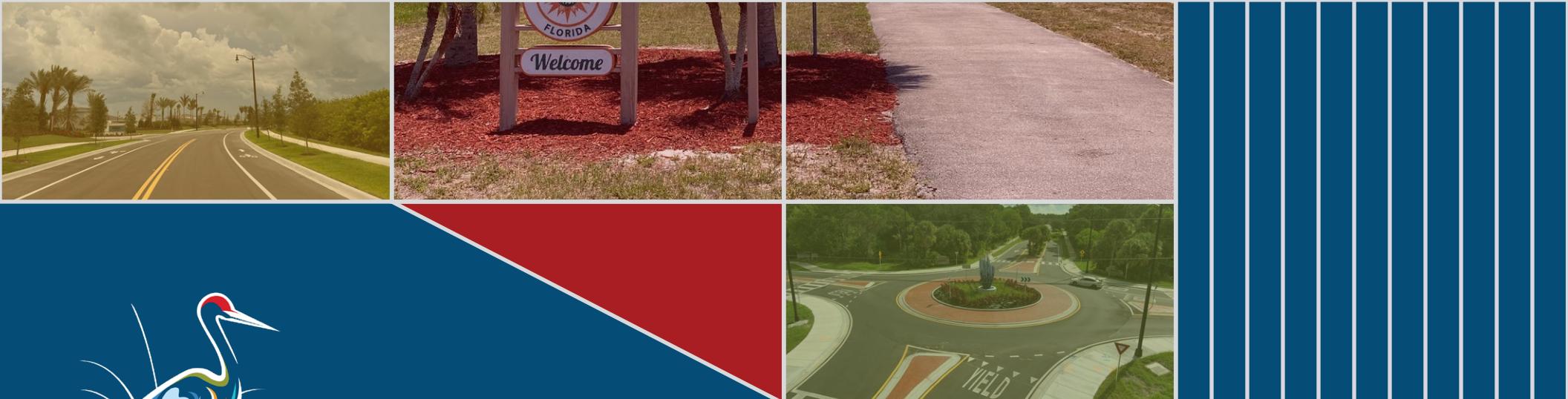


**EXHIBIT A: 2050 MOBILITY PLAN**

# 2050 Mobility Plan

November 2025



City of  
**PORT ST. LUCIE**  
HEART OF THE TREASURE COAST

**NUE URBAN CONCEPTS**  
LAND USE • MOBILITY • PARKING • FEES

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# Acknowledgments

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Prepared by:

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# Introduction

Port St. Lucie, Florida – located on the Treasure Coast in St. Lucie County, is one of Florida's fastest-growing cities, home to 260,194 residents<sup>1</sup>. Covering about 120 square miles, the city has developed as a primarily residential community with a growing employment base and an evolving transportation network.

Port St. Lucie is strategically situated along Interstate 95 and the Florida Turnpike, providing direct highway access to Orlando, Miami, and beyond. The city's location also connects residents to regional job centers, shopping, and recreation throughout the Treasure Coast. Public transportation is provided by the Treasure Coast Connector and Port St. Lucie Express bus systems.

Rail access is set to expand with Brightline's planned station in nearby Stuart, strengthening connections to South Florida and Orlando. The city also supports active transportation with a system of multi-use trails, bike lanes, and greenways that continue to expand alongside new development.

With investments in roadway capacity, transit connectivity, and walkable, mixed-use districts like the Port District and Tradition, Port St. Lucie is shaping a transportation system that balances car travel with transit, biking, and walking — supporting both growth and livability.

Port St. Lucie adopted a Mobility Plan and Mobility Fee system to guide the city's transportation future and replace traditional road impact fees with a more flexible, multimodal approach. The plan, first implemented in 2021, establishes long-term strategies to manage growth, improve accessibility, and fund infrastructure for cars, transit, biking, and walking. By linking mobility fees directly to a plan of specific mobility improvements, the city aimed to create a more balanced and sustainable mobility network.

The system rolled out in two phases. Phase 1, adopted in October 2021, created the framework: designating corridors for road widening, retrofits, and multimodal upgrades, and setting baseline standards for service. Phase 2, completed in 2022, added more detail, including corridor cross-sections, intersection improvements, multimodal quality of service standards, and public engagement. Together, these phases gave Port St. Lucie a comprehensive roadmap for investing in transportation infrastructure alongside rapid growth.

The Mobility Plan serves as the basis for the Mobility Fee, a one-time charge on new development or redevelopment. Unlike older impact fees, this fee can fund sidewalks, trails, bike lanes, multimodal ways, transit stops, and intersection projects in addition to roadway capacity.



<sup>1</sup> BEBR 2025 Preliminary Population Estimates

Since taking effect, the program has already generated significant resources, with over \$30 million<sup>2</sup> collected between 2022 and 2024 to fund transportation improvements. These revenues now support the city's Mobility Plan and 2025–2029 Capital Improvement Plan, which includes new or upgraded roads, sidewalks, shared use paths, bridges, and intersections.

The 2050 Mobility Plan continues to refine the Mobility Plan program through updates and community workshops, positioning the system as a key tool to balance growth, enhance multimodal access, and raise the overall quality of life for residents.

Mobility Plan projects consist of new roadways, added capacity to existing roadways, intersection improvements, complete street upgrades, corridor studies, shared use paths, boardwalks, trails, transit circulators, and mobility hubs.

The 2050 Mobility Plan consists of four (4) distinct plans: 1) Roadway Corridors Plan, 2) Intersections Plan, 3) Multimodal Plan, and 4) Transit Plan. The Mobility Plan pairs land use with transportation to reduce vehicle miles traveled, improve accessibility to key destinations and daily needs, enhance safety, and encourage the use of alternative transportation modes – all of which are crucial to promoting economic development, meeting the needs of future residents, and enhancing connectivity.

The mobility projects identified in the 2050 Mobility Plan form the basis for the City of Port St. Lucie Mobility Fee consistent with Florida Statutes 163.3180 and 163.31801. The Mobility Fee is intended to provide a streamlined and simplified way for development activity to mitigate its transportation impact through payment of a one-time Mobility Fee to the City of Port St. Lucie. The Mobility Fee collected from development activity will be used to fund mobility projects identified in the 2050 Mobility Plan to provide a mobility “benefit” to development activity that pays the Mobility Fee.

<sup>2</sup> City of Port St. Lucie City Manager's 2024 Annual Report



# Mobility Fee Overview

The City of Port St. Lucie Mobility Fee has been developed to fund mobility projects identified in the 2050 Mobility Plan.

**Mobility Fees are not:** (1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the City.

**Mobility Fees are:** (1) a streamlined one-time assessment on new development within the City; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue funds for mobility fees to be expended within a defined benefit district.

**New Development** is defined as “new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or expansion of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an impact to the transportation system.”

**Impact** is defined as “any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands.”

The Mobility Plan & Mobility Fee System features four (4) **Assessment Areas** for the City of Port St. Lucie: (1) East, (2) West, (3) Northwest, and (4) Southwest. Expansion areas are also identified for each Assessment Area to incorporate future annexations. The assessment areas define where new development is assessed a mobility fee. The Mobility Plan &

Mobility Fee System also features six (6) **Benefit Districts**: (1) Central; (2) East, (3) Northwest, (4) Southwest, (5) West, and (6) I-95. The Benefit Districts extend beyond City limits to ensure that the City can expend Mobility Fees on projects identified in the Mobility Plan outside current City limits to (1) expand the street network concurrent with new development and (2) to contribute mobility fees to County and State projects outside City limits that improve mobility to the City.

The 2050 Mobility Plan, dated November 2025, establishes the mobility projects needed to accommodate future travel demands. The City of Port St. Lucie Mobility Fee Technical Report, dated November 2025, documents the data and methodology used to develop a Mobility Fee to mitigate the impact of new development.

The Mobility Plan & Mobility Fee System meets legally established dual rational nexus requirements for “need” and “benefit” and the Mobility Fee is roughly proportional to the impact of new development. The Mobility Plan & Mobility Fee System has been developed consistent with the requirements of Florida Statute Sections 164.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.



# Growth in Port St. Lucie

The 2050 Mobility Plan establishes a framework over the next 25 years to move people and provide choices through mobility projects established to meet the “needs” of projected growth in population, employment and travel demand. By 2050, the population in Port St. Lucie is projected to exceed 500,000 people and the number of employees is projected to be almost 175,000.

| PROJECTED GROWTH                          |            |           |
|---|------------|-----------|
| Year                                      | Population | Employees |
| 2025 / 2022                               | 260,194    | 85,421    |
| 2045 (Comprehensive Plan Horizon)         | 380,092    | 151,136   |
| 2050 Estimate (Mobility Plan Future Year) | 506,027    | 174,308   |
| Increase                                  | 245,833    | 88,887    |

Source: City of Port St. Lucie Mobility Fee Technical Report dated November 2025.



## GROWTH IN VEHICLE MILES OF TRAVEL (VMT) & PERSON MILES OF TRAVEL (PMT)

| Area  | 2025 VMT* | 2050 VMT** | VMT Increase*** | 2050 PMT** |
|---|-----------|------------|-----------------|------------|
| Mobility Study Area                         | 4,996,559 | 9,250,081  | 4,253,522       | 6,082,536  |
| Mobility Study Area (Excl. I-95 & Turnpike) | 3,328,887 | 6,257,306  | 2,928,419       | 4,187,639  |
| I-95 & Turnpike                             | 1,667,436 | 2,992,775  | 1,325,339       | 1,895,235  |

\*Mobility Plan base year. \*\*Mobility Plan future year. \*\*\*2025 to 2050

Source: City of Port St. Lucie Mobility Fee Technical Report dated November 2025.

The City is projected to experience an increase in both vehicle and person travel demand over the next 25 years. Vehicle Miles of Travel (VMT) on the major roads (aka arterials and collectors) within the City is projected to almost double to 9,250,081. The total Person Miles of Travel (PMT) increase on the major roads within the City of Port St. Lucie is projected to increase to 6,082,536.

# Multimodal Elements

The mobility projects identified in the Mobility Plan were established based on the fundamental guiding elements necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient transportation system focused on moving people and providing mobility choices.

## City of Port St. Lucie Multimodal Elements



**Mobility:** The ability to move people between their starting place (origin) to their destination by multiple ways (modes, such as walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner.



**Opportunity:** The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. People have a fundamental right to move around easily, safely, and conveniently.



**Accessibility:** The ease at which people of all abilities and ages reach, enter, and use modes of travel at the origin and destination of their trip. Providing Americans with Disabilities Act (ADA) compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments to access.



**Connectivity:** The number of route options people have available to them and the directness and/or distance of those routes. Innovative approaches to enhance connectivity, such as low speed or shared streets, paths and trails improve mobility and connectivity.



**Visibility:** The frequency at which those driving a vehicle see people walking, bicycling, scooting, & accessing transit. More people walking and biking equates to greater awareness that people walk and bicycle (aka safety in numbers).



**Continuity:** The provision of uninterrupted sidewalks, paths, trails, and bike lanes that maintain consistent width and condition with logical beginning and endpoints. roads do not suddenly end or change width without warning; neither should sidewalks or bike lanes.



**Safety:** Physical design elements of the built environment that make the multimodal transportation system comfortable and pleasant for all ages and abilities.



**Comfort:** The sum of all the multimodal elements, combined with the plus overall quality of the built environment, that supports various mobility modes to ensure comfortable travel, trip satisfaction, improved travel choices, and minimized travel time and distance.

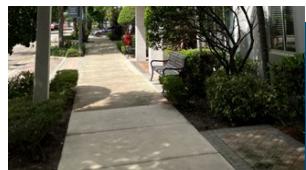


**Social Value:** The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions can enhance the quality of life in the community through active engagements.

# Multimodal Infrastructure

The City's Mobility Plan incorporates various multimodal facilities to accommodate different types of travel including sidewalks, shared use paths, boardwalks, greenways (trails), bicycle boulevards, bike lanes, and multimodal lanes. The images below illustrate the types of multimodal facilities, both on-street and off-street, that are included in the Mobility Plan.

## Off-Street Typologies:



**Sidewalk:** Concrete walkway between 5-ft and 6-ft wide. Primarily used by pedestrians and it is usually aligned with roadways. Must be ADA compliant.



**Shared Use Path:** Asphalt or concrete walkway facility 10-ft or wider that allows for the safe movement of non-motorized users, including pedestrians & bicyclists. May or may not be aligned with parallel roadways.



**Greenway (Trail):** Asphalt or concrete walkway facility 12-ft and 14-ft wide that allows for the safe movement of non-motorized users, including pedestrians & bicyclists. May or may not be aligned with parallel roadways.



**Boardwalk:** Raised walkway or shared-use path, made of either composite materials or wood, usually running over a water body or flood-prone area. Varies in width and may be used by people walking, bicycling and riding other mobility devices. May or may not be aligned with parallel roadways.



## On-Street Typologies:



**Bike Lane:** Paved, marked bicycle facility, adjacent to the outer vehicle travel lane and at least 4-ft wide. Bike lanes may be painted green to increase visibility.



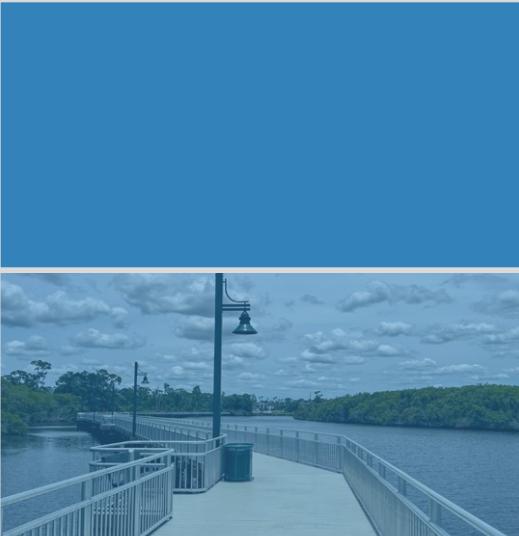
**Buffered Bike Lane:** Paved, marked bicycle facility at least 4-ft wide with a minimum double 6-inch white edge line separating the bike lane and the adjacent vehicle lane.



**Separated Bike Lane:** Paved, marked bicycle facility at least 4-ft wide that includes a separation area with a vertical element such as curbing, flexible delineator posts, or on-street parking.



**Multimodal Lane:** Paved, marked facility, adjacent to the outer vehicle travel lane and at least 8-ft wide, for the safe movement of electric vehicles such as e-scooters, e-bikes, and golf carts.

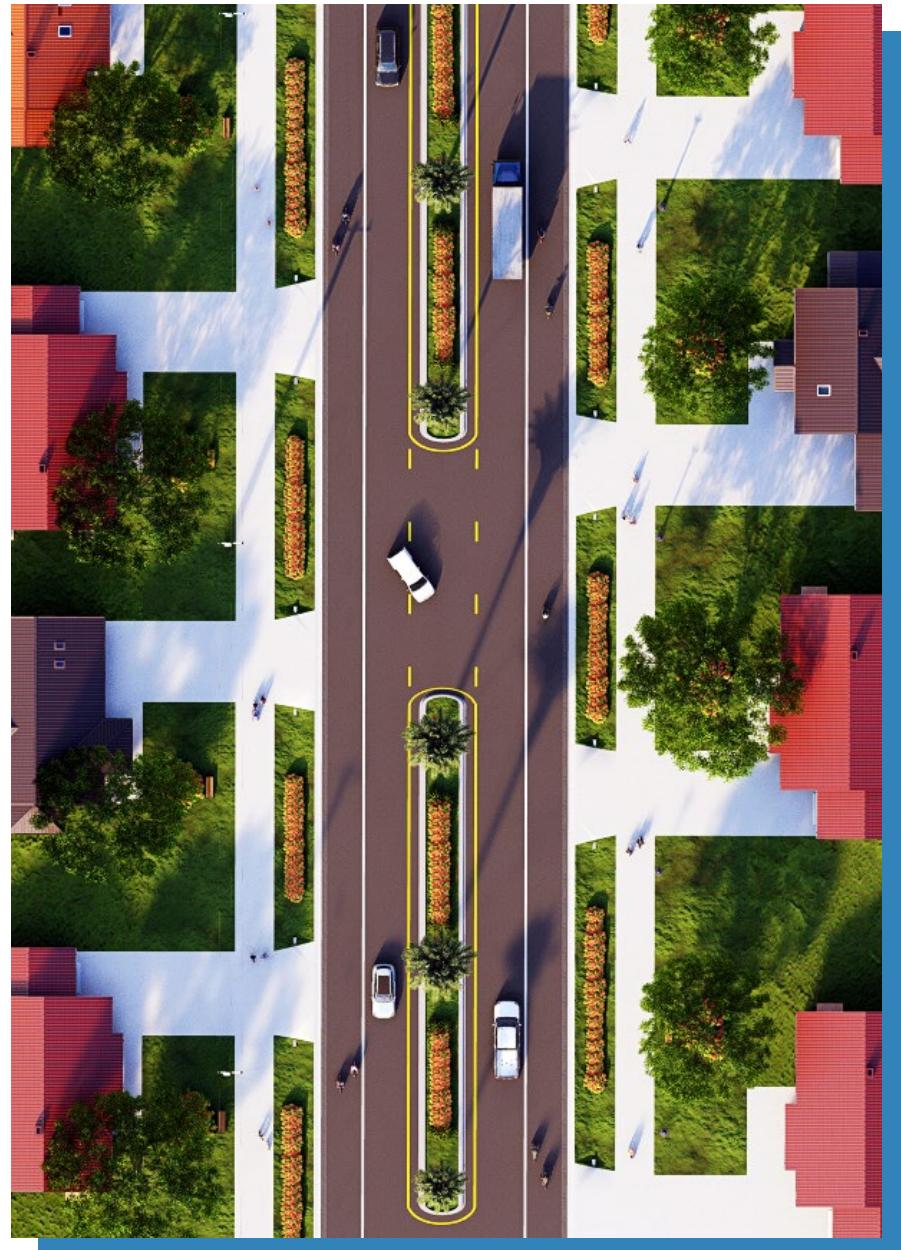


# Roadway Corridors Plan

# Roadway Corridors Plan

The Roadway Corridors Plan includes projects that would require changes to the roadway itself including: new roads, the addition of new travel lanes (road capacity), and access management. The Plan also includes studies such as corridor studies and Project Development & Environmental (PD&E) studies where needs have been identified but a greater level of analysis is required to determine the appropriate improvement for that corridor.

The Roadway Corridors Plan is broken down into five (5) distinct maps: (1) Short Term Plan, (2) Mid Term Plan, (3) Long Term Plan, (4) Corridor Studies, and (5) Developer Access Roads & Developer Improvements.



## 2-Lane Divided Road Example:



## 4-Lane Divided Road Example:



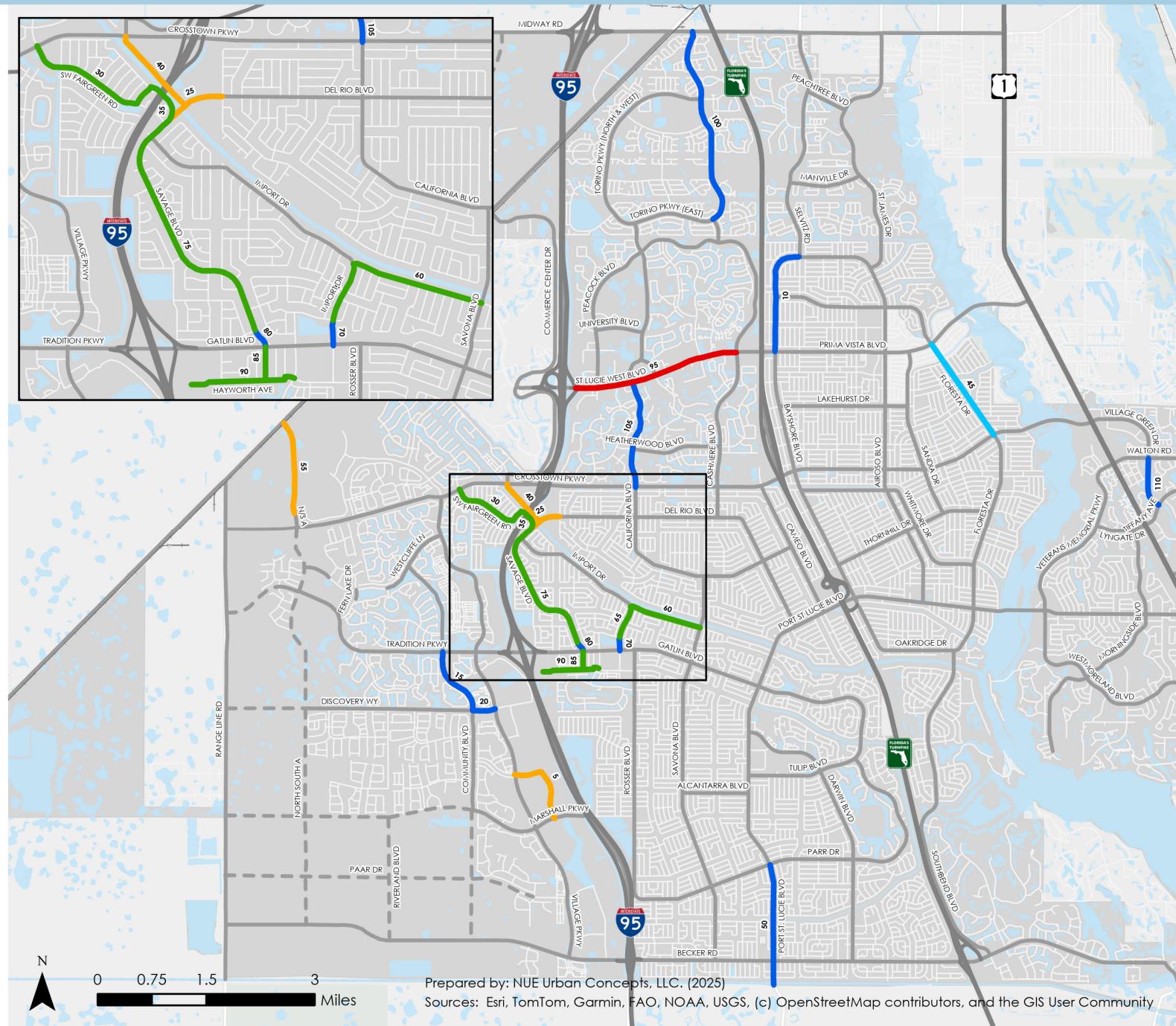
# Roadway Corridors (Short Term Plan: 2025 to 2030)

## City of Port St. Lucie Mobility Plan

- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane
- Complete Street Upgrade

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies

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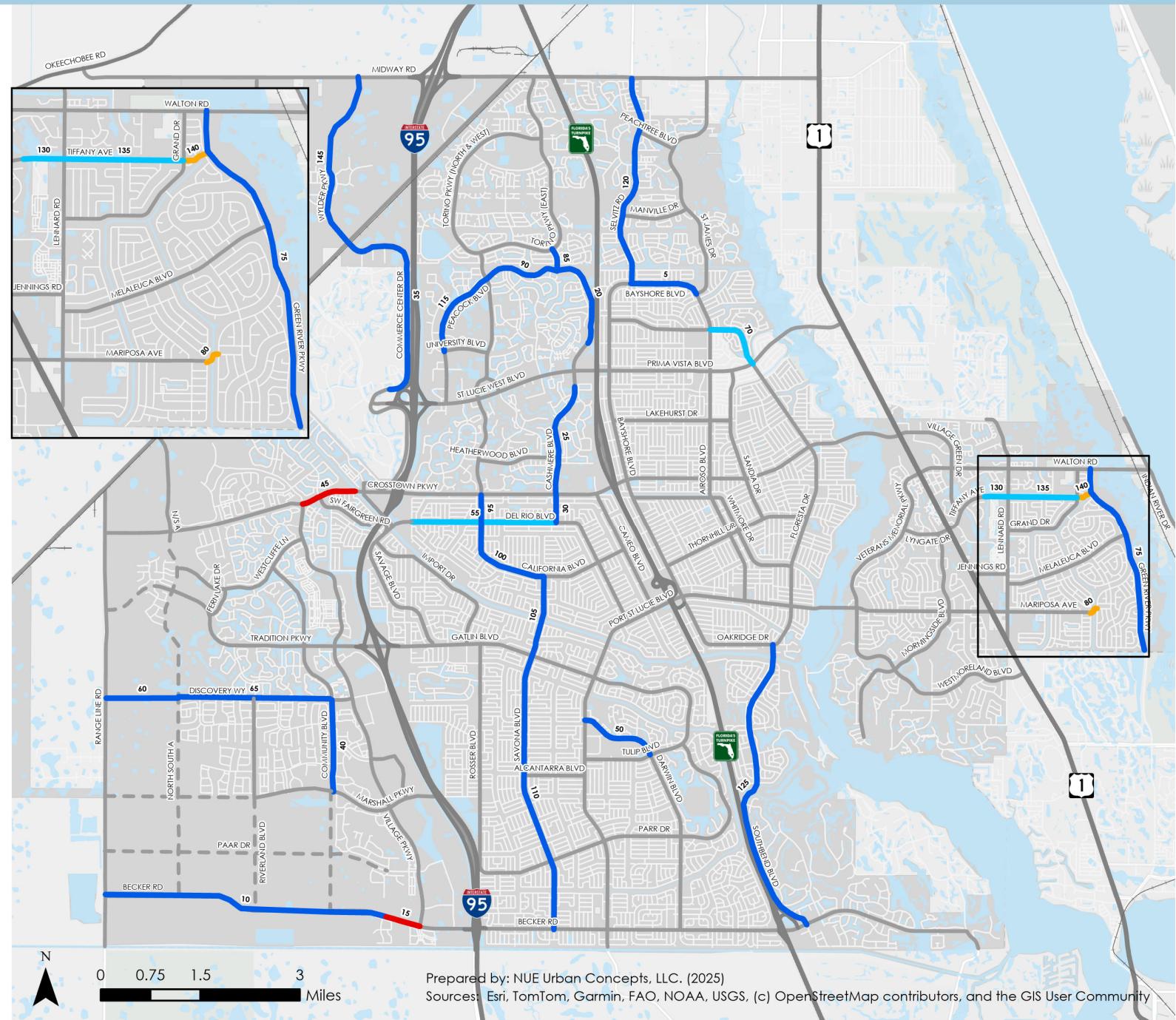
# Roadway Corridors (Mid Term Plan: 2030 to 2040)

## City of Port St. Lucie Mobility Plan

- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies

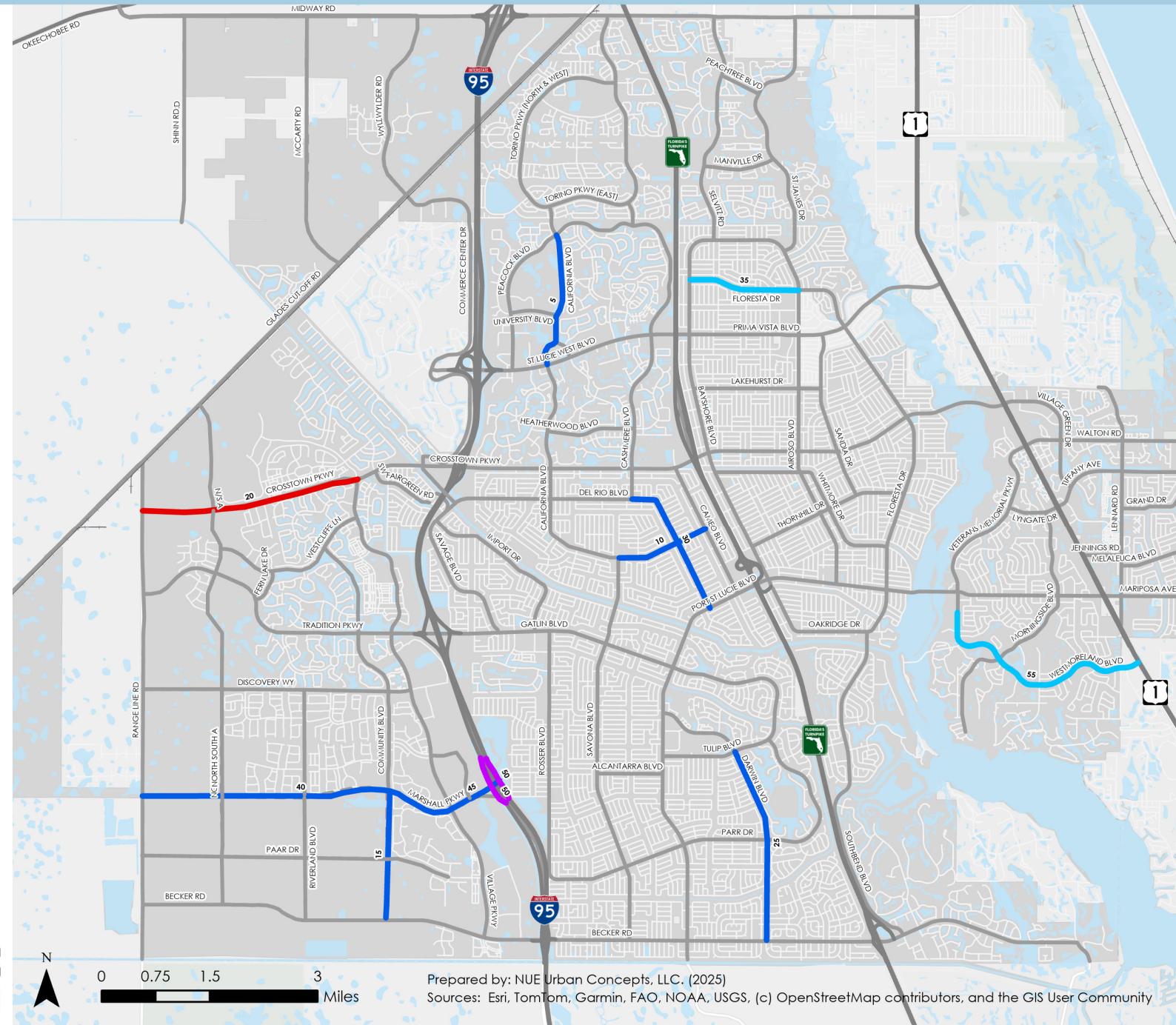
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# Roadway Corridors (Long Term Plan: 2040 to 2050)

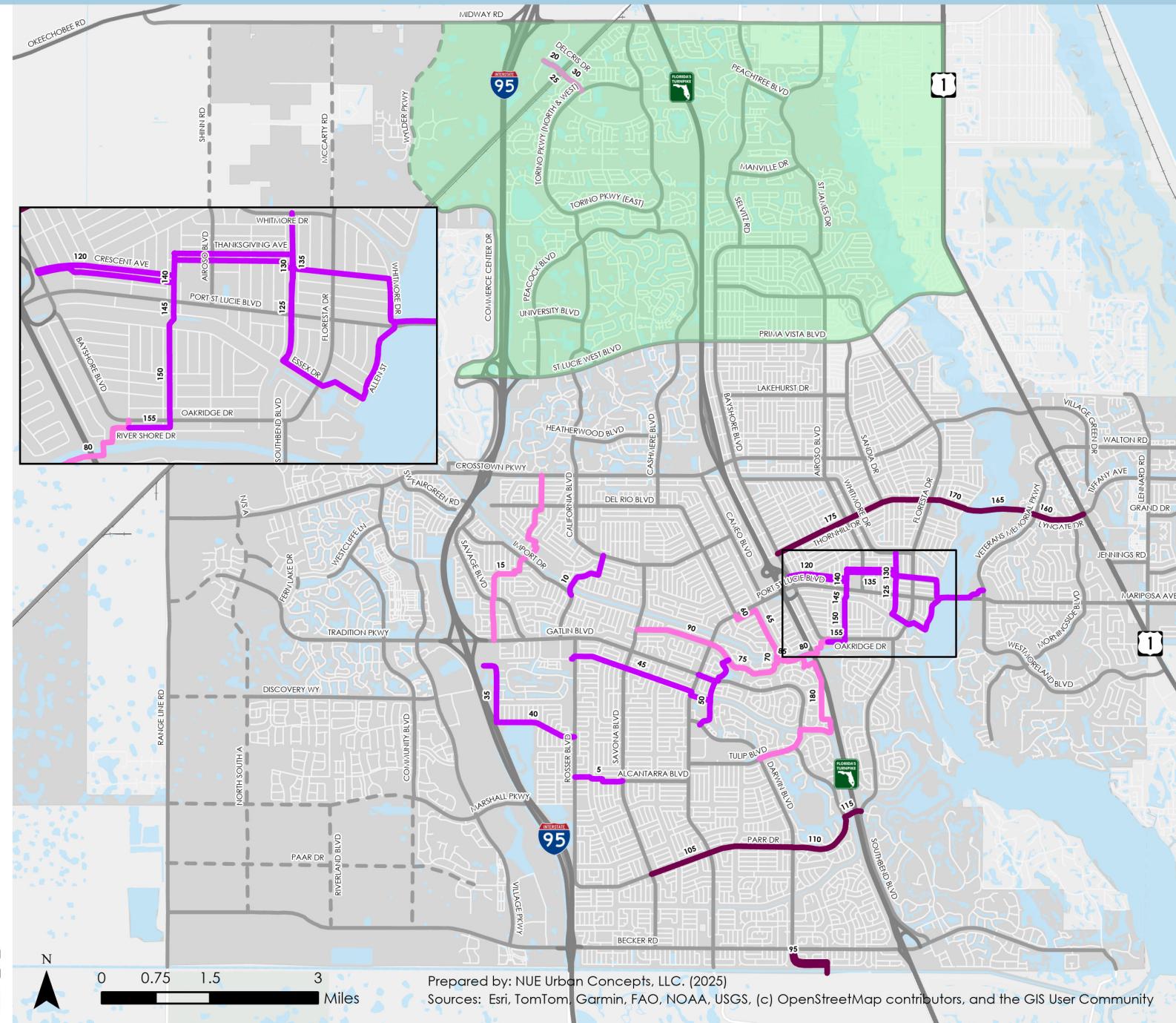
## City of Port St. Lucie Mobility Plan





# Corridor Studies (2025 to 2040)

## City of Port St. Lucie Mobility Plan



# Developer Access Roads

In the interest of the public's health, safety, and welfare, developer access roads and developer improvements have been identified as part of the 2050 Mobility Plan. The cost of these roads and improvements is **not included** in the Mobility Fee calculations or methodology. These roads and improvements are located west of Interstate 95. The majority of developer access roads and improvements east of Range Line Road are existing obligations of developments either through agreement with the City or County or as a development order condition.

The roads located west of Range Line Road are intended to provide for future connectivity to the transportation system. New development in this area benefits from the existing roadway network that has been built by the City, County, developers, and the State to provide for safe and convenient access for future residents and first responders. These future developments did not fund, nor did they contribute to the existing transportation system for which they will receive a benefit.

To protect the health, safety, and welfare of future residents by allowing first responders to access housing and non-residential uses in the event of emergencies or for future residents to evacuate in the event of hurricanes, floods, tornadoes, and other natural disasters, it is necessary to have a well-planned, functioning, and interconnected road system. This does not exist west of Range Line Road and it is not currently planned for in either the City's Mobility Plan nor its Comprehensive Plan.

The inclusion of developer access roads is to provide for the appropriate planning to ensure that an interconnected network of roads is developed as new development occurs and that these new developments provide for the appropriate

connectivity with other new development. A similar level of future planning occurred in the early 2000's before much of the area west of Interstate 95 was developed. These planned roads will provide access to first responders, goods, services, and Interstate access to future residents west of Range Line Road.

The planned network is to serve as a guide to the City and new development regarding the alignment and connectivity of future roads and to allow for coordination with the County as new development west of Range Line Road seeks to secure development entitlements. This is not transportation concurrency which is focused on the capacity and number of lanes needed to serve a given development. This is establishing a planned network to ensure connectivity as new development builds roads as required by the City and County's land development regulations and as required as development order conditions and requirements associated with the granting of land use entitlements under the City and County's Comprehensive Plans.

The developer access roads are illustrated to ensure that new developments provide for a safe, convenient, and interconnected road network to ensure first responders can access residential and non-residential uses in the event of emergencies and that residents, customers, and visitors can safely evacuate in the event of natural disasters.





# PORT ST. LUCIE

HEART OF THE TREASURE COAST

## Developer Access Roads & Developer Improvements

## City of Port St. Lucie Mobility Plan

Developer access roads identified in the 2050 Mobility Plan aim to ensure a safe, connected roadway network west of Range Line Road, where no such system currently exists.

These roads are not included in mobility fee calculations but are essential for providing emergency access, evacuation routes, and future connectivity as development occurs.

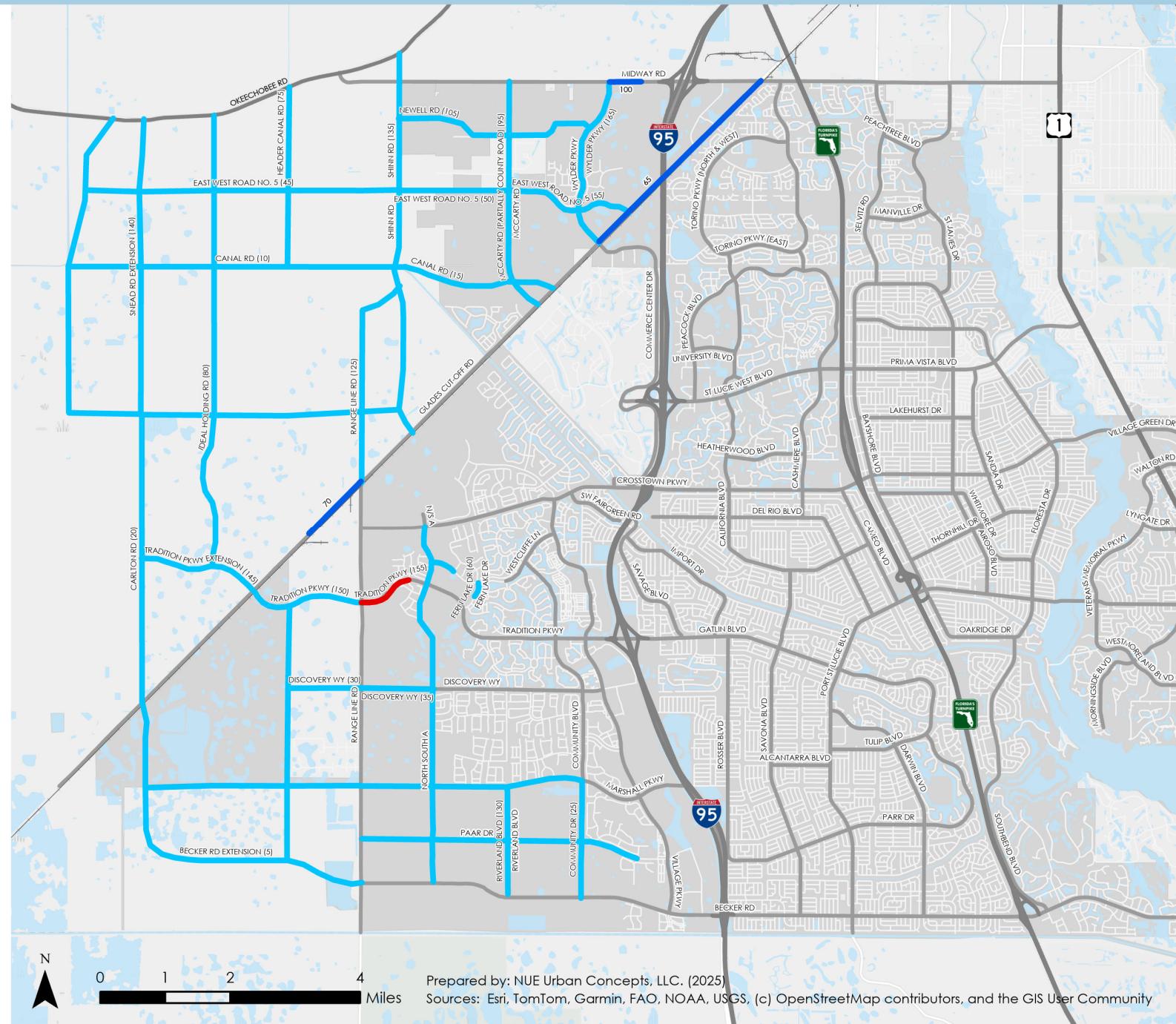
Their inclusion guides coordinated planning between the City, County, and developers to support public safety and well-planned growth.

The developer access roads or developer improvements illustrated on this map are not included in the mobility fee calculations. The new two lane roads are referred to as the first two lanes of developer access roads in the Mobility Fee Ordinance. The widen from two to four lane road are referred to as developer improvements on County Roads.

- New Two (2) Lane Road
- Widen from Two (2) to Four (4) Lane
- New Four (4) Lane Road

This map is purposely excluded from the Mobility Fee Technical Report. The Access Roads & Improvements illustrated on this map are excluded from Mobility Fee calculations.

- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies



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Prepared by: NUE Urban Concepts, LLC. (2022)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community



# Intersections Plan

# Intersections Plan

The Intersections Plan includes intersection improvements such as new or upgraded roundabouts, new or improved signalization, multimodal improvements, multimodal underpasses and overpasses across I-95 and the Florida Turnpike, mid-block crossings for pedestrians and bicyclists across major roadways, and new or improved interchanges to enhance access to and from I-95 and the Florida Turnpike.



**3**

**INTERCHANGES**



**29**

**ROUNDABOUTS & ROUNDABOUT UPGRADES**



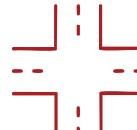
**8**

**MID-BLOCK CROSSINGS & ACTIVATED CROSSINGS**



**3**

**MULTIMODAL OVER/UNDERPASSES**



**21**

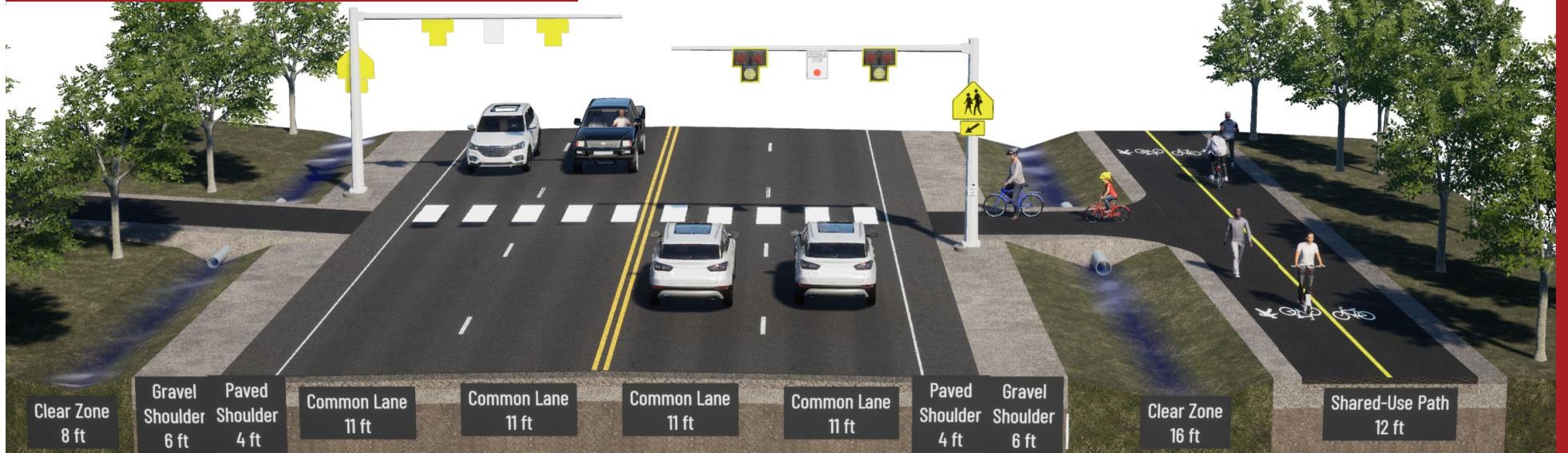
**MULTIMODAL IMPROVEMENTS**



**34**

**CAPACITY IMPROVEMENTS**

## Activated Crossing Example:



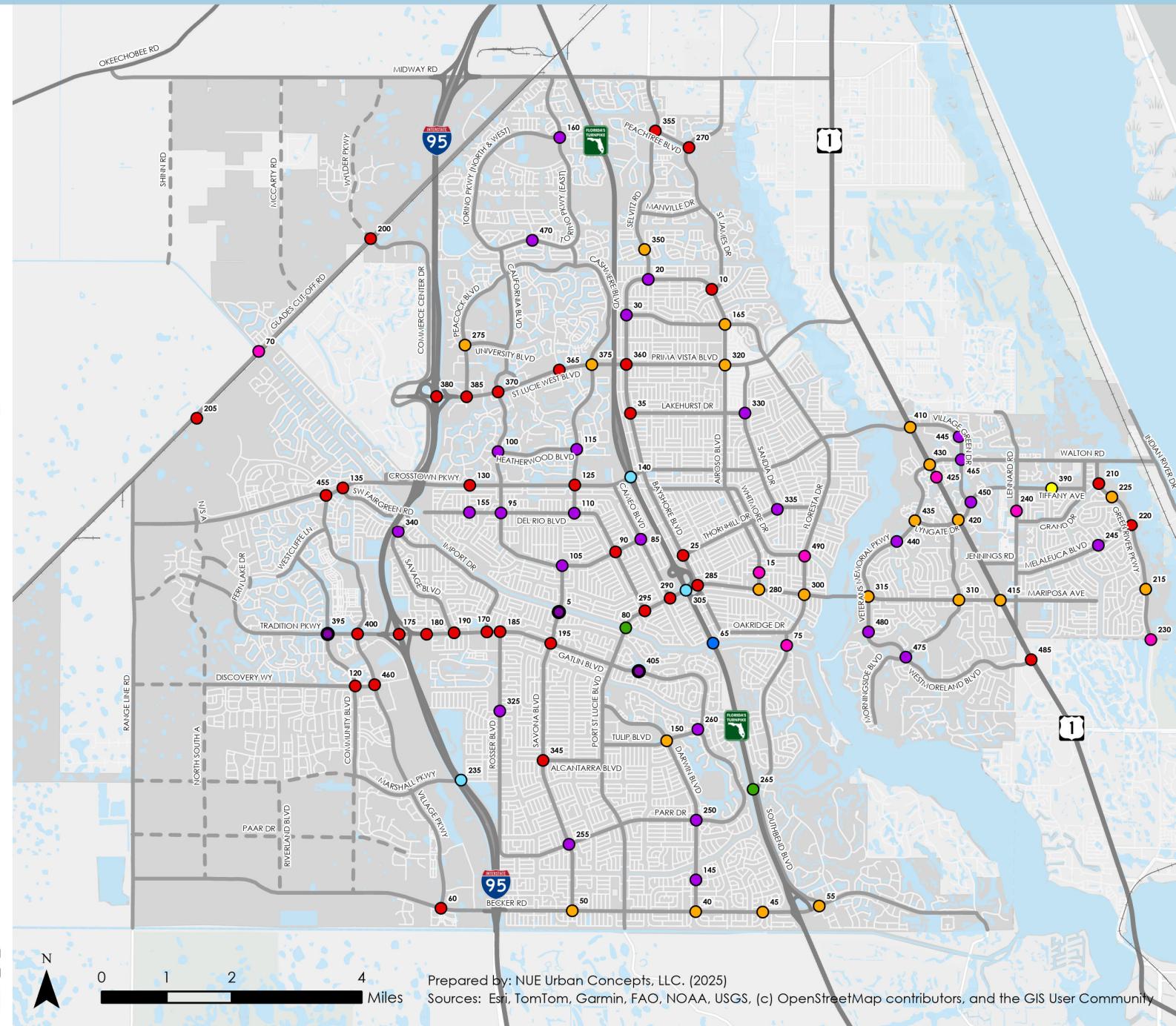


# Intersections Plan (2025 to 2050)

## City of Port St. Lucie Mobility Plan

- Capacity Improvements
- Multimodal Improvements
- High-Visibility Mid-Block Crossing
- Multimodal Overpass
- Multimodal Underpass
- Roundabout
- Roundabout Upgrade
- High-Intensity Activated Crosswalk
- Interchange

- Minor Roads
- - - Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies





# Multimodal Plan

# Multimodal Plan

The Multimodal element of Port St. Lucie's 2050 Mobility Plan focuses on expanding non-vehicular transportation options through off-street facility improvements including shared-use paths, greenways (trails), and boardwalks.



## Shared Use Path Example:

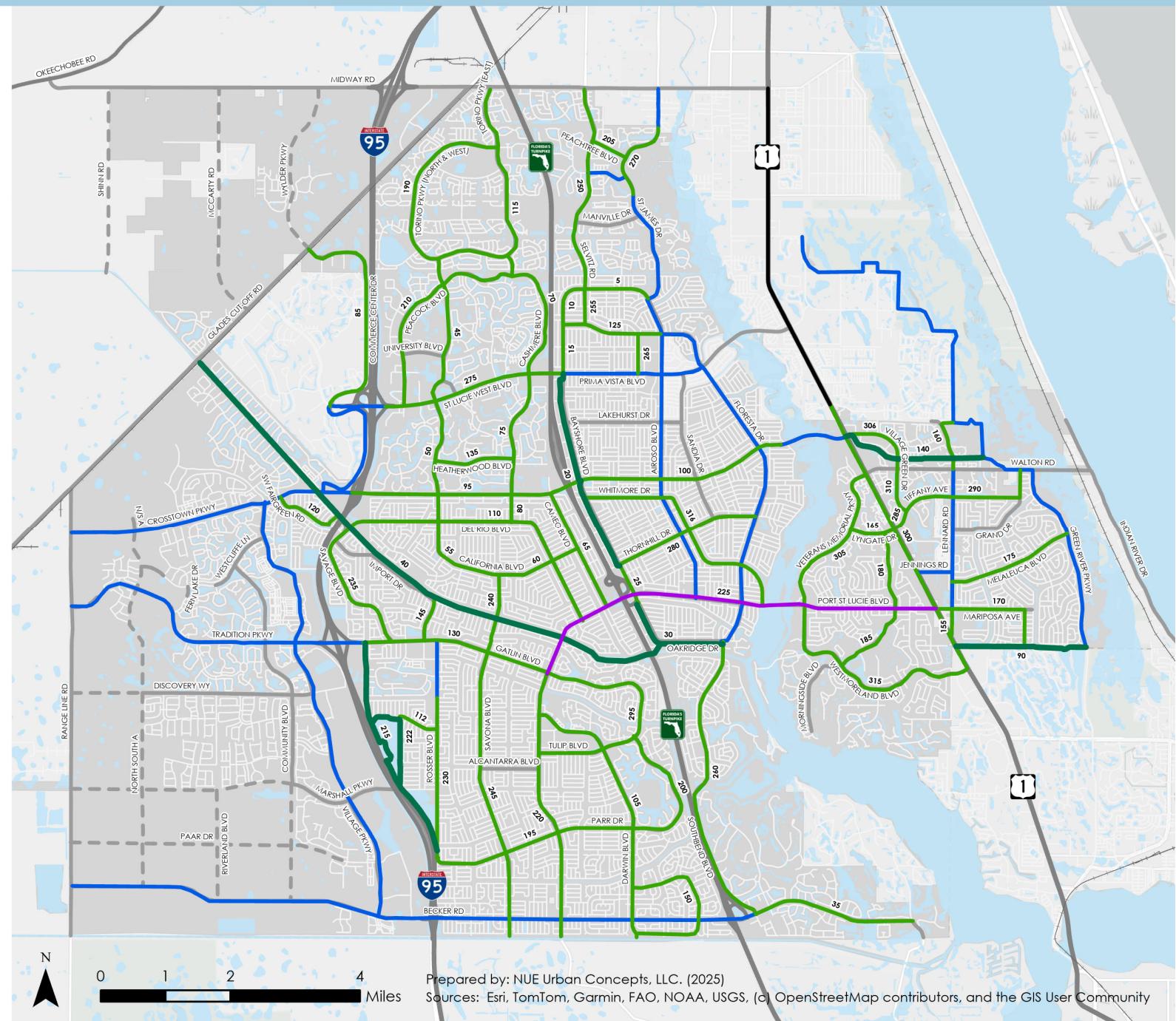




# Multimodal Plan (2025 to 2050)

## City of Port St. Lucie Mobility Plan

- Existing Multimodal Corridor
- Shared Use Path
- Shared Use Path (Boardwalk or Greenway)
- Multimodal Corridor Study
- State Road
  
- Minor Roads
- Limited Access Roads
- Developer Access Roads
- Major Roads
- Railways
- City Boundary
- Water Bodies





# Multimodal Network (2025 to 2050)

## City of Port St. Lucie Mobility Plan

Goal: To provide safe & connected multimodal access with an emphasis on schools and parks.

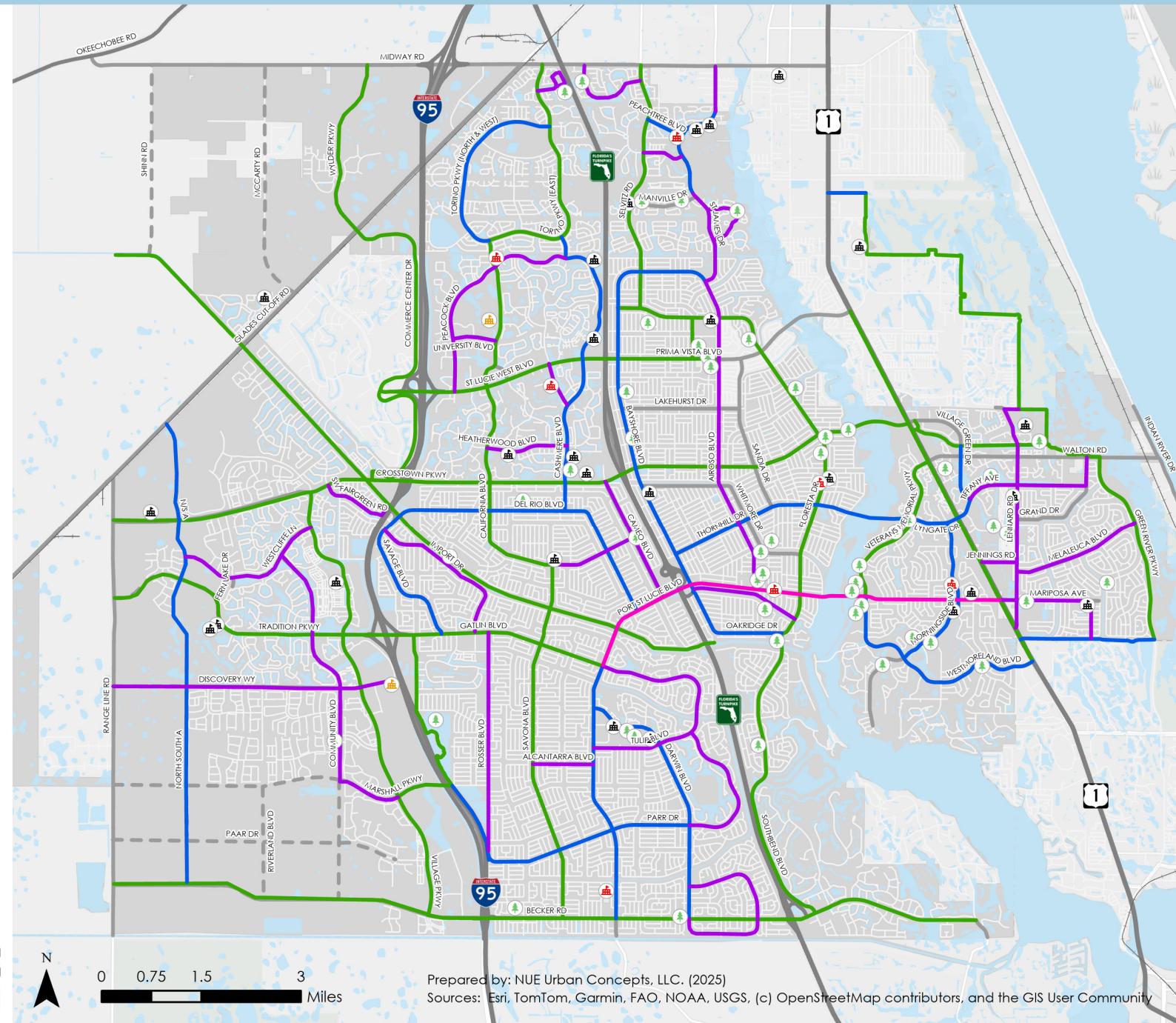
- Public School
- College / Private School
- College Prep / Private School
- Park
- Principal Multimodal Corridor
- Major Multimodal Corridor
- Minor Multimodal Corridor
- Corridor Study

Multimodal corridors include:

- Trails
- Shared-Use Paths
- Protected Bike Lanes
- Buffered Bike Lanes
- Wide Sidewalks
- Sidewalks (Minor)

- Minor Roads
- Developer Access Roads
- Major Roads
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# Transit Circulator Plan

# Transit Circulator Plan

The Transit Circulator Plan proposes three (3) water taxi and twelve (12) circulator bus routes to complement St. Lucie County's Treasure Coast Connector bus system, further linking neighborhoods to commercial areas and regional destinations.

Port St. Lucie's waterways also serve as a mobility asset, allowing Water Taxi service to connect central Port St. Lucie with areas north and south, across the St. Lucie River.

The Transit Circulator Plan includes feasibility studies and pilot projects for both water taxis and transit circulators. Feasibility studies will allow the City to better determine and analyze demand, route options, stop locations, frequency, travel times, costs, and potential benefits to the overall transportation system. Pilot projects will allow the City to test these services and inform long-term decisions regarding the viability and structure of a permanent and expanded service.



The Transit Circulator Plan identifies a pilot project to study and potentially establish a hop-on, hop-off circulator service. The proposed pilot would test ridership demand and determine the feasibility of a permanent circulator route. Preliminary stop locations could include Tradition Town Hall, the Target Plaza in Tradition, Gatlin Blvd Park N' Ride, Port St. Lucie Community Center, the Port District, the Walton & One, Tradition Regional Park, and other significant future developments. The pilot project will also seek to provide convenient access for visitors and residents during special events.



**TRANSIT CIRCULATOR  
ROUTES**



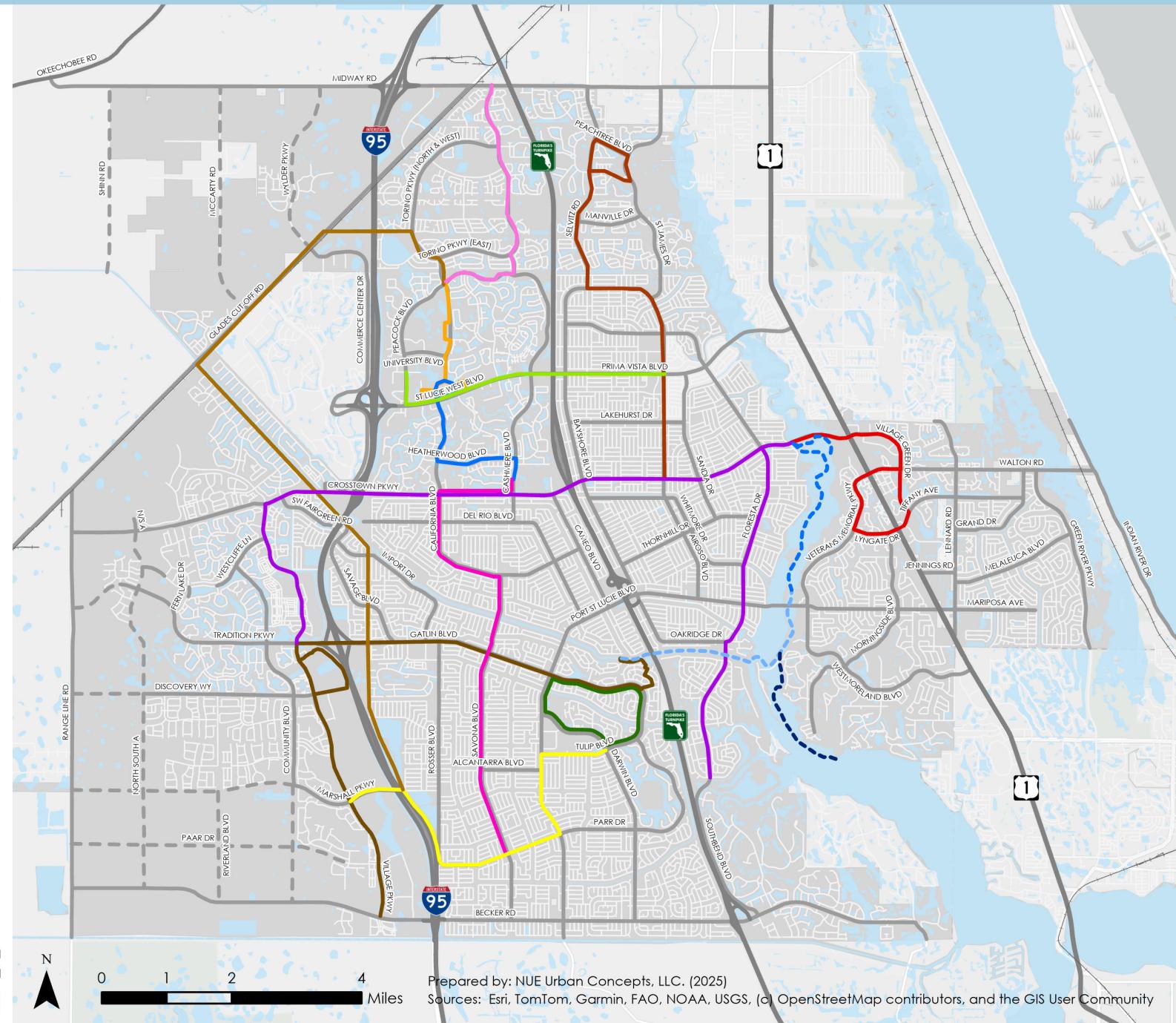
**WATER TAXI  
ROUTES**





# Transit Circulator Plan (2025 to 2050)

## City of Port St. Lucie Mobility Plan



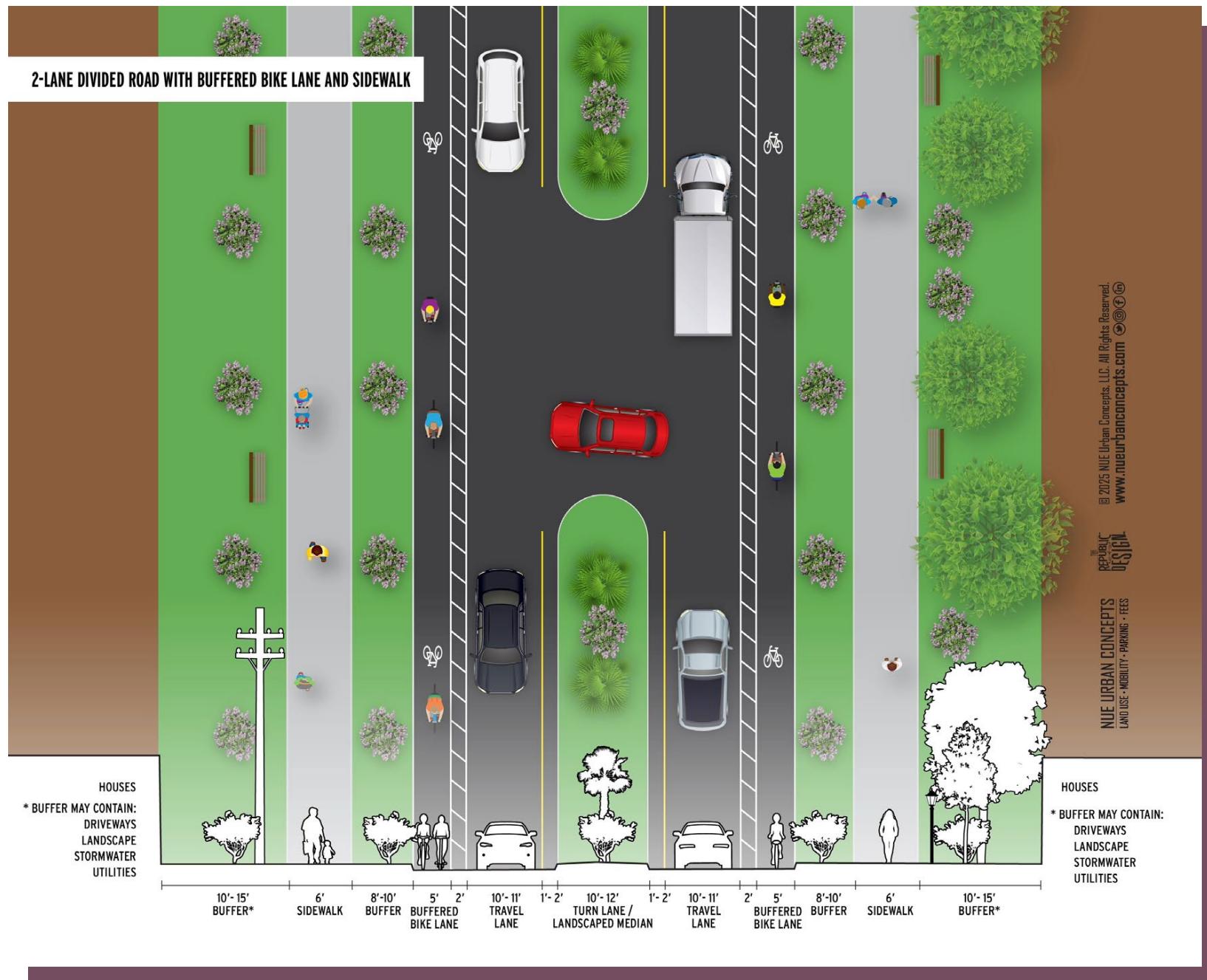
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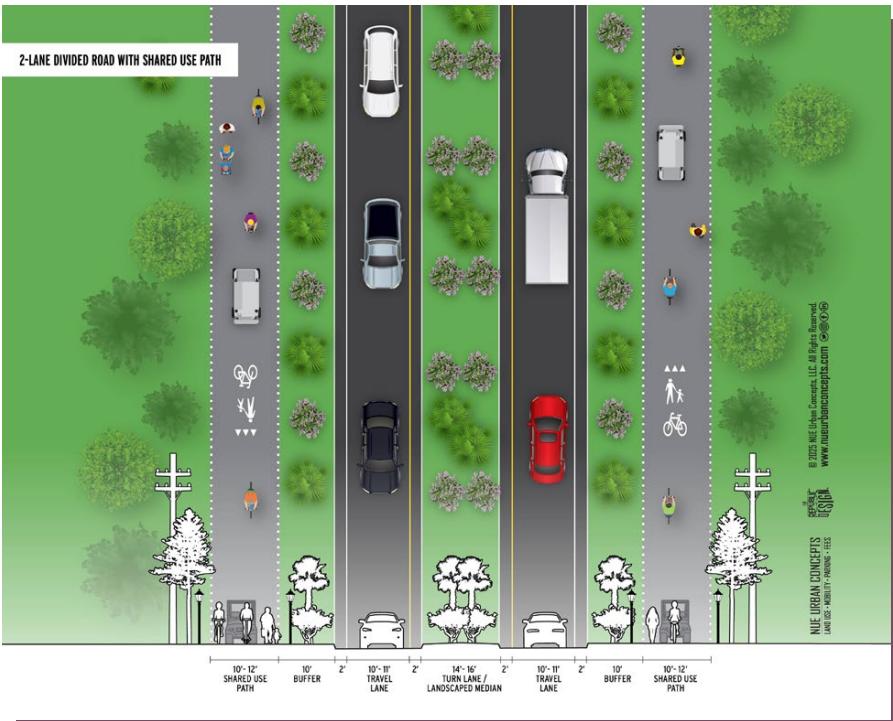


# Roadway Cross-Sections

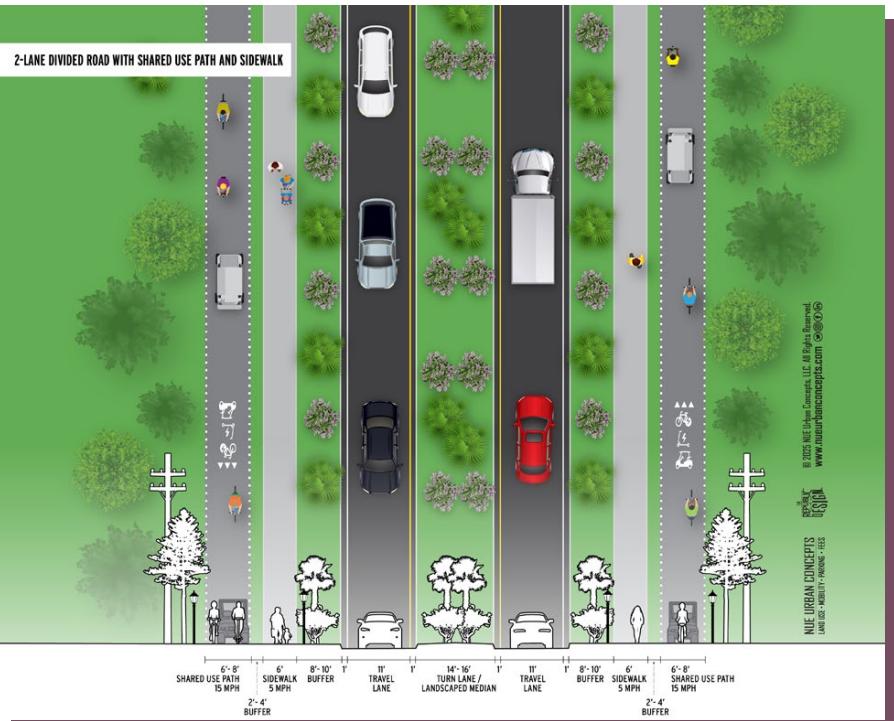
# Roadway Cross-Sections



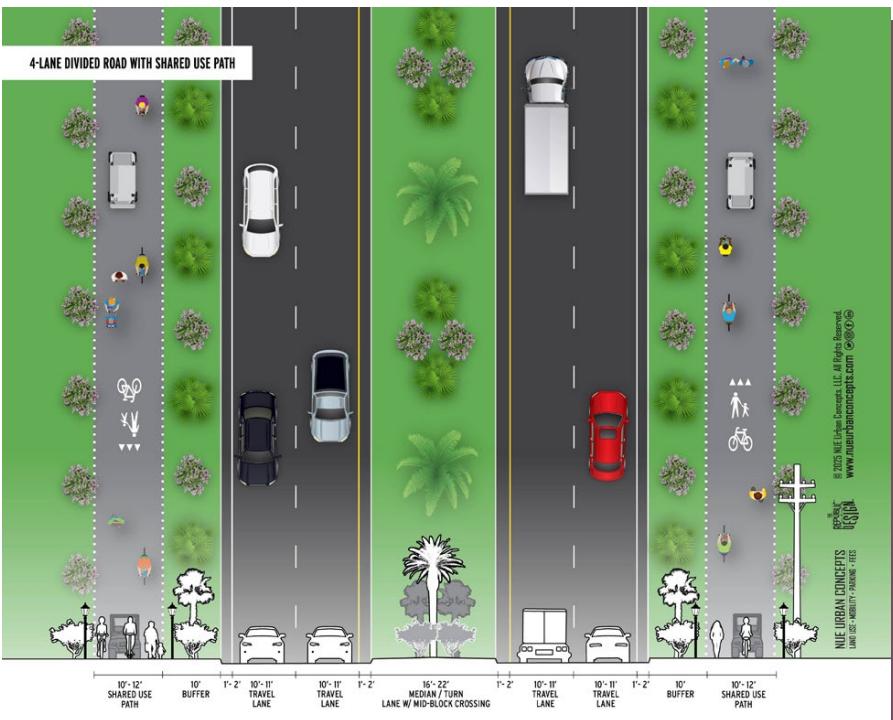
2-LANE DIVIDED ROAD WITH SHARED USE PATH



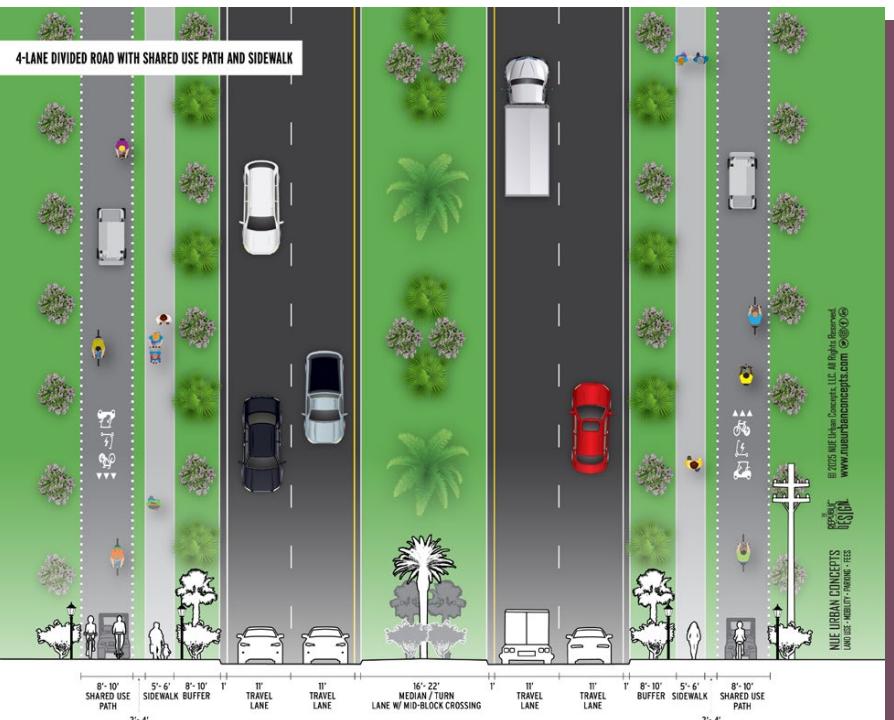
2-LANE DIVIDED ROAD WITH SHARED USE PATH AND SIDEWALK

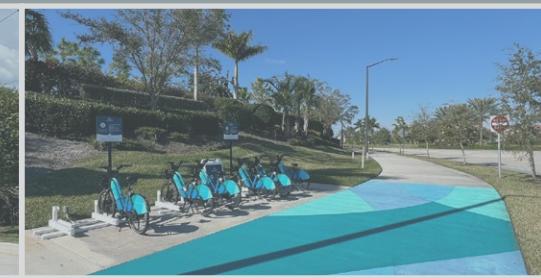
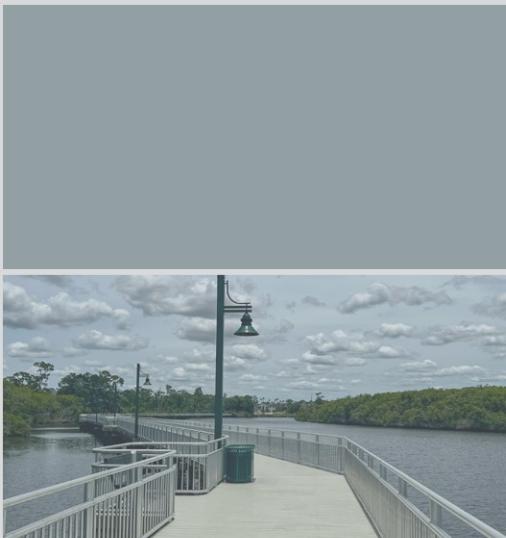


4-LANE DIVIDED ROAD WITH SHARED USE PATH



4-LANE DIVIDED ROAD WITH SHARED USE PATH AND SIDEWALK





# Tables of Projects

# ROADWAY CORRIDORS PLAN · CITY OF PORT ST. LUCIE MOBILITY PLAN

See Mobility Fee Technical Report, dated November 2025, for further detail related to each mobility project.

## SHORT TERM PLAN (2025 TO 2030)

| ID  | FACILITY NAME              | FROM               | TO                          | PROJECT TYPE                                  | LENGTH MILES | TIME FRAME   |
|-----|----------------------------|--------------------|-----------------------------|---|--------------|--------------|
| 5   | Anthony Sansone Extension  | Village Pkwy       | Marshall Pkwy               | New Two (2) Lane Road                         | 1.05         | 2025 to 2030 |
| 10  | Bayshore Blvd              | Prima Vista Blvd   | Selvitz Rd                  | Widen from Two (2) to Four (4) Lane (Complex) | 1.55         | 2025 to 2030 |
| 15  | Community Blvd             | Tradition Pkwy     | Discovery Way               | Widen from Two (2) to Four (4) Lane           | 0.95         | 2025 to 2030 |
| 20  | Discovery Way              | Community Blvd     | Village Pkwy                | Widen from Two (2) to Four (4) Lane           | 0.30         | 2025 to 2030 |
| 25  | Del Rio Extension          | SW MacKenzie St    | Savage Blvd Corridor        | New two (2) Lane Road (Canal)                 | 0.45         | 2025 to 2030 |
| 30  | Savage Blvd Corridor       | SW Cadima St       | SW Import Dr                | Complete Street Upgrade (2 lane)              | 0.59         | 2025 to 2030 |
| 35  | Fairgreen Corridor         | SW Crosstown Pkwy  | Savage Blvd Corridor        | Complete Street Upgrade (2 lane)              | 0.81         | 2025 to 2030 |
| 40  | Community Center Extension | SW Crosstown Pkwy  | Del Rio Blvd West Extension | New Two (2) Lane Road                         | 0.65         | 2025 to 2030 |
| 45  | Floresta Dr (Phase 3)      | E Prima Vista Blvd | Crosstown Pkwy              | Widen Two (2) Lane Divided                    | 1.50         | 2025 to 2030 |
| 50  | Port St. Lucie Blvd        | Paar Dr            | Martin County               | Widen from Two (2) to Four (4) Lane (Complex) | 1.65         | 2025 to 2030 |
| 55  | North-South A              | Crosstown Pkwy     | Glades Cut-Off              | New Two (2) Lane Road                         | 1.31         | 2025 to 2030 |
| 60  | SW Abingdon Ave            | Savona Blvd        | SW Import Dr                | Complete Street Upgrade (2 lane)              | 1.00         | 2025 to 2030 |
| 65  | SW Import Dr               | SW Abingdon Ave    | SW Oakwood Rd               | Complete Street Upgrade (2 lane)              | 0.45         | 2025 to 2030 |
| 70  | SW Import Dr               | SW Oakwood Rd      | Gatlin Blvd                 | Widen from Two (2) to Four (4) Lane (Complex) | 0.18         | 2025 to 2030 |
| 75  | SW Savage Blvd             | SW Import Dr       | SW Medlock Ave              | Complete Street Upgrade (2 lane)              | 1.85         | 2025 to 2030 |
| 80  | SW Savage Blvd             | SW Medlock Ave     | Gatlin Blvd                 | Widen from Two (2) to Four (4) Lane (Complex) | 0.15         | 2025 to 2030 |
| 85  | SW Fondura Rd              | Gatlin Blvd        | SW Hayworth Ave             | Complete Street Upgrade (2 lane)              | 0.25         | 2025 to 2030 |
| 90  | SW Hayworth Ave            | SW Brescia St      | SW Brigantine Pl            | Complete Street Upgrade (2 lane)              | 0.80         | 2025 to 2030 |
| 95  | St Lucie West Blvd         | I-95               | Cashmere Blvd               | Widen from Four (4) to Six (6) Lane           | 2.32         | 2025 to 2030 |
| 100 | Torino Pkwy                | Midway Rd          | Cashmere Blvd               | Widen from Two (2) to Four (4) Lane           | 2.43         | 2025 to 2030 |
| 105 | California Blvd (Phase 1)  | St Lucie West Blvd | Crosstown Pkwy              | Widen from Two (2) to Four (4) Lane           | 1.50         | 2025 to 2030 |
| 110 | Village Green Dr           | Walton Rd          | Tiffany Ave                 | Widen from Two (2) to Four (4) Lane           | 0.62         | 2025 to 2030 |

## MID TERM PLAN (2030 TO 2040)

| ID | FACILITY NAME | FROM       | TO          | PROJECT TYPE                                  | LENGTH MILES | TIME FRAME   |
|----|---------------|------------|-------------|---|--------------|--------------|
| 5  | Bayshore Rd   | Selvitz Rd | St James Dr | Widen from Two (2) to Four (4) Lane (Complex) | 1.04         | 2030 to 2040 |

# CITY OF PORT ST. LUCIE MOBILITY PLAN · ROADWAY CORRIDORS PLAN

| ID  | FACILITY NAME              | FROM   | TO                                  | PROJECT TYPE                                  | LENGTH MILES | TIME FRAME   |
|-----|----------------------------|--|-------------------------------------|---|--------------|--------------|
| 10  | Becker Rd                  | Range Line Rd  | SW Belterra Pl                      | Widen from Two (2) to Four (4) Lane           | 4.33         | 2030 to 2040 |
| 15  | Becker Rd                  | SW Belterra Pl   | Village Pkwy                        | Widen from Four (4) to Six (6) Lane           | 0.50         | 2030 to 2040 |
| 20  | Cashmere Blvd              | Peacock Blvd   | North of Renaissance Charter School | Widen from Two (2) to Four (4) Lane           | 1.47         | 2030 to 2040 |
| 25  | Cashmere Blvd              | 1,000' South of St Lucie West Blvd   | Crosstown Pkwy                      | Widen from Two (2) to Four (4) Lane           | 1.75         | 2030 to 2040 |
| 30  | Cashmere Blvd              | Crosstown Pkwy   | Del Rio Blvd                        | Widen from Two (2) to Four (4) Lane (Complex) | 0.45         | 2030 to 2040 |
| 35  | Commerce Centre Dr         | Glades Cut-Off Rd  | World Cup Wy                        | Widen from Two (2) to Four (4) Lane           | 3.25         | 2030 to 2040 |
| 40  | Community Center Pkwy      | Discovery Way  | Marshall Pkwy                       | Widen from Two (2) to Four (4) Lane           | 1.35         | 2030 to 2040 |
| 45  | Crosstown Pkwy             | SW Village Pkwy  | Village Pkwy                        | Widen from Four (4) to Six (6) Lane           | 0.83         | 2030 to 2040 |
| 50  | Darwin Blvd                | Port St Lucie Blvd   | Tulip Blvd                          | Widen from Two (2) to Four (4) Lane (Complex) | 1.20         | 2030 to 2040 |
| 55  | Del Rio Blvd               | SW MacKenzie St  | Cashmere Blvd                       | Widen to Two (2) Lane Divided                 | 2.17         | 2030 to 2040 |
| 60  | Discovery Wy               | Range Line Rd  | SW Oceanus Blvd                     | Widen from Two (2) to Four (4) Lane           | 1.10         | 2030 to 2040 |
| 65  | Discovery Wy               | SW Oceanus Blvd  | SW Community Blvd                   | Widen from Two (2) to Four (4) Lane           | 2.30         | 2030 to 2040 |
| 70  | Floresta Dr (Phase 4)      | NE Airoso Blvd   | E Prima Vista Blvd                  | Widen to Two (2) Lane Divided                 | 0.96         | 2030 to 2040 |
| 75  | Green River Pkwy           | Walton Rd  | Martin County                       | Widen from Two (2) to Four (4) Lane           | 3.00         | 2030 to 2040 |
| 80  | Mariposa Ave Extension     | Hallahan St  | Hutchings Ave                       | New Two (2) Lane Road                         | 0.13         | 2030 to 2040 |
| 85  | Cashmere Blvd              | Torino Pkwy  | Peacock Blvd                        | Widen from Two (2) to Four (4) Lane (Complex) | 0.30         | 2030 to 2040 |
| 90  | Peacock Blvd               | Cashmere Blvd  | California Blvd                     | Widen from Two (2) to Four (4) Lane           | 1.03         | 2030 to 2040 |
| 95  | California Blvd (Phase 2)  | Crosstown Pkwy   | Del Rio Blvd                        | Widen from Two (2) to Four (4) Lane (Complex) | 0.38         | 2030 to 2040 |
| 100 | California Blvd (Phase 2)  | Del Rio Blvd   | Savona Blvd                         | Widen from Two (2) to Four (4) Lane (Complex) | 1.33         | 2030 to 2040 |
| 105 | Savona Blvd                | California Blvd  | Gatlin Blvd                         | Widen from Two (2) to Four (4) Lane (Complex) | 1.08         | 2030 to 2040 |
| 110 | Savona Blvd                | Gatlin Blvd  | Martin County                       | Widen from Two (2) to Four (4) Lane (Complex) | 4.00         | 2030 to 2040 |
| 115 | Peacock Blvd               | University Blvd  | California Blvd                     | Widen from Two (2) to Four (4) Lane           | 1.40         | 2030 to 2040 |
| 120 | Selvitz Rd                 | Midway Rd  | Bayshore Blvd                       | Widen from Two (2) to Four (4) Lane           | 2.85         | 2030 to 2040 |
| 125 | Southbend Blvd             | SE Oakridge Dr   | Becker Rd                           | Widen from Two (2) to Four (4) Lane           | 4.80         | 2030 to 2040 |
| 130 | Tiffany Ave                | East of Burning Lane   | Lennard Rd                          | Widen to Two (2) Lane Divided                 | 0.31         | 2030 to 2040 |
| 135 | Tiffany Ave                | Lennard Rd   | Grand Dr                            | Widen to Two (2) Lane Divided                 | 0.92         | 2030 to 2040 |
| 140 | Tiffany Ave Extension      | Grand Dr   | Green River Parkway                 | New Two (2) Lane Road                         | 0.18         | 2030 to 2040 |
| 145 | Wylder Pkwy                | Midway Rd  | Glades Cut-Off Rd                   | Widen from Two (2) to Four (4) Lane           | 2.79         | 2030 to 2040 |
| 160 | New Corridors (Not Mapped) | New Roads West of Range Line Road identified as partially located on City Property |                                     | New Two (2) Lane Road                         | 5.00         | 2030 to 2040 |

# ROADWAY CORRIDORS PLAN · CITY OF PORT ST. LUCIE MOBILITY PLAN

## LONG TERM PLAN (2040 TO 2050)

| ID | FACILITY NAME                  | FROM            | TO                 | PROJECT TYPE                        | LENGTH MILES | TIME FRAME   |
|----|--------------------------------|-----------------|--------------------|-------------------------------------|--------------|--------------|
| 5  | California Blvd (Phase 3)      | Peacock Blvd    | St Lucie West Blvd | Widen from Two (2) to Four (4) Lane | 1.70         | 2040 to 2050 |
| 10 | California Blvd (Phase 4)      | Savona Blvd     | Cameo Blvd         | Widen from Two (2) to Four (4) Lane | 1.29         | 2040 to 2050 |
| 15 | Community Center Pkwy          | Marshall Pkwy   | Becker Rd          | Widen from Two (2) to Four (4) Lane | 1.72         | 2040 to 2050 |
| 20 | Crosstown Pkwy                 | Range Line Rd   | Village Pkwy       | Widen from Four (4) to Six (6) Lane | 3.05         | 2040 to 2050 |
| 25 | Darwin Blvd                    | Tulip Blvd      | Becker Rd          | Widen from Two (2) to Four (4) Lane | 2.70         | 2040 to 2050 |
| 30 | Del Rio Blvd                   | Cashmere Blvd   | Port St Lucie Blvd | Widen from Two (2) to Four (4) Lane | 2.01         | 2040 to 2050 |
| 35 | Floresta Dr (Phase 5)          | Bayshore Blvd   | Airoso Blvd        | Widen to Two (2) Lane Divided       | 1.55         | 2040 to 2050 |
| 40 | Marshall Pkwy                  | Range Line Rd   | Village Pkwy       | Widen from Two (2) to Four (4) Lane | 4.35         | 2040 to 2050 |
| 45 | Marshall Pkwy                  | Village Pkwy    | I-95               | Widen from Two (2) to Four (4) Lane | 0.75         | 2040 to 2050 |
| 50 | Marshall Pkwy I-95 Interchange | I-95            | I-95               | Multilane Interchange               | 0.75         | 2040 to 2050 |
| 55 | Westmoreland Blvd              | SE Mendavia Ave | US Hwy 1           | Widen to Two (2) Lane Divided       | 3.30         | 2040 to 2050 |

## CORRIDOR STUDIES

| ID | FACILITY NAME                 | FROM                                 | TO                                   | PROJECT TYPE                          | LENGTH MILES | TIME FRAME   |
|----|-------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|--------------|--------------|
| 5  | Alcantarra Corridor           | Rosser Blvd                          | Savona Blvd                          | Corridor Study (New & Upgraded Roads) | 0.61         | 2030 to 2035 |
| 10 | California to Import Corridor | California Blvd                      | Import Dr                            | Corridor Study (New & Upgraded Roads) | 0.77         | 2030 to 2035 |
| 15 | Congo to Brescia Corridor     | Crosstown Pkwy                       | Gatlin Blvd                          | Corridor Study (New & Upgraded Roads) | 2.54         | 2025 to 2030 |
| 20 | Delcris Dr                    | LTC Pkwy                             | 0.2 miles east of LTC Pkwy           | PD&E Study (New Road)                 | 0.20         | 2025 to 2030 |
| 25 | Delcris Dr                    | 0.2 miles East of LTC Pkwy           | 0.08 miles West of NW West Lundy Cir | PD&E Study (New Overpass)             | 0.17         | 2025 to 2030 |
| 30 | Delcris Dr                    | 0.08 miles West of NW West Lundy Cir | North Torino Pkwy                    | PD&E Study (New Road)                 | 0.31         | 2025 to 2030 |
| 35 | Dreyfuss Extension            | SW Brescia St                        | SW Dreyfuss Blvd                     | Corridor Study (New Road)             | 0.95         | 2030 to 2035 |
| 40 | SW Dreyfuss Blvd              | Dreyfuss Extension                   | Rosser Blvd                          | Corridor Study (Upgrade Road)         | 1.13         | 2030 to 2035 |
| 45 | Gatlin Bypass                 | Rosser Blvd                          | Port St. Lucie Gatlin Bypass         | Corridor Study (New Road)             | 2.10         | 2030 to 2035 |
| 50 | Port St. Lucie Gatlin Bypass  | SW Dalton Cir                        | Darwin Blvd                          | Corridor Study (New Road)             | 1.15         | 2030 to 2035 |
| 55 | Tulip Blvd                    | Port St Lucie Blvd                   | Port St. Lucie Gatlin Bypass         | Corridor Study (Widen Road)           | 0.25         | 2030 to 2035 |
| 60 | Del Rio Blvd Extension        | Port St Lucie Blvd                   | SW Badger Ter                        | Corridor Study (New Road)             | 0.07         | 2025 to 2030 |
| 65 | Chestnut Lane                 | Del Rio Blvd Extension               | SW Aster Rd                          | Corridor Study (Upgrade Road)         | 0.95         | 2025 to 2030 |
| 70 | Chestnut Lane Extension       | SW Aster Rd                          | SW Dauphin Ave                       | Corridor Study (New Road)             | 0.15         | 2025 to 2030 |

# CITY OF PORT ST. LUCIE MOBILITY PLAN · ROADWAY CORRIDORS PLAN

| ID  | FACILITY NAME                            | FROM                   | TO                                     | PROJECT TYPE                                 | LENGTH MILES | TIME FRAME   |
|-----|--|------------------------|--|--|--------------|--------------|
| 75  | Dalton Circle                            | SW Dauphin Ave         | Port St Lucie Blvd                     | Corridor Study (Upgrade Road)                | 1.20         | 2025 to 2030 |
| 80  | C24 Connector                            | SW Oakridge Dr         | SW Ann Arbor Rd                        | Corridor Study (New Overpass)                | 0.70         | 2025 to 2030 |
| 85  | C24 Connector West                       | C24 Connector          | Chestnut Lane Extension                | Corridor Study (New Road)                    | 0.38         | 2025 to 2030 |
| 90  | Dalton Ave                               | Savona Blvd            | Port St Lucie Blvd                     | Corridor Study (Upgrade Road)                | 1.04         | 2025 to 2030 |
| 95  | Kestor Dr                                | Becker Rd              | Martin County Line                     | Corridor Study (One-Way Pair)                | 1.50         | 2035 to 2040 |
| 100 | Northwest Corridor Study Area            | Glades Cut-Off Rd      | US Hwy 1                               | PD&E Study                                   | 6.38         | 2035 to 2040 |
| 105 | Paar Dr                                  | Savona Blvd            | Darwin Blvd                            | Corridor Study (Widen Road)                  | 2.04         | 2035 to 2040 |
| 110 | Paar Dr                                  | Darwin Blvd            | Paar to Southbend Connector (Overpass) | PD&E Study (Widen Road)                      | 1.00         | 2035 to 2040 |
| 115 | Paar to Southbend Connector              | Paar Dr                | Southbend Blvd                         | PD&E Study (New Overpass)                    | 0.25         | 2035 to 2040 |
| 120 | Crescent Ave                             | Bayshore Blvd          | SW Best St                             | Corridor Study (Upgrade Road)                | 1.60         | 2030 to 2035 |
| 125 | Port St. Lucie - St Lucie River Bypass   | Veterans Memorial Pkwy | St Lucie River                         | Corridor Study (New Road)                    | 3.05         | 2030 to 2035 |
| 130 | Essex to Whitmore Connector              | SE Whitmore Dr         | SE Essex Dr                            | Corridor Study (New Road)                    | 0.85         | 2030 to 2035 |
| 135 | Thanksgiving Ave                         | SW Best St             | SW Aneci St                            | Corridor Study (One-Way Pair)                | 1.40         | 2030 to 2035 |
| 140 | Thanksgiving to Port St. Lucie Connector | Thanksgiving Ave       | Port St Lucie Blvd                     | Corridor Study (New Road)                    | 0.25         | 2030 to 2035 |
| 145 | Port St Lucie to Glenwood Connector      | Port St Lucie Blvd     | SW Glenwood Dr                         | Corridor Study (New Road)                    | 0.17         | 2030 to 2035 |
| 150 | Glenwood to Oakridge Connector           | SW Glenwood Dr         | Oakridge Dr                            | Corridor Study (New Road)                    | 0.52         | 2030 to 2035 |
| 155 | Oakridge to C24 Connector                | Oakridge Dr            | C24 Connector                          | Corridor Study (New Road)                    | 1.68         | 2030 to 2035 |
| 160 | Lyngate Dr                               | US Hwy 1               | Veterans Memorial Pkwy                 | PD&E Study (Widen Road)                      | 0.63         | 2035 to 2040 |
| 165 | Lyngate Dr Extension                     | Veterans Memorial Pkwy | Crowberry Dr                           | PD&E Study (New Bridge over St. Lucie River) | 1.00         | 2035 to 2040 |
| 170 | Thornhill Dr                             | Crowberry Dr           | Floresta Dr                            | PD&E Study (Upgrade Road)                    | 0.50         | 2035 to 2040 |
| 175 | Thornhill Dr                             | Floresta Dr            | Bayshore Blvd                          | PD&E Study (Upgrade Road)                    | 2.30         | 2035 to 2040 |
| 180 | Tulip Blvd Bypass                        | C24 Canal              | Tulip Blvd                             | Corridor Study (New Road)                    | 2.02         | 2025 to 2030 |
| 185 | Tulip Blvd                               | Tulip Blvd Bypass      | Darwin Blvd                            | Corridor Study (Widen Road)                  | 0.75         | 2025 to 2030 |

## DEVELOPER ACCESS ROADS & DEVELOPER IMPROVEMENTS

| ID | FACILITY NAME       | FROM                 | TO                | PROJECT TYPE          | LENGTH MILES | TIME FRAME       |
|----|---------------------|----------------------|-------------------|-----------------------|--------------|------------------|
| 5  | Becker Rd Extension | Glades Cut Off Rd    | Range Line Rd     | New Two (2) Lane Road | 5.00         | Developer Driven |
| 10 | Canal Rd            | Okeechobee Rd (SR70) | Shinn Rd          | New Two (2) Lane Road | 6.79         | Developer Driven |
| 15 | Canal Rd            | Shinn Rd             | Glades Cut Off Rd | New Two (2) Lane Road | 2.10         | Developer Driven |

# ROADWAY CORRIDORS PLAN · CITY OF PORT ST. LUCIE MOBILITY PLAN

| ID  | FACILITY NAME                           | FROM                 | TO                                  | PROJECT TYPE                        | LENGTH MILES | TIME FRAME          |
|-----|---|----------------------|-------------------------------------|-------------------------------------|--------------|---------------------|
| 20  | Carlton Rd                              | Snead Rd Extension   | Glades Cut Off Rd                   | New Two (2) Lane Road               | 6.94         | Developer Driven    |
| 25  | Community Dr                            | Marshall Pkwy        | Becker Rd                           | New Two (2) Lane Road               | 1.58         | Ongoing Development |
| 30  | Discovery Wy                            | North-South A        | Range Line Rd                       | New Two (2) Lane Road               | 0.99         | Ongoing Development |
| 35  | Discovery Wy                            | Range Line Rd        | Header Canal Rd                     | New Two (2) Lane Road               | 1.01         | Developer Driven    |
| 40  | East - West South                       | Shinn Rd             | Carlton Lake Rd                     | New Two (2) Lane Road               | 3.54         | Developer Driven    |
| 45  | East West Road No. 5                    | Canal Rd             | Shinn Rd                            | New Two (2) Lane Road               | 4.28         | Developer Driven    |
| 50  | East West Road No. 5                    | Shinn Rd             | McCarty Rd                          | New Two (2) Lane Road               | 1.51         | Developer Driven    |
| 55  | East West Road No. 5                    | McCarty Rd           | Glades Cut Off Rd                   | New Two (2) Lane Road               | 1.79         | Developer Driven    |
| 60  | Fern Lake Dr                            | Westcliffe Ln        | Fern Lake Dr (south of Arabella Dr) | New Two (2) Lane Road               | 0.20         | Ongoing Development |
| 65  | Glades Cut Off Rd (County Road)         | Midway Rd            | Commerce Center Dr                  | Widen from Two (2) to Four (4) Lane | 3.11         | Developer Driven    |
| 70  | Glades Cut Off Rd (South) (County Road) | Range Line Rd        | ~ 1 mile southwest of Range Line Rd | Widen from Two (2) to Four (4) Lane | 1.01         | Developer Driven    |
| 75  | Header Canal Rd                         | Okeechobee Rd (SR70) | Canal Rd                            | New Two (2) Lane Road               | 6.79         | Developer Driven    |
| 80  | Ideal Holding Rd                        | Okeechobee Rd (SR70) | Tradition Pkwy Extension            | New Two (2) Lane Road               | 6.20         | Developer Driven    |
| 85  | Marshall Pkwy                           | Becker Rd Extension  | Range Line Rd                       | New Two (2) Lane Road               | 2.94         | Developer Driven    |
| 90  | Marshall Pkwy                           | Range Line Rd        | Community Dr                        | New Two (2) Lane Road               | 3.06         | Ongoing Development |
| 95  | McCarty Rd (Partially County Road)      | Midway Rd            | Glades Cut Off Rd                   | New Two (2) Lane Road               | 3.30         | Developer Driven    |
| 100 | Midway Rd (County Road)                 | Wylder Pkwy          | West of I-95                        | Widen from Two (2) to Four (4) Lane | 0.44         | Ongoing Development |
| 105 | Newell Rd                               | Shinn Rd             | Wylder Pkwy                         | New Two (2) Lane Road               | 2.79         | Developer Driven    |
| 110 | North-South A                           | Crosstown Pkwy       | Becker Rd                           | New Two (2) Lane Road               | 5.60         | Ongoing Development |
| 115 | North-South C                           | Tradition Pkwy       | Becker Rd Extension                 | New Two (2) Lane Road               | 3.47         | Developer Driven    |
| 120 | Paar Rd                                 | Range Line Rd        | Azura Dr                            | New Two (2) Lane Road               | 3.81         | Ongoing Development |
| 125 | Range Line Rd                           | Shinn Rd             | Glades Cut Off Rd                   | New Two (2) Lane Road               | 2.97         | Developer Driven    |
| 130 | Riverland Blvd                          | Marshall Pkwy        | Becker Rd                           | New Two (2) Lane Road               | 1.46         | Ongoing Development |
| 135 | Shinn Rd                                | Okeechobee Rd (SR70) | Glades Cut Off Rd                   | New Two (2) Lane Road               | 5.23         | Developer Driven    |
| 140 | Snead Rd Extension                      | Midway Rd            | Carlton Lake Rd                     | New Two (2) Lane Road               | 4.01         | Developer Driven    |
| 145 | Tradition Pkwy Extension                | Carlton Rd           | Glades Cut Off Rd                   | New Two (2) Lane Road               | 1.67         | Developer Driven    |
| 150 | Tradition Pkwy                          | Glades Cut Off Rd    | Range Line Rd                       | New Two (2) Lane Road               | 1.63         | Developer Driven    |
| 155 | Tradition Pkwy                          | Range Line Rd        | Hazel Dr                            | New Four (4) Lane Road              | 0.76         | Ongoing Development |
| 160 | Westcliffe Ln                           | North-South A        | Current Terminus of Westcliffe Ln   | New Two (2) Lane Road               | 0.34         | Ongoing Development |
| 165 | Wylder Pkwy                             | Midway Rd            | Glades Cut Off Rd                   | New Two (2) Lane Road               | 2.41         | Ongoing Development |

# CITY OF PORT ST. LUCIE MOBILITY PLAN · INTERSECTIONS PLAN

| ID  | Facility Name                           | Project Type                       | Time Frame   | ID  | Facility Name                             | Project Type                       | Time Frame   |
|-----|---|------------------------------------|--------------|-----|---|------------------------------------|--------------|
| 5   | Abingdon Ave @ Savona Blvd              | Roundabout Upgrade                 | 2030 to 2040 | 150 | Darwin Blvd @ Tulip Blvd                  | Multimodal Improvements            | 2040 to 2050 |
| 10  | Airoso Blvd @ St James Dr               | Capacity Improvements              | 2030 to 2040 | 155 | Del Rio Blvd @ Congo St                   | Roundabout                         | 2030 to 2040 |
| 15  | Airoso Blvd @ Thanksgiving Ave          | High-Intensity Activated Crosswalk | 2030 to 2040 | 160 | East Torino Pkwy @ West Torino Pkwy       | Roundabout                         | 2030 to 2040 |
| 20  | Bayshore Blvd @ Selvitz Rd              | Roundabout                         | 2025 to 2030 | 165 | Floresta Dr @ Airoso Blvd                 | Multimodal Improvements            | 2030 to 2040 |
| 25  | Bayshore Blvd @ Thornhill Dr            | Capacity Improvements              | 2030 to 2040 | 170 | Gatlin Blvd @ Import Dr                   | Capacity Improvements              | 2025 to 2030 |
| 30  | Bayshore Dr @ Floresta Dr               | Roundabout                         | 2025 to 2030 | 175 | Gatlin Blvd @ Interstate 95               | Capacity Improvements              | 2020 to 2025 |
| 35  | Bayshore Dr @ Lakehurst Dr              | Capacity Improvements              | 2040 to 2050 | 180 | Gatlin Blvd @ Brescia St                  | Capacity Improvements              | 2030 to 2040 |
| 40  | Becker Rd @ Darwin Blvd                 | Multimodal Improvements            | 2040 to 2050 | 185 | Gatlin Blvd @ Rosser Blvd                 | Capacity Improvements              | 2030 to 2040 |
| 45  | Becker Rd @ Kestor Dr                   | Multimodal Improvements            | 2040 to 2050 | 190 | Gatlin Blvd @ Savage Blvd                 | Capacity Improvements              | 2025 to 2030 |
| 50  | Becker Rd @ Savona Blvd                 | Multimodal Improvements            | 2040 to 2050 | 195 | Gatlin Blvd @ Savona Blvd                 | Capacity Improvements              | 2025 to 2030 |
| 55  | Becker Rd @ Southbend Blvd              | Multimodal Improvements            | 2030 to 2040 | 200 | Glades Cut-Off Rd @ Commerce Center Dr    | Capacity Improvements              | 2025 to 2030 |
| 60  | Becker Rd @ Village Pkwy                | Capacity Improvements              | 2040 to 2050 | 205 | Glades Cut-Off Rd @ North-South A         | Capacity Improvements              | 2030 to 2040 |
| 65  | C24 Connector @ Florida Turnpike        | Underpass                          | 2025 to 2030 | 210 | Green River Parkway @ Tiffany Ave Ext     | Capacity Improvements              | 2030 to 2040 |
| 70  | C24 Canal Greenway @ Glades Cut-Off Rd  | High-Intensity Activated Crosswalk | 2040 to 2050 | 215 | Green River Parkway @ Charleston Drive    | Multimodal Improvements            | 2025 to 2030 |
| 75  | C24 Canal Greenway @ Oaklyn St          | High-Intensity Activated Crosswalk | 2040 to 2050 | 220 | Green River Parkway @ Melaleuca Blvd      | Capacity Improvements              | 2025 to 2030 |
| 80  | C24 Canal Greenway @ Port St Lucie Blvd | Multimodal Overpass                | 2040 to 2050 | 225 | Green River Pkwy @ Berkshire Blvd         | Multimodal Improvements            | 2025 to 2030 |
| 85  | California Blvd @ Cameo Blvd            | Roundabout                         | 2025 to 2030 | 230 | Green River Pkwy @ Martin County Line     | High-Intensity Activated Crosswalk | 2030 to 2040 |
| 90  | California Blvd @ Del Rio Blvd (North)  | Capacity Improvements              | 2025 to 2030 | 235 | Interstate 95 @ Marshall Pkwy Interchange | Interchange                        | 2040 to 2050 |
| 95  | California Blvd @ Del Rio Blvd (East)   | Roundabout                         | 2030 to 2040 | 240 | Lennard Rd @ Village Green Elementary     | High-Intensity Activated Crosswalk | 2025 to 2030 |
| 100 | California Blvd @ Heatherwood Blvd      | Roundabout                         | 2030 to 2040 | 245 | Melaleuca Blvd @ SE Berkshire Blvd        | Roundabout                         | 2025 to 2030 |
| 105 | California Blvd @ Savona Blvd           | Roundabout                         | 2030 to 2040 | 250 | Paar Dr @ Darwin Blvd                     | Roundabout                         | 2025 to 2030 |
| 110 | Cashmere Blvd @ Del Rio Blvd            | Roundabout                         | 2030 to 2040 | 255 | Paar Dr @ Savona Blvd                     | Roundabout                         | 2025 to 2030 |
| 115 | Cashmere Blvd @ Heatherwood Blvd        | Roundabout                         | 2030 to 2040 | 260 | Paar Dr @ Tulip Blvd                      | Roundabout                         | 2030 to 2040 |
| 120 | Community Blvd @ Discovery Way          | Capacity Improvements              | 2025 to 2030 | 265 | Paar Dr Ext @ FL Turnpike                 | Multimodal Overpass                | 2040 to 2050 |
| 125 | Crosstown Pkwy @ Cashmere Blvd          | Capacity Improvements              | 2025 to 2030 | 270 | Peachtree Blvd @ St James Dr              | Capacity Improvements              | 2030 to 2040 |
| 130 | Crosstown Pkwy @ Congo St               | Capacity Improvements              | 2025 to 2030 | 275 | Peacock Blvd @ University Blvd            | Multimodal Improvements            | 2030 to 2040 |
| 135 | Crosstown Pkwy @ Fairgreen Rd           | Capacity Improvements              | 2025 to 2030 | 280 | Port St Lucie Blvd @ Airoso Blvd          | Multimodal Improvements            | 2030 to 2040 |
| 140 | Crosstown Pkwy @ FL Turnpike            | Interchange                        | 2030 to 2040 | 285 | Port St Lucie Blvd @ Bayshore Blvd        | Capacity Improvements              | 2030 to 2040 |
| 145 | Darwin Blvd @ Kestor Dr                 | Roundabout                         | 2040 to 2050 | 290 | Port St Lucie Blvd @ Cameo Blvd           | Capacity Improvements              | 2030 to 2040 |

# INTERSECTIONS PLAN · CITY OF PORT ST. LUCIE MOBILITY PLAN

| ID  | FACILITY NAME                               | PROJECT TYPE                       | TIME FRAME   | ID  | FACILITY NAME                        | PROJECT TYPE                       | TIME FRAME   |
|-----|---|------------------------------------|--------------|-----|--------------------------------------|------------------------------------|--------------|
| 295 | Port St Lucie Blvd @ Del Rio Blvd           | Capacity Improvements              | 2025 to 2030 | 440 | Veterans Memorial Pkwy @ Triumph Rd  | Roundabout                         | 2030 to 2040 |
| 300 | Port St Lucie Blvd @ Floresta Dr            | Multimodal Improvements            | 2020 to 2025 | 445 | Village Green Dr @ Cam De Entrada    | Roundabout                         | 2030 to 2040 |
| 305 | Port St Lucie Blvd @ Florida Turnpike       | Interchange                        | 2030 to 2040 | 450 | Village Green Dr @ Tiffany Ave       | Roundabout                         | 2030 to 2040 |
| 310 | Port St Lucie Blvd @ Morningside Blvd       | Multimodal Improvements            | 2025 to 2030 | 455 | Village Pkwy @ Crosstown Pkwy        | Capacity Improvements              | 2040 to 2050 |
| 315 | Port St Lucie Blvd @ Veterans Memorial Pkwy | Multimodal Improvements            | 2040 to 2050 | 460 | Village Pkwy @ Discovery Way         | Capacity Improvements              | 2030 to 2040 |
| 320 | Prima Vista Blvd @ Airoso Blvd              | Multimodal Improvements            | 2040 to 2050 | 465 | Walton Rd @ Village Green Dr         | Roundabout                         | 2030 to 2040 |
| 325 | Rosser Blvd @ Cascades Ext / Dreyfuss       | Roundabout                         | 2025 to 2030 | 470 | West Torino Pkwy @ Volusia Dr        | Roundabout                         | 2030 to 2040 |
| 330 | Sandia Dr @ Lakehurst Dr                    | Roundabout                         | 2040 to 2050 | 475 | Westmoreland Blvd @ Morningside Blvd | Roundabout                         | 2040 to 2050 |
| 335 | Sandia Dr @ Thornhill Dr                    | Roundabout                         | 2025 to 2030 | 480 | Westmoreland Blvd @ Palm Beach Rd    | Roundabout                         | 2040 to 2050 |
| 340 | Savage Blvd @ Import Dr                     | Roundabout                         | 2025 to 2030 | 485 | Westmoreland Dr @ US Hwy 1           | Capacity Improvements              | 2040 to 2050 |
| 345 | Savona Blvd @ Alcantarra Blvd               | Capacity Improvements              | 2025 to 2030 | 490 | Whitmore Dr @ Floresta Dr            | High-Intensity Activated Crosswalk | 2030 to 2040 |
| 350 | Selvitz Rd @ N. Macedo Blvd                 | Multimodal Improvements            | 2025 to 2030 | 500 | Citywide                             | ADA Curb Ramp Upgrades             | 2025 to 2050 |
| 355 | Selvitz Rd @ Peachtree Blvd                 | Capacity Improvements              | 2025 to 2030 | 510 | Citywide                             | High-Intensity Activated Crosswalk | 2025 to 2050 |
| 360 | St Lucie West Blvd @ Bayshore Blvd          | Capacity Improvements              | 2030 to 2040 | 515 | Citywide                             | Pedestrian Hybrid Beacons          | 2025 to 2050 |
| 365 | St Lucie West Blvd @ Bethany Dr             | Capacity Improvements              | 2030 to 2040 |     |                                      |                                    |              |
| 370 | St Lucie West Blvd @ California Blvd        | Capacity Improvements              | 2025 to 2030 |     |                                      |                                    |              |
| 375 | St Lucie West Blvd @ Cashmere Blvd          | Multimodal Improvements            | 2030 to 2040 |     |                                      |                                    |              |
| 380 | St Lucie West Blvd @ Interstate 95          | Capacity Improvements              | 2020 to 2025 |     |                                      |                                    |              |
| 385 | St Lucie West Blvd @ Peacock Blvd           | Capacity Improvements              | 2030 to 2040 |     |                                      |                                    |              |
| 390 | Tiffany Ave @ Durango St                    | High-Visibility Mid-Block Crossing | 2025 to 2030 |     |                                      |                                    |              |
| 395 | Tradition Pkwy @ Community Blvd             | Roundabout Upgrade                 | 2025 to 2030 |     |                                      |                                    |              |
| 400 | Tradition Pkwy @ Village Parkway            | Capacity Improvements              | 2025 to 2030 |     |                                      |                                    |              |
| 405 | Tulip Blvd @ Pierson Rd                     | Roundabout Upgrade                 | 2030 to 2040 |     |                                      |                                    |              |
| 410 | US Hwy 1 @ Crosstown Parkway                | Multimodal Improvements            | 2040 to 2050 |     |                                      |                                    |              |
| 415 | US Hwy 1 @ Port St. Lucie Blvd              | Multimodal Improvements            | 2040 to 2050 |     |                                      |                                    |              |
| 420 | US Hwy 1 @ Tiffany Ave                      | Multimodal Improvements            | 2040 to 2050 |     |                                      |                                    |              |
| 425 | US Hwy 1 @ Village Square Dr                | High-Intensity Activated Crosswalk | 2040 to 2050 |     |                                      |                                    |              |
| 430 | US Hwy 1 @ Walton Rd                        | Multimodal Improvements            | 2040 to 2050 |     |                                      |                                    |              |
| 435 | Veterans Memorial Pkwy @ Lyngate            | Multimodal Improvements            | 2025 to 2030 |     |                                      |                                    |              |

[end of Intersections Plan Projects]

# CITY OF PORT ST. LUCIE MOBILITY PLAN · MULTIMODAL PLAN

| ID  | FACILITY NAME               |                                       | FROM | TO                                    | NETWORK HIERARCHY             | PROJECT TYPE                | LENGTH MILES | TIME FRAME   |
|-----|-----------------------------|---------------------------------------|------|---------------------------------------|-------------------------------|-----------------------------|--------------|--------------|
| 5   | Bayshore Blvd / Airoso Blvd | St James Dr                           |      | Selvitz Rd                            | Major Multimodal Corridor     | Shared Use Path             | 1.05         | 2030 to 2040 |
| 10  | Bayshore Blvd               | Selvitz Rd                            |      | Floresta Dr                           | Major Multimodal Corridor     | Shared Use Path             | 0.25         | 2025 to 2030 |
| 15  | Bayshore Blvd               | Floresta Dr                           |      | St Lucie West Blvd / Prima Vista Blvd | Major Multimodal Corridor     | Shared Use Path             | 0.75         | 2025 to 2030 |
| 20  | Bayshore Blvd               | St Lucie West Blvd / Prima Vista Blvd |      | Thornhill Dr                          | Major Multimodal Corridor     | SUP (Boardwalk or Greenway) | 3.25         | 2040 to 2050 |
| 25  | Bayshore Blvd               | Thornhill Dr                          |      | Bayshore Boardwalk                    | Major Multimodal Corridor     | Shared Use Path             | 0.71         | 2040 to 2050 |
| 30  | Bayshore Blvd / Oakridge Dr | Glenwood Dr                           |      | Southbend Blvd                        | Major Multimodal Corridor     | SUP (Boardwalk or Greenway) | 1.70         | 2040 to 2050 |
| 35  | Becker Rd                   | Southbend Blvd                        |      | Gilson Rd                             | Principal Multimodal Corridor | Shared Use Path             | 2.50         | 2030 to 2040 |
| 40  | C-24 Greenway               | Glades Cut-Off Rd                     |      | Bayshore Boardwalk                    | Principal Multimodal Corridor | SUP (Boardwalk or Greenway) | 8.91         | 2040 to 2050 |
| 45  | California Blvd             | West Torino Pkwy                      |      | St Lucie West Blvd                    | Principal Multimodal Corridor | Shared Use Path             | 2.29         | 2040 to 2050 |
| 50  | California Blvd             | St Lucie West Blvd                    |      | Crosstown Pkwy                        | Principal Multimodal Corridor | Shared Use Path             | 1.47         | 2025 to 2030 |
| 55  | California Blvd             | Crosstown Pkwy                        |      | Savona Blvd                           | Principal Multimodal Corridor | Shared Use Path             | 1.90         | 2030 to 2040 |
| 60  | California Blvd             | Savona Blvd                           |      | Cameo Blvd                            | Minor Multimodal Corridor     | Shared Use Path             | 1.30         | 2040 to 2050 |
| 65  | Cameo Blvd                  | Crosstown Pkwy                        |      | Port St Lucie Blvd                    | Minor Multimodal Corridor     | Shared Use Path             | 1.95         | 2030 to 2040 |
| 70  | Cashmere Blvd               | East Torino Pkwy                      |      | St Lucie West Blvd                    | Major Multimodal Corridor     | Shared Use Path             | 2.29         | 2030 to 2040 |
| 75  | Cashmere Blvd               | St Lucie West Blvd                    |      | Crosstown Pkwy                        | Major Multimodal Corridor     | Shared Use Path             | 1.95         | 2030 to 2040 |
| 80  | Cashmere Blvd               | Crosstown Pkwy                        |      | Del Rio Blvd                          | Major Multimodal Corridor     | Shared Use Path             | 0.41         | 2030 to 2040 |
| 85  | Commerce Center Dr          | Glades Cut-Off Rd                     |      | Reserve Blvd                          | Principal Multimodal Corridor | Shared Use Path             | 3.61         | 2030 to 2040 |
| 90  | County Line Greenway        | US Hwy 1                              |      | Green River Pkwy                      | Major Multimodal Corridor     | SUP (Boardwalk or Greenway) | 2.03         | 2040 to 2050 |
| 95  | Crosstown Pkwy              | I-95                                  |      | Bayshore Blvd                         | Principal Multimodal Corridor | Shared Use Path             | 3.66         | 2030 to 2040 |
| 100 | Crosstown Pkwy              | Bayshore Blvd                         |      | 0.1 miles west of Coral Reef St       | Principal Multimodal Corridor | Shared Use Path             | 3.33         | 2030 to 2040 |
| 105 | Darwin Blvd                 | Port St Lucie Blvd                    |      | Martin County Line                    | Major Multimodal Corridor     | Shared Use Path             | 4.23         | 2030 to 2050 |
| 110 | Del Rio Blvd                | C24 Canal                             |      | Port St Lucie Blvd                    | Major Multimodal Corridor     | Shared Use Path             | 4.53         | 2030 to 2050 |
| 112 | Dreyfuss Blvd               | Peacock Greenway                      |      | Rosser Blvd                           | Minor Multimodal Corridor     | Shared Use Path             | 0.56         | 2030 to 2040 |
| 115 | East Torino Pkwy            | Midway Rd                             |      | California Blvd                       | Principal Multimodal Corridor | Shared Use Path             | 3.83         | 2025 to 2030 |
| 120 | Fairgreen Rd                | Crosstown Pkwy                        |      | C24 Canal                             | Minor Multimodal Corridor     | Shared Use Path             | 1.12         | 2025 to 2030 |
| 125 | Floresta Dr                 | Bayshore Blvd                         |      | Airoso Blvd                           | Principal Multimodal Corridor | Shared Use Path             | 1.55         | 2040 to 2050 |
| 130 | Gatlin Blvd                 | Brescia St                            |      | Port St Lucie Blvd                    | Principal Multimodal Corridor | Shared Use Path             | 2.90         | 2030 to 2040 |
| 135 | Heatherwood Blvd            | California Blvd                       |      | Cashmere Blvd                         | Minor Multimodal Corridor     | Shared Use Path             | 1.23         | 2030 to 2040 |
| 140 | Hogtown Greenway            | US Hwy 1                              |      | Savanna Preserve State Park Trail     | Principal Multimodal Corridor | SUP (Boardwalk or Greenway) | 2.25         | 2030 to 2040 |
| 145 | Import Dr                   | C24 Canal                             |      | Gatlin Blvd                           | Minor Multimodal Corridor     | Shared Use Path             | 0.69         | 2025 to 2030 |

# MULTIMODAL PLAN · CITY OF PORT ST. LUCIE MOBILITY PLAN

| ID  | FACILITY NAME                  | FROM                              | TO                 | NETWORK HIERARCHY             | PROJECT TYPE                | LENGTH MILES | TIME FRAME   |
|-----|--------------------------------|-----------------------------------|--------------------|-------------------------------|-----------------------------|--------------|--------------|
| 150 | Kestor Dr                      | Darwin Blvd                       | Darwin Blvd        | Minor Multimodal Corridor     | Shared Use Path             | 2.70         | 2025 to 2030 |
| 155 | Lennard Rd                     | Cane Slough Rd / Mariposa Ave     | US Hwy 1           | Minor Multimodal Corridor     | Shared Use Path             | 0.45         | 2040 to 2050 |
| 160 | Lennard Rd                     | Savanna Preserve State Park Trail | Walton Rd          | Minor Multimodal Corridor     | Shared Use Path             | 0.91         | 2040 to 2050 |
| 165 | Lyngate Dr                     | Veterans Memorial Pkwy            | US Hwy 1           | Major Multimodal Corridor     | Shared Use Path             | 0.70         | 2030 to 2040 |
| 170 | Mariposa Ave / Calais St       | US Hwy 1                          | Martin County Line | Minor Multimodal Corridor     | Shared Use Path             | 1.93         | 2040 to 2050 |
| 175 | Melaleuca Blvd                 | Lennard Rd                        | Green River Pkwy   | Minor Multimodal Corridor     | Shared Use Path             | 1.96         | 2030 to 2040 |
| 180 | Morningside Blvd               | Lyngate Dr                        | Port St Lucie Blvd | Major Multimodal Corridor     | Shared Use Path             | 1.21         | 2040 to 2050 |
| 185 | Morningside Blvd               | Port St Lucie Blvd                | Westmoreland Blvd  | Major Multimodal Corridor     | Shared Use Path             | 1.29         | 2040 to 2050 |
| 190 | North & West Torino Pkwy       | East Torino Pkwy                  | California Blvd    | Major Multimodal Corridor     | Shared Use Path             | 2.96         | 2030 to 2040 |
| 195 | Paar Dr                        | Rosser Blvd                       | Darwin Blvd        | Major Multimodal Corridor     | Shared Use Path             | 3.15         | 2030 to 2040 |
| 200 | Paar Dr                        | Darwin Blvd                       | Tulip Blvd         | Minor Multimodal Corridor     | Shared Use Path             | 2.29         | 2030 to 2040 |
| 205 | Peachtree Blvd                 | Selvitz Rd                        | St James Dr        | Major Multimodal Corridor     | Shared Use Path             | 0.58         | 2030 to 2040 |
| 210 | Peacock Blvd                   | Cashmere Blvd                     | St Lucie West Blvd | Minor Multimodal Corridor     | Shared Use Path             | 3.30         | 2030 to 2040 |
| 215 | Peacock Greenway               | Gatlin Blvd                       | Rosser Blvd        | Principal Multimodal Corridor | SUP (Boardwalk or Greenway) | 3.63         | 2025 to 2030 |
| 220 | Port St Lucie Blvd             | Gatlin Blvd                       | Martin County Line | Major Multimodal Corridor     | Shared Use Path             | 4.14         | 2025 to 2030 |
| 222 | Peacock Greenway               | Peacock Greenway                  | SW Open View Drive | Minor Multimodal Corridor     | SUP (Boardwalk or Greenway) | 1.46         | 2030 to 2040 |
| 225 | Port St Lucie Blvd             | Gatlin Blvd/Tulip Blvd            | US Hwy 1           | Corridor Study                | Multimodal Corridor Study   | 6.58         | 2030 to 2040 |
| 230 | Rosser Blvd                    | Apricot Rd                        | Paar Dr            | Minor Multimodal Corridor     | Shared Use Path             | 2.45         | 2030 to 2040 |
| 235 | Savage Blvd                    | C24 Canal                         | Gatlin Blvd        | Major Multimodal Corridor     | Shared Use Path             | 2.25         | 2025 to 2030 |
| 240 | Savona Blvd                    | California Blvd                   | Gatlin Blvd        | Principal Multimodal Corridor | Shared Use Path             | 1.21         | 2030 to 2040 |
| 245 | Savona Blvd                    | Gatlin Blvd                       | Martin County Line | Principal Multimodal Corridor | Shared Use Path             | 4.45         | 2030 to 2040 |
| 250 | Selvitz Rd                     | Midway Rd                         | Bayshore Blvd      | Principal Multimodal Corridor | Shared Use Path             | 3.20         | 2030 to 2040 |
| 255 | Selvitz Rd                     | Bayshore Blvd                     | Floresta Dr        | Principal Multimodal Corridor | Shared Use Path             | 0.54         | 2030 to 2040 |
| 260 | Southbend Blvd                 | Oakridge Dr                       | Becker Rd          | Principal Multimodal Corridor | Shared Use Path             | 4.71         | 2030 to 2040 |
| 265 | Sportsman Park Shared Use Path | Floresta Dr                       | Prima Vista Blvd   | Principal Multimodal Corridor | Shared Use Path             | 0.60         | 2030 to 2040 |
| 270 | St James Dr                    | Scepter Dr                        | Hatches Harbor Rd  | Major Multimodal Corridor     | Shared Use Path             | 1.36         | 2030 to 2040 |
| 275 | St Lucie West Blvd             | I-95                              | Bayshore Blvd      | Principal Multimodal Corridor | Shared Use Path             | 2.90         | 2025 to 2030 |
| 280 | Thornhill Dr                   | Bayshore Blvd                     | Floresta Dr        | Major Multimodal Corridor     | Shared Use Path             | 2.27         | 2040 to 2050 |
| 285 | Tiffany Ave                    | US Hwy 1                          | Village Green Dr   | Major Multimodal Corridor     | Shared Use Path             | 0.36         | 2030 to 2040 |
| 290 | Tiffany Ave                    | Village Green Dr                  | Walton Rd          | Minor Multimodal Corridor     | Shared Use Path             | 2.25         | 2030 to 2040 |

# CITY OF PORT ST. LUCIE MOBILITY PLAN · MULTIMODAL PLAN

| ID  | FACILITY NAME   | FROM                               | TO                     | NETWORK HIERARCHY             | PROJECT TYPE    | LENGTH MILES | TIME FRAME   |
|-----|---|------------------------------------|------------------------|-------------------------------|-----------------|--------------|--------------|
| 295 | Tulip Blvd  | Port St Lucie Blvd                 | Port St Lucie Blvd     | Minor Multimodal Corridor     | Shared Use Path | 3.79         | 2040 to 2050 |
| 300 | US Hwy 1  | Buena Vista Dr / Savanna Club Blvd | Westmoreland Blvd      | Principal Multimodal Corridor | Shared Use Path | 4.58         | 2040 to 2050 |
| 305 | Veterans Memorial Pkwy  | US Hwy 1                           | Port St Lucie Blvd     | Principal Multimodal Corridor | Shared Use Path | 2.60         | 2030 to 2040 |
| 306 | Village Green Dr  | US Hwy 1                           | Hogtown Creek Greenway | Principal Multimodal Corridor | Shared Use Path | 0.90         | 2030 to 2040 |
| 310 | Village Green Dr  | Hogtown Creek Greenway             | Tiffany Ave            | Major Multimodal Corridor     | Shared Use Path | 0.86         | 2030 to 2040 |
| 315 | Westmoreland Blvd   | Port St Lucie Blvd                 | US Hwy 1               | Major Multimodal Corridor     | Shared Use Path | 3.60         | 2040 to 2050 |
| 316 | Whitmore Dr   | Bayshore Blvd                      | Port St Lucie Blvd     | Minor Multimodal Corridor     | Shared Use Path | 3.33         | 2040 to 2050 |
| 350 | Develop or update multimodal plans, studies and reports, prepare micromobility ordinances, collect counts.  |                                    |                        | All Corridor Types            | Study           | --           | 2025 to 2030 |
| 355 | Develop Quality of Service (QOS) program to evaluate innovative ways to reallocate space on existing local and residential roads through pavement markings to create advisory sidewalks and bike lanes. |                                    |                        | All Corridor Types            | Program         | --           | 2025 to 2030 |
| 360 | Install multimodal counters along trails, shared-use paths and wide sidewalks to evaluate usage by people walking, bicycling, and using other forms of multimodal transportation.                       |                                    |                        | All Corridor Types            | Program         | --           | 2025 to 2035 |

[end of Multimodal Plan Projects]

# TRANSIT CIRCULATOR PLAN · CITY OF PORT ST. LUCIE MOBILITY PLAN

| ID | NAME   | FROM                  | TO                                 | TYPE         | LENGTH MILES | TIME FRAME   | DESCRIPTION   |
|----|--|-----------------------|------------------------------------|--------------|--------------|--------------|---|
| 30 | Transit Circulator: South School to Employment Route | Village Pkwy          | Darwin Blvd                        | Microtransit | 5.69         | TBD          | Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.   |
| 35 | Transit Circulator: Selvitz to Crosstown             | St. James Blvd        | Crosstown Pkwy                     | Microtransit | 5.97         | TBD          | Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.   |
| 40 | Transit Circulator: St Lucie West                    | NW Lake Whitney Place | Lowes Plaza on St. Lucie West Blvd | Microtransit | 2.34         | TBD          | Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.   |
| 45 | Transit Circulator: The Greenway Connector           | California Blvd       | Marshall Pkwy Extension            | Microtransit | 10.48        | TBD          | Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.   |
| 50 | Transit Circulator: Torino to California             | Midway Rd             | California Blvd                    | Microtransit | 4.14         | TBD          | Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.   |
| 55 | Transit Circulator: Traditions to Southbend          | Gatlin Blvd           | Snow Rd                            | Microtransit | 14.78        | TBD          | Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.   |
| 60 | "Transit Circulator: Tulip Darwin Loop"              | Gatlin Blvd           | Port St. Lucie Blvd                | Microtransit | 4.14         | TBD          | Transit Circulator. Could be Autonomous Transit Shuttle running on multimodal ways or a public / private partnership to provide rides via shuttle or Neighborhood Electric Vehicle.   |
| 65 | Microtransit Study                                   | Citywide              |                                    | Microtransit | --           | 2025 to 2030 | Conduct a study to evaluate the feasibility of establishing microtransit services within Port St. Lucie. The study should analyze demand, route options, stop locations, frequency, travel times, costs, and potential benefits to the overall transportation system. The study should ultimately assist City Council in determining whether transit circulators can improve mobility and reduce congestion.  |
| 70 | Microtransit Pilot                                   | To be determined      |                                    | Microtransit | --           | 2025 to 2040 | The City should choose from the routes determined in the transit circulator study to implement a pilot transit circulator service to evaluate feasibility under real-world conditions. The pilot should assess ridership demand, operating costs, service reliability, and integration with the existing transportation network. Findings from the pilot would inform long-term decisions regarding the viability and structure of a permanent transit circulator system.               |
| 75 | Water Taxi C24 Canal Route                           | Riverwalk Boardwalk   | C24 Canal Park                     | Water Taxi   | 3.11         | TBD          | Water Taxi Stops. Implement public water taxi transit service with a route between the Port District and the C-24 Canal Park. The route should make stops at the south end of the existing River Boardwalk at the Port St. Lucie Botanical Gardens. Service may be a public / private partnership opportunity.  |
| 80 | Water Taxi North Route                               | Crosstown Pkwy        | Riverwalk Boardwalk                | Water Taxi   | 3.21         | TBD          | Water Taxi Stops. Implement public water taxi transit service with a route between the Port District and Downtown. The route should make stops at the north end of the existing River Boardwalk at Bridge Plaza, the proposed Day-use Camping Pad in the Port District Master Plan (C9), the existing river board walk at Tom Hooper Family Park, and the Port District Master Plan proposed boardwalk (N9) at Lyngate Park. Service may be a public / private partnership opportunity. |
| 85 | Water Taxi South Route                               | Club Med              | Riverwalk Boardwalk                | Water Taxi   | 2.75         | TBD          | Water Taxi Stops. Implement public water taxi transit service with a route between Club Med and the Port District. Other entities may have a desire for a stop along the southern portion of the water taxi route. Possibility that St. Lucie County, the City of Stuart and Martin County may wish to expand water taxi service or locations. Service may be a public / private partnership opportunity.   |

# CITY OF PORT ST. LUCIE MOBILITY PLAN · TRANSIT CIRCULATOR PLAN

| ID  | NAME                             | FROM  | TO | TYPE          | LENGTH<br>MILES | TIME FRAME   | DESCRIPTION  |
|-----|----------------------------------|---|----|---------------|-----------------|--------------|--|
| 90  | Water Taxi Study                 | Along St. Lucie River   |    | Water Taxi    | --              | 2025 to 2030 | Conduct a study to evaluate the feasibility of establishing water-based transit services within Port St. Lucie. The study should analyze demand, route options, docking locations, frequency, travel times, costs, and potential benefits to the overall transportation system. The study should ultimately assist City Council in determining whether water taxis can improve mobility, reduce congestion, and enhance waterfront access.   |
| 95  | Water Taxi Pilot                 | Along St. Lucie River   |    | Water Taxi    | --              | 2025 to 2040 | The City should choose from the routes determined in the water taxi study to implement a pilot water taxi service to evaluate feasibility under real-world conditions. The pilot should assess ridership demand, operating costs, service reliability, and integration with the existing transportation network. Findings from the pilot would inform long-term decisions regarding the viability and structure of a permanent water taxi system.  |
| 100 | Mobility Hub Study               | Citywide  |    | Mobility Hub  | --              | 2025 to 2030 | Conduct a study to further define mobility hubs, design, and location. The study should also establish the framework to allow the city to enter into Public / Private Partnerships to lease naming rights to off-set ongoing maintenance cost.   |
| 105 | Neighborhood Scale Mobility Hubs | Citywide along microtransit, school, transit and water taxi routes.   |    | Mobility Hub  | --              | 2025 to 2050 | Construct 25 neighborhood scale mobility hubs along microtranit and transit corridors, school bus routes, shared-use paths, and at water taxi locations. Neighborhood scale mobility hubs are ideally located where two or more modes of transportation converge. Neighborhood scale mobility hubs provide covered shelters plus drop-off and pick-up areas for microtransit vehicles and where applicable, ride-hail / ride share services (e.g., Uber, Lyft). These locations may feature amenities such as shared bicycle and micromobility devices, Wi-Fi, lighting, benches, landscape, personal device charging stations, potentially golf-cart charging or shared golf-cart services. Neighborhood mobility hubs do not include surface parking. The average cost is \$200,000 per hub. |
| 110 | Community Scale Mobility Hubs    | Citywide along microtransit, school, transit and water taxi routes.   |    | Mobility Hub  | --              | 2025 to 2050 | Construct 10 community scale mobility hubs at locations with high levels of student bus ridership or where three or more modes of transportation converge and surface parking is provided. Community scale mobility hubs feature either separate drive-aisles that are physically separated by at least a 15' wide buffer from adjacent travel lanes and completely exit adjacent street traffic flow or surface parking functioning like a park and ride or to pick up students. Community scale mobility hubs would feature that same amenities as neighborhood scale mobility hubs plus high visibility mid-block crosswalks with advance warning devices or pedestrian hybrid beacons where warranted to serve adjacent land uses. The average cost is \$600,000 per hub.                  |
| 115 | Vertiport Mobility Hubs          | Initial consideration, subject to change:<br>(1) Downtown along US 1;<br>(2) City Hall; and<br>(3) within Tradition |    | Mobility Hub  | --              | 2025 to 2050 | Construct 3 vertiport mobility hubs at locations with vertiports for electric vertical take-off and landing (eVOTL) aircraft and other aircraft and drones navigating the Urban Air Mobility (UAM) ecosystem. The mobility hubs would feature surface parking spaces and drop-off and loading areas with covered shelters. The infrastructure needs of vertiports will vary depending on the number of pads and necessary support infrastructure. Additional modes of travel such as microtransit and micromobility should also be accommodated. The average cost is \$1.5 million. Hubs could be located on top of parking structures or buildings.   |
| 120 | Transit / Bus Stops              | Citywide along microtransit, school, and transit routes.  |    | Transit Stops | --              | 2025 to 2050 | Construct 100 Transit Stops along high frequency corridors or where needed. Transit Stops would provide a covered waiting area, stabilized pad, and ADA accessible routes connecting the edge of travel lane pavement, the transit stops, and adjacent multimodal facilities. Transit Stops may feature additional amenities. Transit Stops cost \$25,000 each. Transit stops could serve buses, school buses, microtransit, and ride share services.  |

[end of Transit Plan Projects]

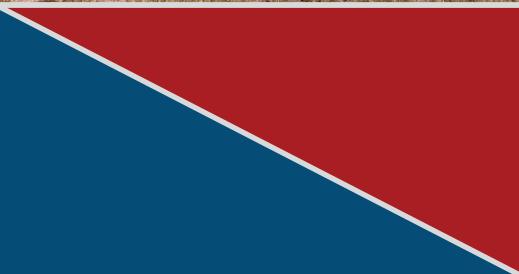
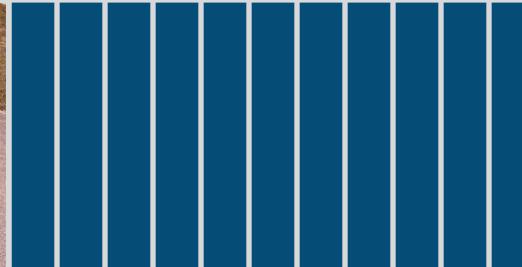
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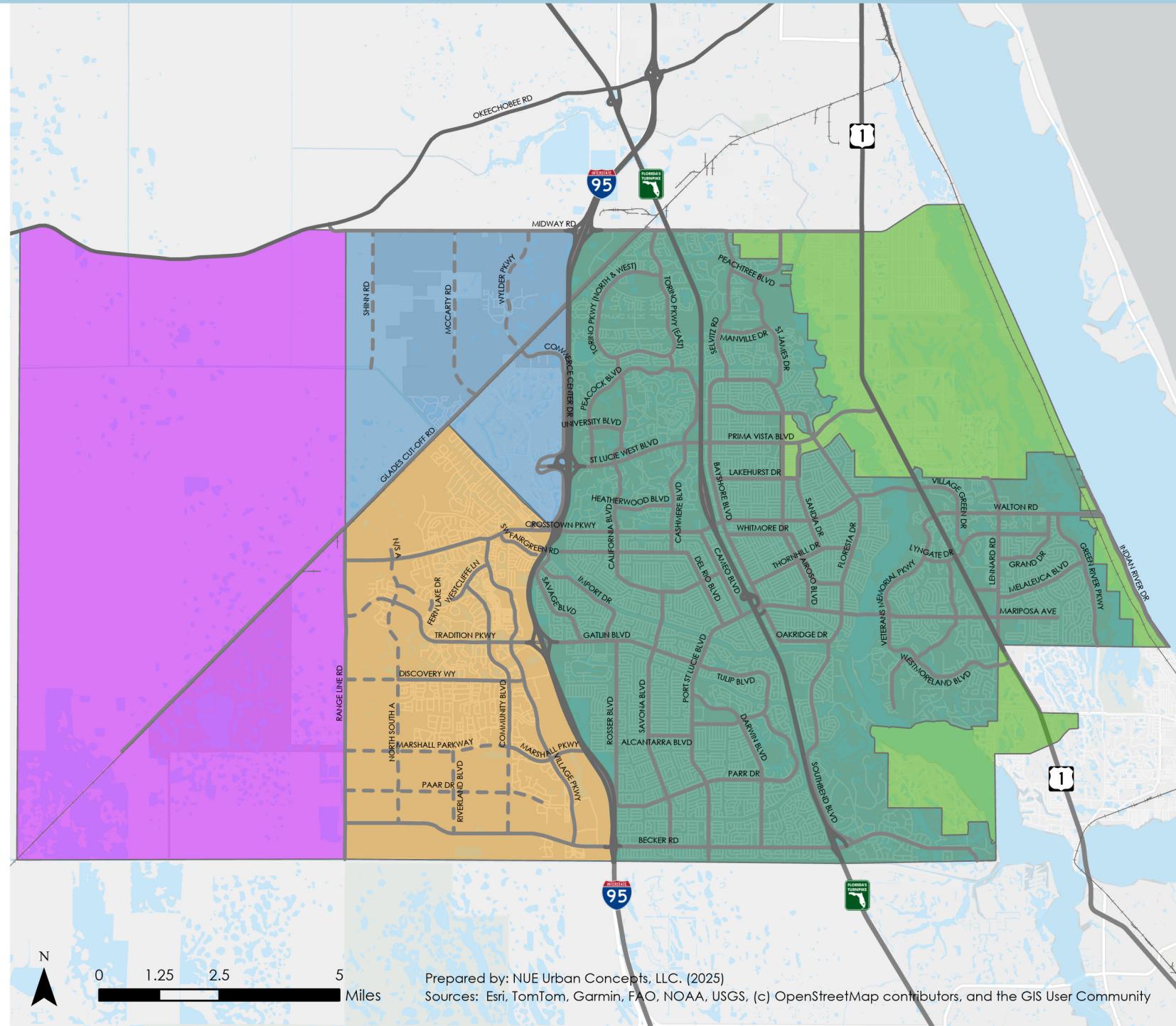
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# Assessment Areas

## City of Port St. Lucie Mobility Fee

Assessment Areas illustrate where Mobility Fees are assessed and collected.



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Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community