

Tradition Parkway at Village Parkway Intersection Design

Council Workshop
April 20, 2026

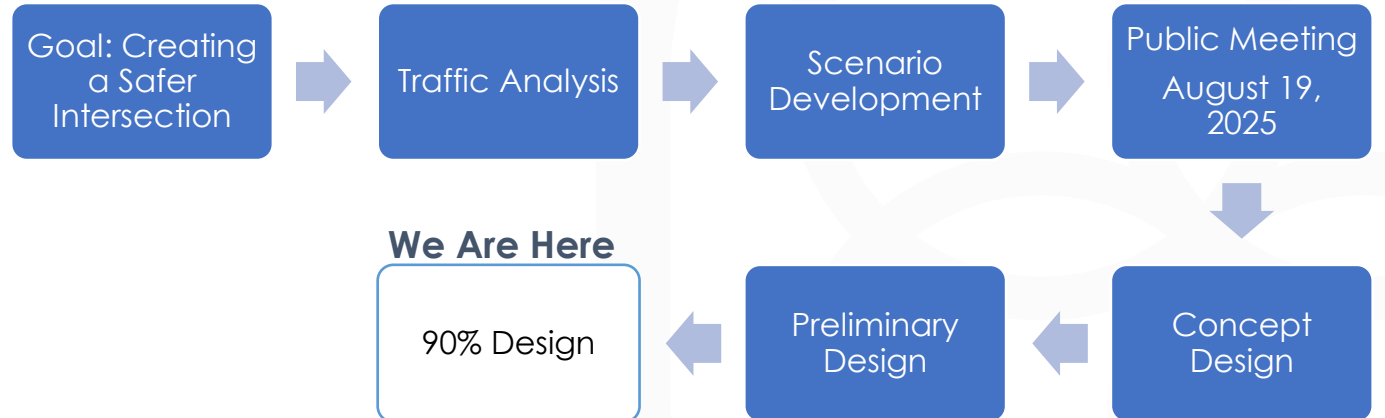


Background

- 2021 Southern Grove Master Plan recommended improvements
- Neighborhood connection
- Access to I-95
- Congestion relief
- Safer environment for all road users



The Project began as minor safety enhancements and evolved into a major intersection capacity improvement to manage traffic congestion.

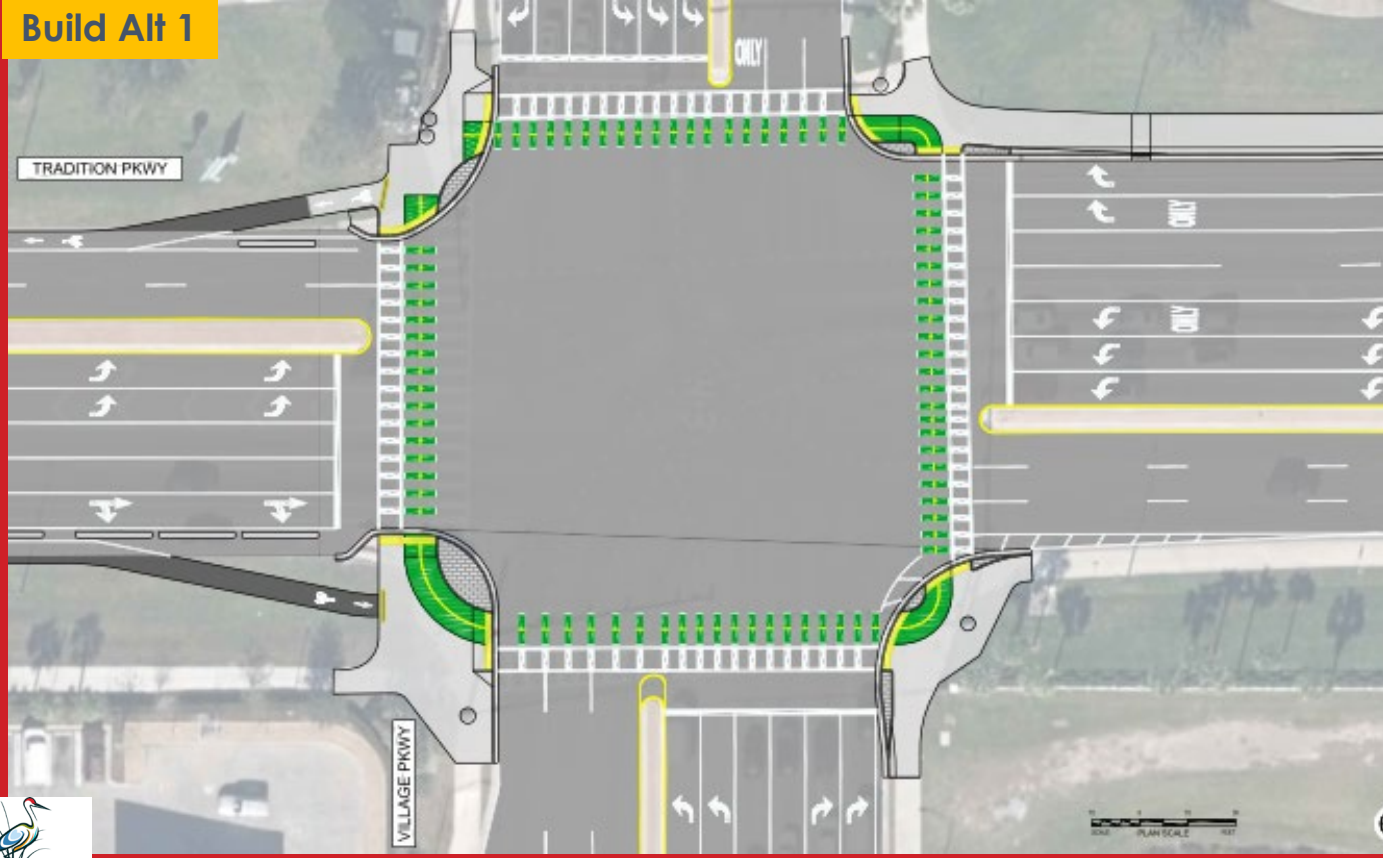


Build Alternative 1

Existing



Build Alt 1



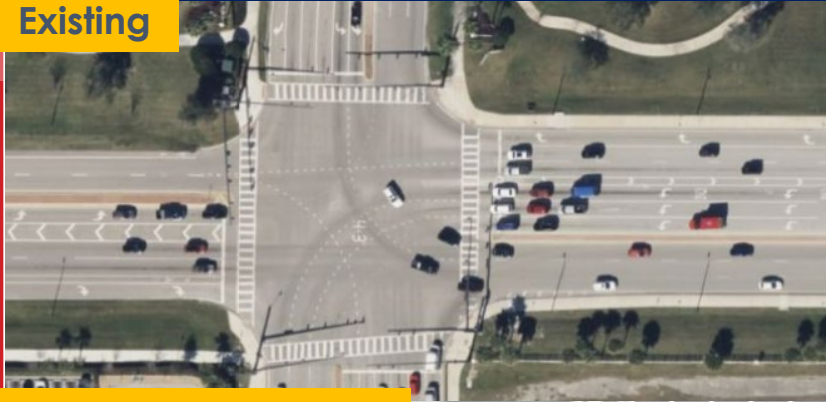
Proposed Improvements

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Westbound</p>	<ul style="list-style-type: none"> • Add a second dedicated right-turn lane • Extend left turn lanes • Add a dedicated right turn signal • Add a “No Turn On Red Except from Right Turn Lane” sign • Add a “Right Turning Vehicles, Stop for Pedestrians” blank out sign for when pedestrian button is pushed • Add a Leading Pedestrian Interval (LPI) • Add “No U-Turn” sign
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Eastbound</p>	<ul style="list-style-type: none"> • Add a second left turn lane & extending lanes for more storage • Convert the dedicated right turn lane into a shared through/right turn lane • Physical separation for the bike lane • Add an LPI • Add a “Right Turning Vehicles, Stop for Pedestrians” blank out sign for when pedestrian button is pushed • Add “No U-Turn” sign
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Northbound</p>	<ul style="list-style-type: none"> • Convert one of the through lanes into a second dedicated right-turn lane • Extend the left turn lanes • Add an LPI • Add “U-Turn Yield to Right Turn” sign • Add a “Right Turning Vehicles, Stop for Pedestrians” blank out sign for when pedestrian button is pushed • Add a “No Turn On Red Except from Right Turn Lane” sign
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">South-bound</p>	<ul style="list-style-type: none"> • Convert one of the through lanes to a third left turn lane • Extend left turn lanes • Add a “Right Turning Vehicles, Stop for Pedestrians” blank out sign for when pedestrian button is pushed • Add “No U-Turn” sign

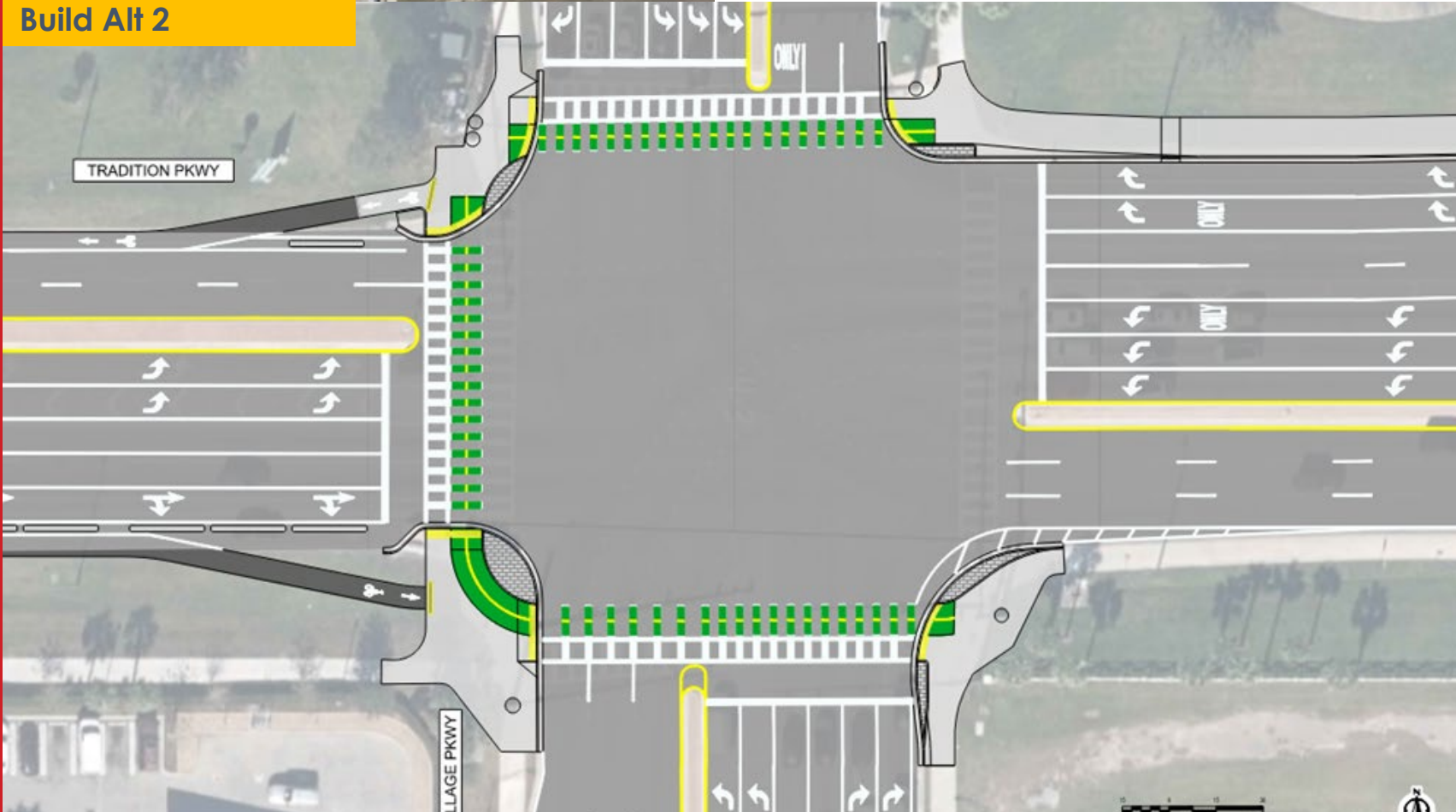


Build Alternative 2

Existing



Build Alt 2



Proposed Improvements

- Same as Build Alternative 1, except for the removal of the eastern crosswalk
- This Alternative matches the recommendation in the Southern Grove Master Plan, which also includes constructing a future pedestrian bridge across Tradition Parkway, east of the intersection, to connect Cleveland Clinic Hospital to the Landing at the Tradition Shopping Center



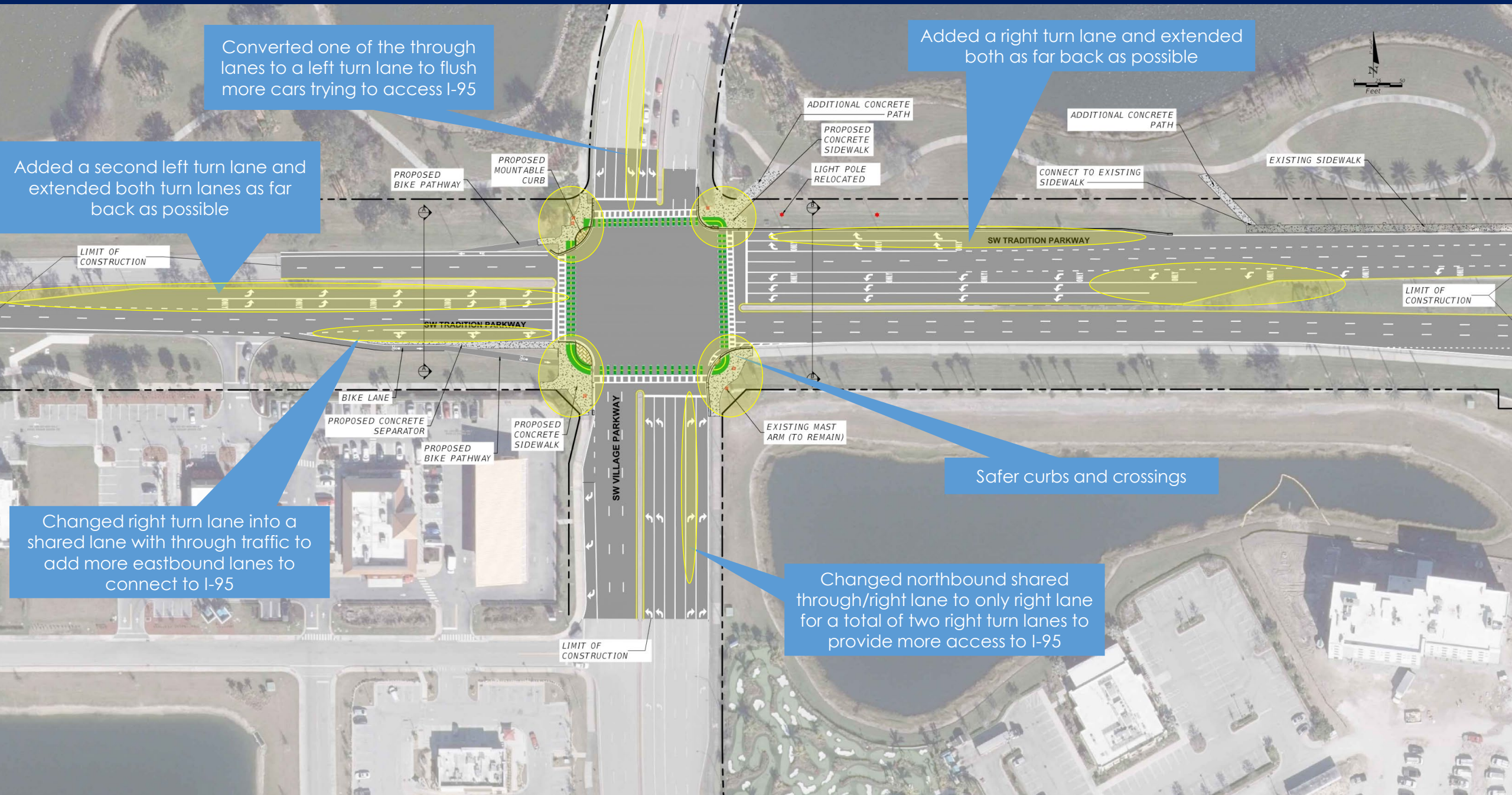
Public Meeting, 8.19.25



PORT ST. LUCIE
PUBLIC WORKS



August 19, 2025, Public Meeting



Converted one of the through lanes to a left turn lane to flush more cars trying to access I-95

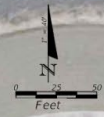
Added a right turn lane and extended both as far back as possible

Added a second left turn lane and extended both turn lanes as far back as possible

Changed right turn lane into a shared lane with through traffic to add more eastbound lanes to connect to I-95

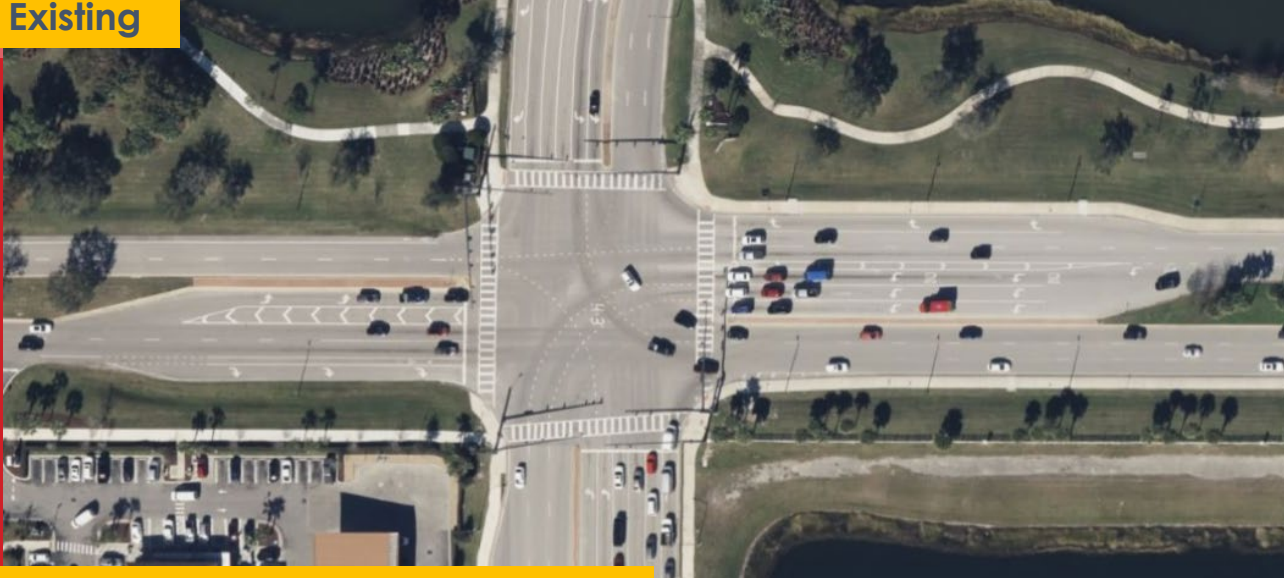
Safer curbs and crossings

Changed northbound shared through/right lane to only right lane for a total of two right turn lanes to provide more access to I-95



Build Alternative 3

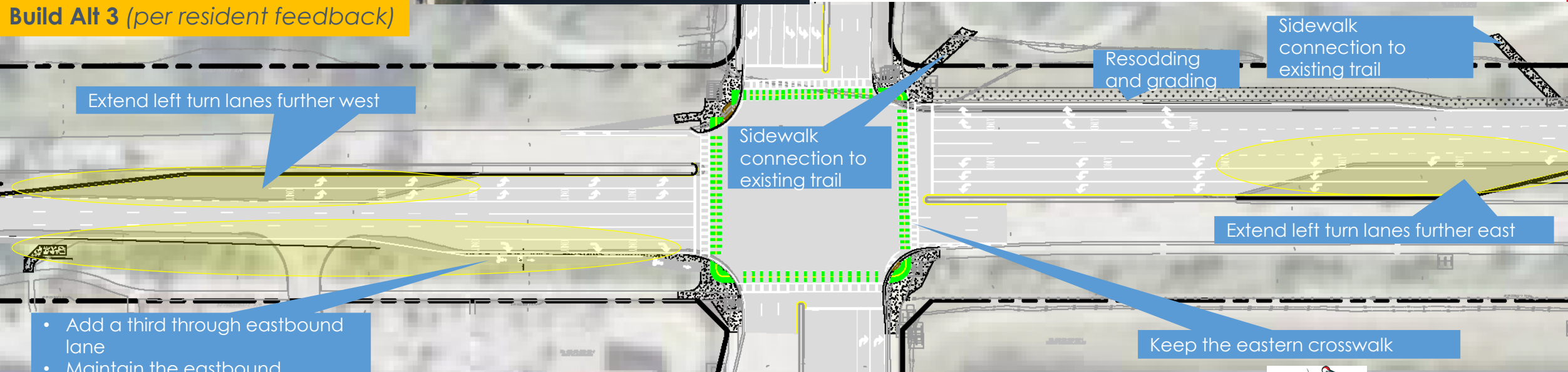
Existing



Proposed Improvements

- Same as Build Alternative 1, except for:
 - Instead of converting the eastbound dedicated right turn lane into a shared through/right turn lane, a third through lane is added, and the dedicated right turn lane is maintained
- In addition:
 - Extend the eastbound left turn lanes further back to maximize storage
 - Extend the eastbound dedicated right turn lane
 - Relocate the bus stop on the south side of Tradition's western leg further west to allow more vehicle space
 - Relocate street lighting from the median along the eastern leg to maximize eastbound left turn lane space
 - Drainage regrading along Tradition Pkwy

Build Alt 3 (per resident feedback)



- Add a third through eastbound lane
- Maintain the eastbound dedicated right turn lane
- Move bus stop to extend through and right turn lanes

Traffic Operational Conditions

<u>AM PEAK</u>	2025 (Base)	2030 No Build	2030 Build Alt 1	2030 Build Alt 2	2030 Build Alt 3
AM LOS	F	F	E	E	E
AM Delay (seconds)	203	92	70	70	72
v/c Ratio*	1.1	1.09	0.88	0.91	0.88

<u>PM PEAK</u>	2025 (Base)	2030 No Build	2030 Build Alt 1	2030 Build Alt 2	2030 Build Alt 3
PM LOS	F	F	F	F	F
PM Delay (seconds)	118	117	106	90	85
v/c Ratio*	1.06	1.2	1.13	1.01	0.92

*v/c = vehicle/capacity, a traffic congestion measure where values >1 reveal congested conditions

Results:

- In the AM Peak, added capacity will improve conditions in all Alternatives in 2030, compared to the No Build
- In the PM Peak, while LOS is F for all Alternatives, 2030 Build Alternative 3 offers the least delay and the only v/c under 1
- Alternative 3 presents the best-case scenario for reducing traffic congestion while maintaining all crosswalks



High-Level Cost Estimates*

Alternative	Cost
Build Alternative 1	\$900,000
Build Alternative 2	\$875,000
Build Alternative 3	\$1,550,000

**Final Cost Estimates will be developed as part of Final Design Plans*

Next Steps

- **Direction from Council** to finalize design:
 - **Which alternative should proceed?**
- **After Council direction:** 4-6 weeks to finalize the design package for bidding, which will include:
 - Structural analysis
 - Traffic signal design
 - Roadway plans
 - Lighting analysis
- Expediting **Construction RFP** for June 2026
- Return to **Council for Construction Contract Award** in August 2026

Thank you
for your
Input!

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SCAN HERE

TO PROVIDE INPUT



Tradition and
Village Parkway
Intersection

