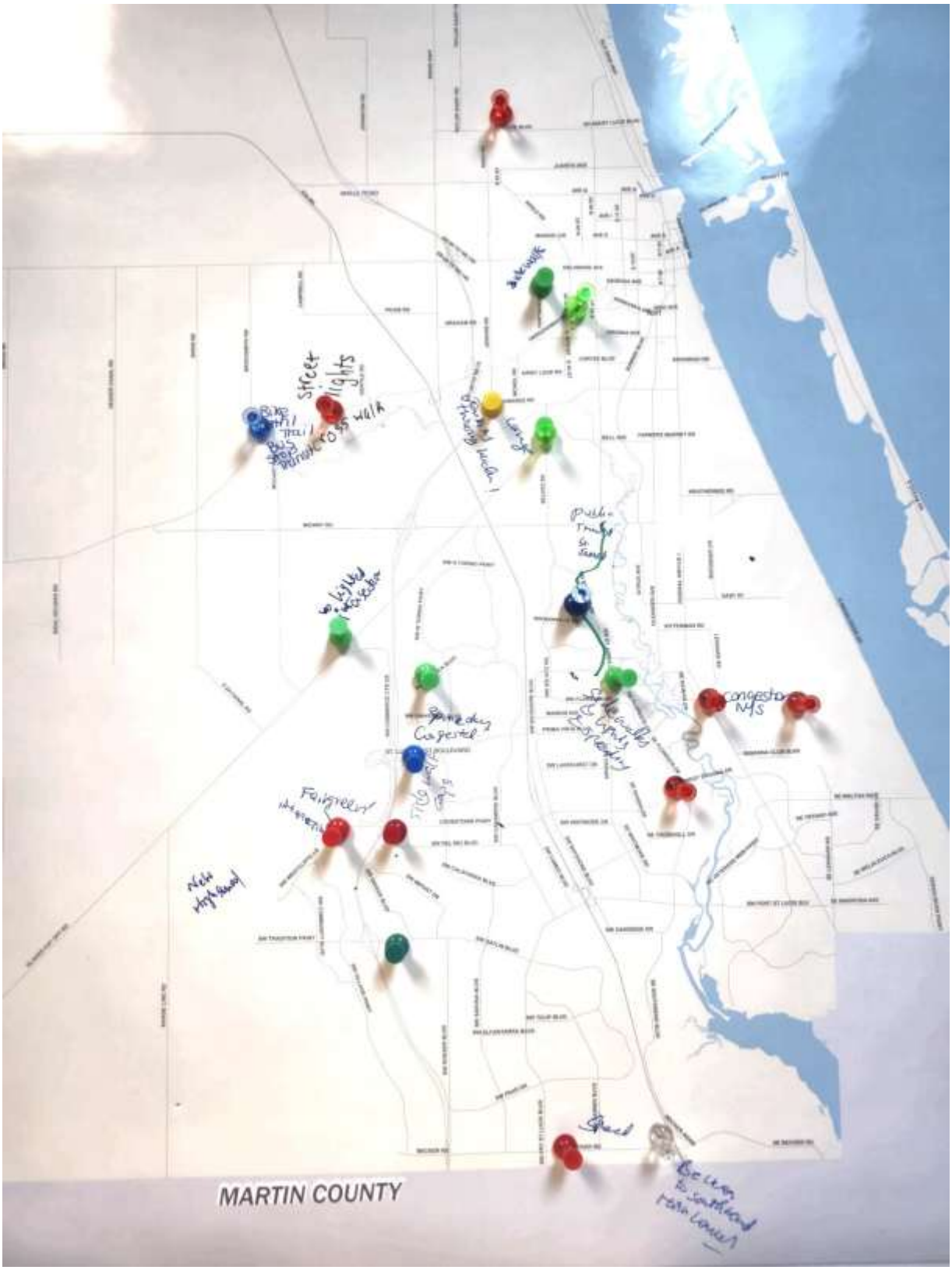

Figure B-3: Public Comments on TPO Area Map

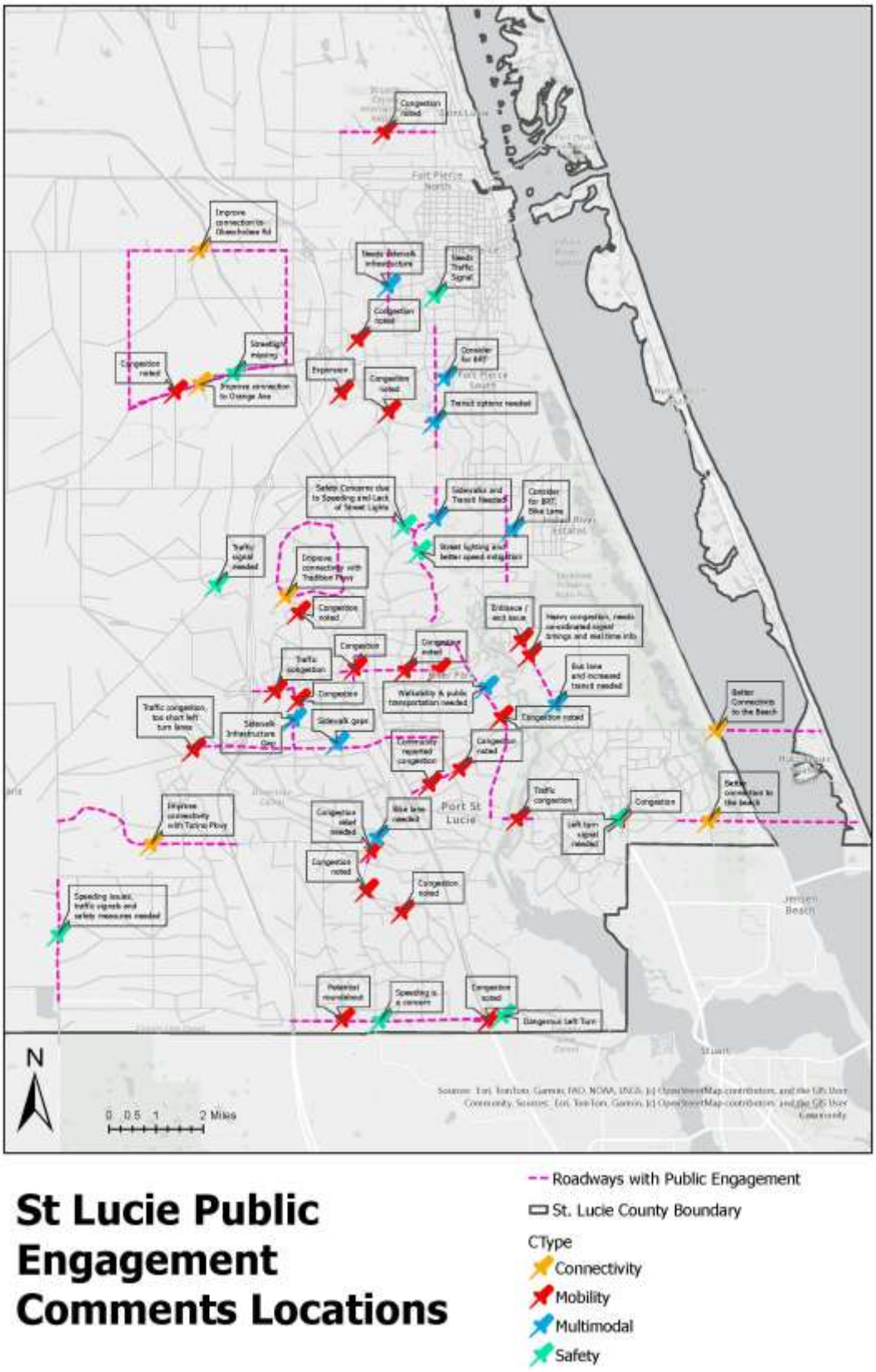

Figure B-4: Public Comments Summary on Map by Type

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.

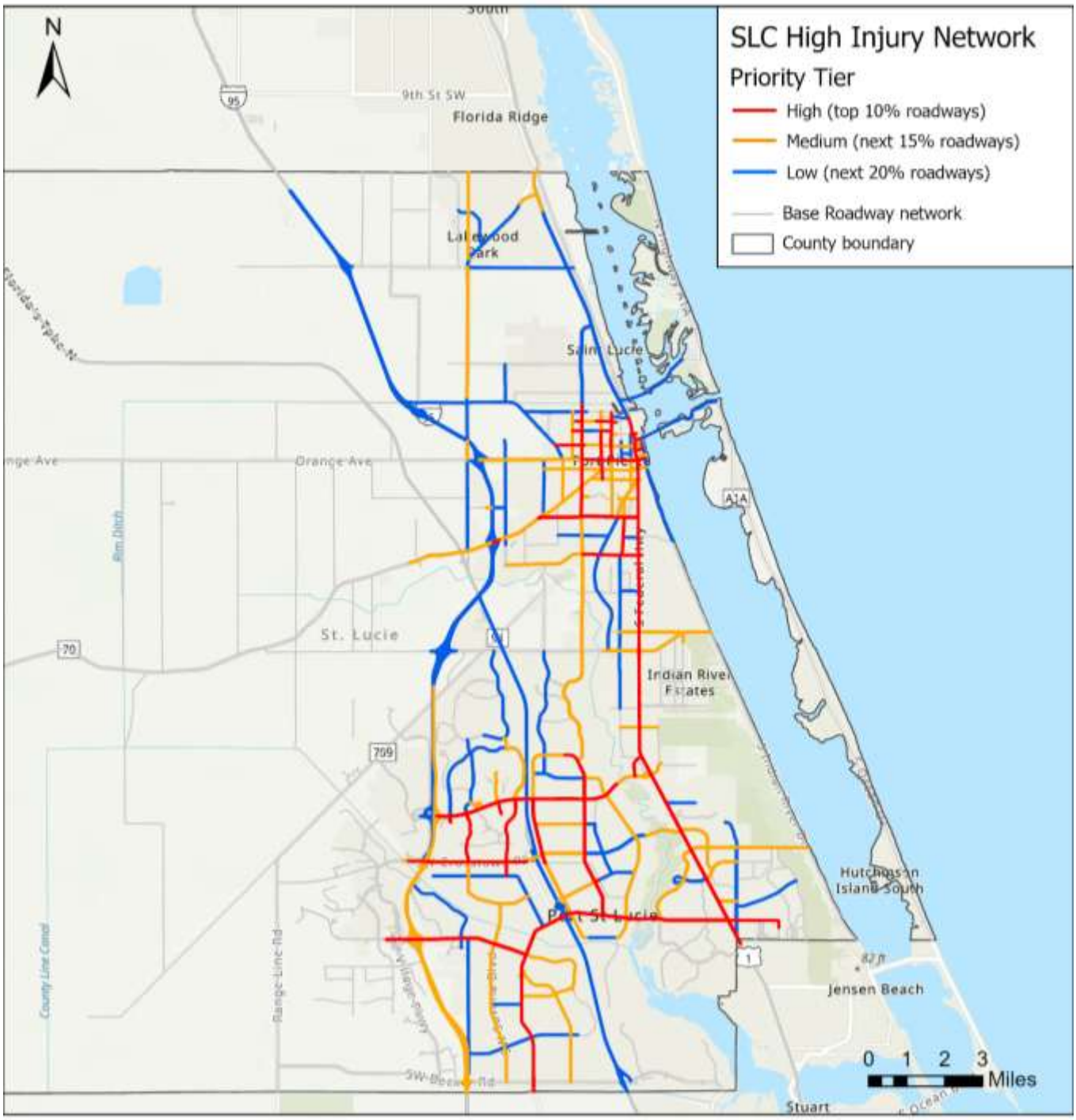

Figure D-1: St. Lucie High Injury Network

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 Mao 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.

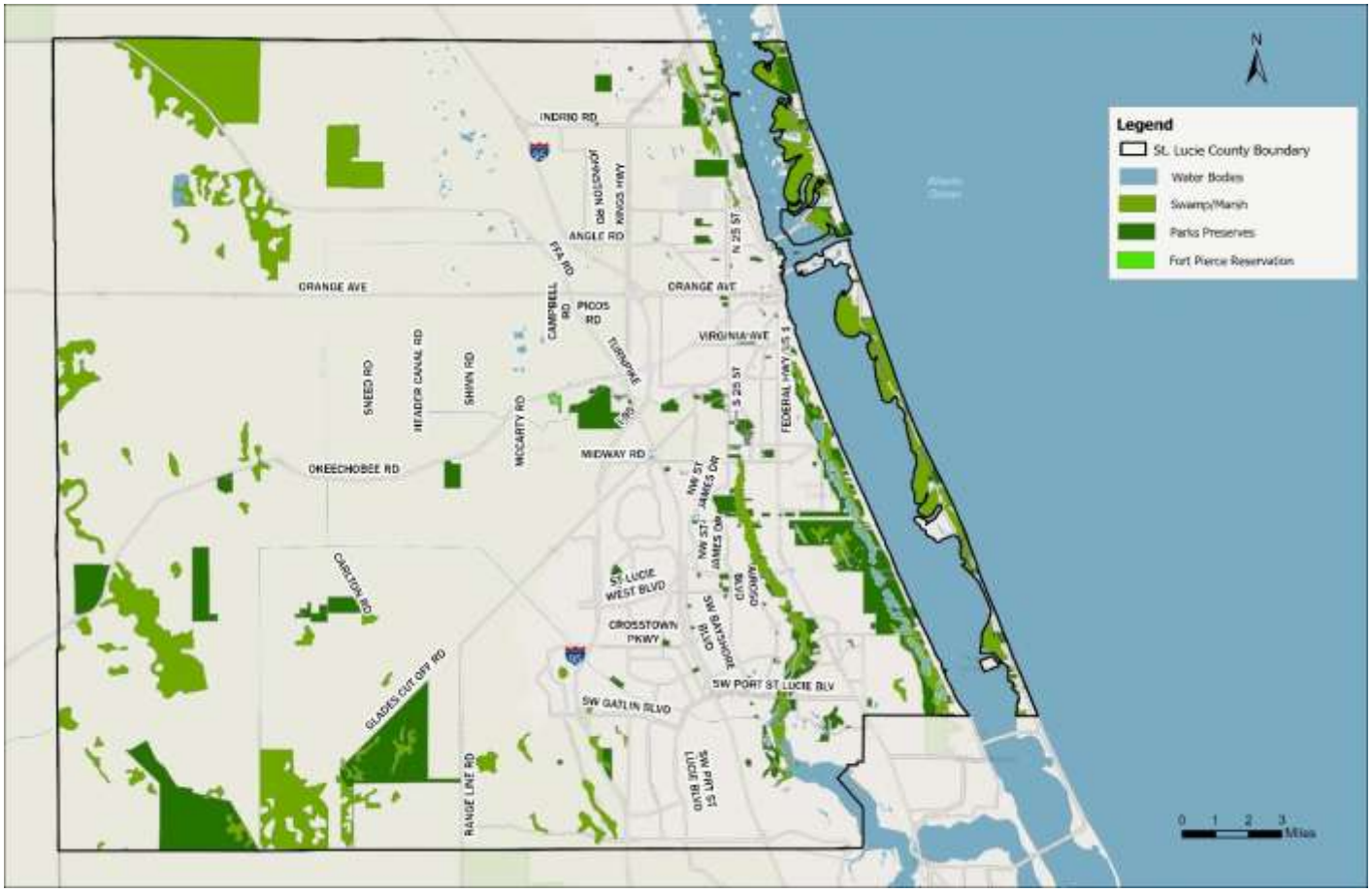

Figure D-3: St. Lucie County Environmentally Sensitive Areas

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.

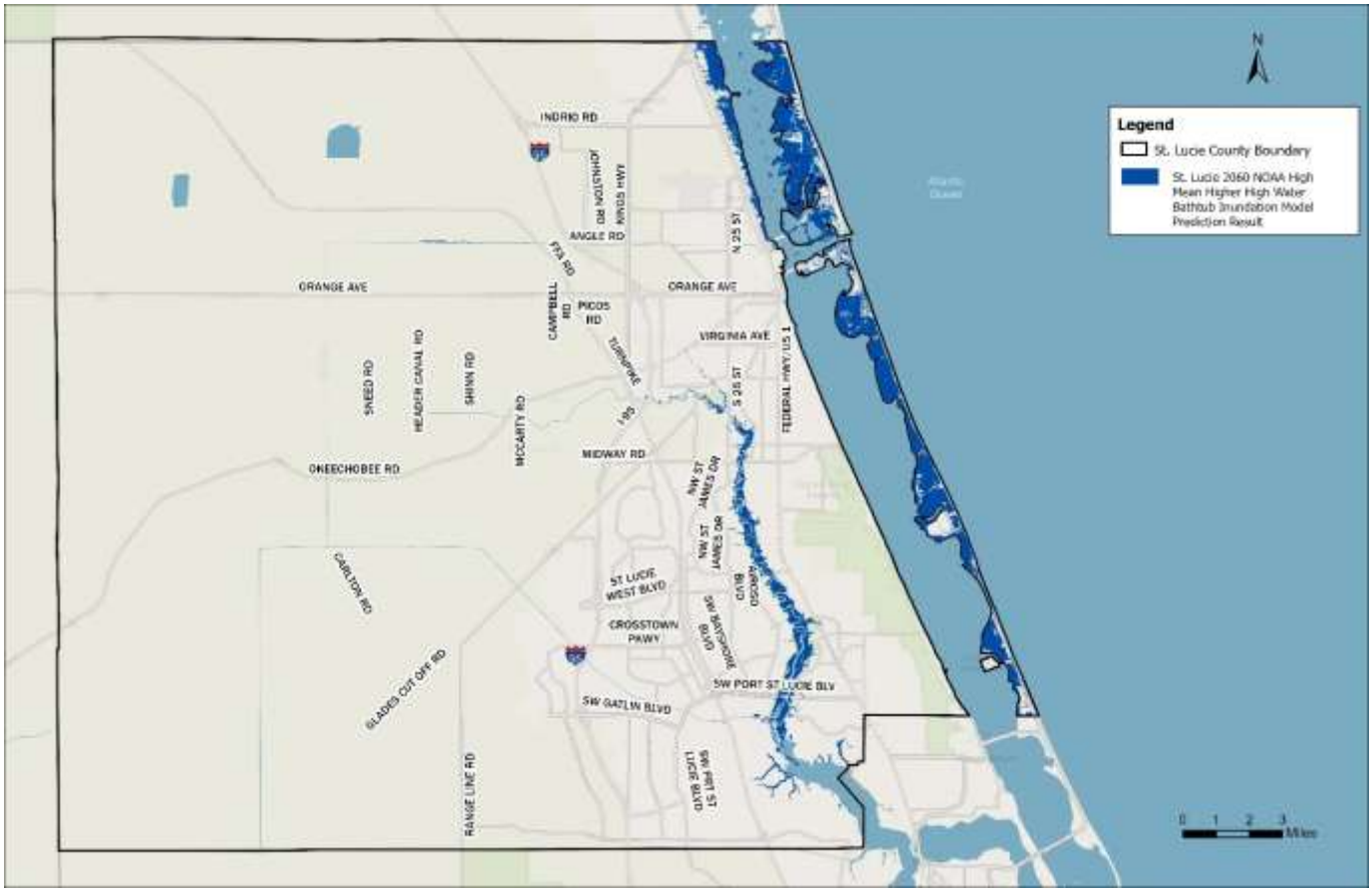

Figure D-4: St. Lucie County Sea Level Rise Vulnerability

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.

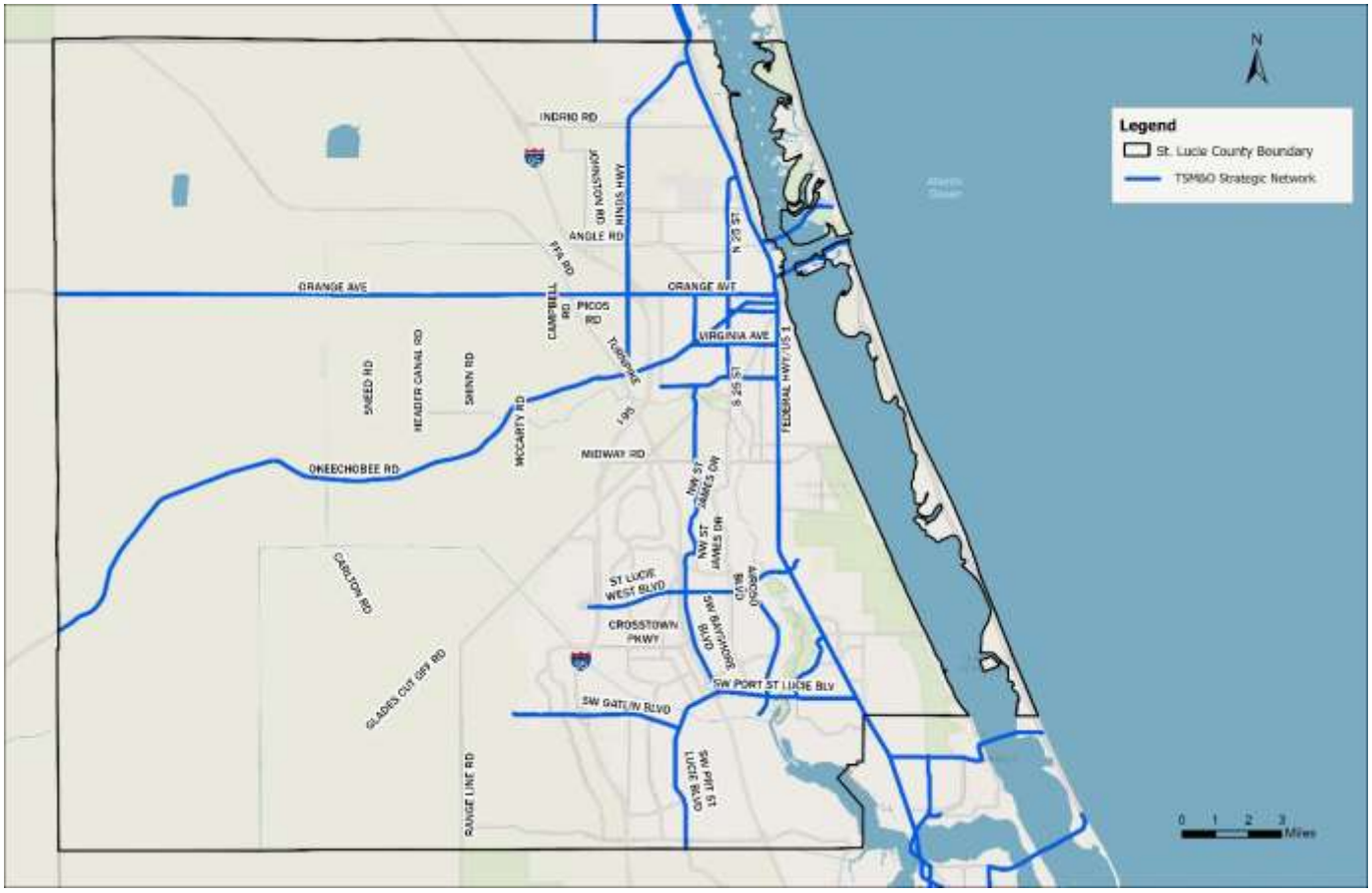

Figure D-6: FDOT District 4 TSM&O Strategic Network in St. Lucie County

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.

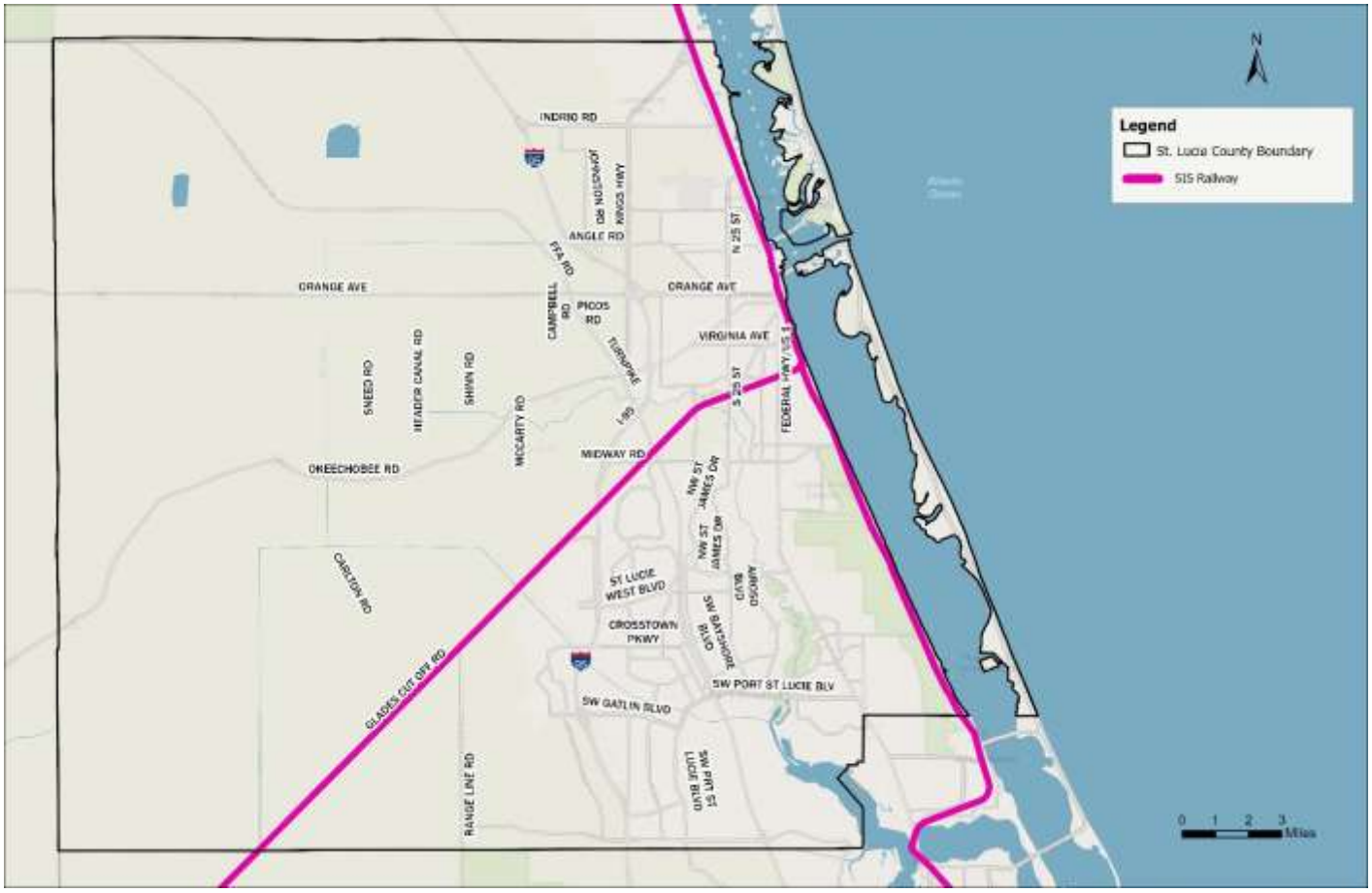

Figure D-7: St. Lucie County Railroad Facilities

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.

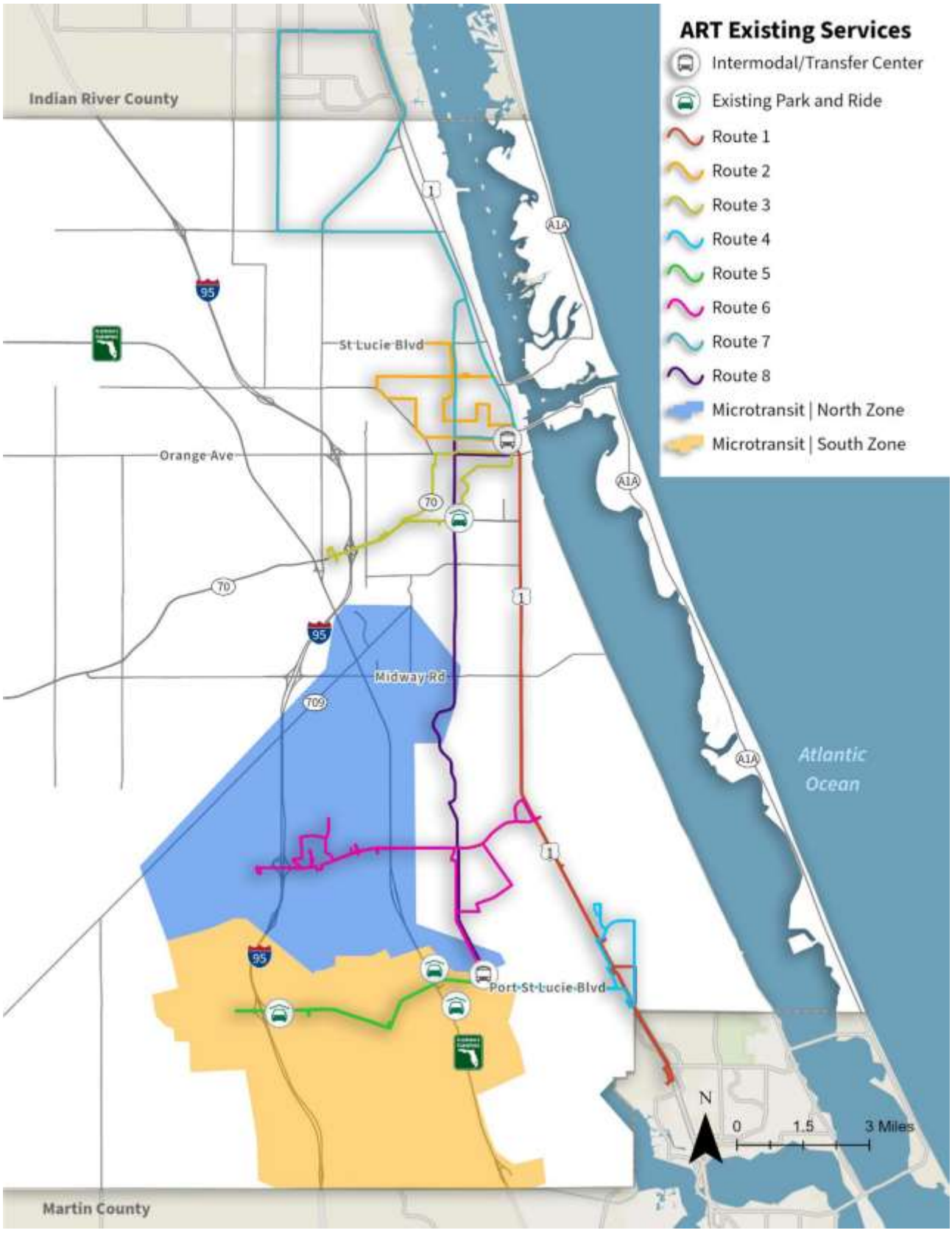

Figure D-8: St. Lucie County Area Regional Transit Existing Services

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.

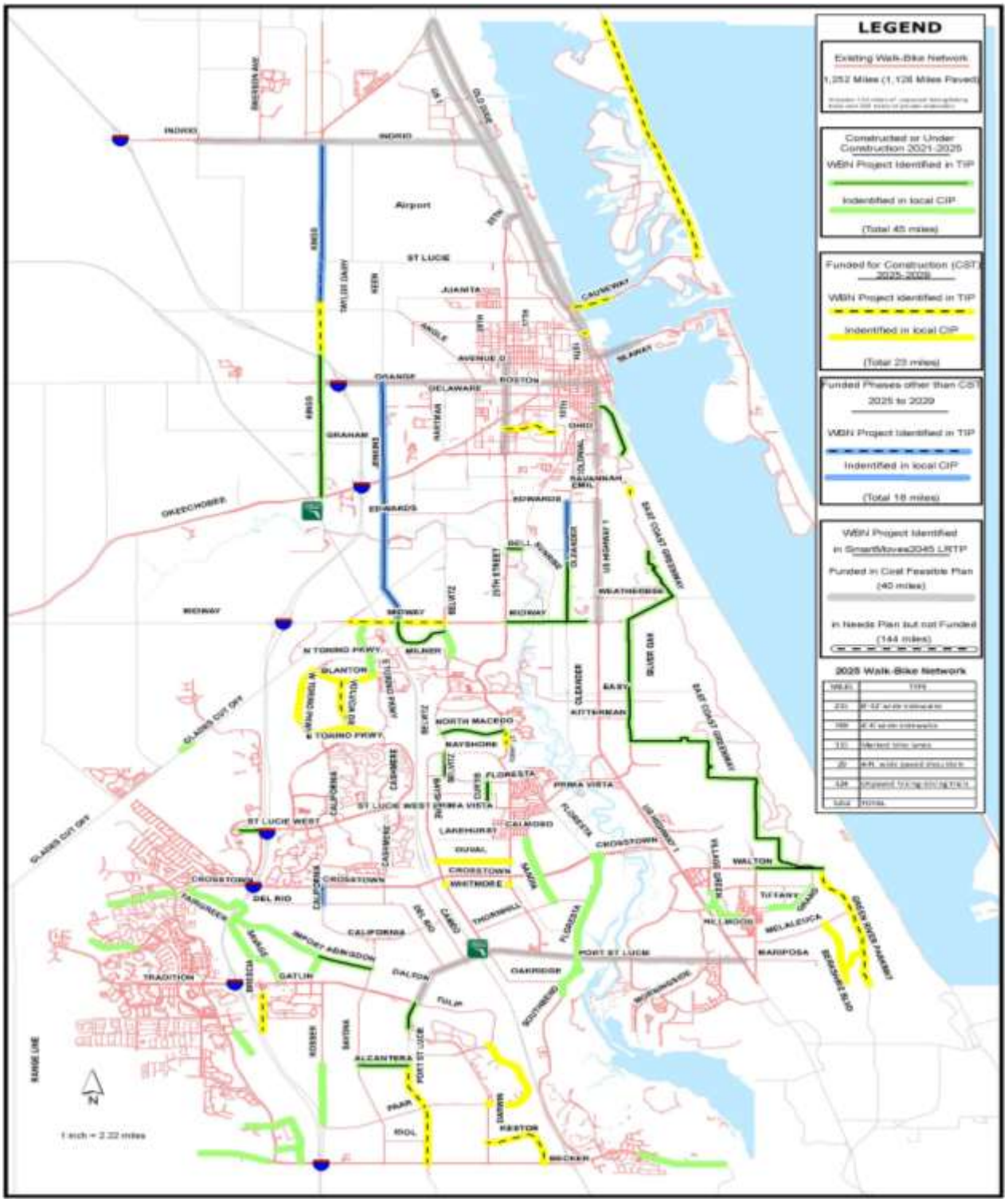

Figure D-9: St. Lucie Walk-Bike Network

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 Drve	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 LRTP	0.26	O03	$89,784
2005	53rd Street	Angle Road	Juanita Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP	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 LRTP	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 LRTP	0.39	O03	$137,675
2024	Bell Avenue	25th Street	Oleander Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP	0.99	O03	$344,808
2025	Berkshire Boulevard	Melaleuca Boulevard	Earl Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP	1.14	O03	$398,685
2026	Berkshire Boulevard	South Blackwell Drive	Melaleuca Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP	1.31	O03	$456,062
2028	Boston Avenue	S 25th Street	S 13th Street	Pedestrian Facilities	SmartMoves 2045 LRTP	0.81	O03	$283,564
2035	Cambridge Drive	Westmoreland Boulevard	Morningside Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP	1.02	O03	$355,086
2038	Carter Avenue	Bayshore Boulevard	Airoso Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP	1.06	O03	$369,904
2043	Charleston Drive	Berkshire Boulevard	Green River Parkway	Pedestrian Facilities	SmartMoves 2045 LRTP	0.52	O03	$181,255
2044	Colonial Road	Southern Avenue	Ohio Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP	0.25	O03	$ 88,909
2238	Cortez Boulevard	Esplenade 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 LRTP	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 LRTP	1.18	O03	$413,676
2066	Farmers Market Road	Oleander Avenue	US-1	Pedestrian Facilities	SmartMoves 2045 LRTP	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 LRTP	0.29	O03	$102,402
2077	Glades Cut-Off Road	Burnside Drive	Selvitz Road	Pedestrian Facilities	SmartMoves 2045 LRTP	6.78	O03	$2,366,528
2078	Glades Cut-Off Road	Range Line Road	C-24 Canal Road	Pedestrian Facilities	SmartMoves 2045 LRTP	2.46	O03	$859,046
2079	Graham Road	Kings Highway	Jenkins Road	Pedestrian Facilities	SmartMoves 2045 LRTP	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 LRTP & 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 LRTP	2.76	O03	$964,960
2095	Juanita Avenue	N 53rd Street	N 41st Street	Pedestrian Facilities	SmartMoves 2045 LRTP	0.75	O03	$262,886
2097	Keen Road	Angle Road	St. Lucie Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP	1.00	O03	$350,038
2099	Kings Highway	North of I-95	Indrio Road	Pedestrian Facilities	SmartMoves 2045 LRTP	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 LRTP	0.50	O03	$174,894
2108	McCarthy Road	Midway Road	Okeechobee Road	Pedestrian Facilities	SmartMoves 2045 LRTP	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 LRTP	2.70	O03	$944,638
2116	Mississippi Avenue	S 11th Street	S 10th Street	Pedestrian Facilities	SmartMoves 2045 LRTP	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 LRTP	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 LRTP	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 LRTP	1.00	O03	$350,697
2165	Quincy Avenue	Okeechobee Road	S 25th Street	Pedestrian Facilities	SmartMoves 2045 LRTP	0.50	O03	$174,312
2166	Range Line Road	Martin/St. Lucie County Line	Glades Cut-Off Road	Pedestrian Facilities	SmartMoves 2045 LRTP	6.14	O03	$2,145,185
2169	S 11th Street	Mississippi Avenue	Georgia Avenue	Pedestrian Facilities	SmartMoves 2045 LRTP	0.45	O03	$157,392
2245	S 35th St	Virgnia 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 LRTP	0.96	O03	$336,237
2180	SE Calmoso Drive	SE Sandia Drive	Floresta Drive	Pedestrian Facilities	SmartMoves 2045 LRTP	0.61	O03	$211,802
2185	Selvitz Road	South of Devine Road	Glades Cut Off Road	Pedestrian Facilities	St. Lucie County	1.27	O03	$444,179
2184	Silver Oak Drive	Easy Street	Midway Road	Pedestrian Facilities	SmartMoves 2045 LRTP	1.80	O03	$628,259
2191	St. Lucie Boulevard	Kings Highway	N 25th Street	Pedestrian Facilities	SmartMoves 2045 LRTP	2.99	O03	$1,043,674
2192	Sunrise Boulevard	Midway Road	Edwards Road	Pedestrian Facilities	SmartMoves 2045 LRTP	2.71	O03	$945,122
2194	SW Dalton Avenue	Savona Boulevard	Port St. Lucie Boulevard	Pedestrian Facilities	SmartMoves 2045 LRTP	0.93	O03	$324,429
2196	Taylor Dairy Road	Angle Road	Indrio Road	Pedestrian Facilities	SmartMoves 2045 LRTP	3.55	O03	$1,238,455
2205	Torino Greenway	NE Torino Parkway	NW Peacock Boulevard	Greenway	City of Port St Lucie Mobility Plan - Phase 2	0.37	O01	$252,157
2213	University Boulevard	NW California Boulevard	NW Bethany Drive	Greenway	City of Port St Lucie Mobility Plan - Phase 2	0.68	O01	$466,445
2217	US-1	North Causeway Bridge	Indian River County Line	Pedestrian Facilities	SmartMoves 2045 LRTP	7.43	O03	$2,595,558
2221	US-1 Connector	Morningside Boulevard	US-1	Greenway	City of Port St Lucie Mobility Plan - Phase 2	0.25	O01	$168,774
2246	Weatherbee Road	Silver Oaks Drive	Savannas Campground	Pedestrian Facilities	St. Lucie County	0.22	O03	$ 75,428
2247	Winter Garden Parkway	Kings Highway	Seminole Road	Pedestrian Facilities	St. Lucie County	0.56	O03	$196,263
2248	Winter Garden Parkway	Pandora Avenue	Kings Highway	Pedestrian Facilities	St. Lucie County	0.98	O03	$341,546
2288	C-24 Canal Greenway	Reserve Boulevard Extension	Southbend Boulevard	Greenway	City of Port St Lucie Mobility Plan - Phase 2	10.97	O01	$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 LRTP	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 LRTP	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 LRTP	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

COMMUNITY REMARKS
Put your idea on the map

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!

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!

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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