

| Draft City of Port St Lucie Transit Plan | | | | | |
|---|--------------|----------------|------------|---------------------|---|
| Name | Type | Length (miles) | Time Frame | Planning Level Cost | Description |
| WATER TAXI: NORTH ROUTE | WATER TAXI | 3.33 | TBD | 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. |
| WATER TAXI: C24 CANAL ROUTE | WATER TAXI | 3.31 | TBD | 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. |
| WATER TAXI: SOUTH ROUTE | WATER TAXI | 1.95 | TBD | 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. |
| TRANSIT CIRCULATOR: DOWNTOWN TO PORT DISTRICT | MICROTRANSIT | 6.49 | TBD | 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. |
| TRANSIT CIRCULATOR: CALIFORNIA NORTH | MICROTRANSIT | 3.19 | TBD | TBD | Transit Circulator. Public / Private Partnership to provide rides via Neighborhood Electric Vehicles. Portions of the routes could be served by Autonomous Transit Shuttles. |
| TRANSIT CIRCULATOR: CALIFORNIA SOUTH | MICROTRANSIT | 3.14 | TBD | TBD | Transit Circulator. Public / Private Partnership to provide rides via Neighborhood Electric Vehicles. Portions of the routes could be served by Autonomous Transit Shuttles. |
| TRANSIT CIRCULATOR: GATLIN / VILLAGE PKWY | MICROTRANSIT | 11.27 | TBD | 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. |

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| TRANSIT CIRCULATOR: CENTRAL SCHOOL TO EMPLOYMENT | MICROTRANSIT | 6.8 | TBD | 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. |
| TRANSIT CIRCULATOR: SOUTH SCHOOL TO EMPLOYMENT | MICROTRANSIT | 5.69 | TBD | 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. |
| TRANSIT CIRCULATOR: ST LUCIE WEST | MICROTRANSIT | 4.04 | TBD | 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. |
| TRANSIT CIRCULATOR: TRADITIONS TO SOUTHBEND | MICROTRANSIT | 14.78 | TBD | 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. |
| TRANSIT CIRCULATOR: TULIP DARWIN LOOP | MICROTRANSIT | 4.14 | TBD | 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. |
| TRANSIT CIRCULATOR: SELVITZ TO CROSSTOWN | MICROTRANSIT | 6.97 | TBD | 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. |
| TRANSIT CIRCULATOR: TORINO TO CALIFORNIA | MICROTRANSIT | 3.73 | TBD | 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. |
| TRANSIT CIRCULATOR: THE GREENWAY CONNECTOR | MICROTRANSIT | 11.48 | TBD | 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. |

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| MOBILITY PLAN IMPLEMENTATION: MICROTRANSIT VEHICLES | MICROTRANSIT VEHICLE | 76.25 | TBD | TBD | Microtransit Vehicles. City could purchase initial fleet of NEVs to support Public / Private Partnerships or make a start-up contribution for providing microtransit service. The initial estimate is \$2,250,000 based on the purchase of 90 NEVs at a cost of \$25,000 each. It would take roughly 30 NEVs per direction to provide 15 minute headways (assume travel at 10 MPH) plus 50% of the total for downtime due to incidents / service. |
| MOBILITY PLAN IMPLEMENTATION: MOBILITY HUBS | MICROTRANSIT FACILITY | 76.25 | TBD | TBD | Mobility Hubs. Construct 75 mobility hubs (staggered roughly one (1) per mile on alternating sides of the ROW or every two (2) miles if provides on both sides of a ROW). 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 will 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. The City could enter into Public / Private Partnerships to lease naming rights to off-set ongoing maintenance cost. Mobility Hubs cost \$75,000 each for a total cost of \$5,625,000. The Mobility Hubs could also serve as Trailheads (Greenways & Boardwalks) and Transit Stops. Mobility Hubs cost \$75,000 each for a total cost of \$5,625,000. |
| MOBILITY PLAN IMPLEMENTATION: COMMUNITY MOBILITY HUBS | MICROTRANSIT FACILITY | 76.25 | TBD | TBD | Community Mobility Hubs. Construct 20 Community Mobility Hubs at locations with high levels of student bus ridership. In addition to the features found at Mobility Hubs, Community Mobility Hubs feature 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. These Community Mobility Hubs would also feature High Visibility Mid-Block Crosswalks with advance warning devices. These locations may also feature off-street parking for persons waiting to pick-up students. The Community Mobility Hubs could also serve Trailheads (Greenways & Boardwalks). The City could enter into Public / Private Partnerships to lease naming rights to off-set ongoing maintenance cost. Mobility Hubs cost \$500,000 each for a total cost of \$10,000,000. |

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| Name | Type | Length (miles) | Time Frame | Planning Level Cost | Description |
| MOBILITY PLAN IMPLEMENTATION: TRANSIT / BUS STOPS | MICROTRANSIT FACILITY | 100 | TBD | TBD | Transit Stops. Construct 200 Transit Stops (roughly every 1/2 mile or every (1) mile if provided on both sides of the ROW). 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 for a total cost of \$5,000,000. Transit stops could serve buses, school buses, microtransit, and ride share services. |
| MOBILITY PLAN IMPLEMENTATION: WATER TAXI STOPS | MICROTRANSIT FACILITY | 9 | TBD | TBD | Water Taxi Stops. Construct ten (10) Water Taxi Stops. Water Taxi Stops would provide docks, boardwalks, and waiting areas at various locations along the Riverwalk. Water Taxi Stops cost \$250,000 each for a total cost of \$2,500,000. The City could allow other boats to dock and enter into public / private partnerships to offer canoes, kayaks, and other water transport to share dock space and to lease naming rights to off-set ongoing maintenance cost. |
| Produced by NUE Urban Concpets, LLC (Draft August 2025) | | | | | |