

EXHIBIT A: 2050 MOBILITY PLAN

2050 Mobility Plan

November 2025



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

Table of Contents

Introduction 1

Mobility Fees Overview 3

Growth in Port St. Lucie 4

Multimodal Elements 5

Multimodal Infrastructure Typologies 6

Roadway Corridors Plan 7

 Roadway Corridors Short Term Plan Map10

 Roadway Corridors Mid Term Plan Plan Map11

 Roadway Corridors Long Term Plan Map12

 Corridor Studies Map13

 Developer Access Roads & Developer Improvements Map15

Intersections Plan.....16

 Intersections Plan Map18

Multimodal Plan.....19

 Multimodal Plan Map21

 Multimodal Network Map22

Transit Circulator Plan23

 Transit Circulator Plan Map25

Roadway Cross-Sections26

Tables of Projects29

Acknowledgments

Mayor & City Council:

Shannon Martin - Mayor

Jolien Caraballo - Vice-Mayor / District 4

Stephanie Morgan - District 1

David Pickett - District 2

Anthony Bonna, Sr. - District 3

Administration:

Jesus Merejo - City Manager

Teresa Lamar-Sarno - Chief Assistant City Manager

Kristina Ciuperger - Assistant City Manager

Kate Parmelee - Deputy City Manager / Chief Innovation Officer

Planning & Zoning:

Mary F. Savage-Dunham - Director

Bridget Kean - Deputy Director

Lisa Burns - Mobility & Impact Fee Coordinator

Public Works:

Colt Schwerdt - Director & City Engineer

Diana Spriggs - Assistant Director

Clyde Cuffy - Regulatory Division Director

Thomas Salvador - Manager

Antonio Balestrieri - Manager

Attorney's Office:

Elizabeth Hertz - Senior Deputy City Attorney

Margaret M. Carland - Senior Deputy City Attorney

Susan L. Trevarthen - Weiss Serota Halfman Cole + Bierman - Outside Legal Counsel for City

Prepared by:

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

© 2025 NUE Urban Concepts, LLC. All Rights Reserved.
www.nueurbanconcepts.com    

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 residents¹. 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.

¹ BEBR 2025 Preliminary Population Estimates

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.



Since taking effect, the program has already generated significant resources, with over \$30 million² 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.

² 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.

© 2025 NUE Urban Concepts, LLC. All Rights Reserved.
www.nueurbanconcepts.com   

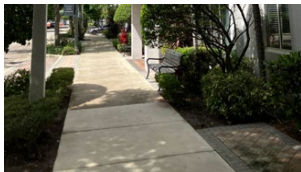

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES


**THE REPUBLIC
DESIGN**

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.

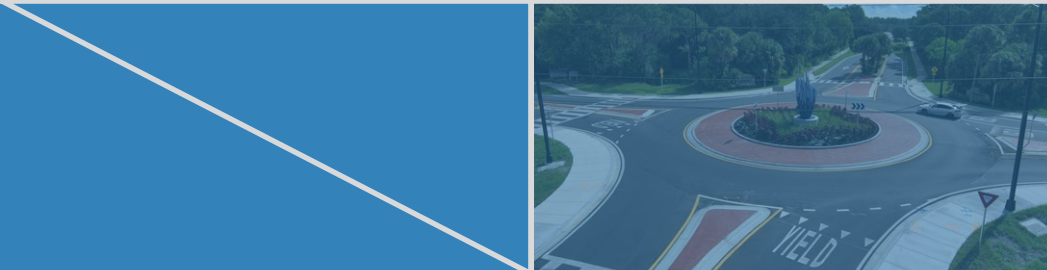
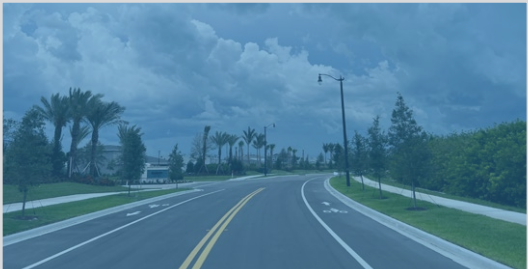
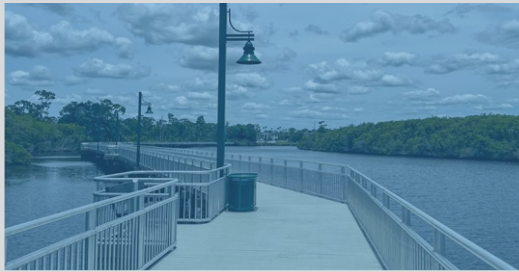


Multimodal Lane: Paved, marked facility, adjacent to the outer vehicle travel lane and at least 8-ft wide, for the safe movement of electric vehicles such as e-scooters, e-bikes, and golf carts.

© 2025 NUE Urban Concepts, LLC. All Rights Reserved.
www.nueurbanconcepts.com    


NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES


THE REPUBLIC OF DESIGN

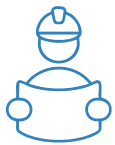


Roadway Corridors Plan

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.



5

PD&E STUDIES



10

CORRIDOR STUDIES



4

miles of

NEW ROADWAYS



82

miles of

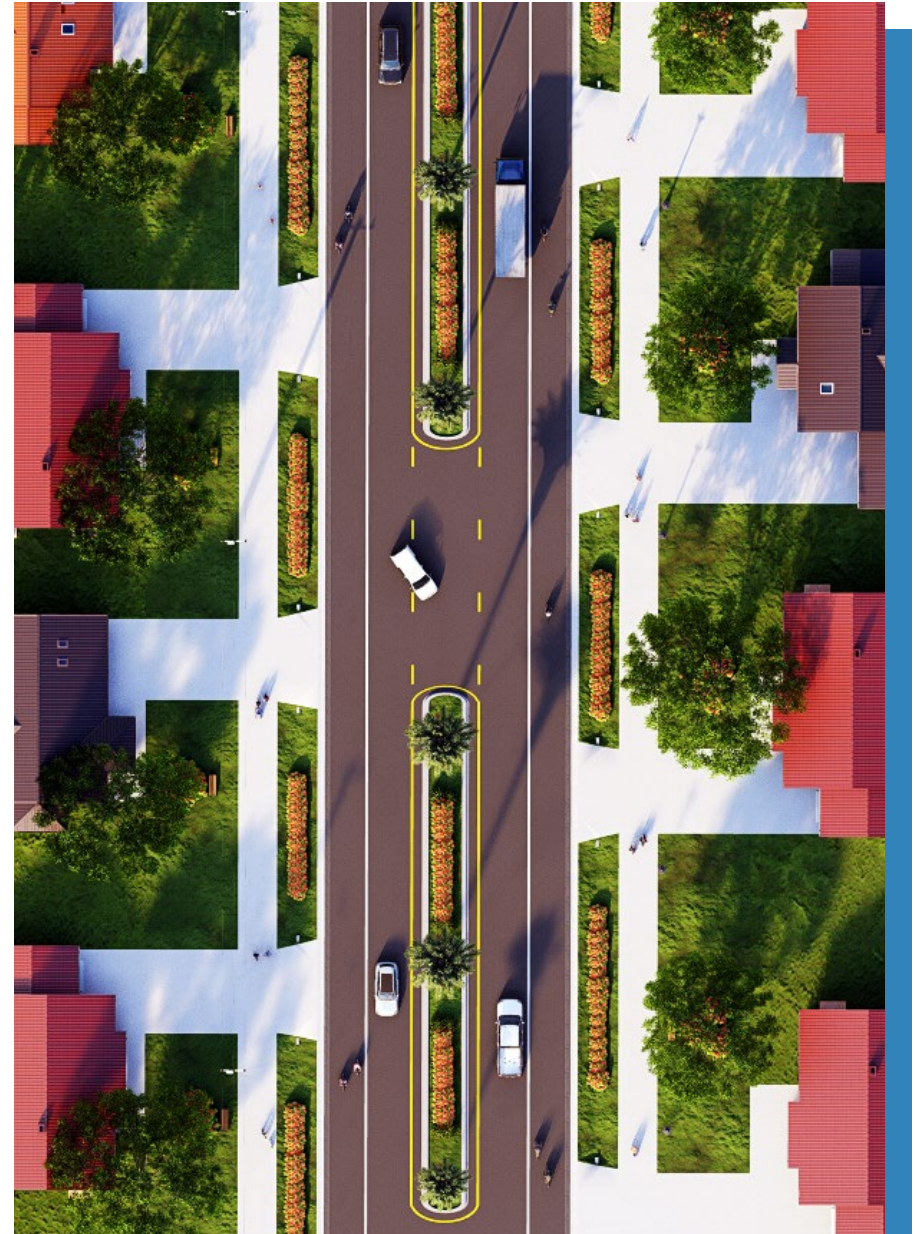
ROADWAY CAPACITY



99

miles of

NEW DEVELOPER ACCESS ROADS & IMPROVEMENTS



2-Lane Divided Road Example:



4-Lane Divided Road Example:



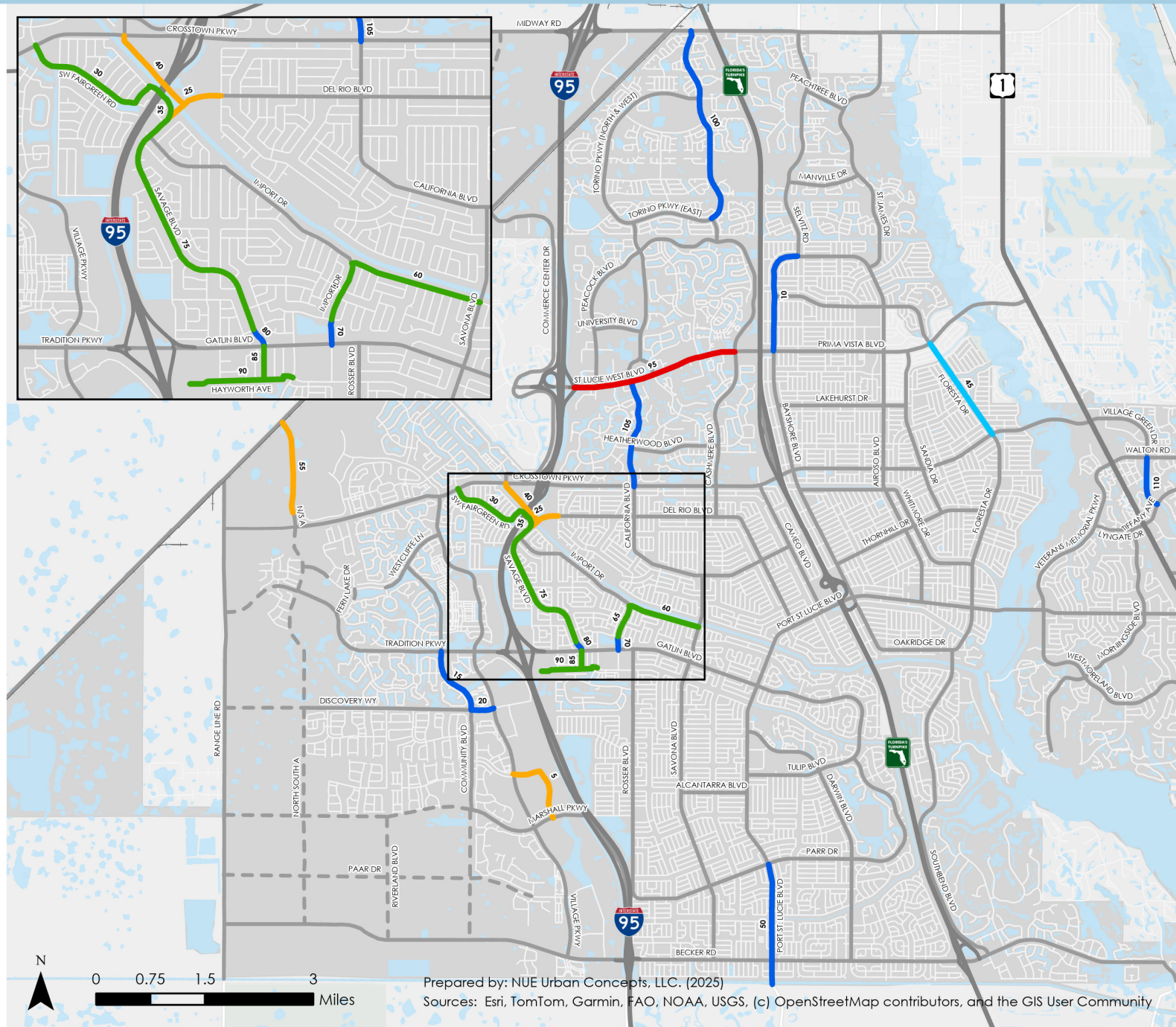
Roadway Corridors (Short Term Plan: 2025 to 2030)

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

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



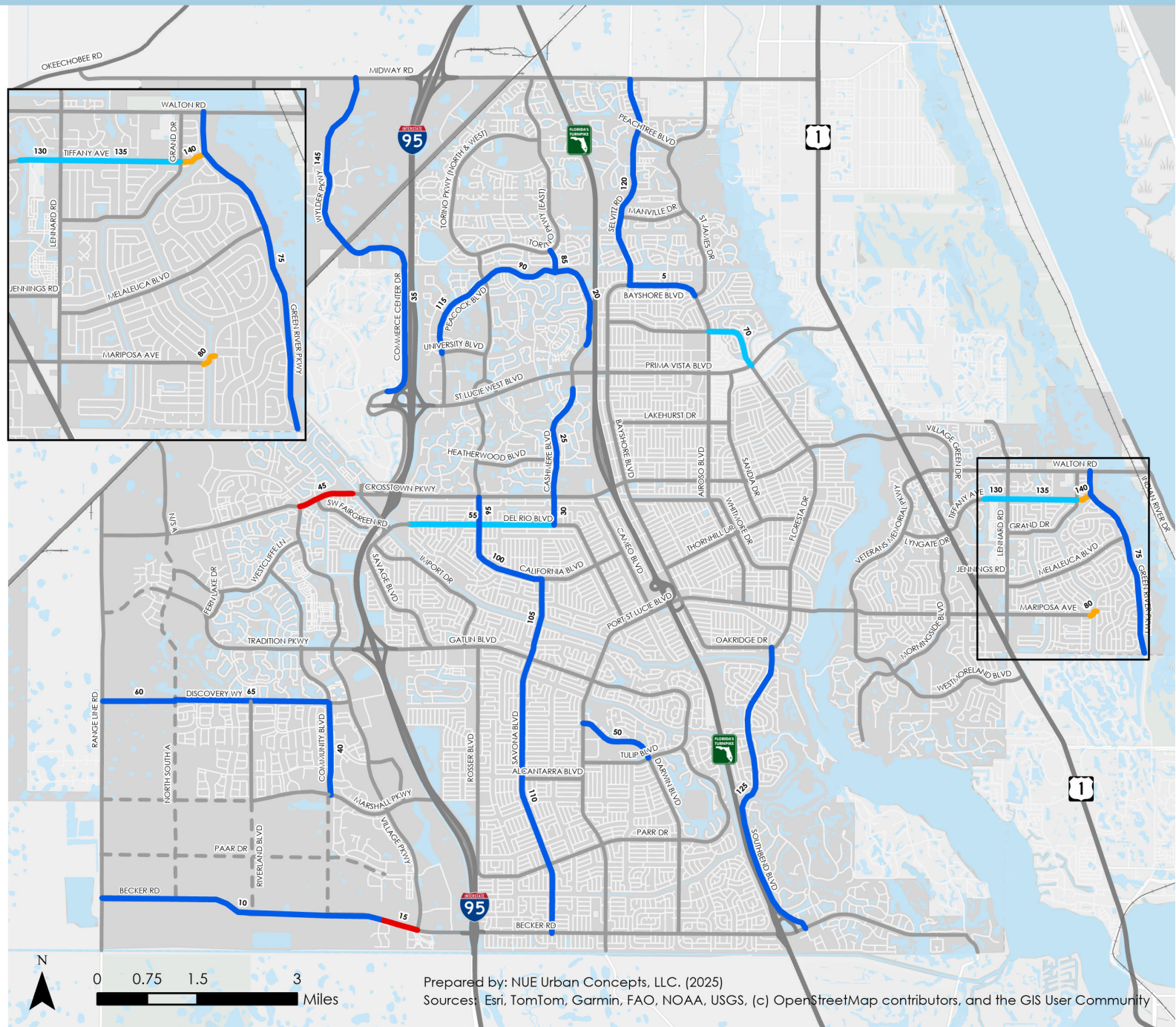
Roadway Corridors (Mid Term Plan: 2030 to 2040)

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

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



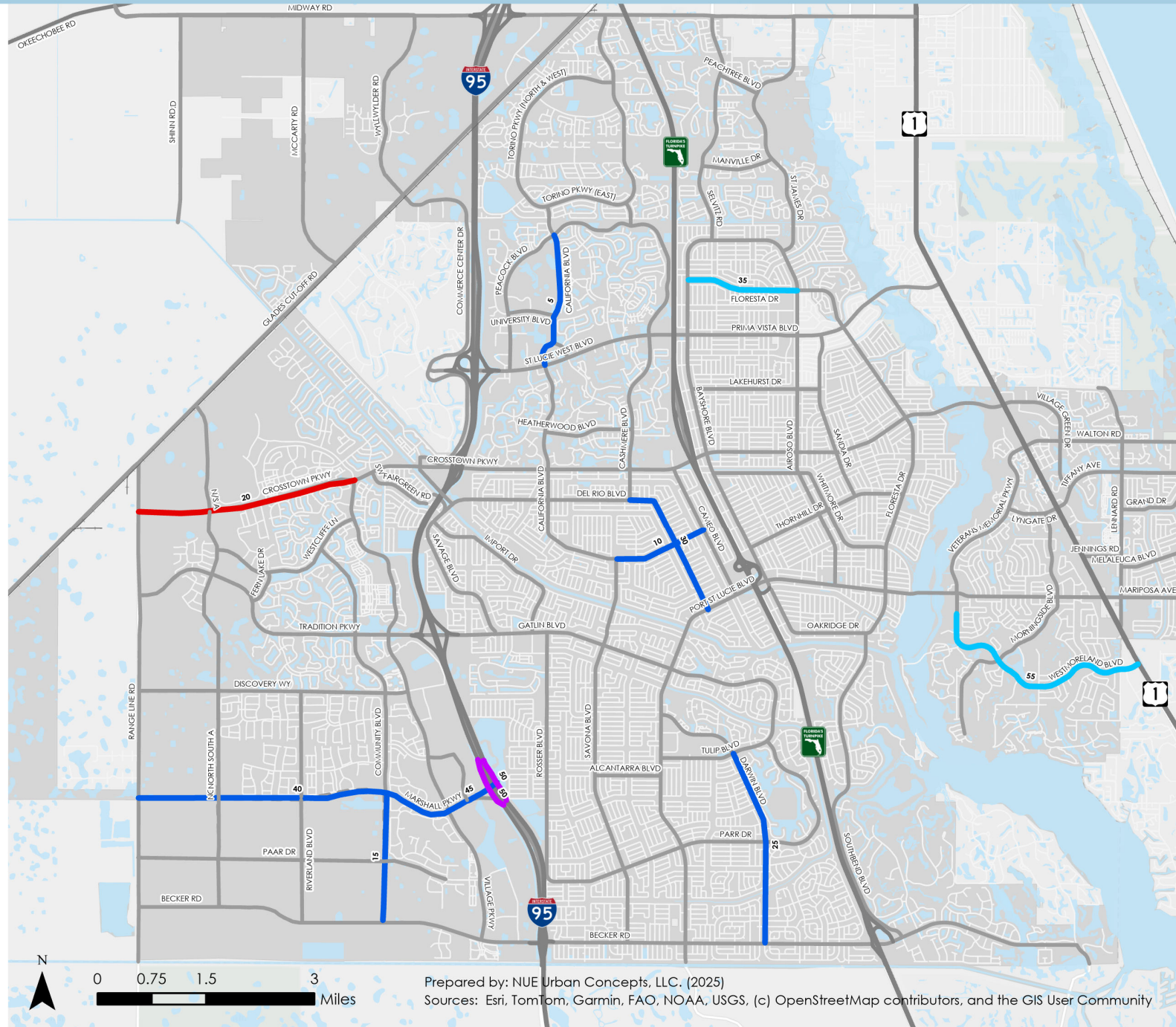
Prepared by: NUE Urban Concepts, LLC. (2025)
Source: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Roadway Corridors (Long Term Plan: 2040 to 2050)

City of Port St. Lucie Mobility Plan

- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane
- Multilane Interchange

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



Corridor Studies (2025 to 2040)

City of Port St. Lucie Mobility Plan

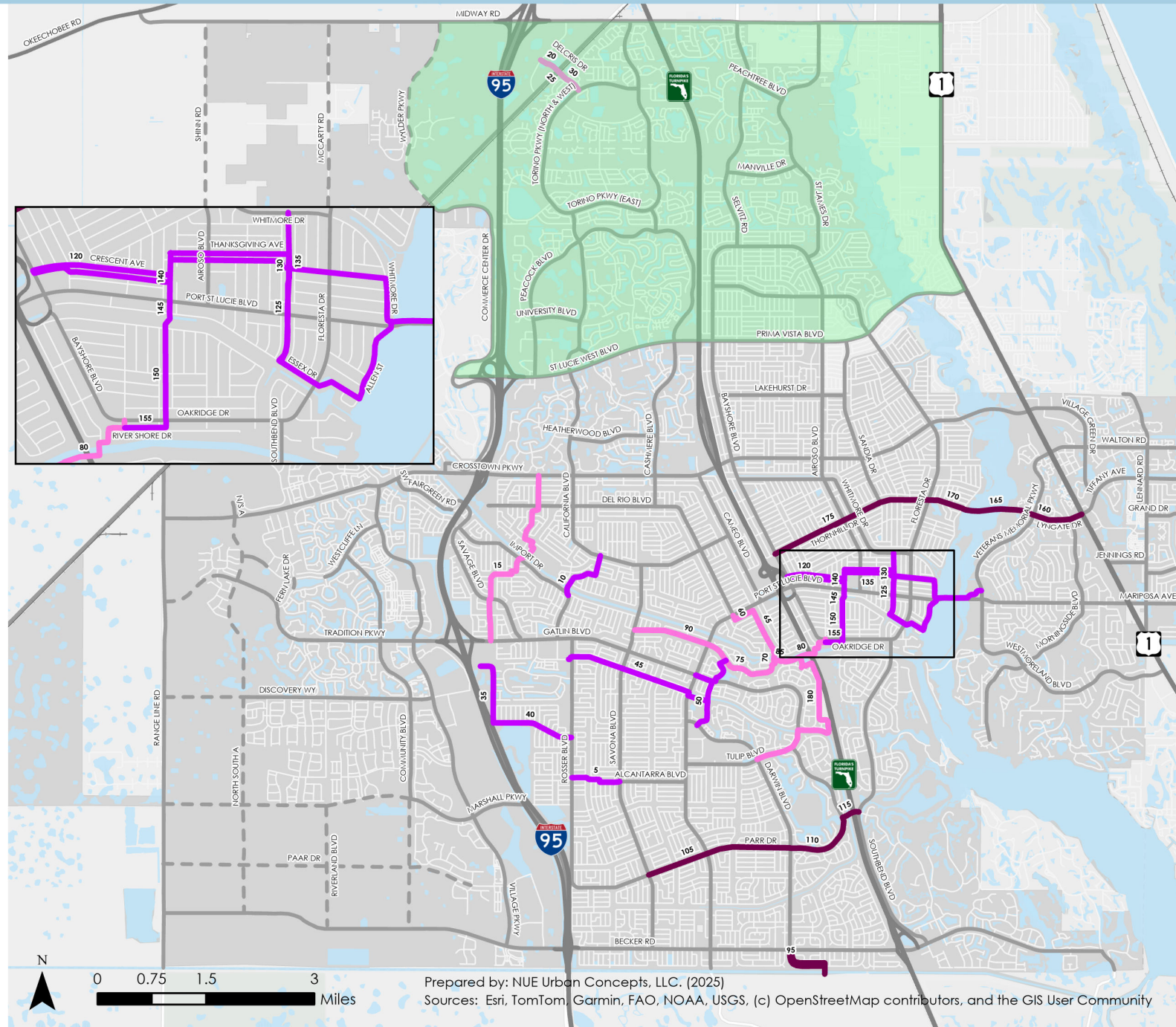
Corridor Studies

- 2025 to 2030
- 2030 to 2035
- 2035 to 2040

NW Corridor Study Area

- Minor Roads
- - - Developer Access Roads
- Major Roads
- Limited Access Roads
- + + + Railways
- City Boundary
- Water Bodies
- NW Corridor Study Area

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



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

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

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 neither 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.



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.

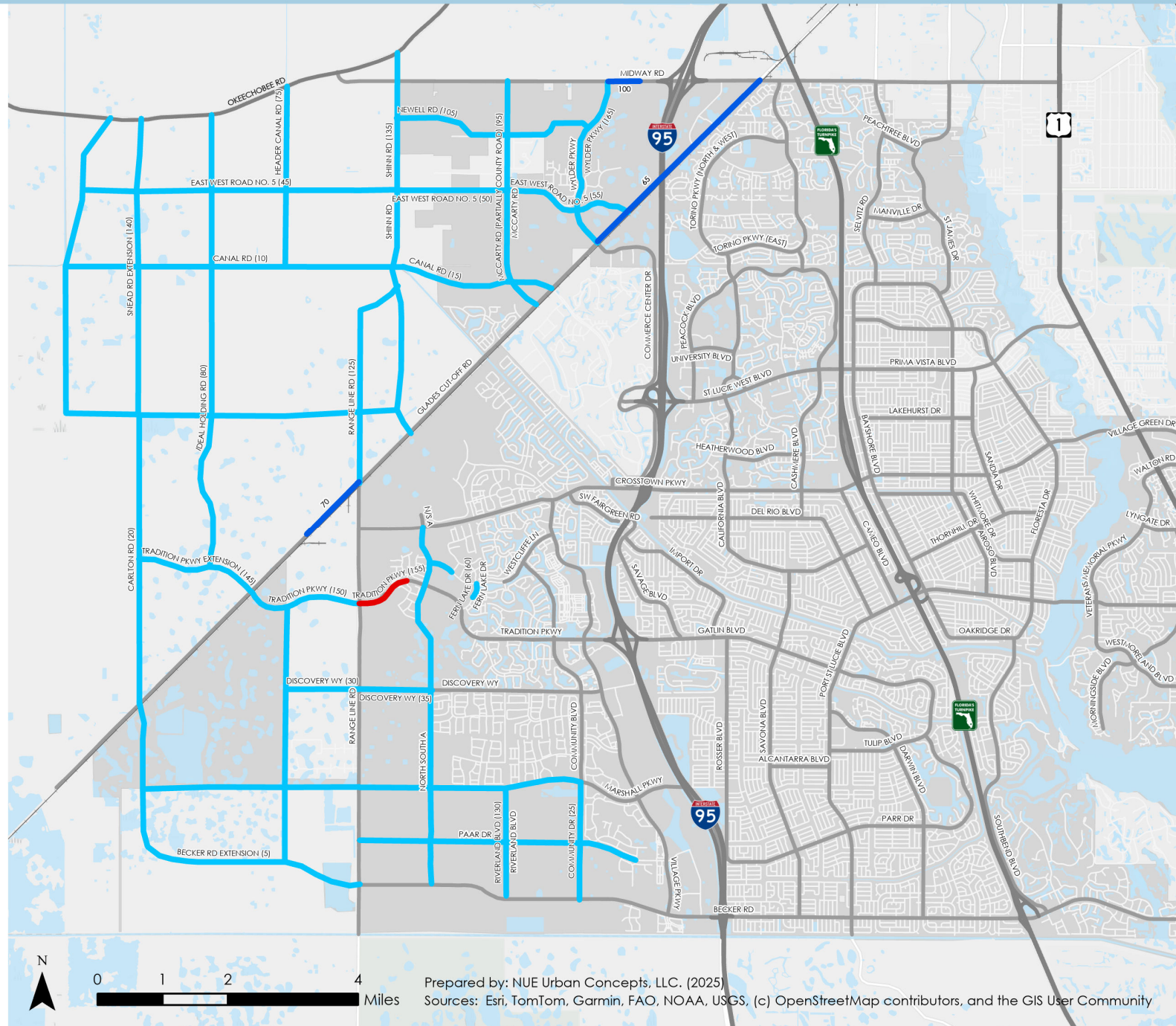
Their inclusion guides coordinated planning between the City, County, and developers to support public safety and well-planned growth.

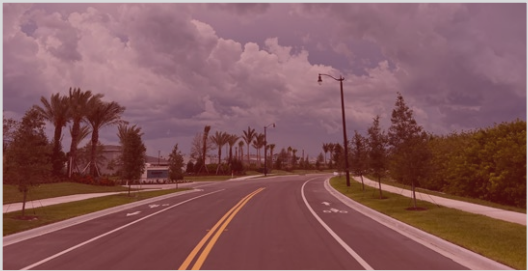
The developer access roads or developer improvements illustrated on this map are not included in the mobility fee calculations. The new two lane roads are referred to as the first two lanes of developer access roads in the Mobility Fee Ordinance. The widen from two to four lane road are referred to as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





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.



8

**MID-BLOCK CROSSINGS
& ACTIVATED CROSSINGS**



3

**MULTIMODAL
OVER/UNDERPASSES**



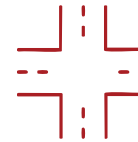
3

INTERCHANGES



29

**ROUNDBOUTS
& ROUNDBOUT UPGRADES**



21

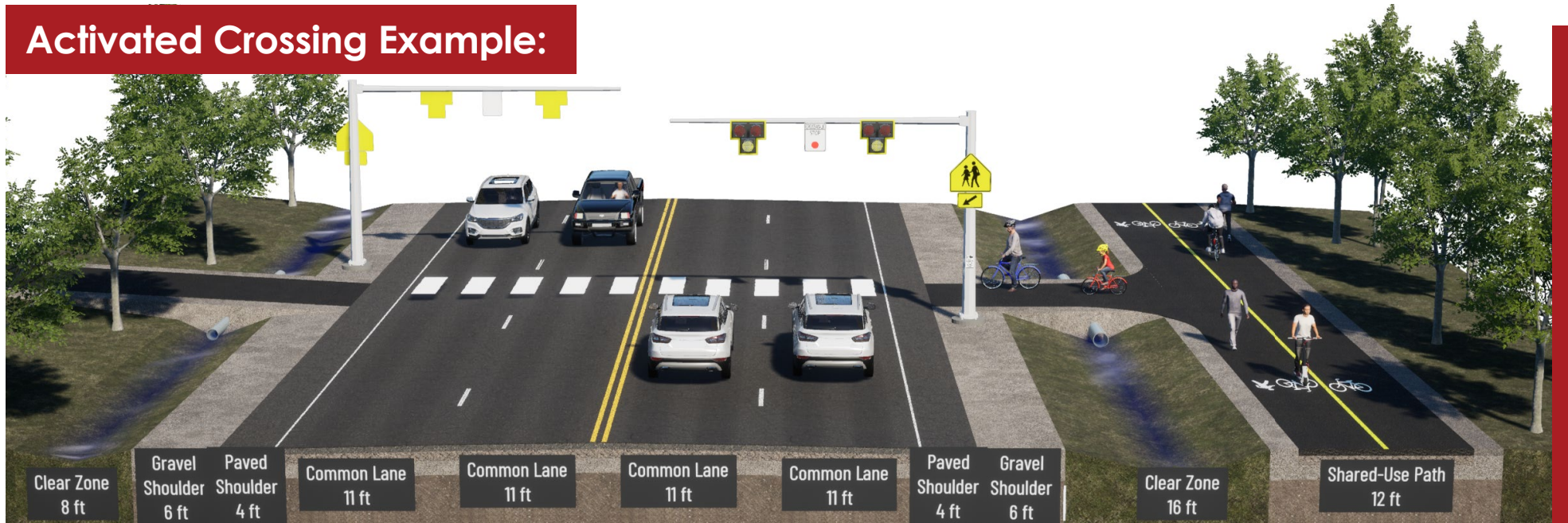
**MULTIMODAL
IMPROVEMENTS**



34

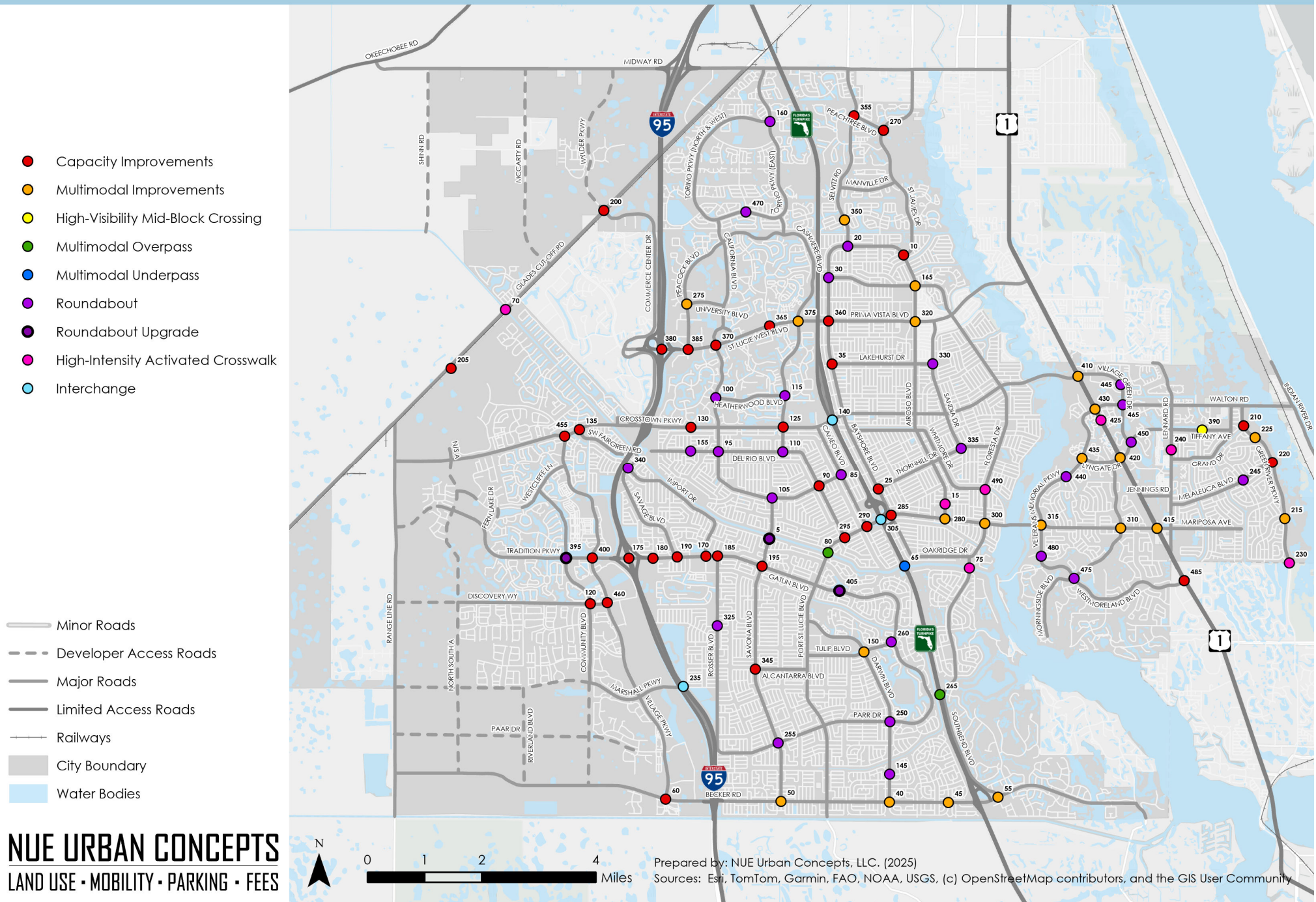
**CAPACITY
IMPROVEMENTS**

Activated Crossing Example:



Intersections Plan (2025 to 2050)

City of Port St. Lucie Mobility Plan





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.

A Multimodal Corridor Study along Port St. Lucie Blvd would study the feasibility of adding off-street shared use paths for bicyclists and pedestrians along this key corridor.


126
miles of
SHARED USE PATHS


23
miles of
**GREENWAYS OR
BOARDWALKS**


6
miles of
**MULTIMODAL
CORRIDOR STUDY**

Shared Use Path Example:



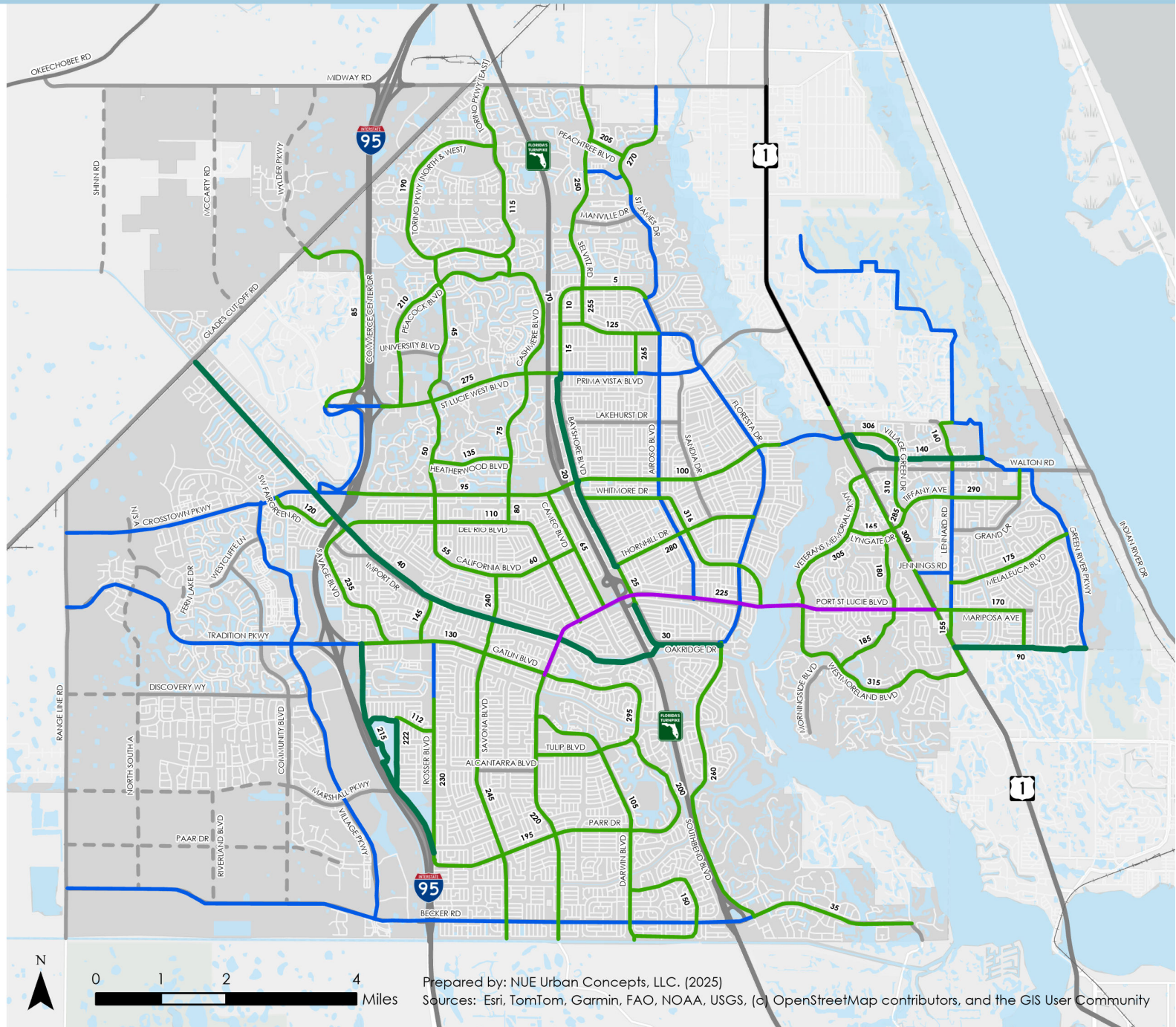
Multimodal Plan (2025 to 2050)

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

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES











Prepared by: NUE Urban Concepts, LLC. (2025)
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Multimodal Network (2025 to 2050)

City of Port St. Lucie Mobility Plan

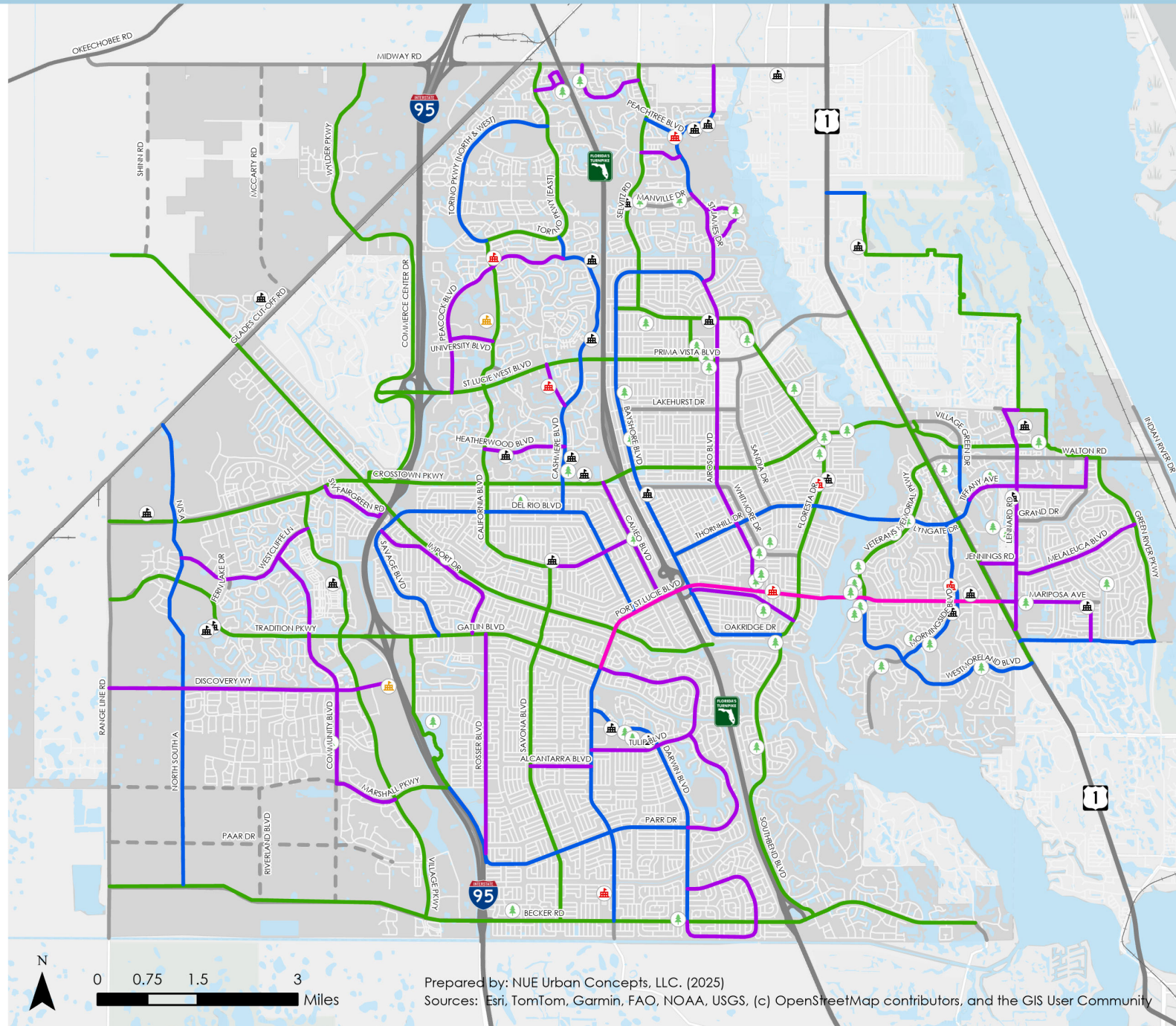
Goal: To provide safe & connected multimodal access with an emphasis on schools and parks.

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





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.



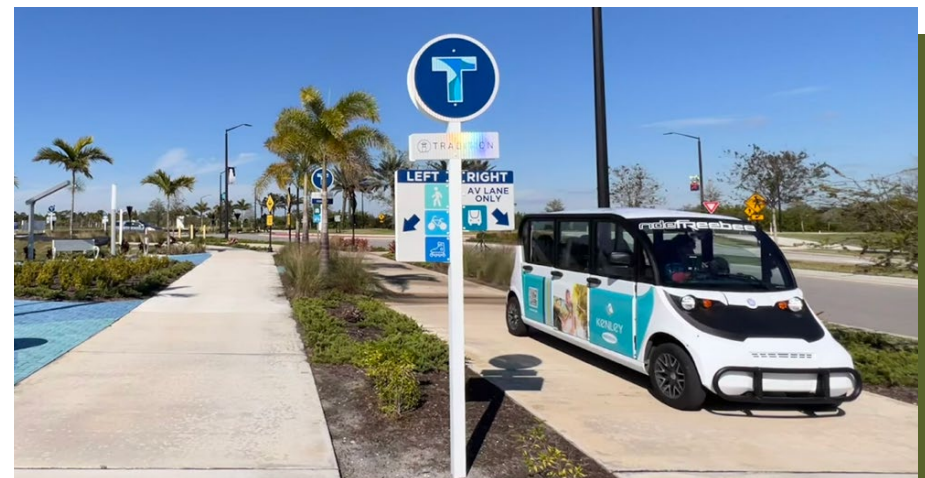
12

**TRANSIT CIRCULATOR
ROUTES**



3

**WATER TAXI
ROUTES**

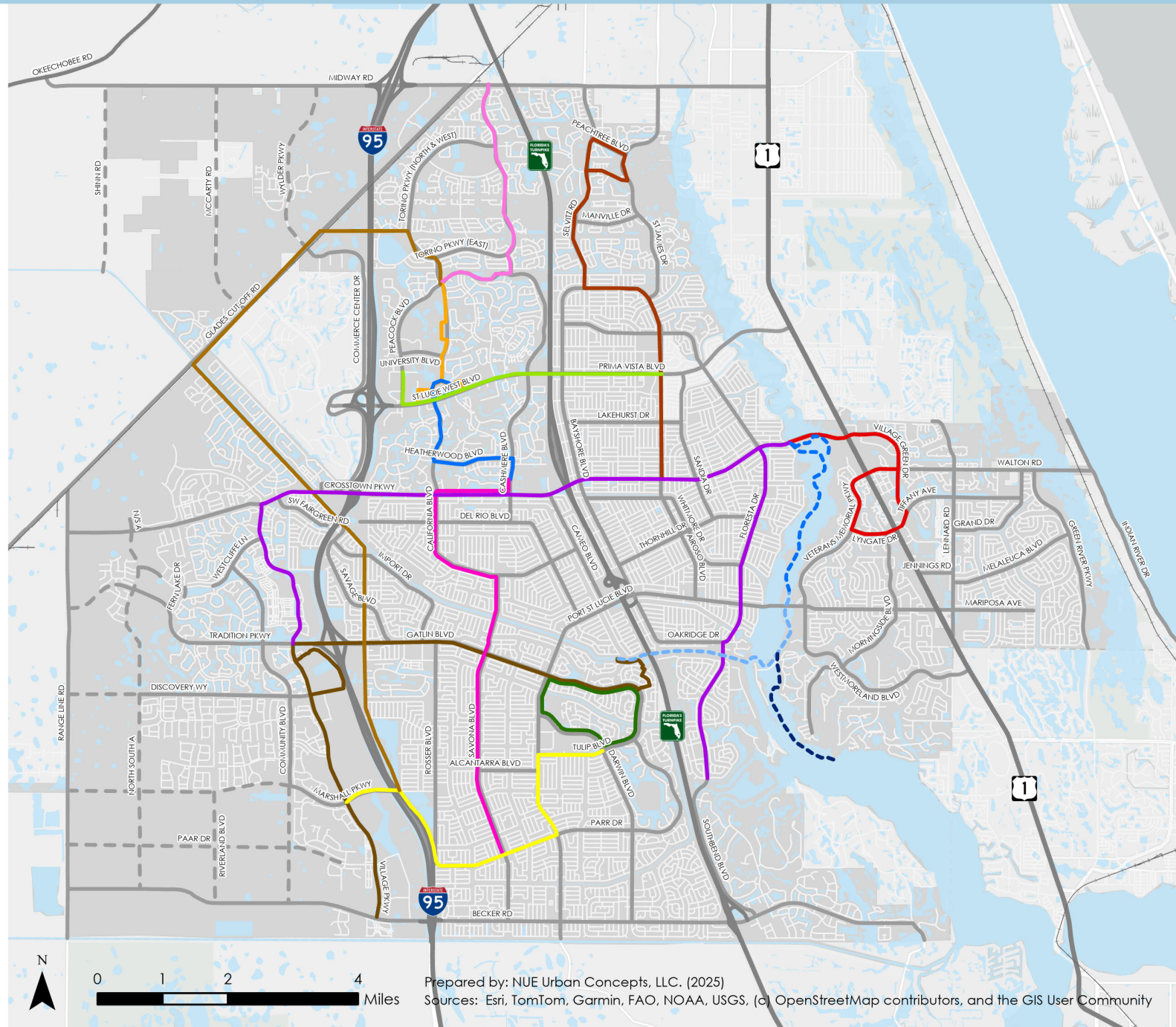


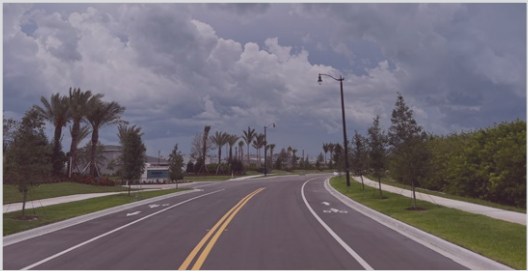
Transit Circulator Plan (2025 to 2050)

City of Port St. Lucie Mobility Plan

- California North
- California South
- Downtown to Port District
- Gatlin Village Parkway
- School to Employment Route Central
- School to Employment Route South
- Selvitz to Crosstown
- St Lucie North
- The Greenway Connector
- Torino to California MTC
- Traditions to Southbend
- Tulip Darwin Loop
- Water Taxi C24
- Water Taxi North
- Water Taxi South

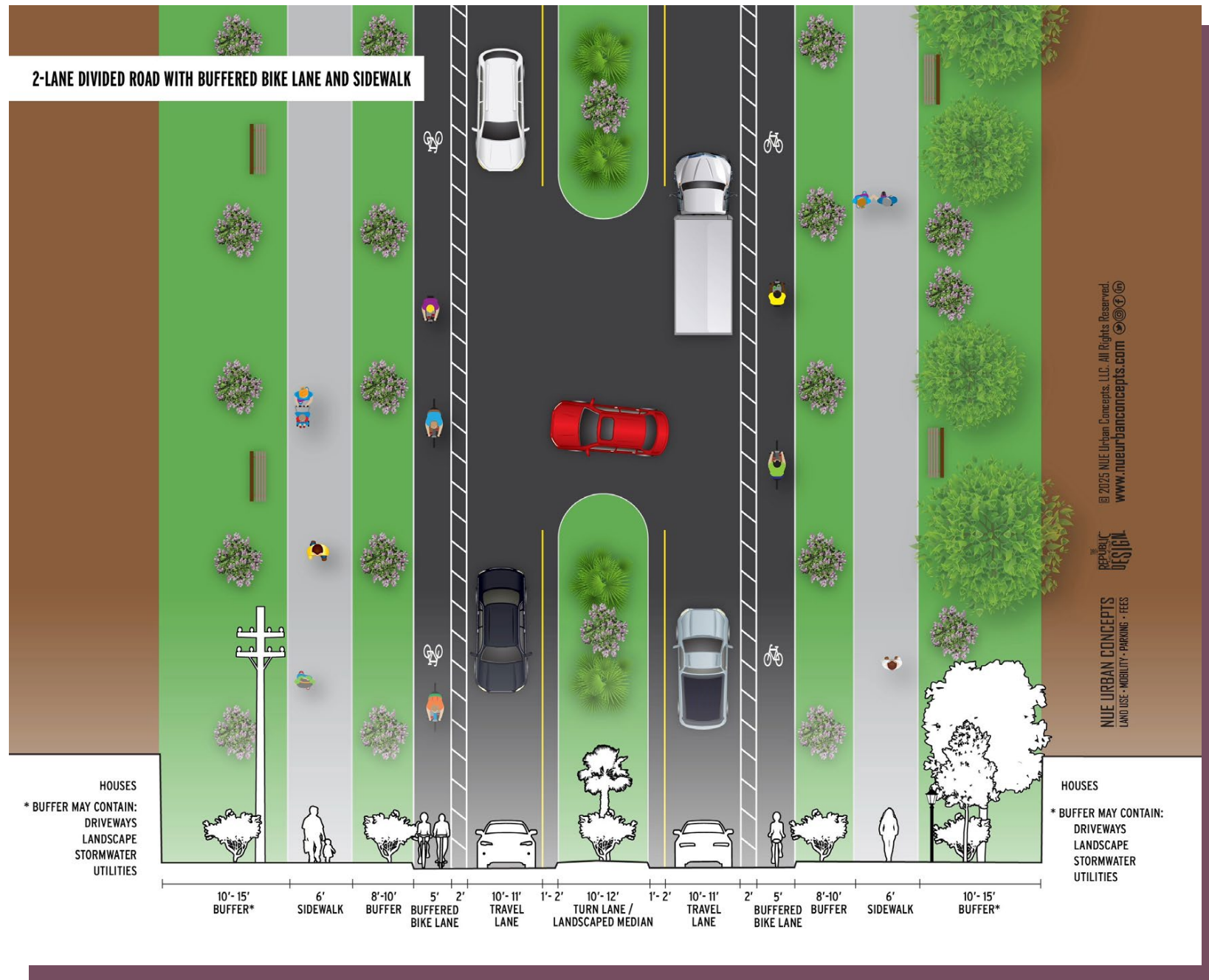
- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies

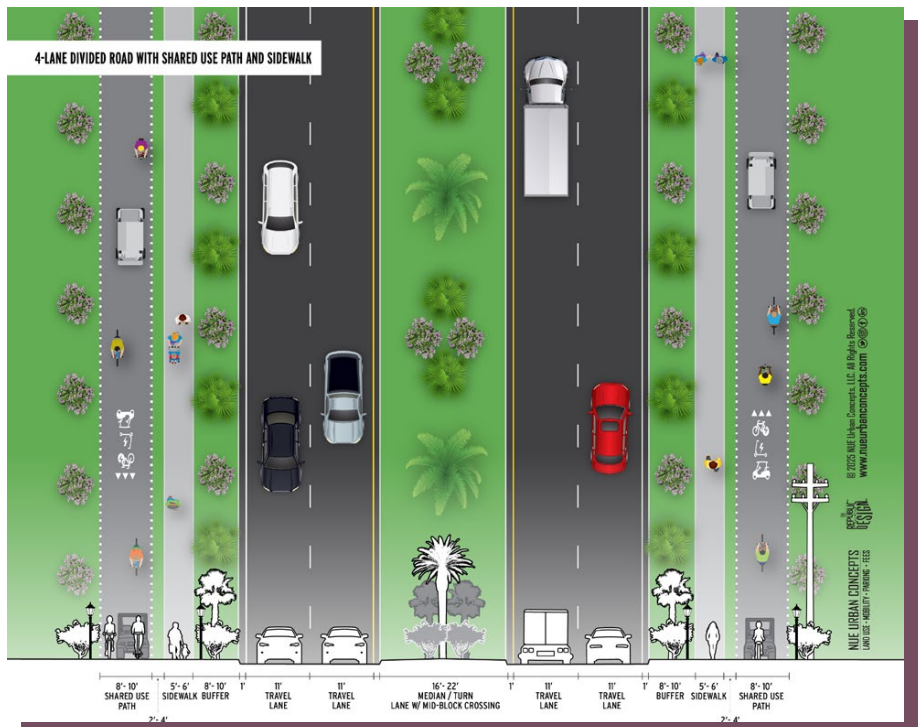
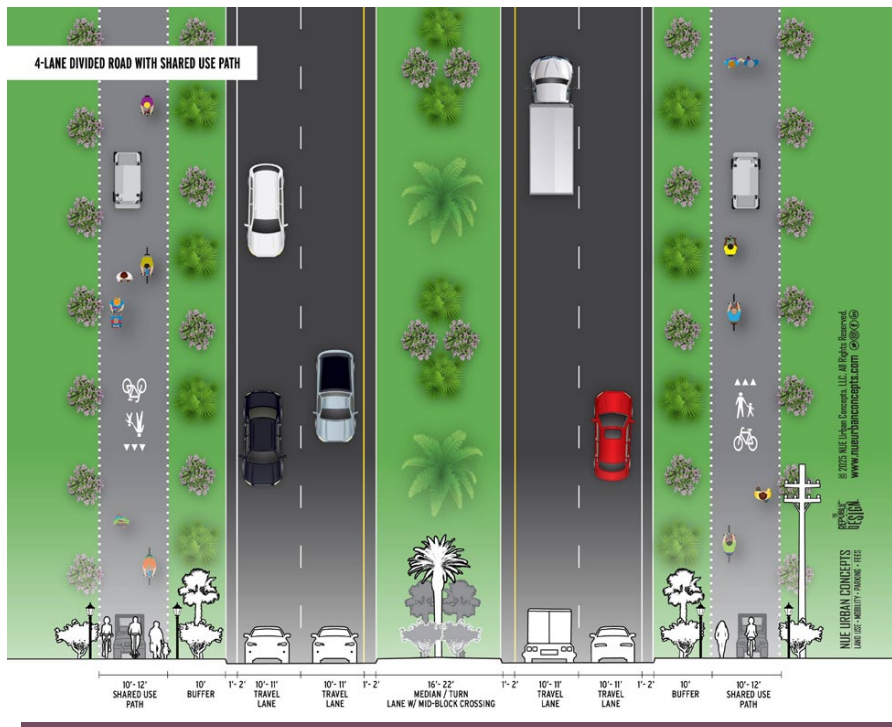
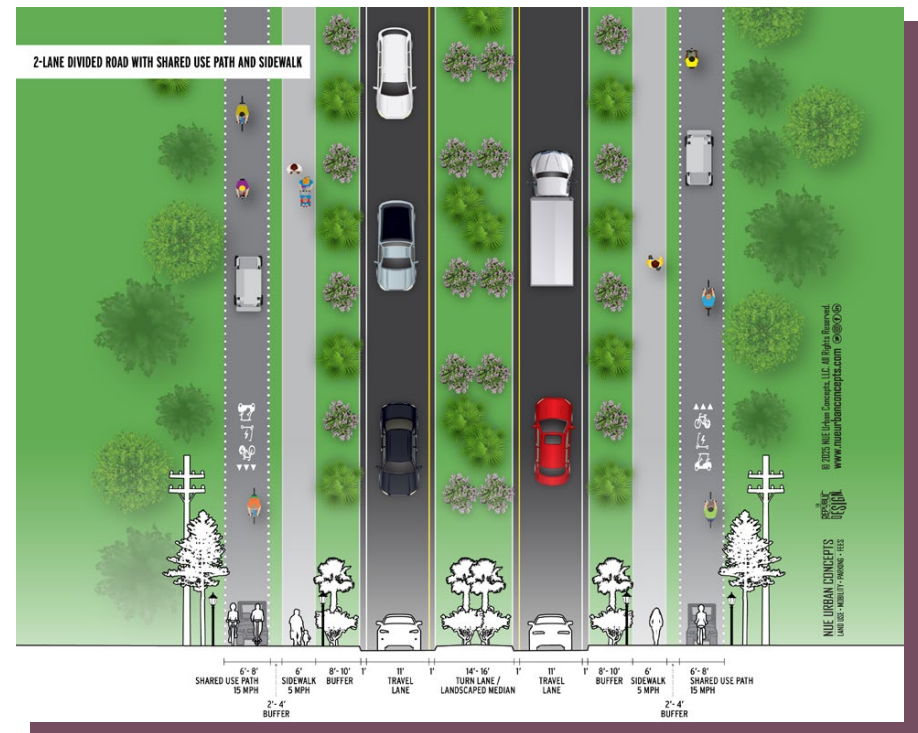
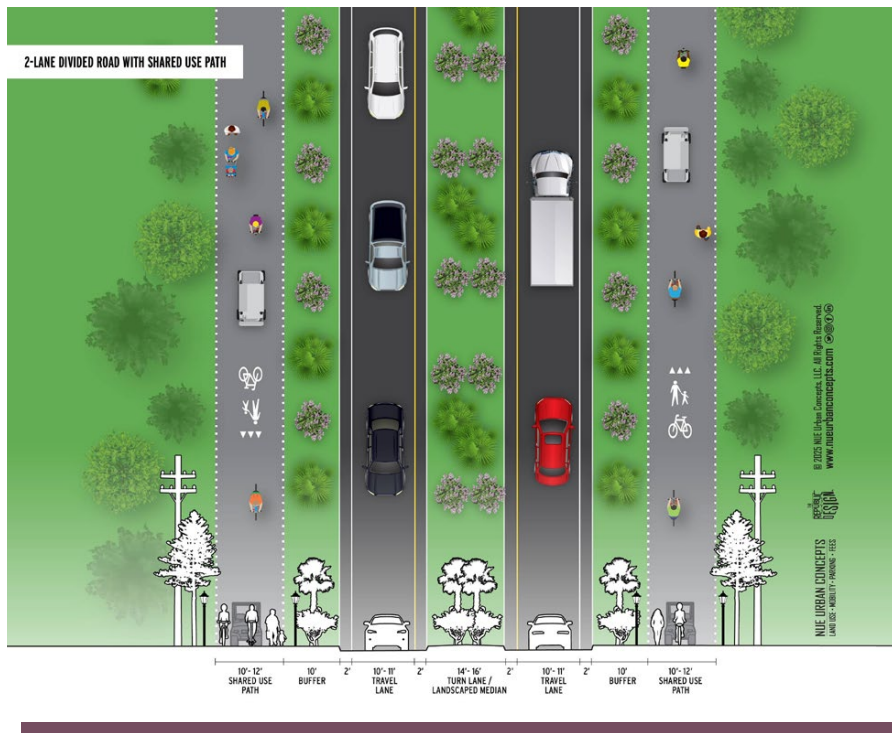


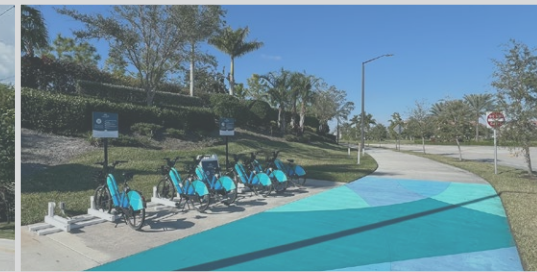


Roadway Cross-Sections

Roadway Cross-Sections







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)	Wylde Pkwy	West of I-95	Widen from Two (2) to Four (4) Lane	0.44	Ongoing Development
105	Newell Rd	Shinn Rd	Wylde 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	Wylde 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
5	Abingdon Ave @ Savona Blvd	Roundabout Upgrade	2030 to 2040
10	Airoso Blvd @ St James Dr	Capacity Improvements	2030 to 2040
15	Airoso Blvd @ Thanksgiving Ave	High-Intensity Activated Crosswalk	2030 to 2040
20	Bayshore Blvd @ Selvitz Rd	Roundabout	2025 to 2030
25	Bayshore Blvd @ Thornhill Dr	Capacity Improvements	2030 to 2040
30	Bayshore Dr @ Floresta Dr	Roundabout	2025 to 2030
35	Bayshore Dr @ Lakehurst Dr	Capacity Improvements	2040 to 2050
40	Becker Rd @ Darwin Blvd	Multimodal Improvements	2040 to 2050
45	Becker Rd @ Kestor Dr	Multimodal Improvements	2040 to 2050
50	Becker Rd @ Savona Blvd	Multimodal Improvements	2040 to 2050
55	Becker Rd @ Southbend Blvd	Multimodal Improvements	2030 to 2040
60	Becker Rd @ Village Pkwy	Capacity Improvements	2040 to 2050
65	C24 Connector @ Florida Turnpike	Underpass	2025 to 2030
70	C24 Canal Greenway @ Glades Cut-Off Rd	High-Intensity Activated Crosswalk	2040 to 2050
75	C24 Canal Greenway @ Oaklyn St	High-Intensity Activated Crosswalk	2040 to 2050
80	C24 Canal Greenway @ Port St Lucie Blvd	Multimodal Overpass	2040 to 2050
85	California Blvd @ Cameo Blvd	Roundabout	2025 to 2030
90	California Blvd @ Del Rio Blvd (North)	Capacity Improvements	2025 to 2030
95	California Blvd @ Del Rio Blvd (East)	Roundabout	2030 to 2040
100	California Blvd @ Heatherwood Blvd	Roundabout	2030 to 2040
105	California Blvd @ Savona Blvd	Roundabout	2030 to 2040
110	Cashmere Blvd @ Del Rio Blvd	Roundabout	2030 to 2040
115	Cashmere Blvd @ Heatherwood Blvd	Roundabout	2030 to 2040
120	Community Blvd @ Discovery Way	Capacity Improvements	2025 to 2030
125	Crosstown Pkwy @ Cashmere Blvd	Capacity Improvements	2025 to 2030
130	Crosstown Pkwy @ Congo St	Capacity Improvements	2025 to 2030
135	Crosstown Pkwy @ Fairgreen Rd	Capacity Improvements	2025 to 2030
140	Crosstown Pkwy @ FL Turnpike	Interchange	2030 to 2040
145	Darwin Blvd @ Kestor Dr	Roundabout	2040 to 2050

ID	FACILITY NAME	PROJECT TYPE	TIME FRAME
150	Darwin Blvd @ Tulip Blvd	Multimodal Improvements	2040 to 2050
155	Del Rio Blvd @ Congo St	Roundabout	2030 to 2040
160	East Torino Pkwy @ West Torino Pkwy	Roundabout	2030 to 2040
165	Floresta Dr @ Airoso Blvd	Multimodal Improvements	2030 to 2040
170	Gatlin Blvd @ Import Dr	Capacity Improvements	2025 to 2030
175	Gatlin Blvd @ Interstate 95	Capacity Improvements	2020 to 2025
180	Gatlin Blvd @ Brescia St	Capacity Improvements	2030 to 2040
185	Gatlin Blvd @ Rosser Blvd	Capacity Improvements	2030 to 2040
190	Gatlin Blvd @ Savage Blvd	Capacity Improvements	2025 to 2030
195	Gatlin Blvd @ Savona Blvd	Capacity Improvements	2025 to 2030
200	Glades Cut-Off Rd @ Commerce Center Dr	Capacity Improvements	2025 to 2030
205	Glades Cut-Off Rd @ North-South A	Capacity Improvements	2030 to 2040
210	Green River Parkway @ Tiffany Ave Ext	Capacity Improvements	2030 to 2040
215	Green River Parkway @ Charleston Drive	Multimodal Improvements	2025 to 2030
220	Green River Parkway @ Melaleuca Blvd	Capacity Improvements	2025 to 2030
225	Green River Pkwy @ Berkshire Blvd	Multimodal Improvements	2025 to 2030
230	Green River Pkwy @ Martin County Line	High-Intensity Activated Crosswalk	2030 to 2040
235	Interstate 95 @ Marshall Pkwy Interchange	Interchange	2040 to 2050
240	Lennard Rd @ Village Green Elementary	High-Intensity Activated Crosswalk	2025 to 2030
245	Melaleuca Blvd @ SE Berkshire Blvd	Roundabout	2025 to 2030
250	Paar Dr @ Darwin Blvd	Roundabout	2025 to 2030
255	Paar Dr @ Savona Blvd	Roundabout	2025 to 2030
260	Paar Dr @ Tulip Blvd	Roundabout	2030 to 2040
265	Paar Dr Ext @ FL Turnpike	Multimodal Overpass	2040 to 2050
270	Peachtree Blvd @ St James Dr	Capacity Improvements	2030 to 2040
275	Peacock Blvd @ University Blvd	Multimodal Improvements	2030 to 2040
280	Port St Lucie Blvd @ Airoso Blvd	Multimodal Improvements	2030 to 2040
285	Port St Lucie Blvd @ Bayshore Blvd	Capacity Improvements	2030 to 2040
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	[end of Intersections Plan Projects]			
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				

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 Creen 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 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 microtransit 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: (1) Downtown along US 1; (2) City Hall; and (3) within Tradition		Mobility Hub	--	2025 to 2050	Construct 3 vertiport mobility hubs at locations with vertiports for electric vertical take-off and landing (eVTOL) 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]

Contact:
Jonathan B. Paul, AICP | Principal

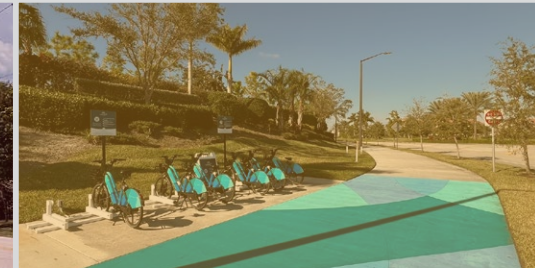
Southeast Florida Office:

2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408

p: 833-NUC-8484

e: nueurbanconcepts@gmail.com

www.nueurbanconcepts.com



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



-  East Assessment Area
-  East Expansion Assessment Area
-  Southwest Assessment Area
-  West Expansion Assessment Area
-  Northwest Expansion Assessment Area

