2045 Treasure Coast

Regional Long Range Transportation Plan

for Martin, St. Lucie and Indian River Counties

MARTIN MPO
Metropolitan Planning Organization

St. Lucie Transportation Planning Organization

INDIAN RIVER COUNTY FLORIDA

MPO Indian River County

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Executive Summary

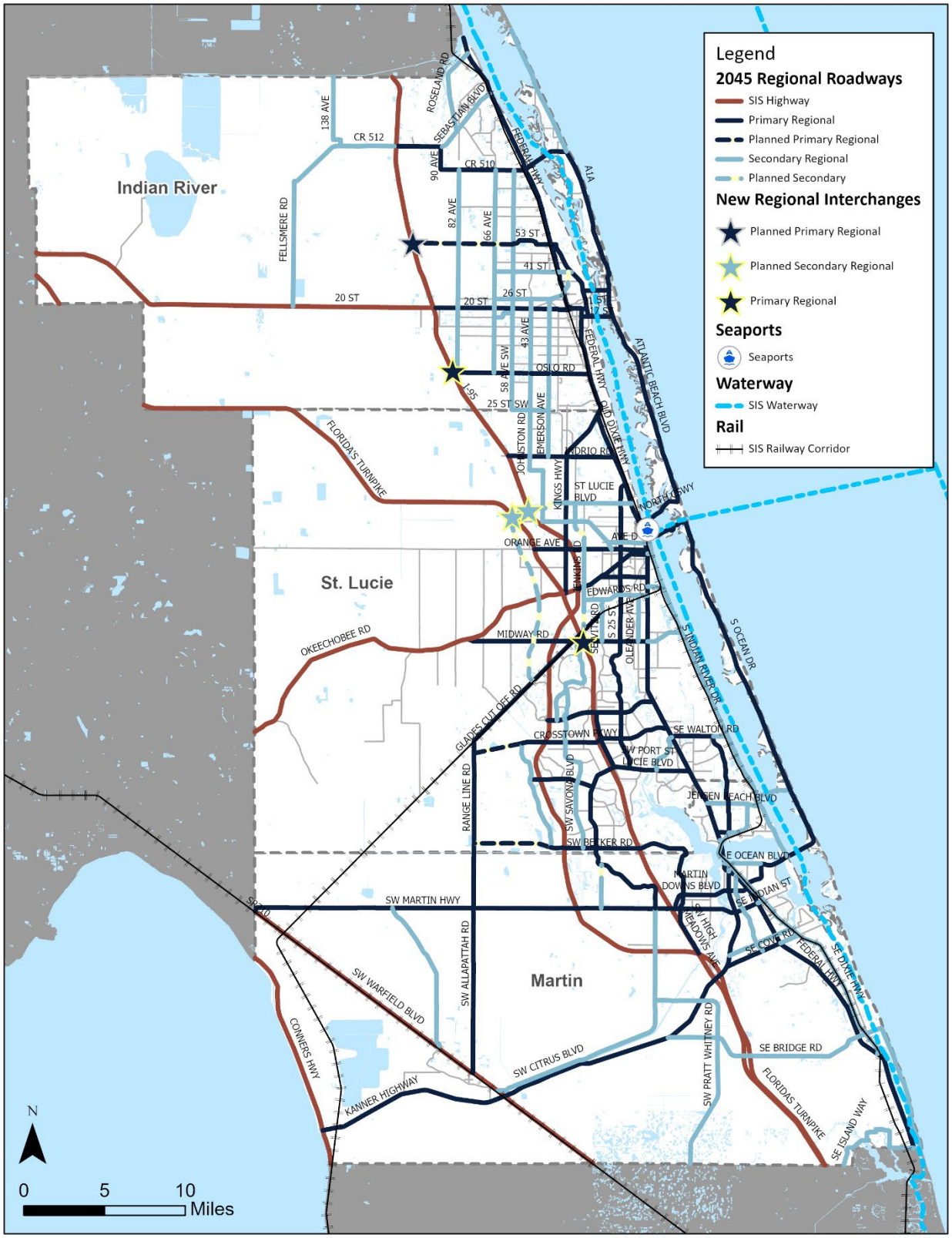
The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The RLRTP provides a focus for regional planning and decision-making, advances the facilities and quantity of modal options, improves connectivity and expands the service of public transportation, and prioritizes the improvement of safety among all transportation modes.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT) and the Martin MPO was designated as the lead agency in the coordination and development of the RLRTP. The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides the final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region. The TCTC serves as the Executive Board of all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities.

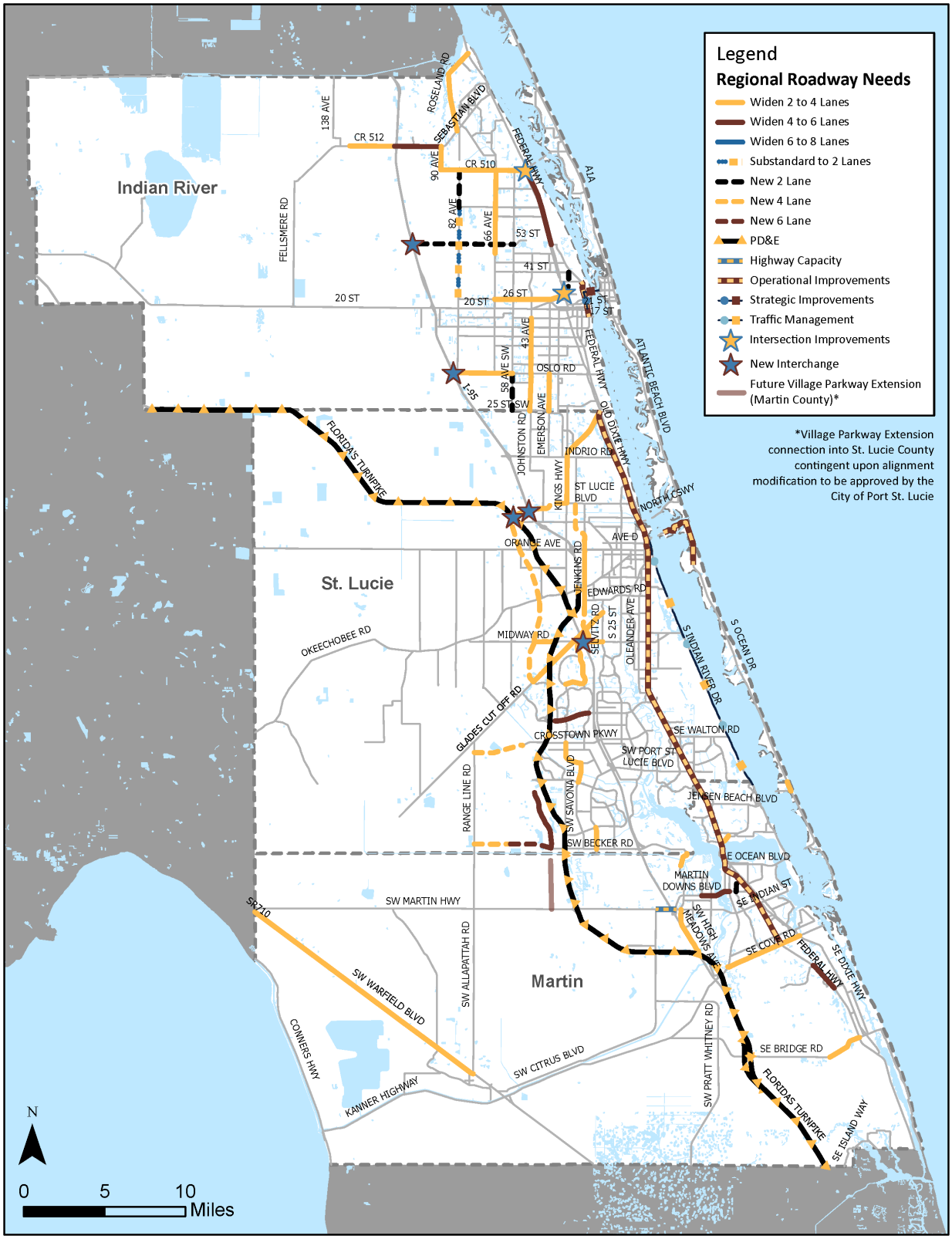
Five goals were endorsed by the TCTC for the 2045 Treasure Coast RLRTP.

The Regional Multimodal Transportation System was based on an update to the original regional network established in the 2040 RLRTP with additional evaluation from the project team, RPMT, and TCTAC. New individual M/TPO LRTP Needs Plan projects were added that were identified since the 2040 RLRTP on the regional network. The 2045 Regional Needs assessment was based on the multimodal needs assessment performed for the three individual 2045 LRTPs. The needed projects were identified based on the analysis of the Regional Multimodal Transportation System.

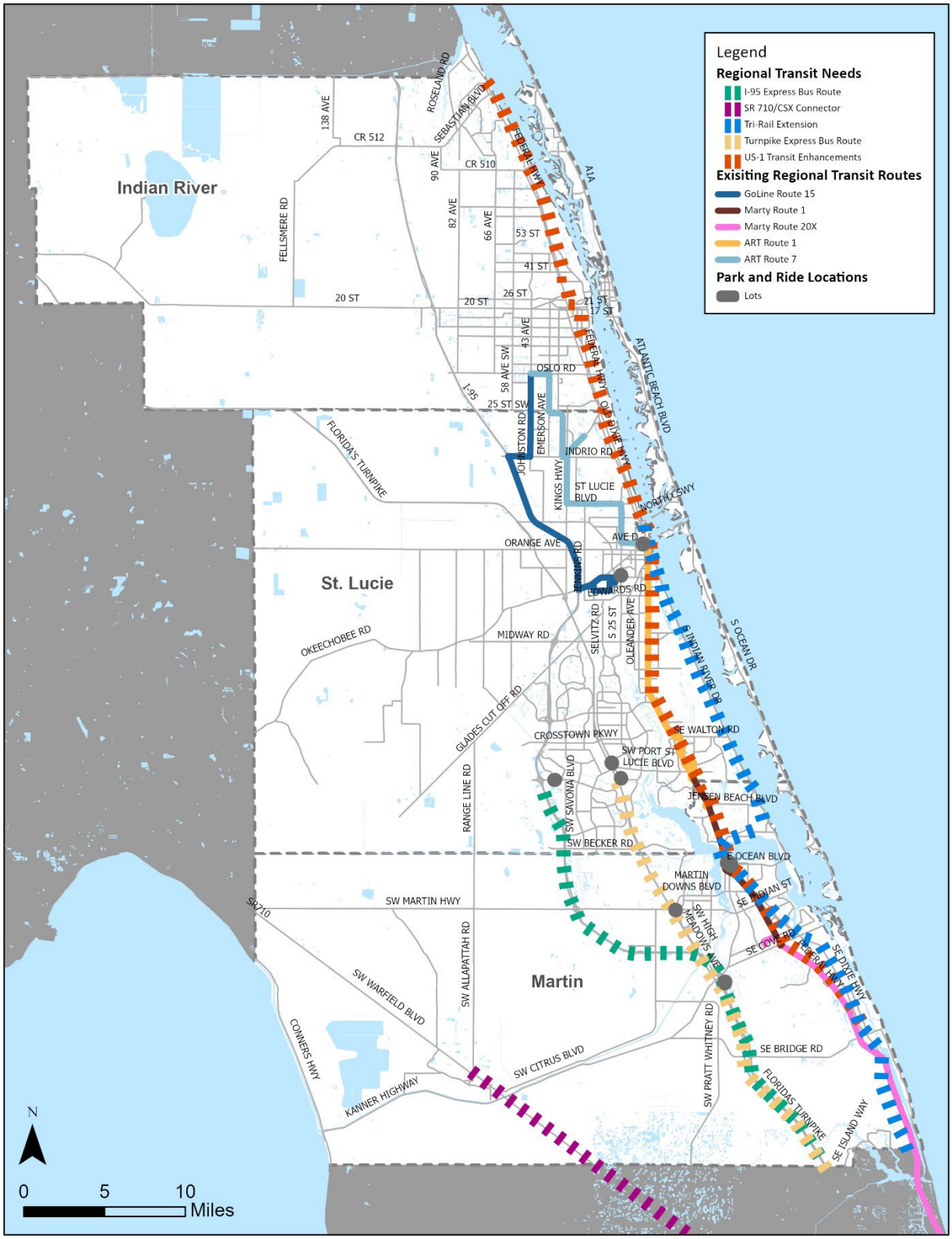
The 2045 Regional Needs projects were put through a prioritization process to identify projects that most advance the goals of the 2045 Treasure Coast RLRTP and work toward achieving positive outcomes on key themes such as congestion mitigation, safety improvements, and equitable transportation opportunities.



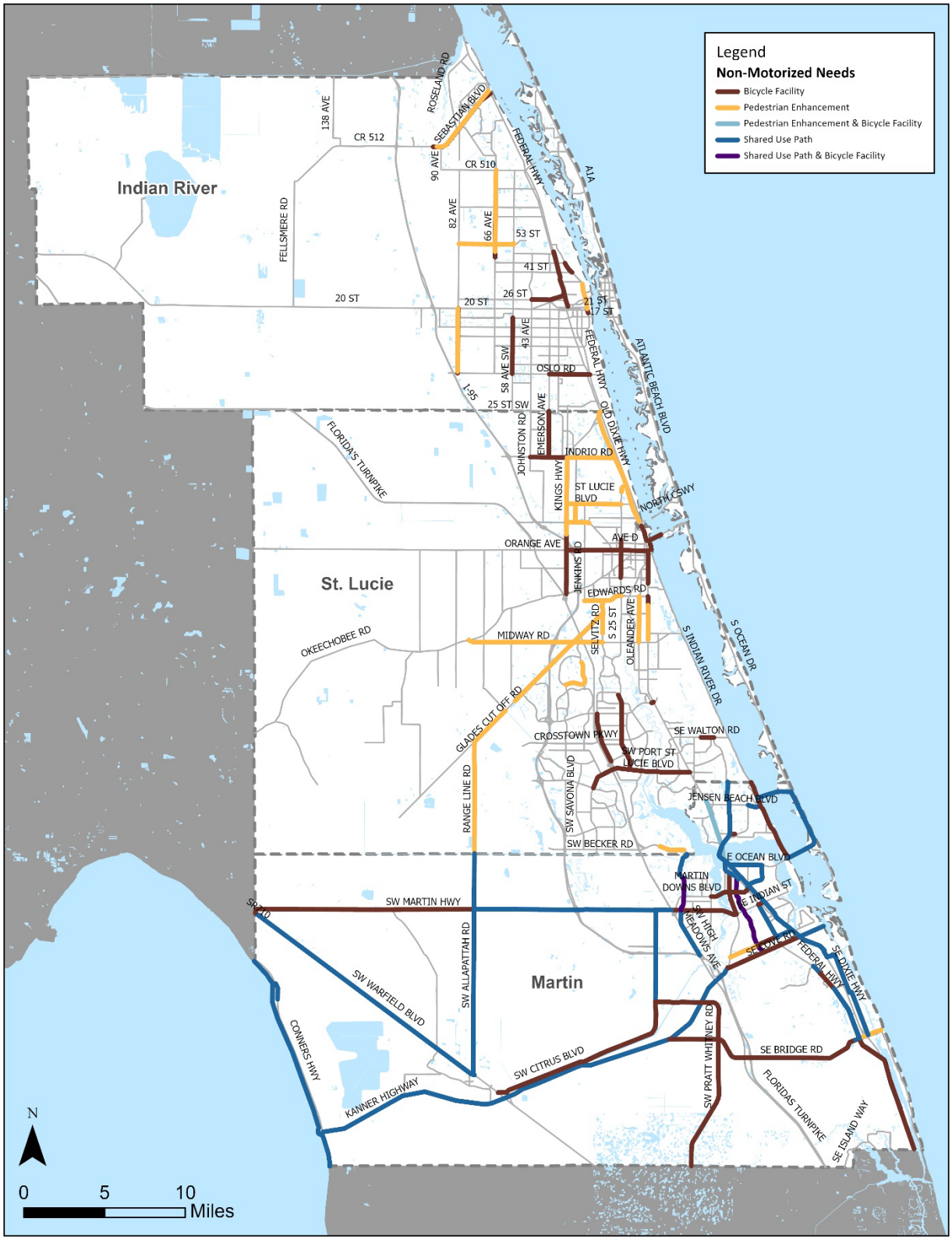
Regional Transportation Network



Regional Roadway Needs



Regional Transit Needs



Regional Non-Motorized Needs

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Chapter 1 – Introduction

The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) establishes a regional network and combines the regional projects from the local transportation plans for Martin, St. Lucie and Indian River Counties to create one long term transportation plan for the regional transportation network.

The 2045 RLRTP is complementary to each plan, with each Long Range Transportation Plan (LRTP) focused on the county level and the RLRTP focused on the regional transportation network.

The RLRTP has a 25-year planning scope, offering guidance for federal and state regional funding towards projects prioritized by the Treasure Coast region. The plan sets goals to identify projects that meet transportation needs and community goals concerning land use, economic development, environment (natural, human, and cultural), traffic demand, safety, public health, and social needs.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT) and the Martin MPO was designated as the lead agency in the coordination and development of the RLRTP. The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides the final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region.

The TCTC serves as the Executive Board of all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities. Individual public information brochures were created for each M/TPO explaining the 2045 RLRTP's purpose and how it will be developed and complementary to the 2045 LRTPs.

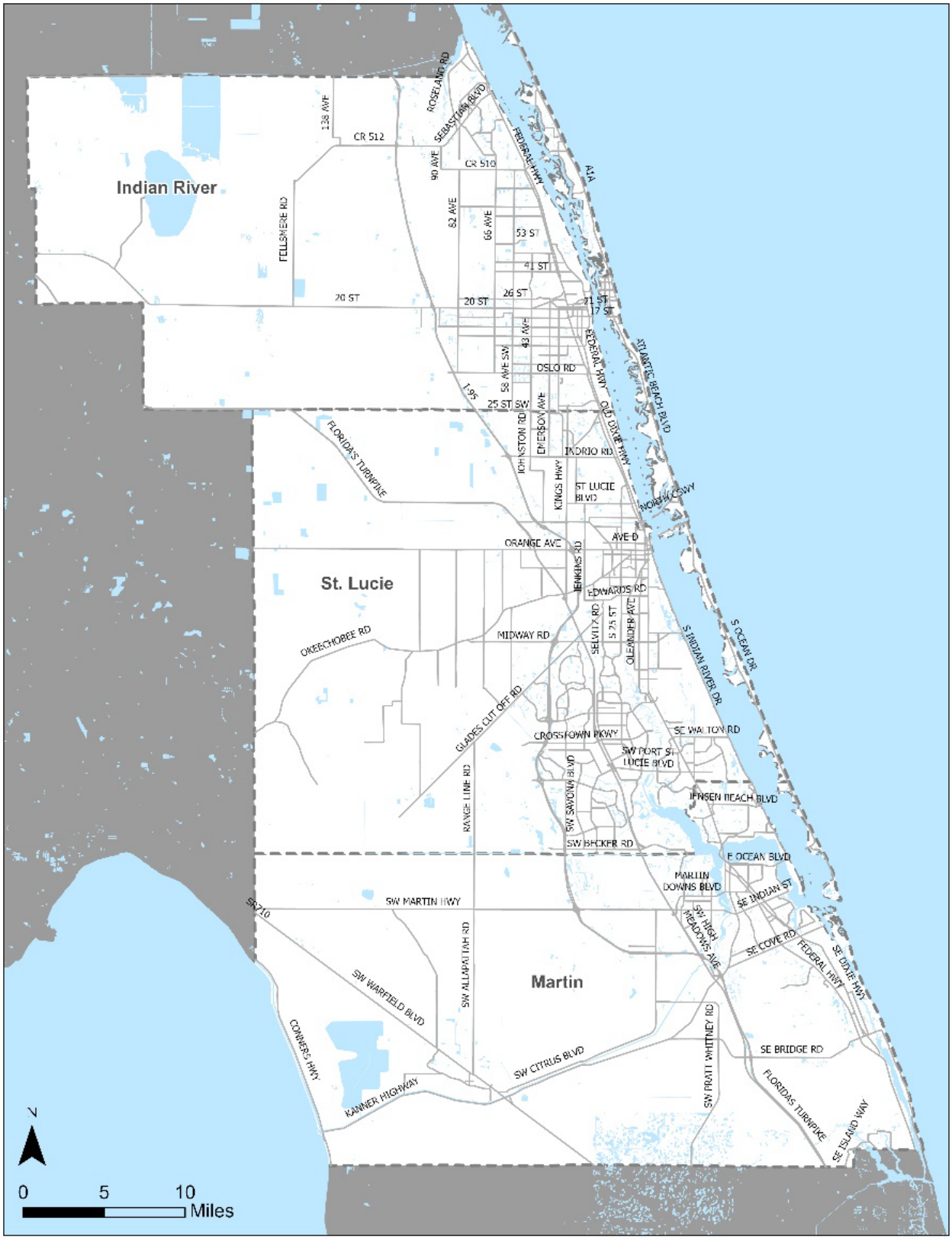


Figure 1-1. Treasure Coast Region

Chapter 2 – Review of Existing Plans, Regulations, and Requirements

The purpose of this section is to review and summarize federal and state plans that provide parameters for the 2045 RLRTP for the Treasure Coast. Regional transportation plans and studies were also reviewed and summarized. In addition, a review of the federal and state Long Range Transportation Planning requirements was conducted. The 2045 RLRTP will adhere to these preexisting guidelines and regulations.

Federal Plans, Regulations, and Initiatives

Infrastructure Investment and Jobs Act, 2021

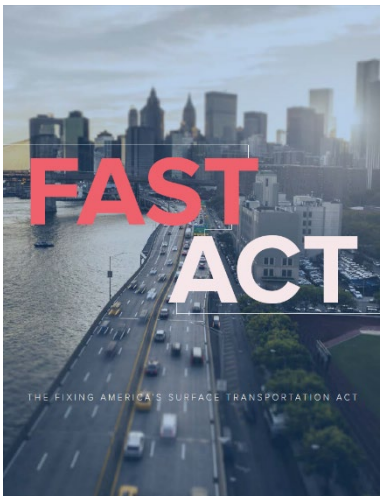
The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, as a funding and authorization bill to guide federal transportation investment over the next five (5) years. The law authorizes $1.2 trillion for transportation and infrastructure spending with $550 billion of that figure going toward new investments and programs. Within this, it includes $110 billion in new funds for roads, bridges, and major projects. The IIJA is considered the single largest dedicated bridge investment since the interstate highway system. It also is the largest federal investment in transportation investment bill in over ten (10) years to provide long-term certainty regarding surface transportation planning and investment. Competition for funding resources is at an all-time high, with discretionary grant programs being a key vehicle for the rollout of IIJA funding. The overall emphasis on grant funding is highlighted by favoring projects that focus on resiliency, equity, and safety. Within the IIJA there is a renewed emphasis on performance-based planning at both the state and Metropolitan Planning Organization (MPO) levels. The IIJA provides funding to several programs primarily involving transportation including:

- ***Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program*** – A new formula-funded grant program that will distribute $7.3 billion in grants over five years. Additionally, $1.4 billion in competitive discretionary grants are available to help states and local agencies improve the resilience of transportation infrastructure. State funds from the PROTECT program can be spent on resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure.
- ***Carbon Reduction Program*** – This formula program in the new infrastructure law will require states to develop a carbon reduction strategy within two years. This program will invest in projects that support a reduction in transportation emissions, such as transportation electrification, EV charging, public transportation, bicycle and walking corridors, infrastructure to support congestion pricing, port electrification, and diesel engine retrofit programs.

- ***Safe Streets and Roads for All*** – Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).
- ***Bridge Investment Program*** – Establishes a new bridge investment program to award competitive grants for projects that improve the condition of bridges.
- ***National Electric Vehicle Infrastructure Formula Program*** – provides funding to states to build out EV charging infrastructure and to establish an interconnected network to facilitate access and reliability for zero-emission vehicles.
- ***Railroad Crossing Elimination Program*** – A new grant program for projects that make improvements to highway and at-grade rail crossings.
- ***The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program*** – A new grant program designed to support state, local, or community demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

The IIJA continues the Metropolitan Planning program. The program establishes that MPOs must use 2.5% of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. It also includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For Transportation Management Areas (TMA), the transportation planning process may address the integration of housing, transportation, and economic development strategies. It also may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization.

Fixing America's Surface Transportation Act (FAST Act), 2015



The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, as a funding and authorization bill to guide federal transportation investment. Although the IIJA (see above) has since been enacted into law, the FAST Act was reviewed because the three Treasure Coast MPOs initiated their most recent Long Range Transportation Plans (LRTPs) under the provisions of the FAST Act. The $305 billion FAST Act was funded without increasing transportation user fees, namely the federal fuel tax, which has not been increased nor indexed to inflation since 1993. The FAST Act is considered the first transportation investment bill in over ten years to provide long-term certainty regarding surface transportation planning and spending. It continues many of the preexisting programs and initiates several new processes as well. The new initiatives were created in order to streamline the process of seeking federal approval, create a safer transportation network, and improve freight railways. The FAST Act is meant to provide solutions to several issues primarily involving transportation including:

- ***Project Delivery*** – The FAST Act adopted multiple Administration proposals to streamline and quicken the permitting and project delivery process.

- ***Freight*** – New grant programs were created to fund critical transportation projects that benefit freight mobility and for the first time provide a dedicated source of Federal funding for freight projects.
- ***Innovative Finance Bureau*** – The Innovative Finance Bureau will be a one-stop-shop for state and local governments to receive federal funding or assistance.
- ***Safety*** – The FAST Act includes safety regulations on automobile manufacturers, improves oversight on local transit agencies, and attempts to improve efficiency on several programs in order to give power back to the states.
- ***Transit*** – Reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) responsibility. Notable exceptions include three new provisions to expand the scope of the metropolitan planning process to include improving transportation system resiliency, mitigating the stormwater impacts of surface transportation, and enhancing travel and tourism.

U.S. Department of Transportation (USDOT) Strategic Plan, FY 2022-2026

The U.S. Department of Transportation (USDOT) Strategic Plan is a roadmap for transformative investments that will modernize our infrastructure to deliver safer, cleaner, and more equitable transportation systems. The strategic goals and objectives of the USDOT Strategic Plan include the following.

- ***Safety*** – Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
- ***Economic Strength and Global Competitiveness*** – Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.
- ***Equity*** – Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.
- ***Climate and Sustainability*** – Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.
- ***Transformation*** – Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and, in the decades, to come.

- ***Organizational Excellence*** – Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

With these goals, it is the hope of the USDOT to be able to provide safe, efficient, and sustainable transportation that can grow the economy. Projects included within the RLRTP will be developed consistent with the criteria presented in the USDOT Strategic Plan.

State Plans and Legislation

Florida Department of Transportation 2023 Highway Safety Plan (HSP)

The 2023 Highway Safety Plan (HSP) is Florida's action plan for distribution of National Highway Traffic Safety Administration (NHTSA) highway safety funds. The plan was assembled to implement projects and programs that will seek to lower the number of fatalities and serious injuries with the ultimate target of zero fatalities. The safety programs are the focus and foundation of Florida's 2023 HSP and separated in the following FDOT program areas:

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services
- Public Traffic Safety Professionals Training
- Speeding and Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety

Florida Department of Transportation 2021 Highway Safety Improvement Program (HSIP)

The 2021 Highway Safety Improvement Program (HSIP) is a core Federal-aid program with a purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The primary intent of this plan is to implement engineering safety improvements. These highway safety improvement projects are implemented in four ways.

- ***Systemic Projects*** – focus on mitigating highly prevalent crash types or contributing factors in the Strategic Highway Safety Plan (SHSP) that result in large numbers of fatalities and serious injuries across the network.
- ***Hotspot Projects*** – focus on the roadway segments, corridors, intersections, or ramps with the highest overall potential for safety improvement across the network.
- ***Policy-Based Projects*** – improvements to bring roadway design or operational features up to a standard.
- ***Data and Analysis Projects*** – enhance the delivery of the HSIP by advancing planning, implantation, and evaluation methods.

2021-2025 Florida Strategic Highway Safety Plan (SHSP)

The 2021-2025 Florida Strategic Highway Safety Plan (SHSP) was adopted to provide a framework for eliminating fatalities and serious injuries on all public roads. It identifies safety priorities relevant to every jurisdiction within the state. The primary focus is on motor vehicle safety but includes all roadway users. The SHSP's goals affirms the target of zero traffic fatalities and serious injuries. The key strategies detailed in the 2021-2025 SHSP include the following.

- Engineering
- Education
- Enforcement
- Emergency Response
- Intelligence
- Innovation
- Insight Into Communities
- Investments and Policies

Florida Transportation Plan (FTP)

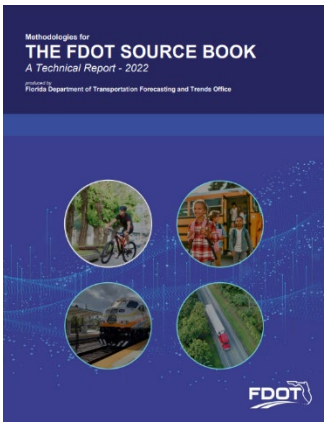
The 2060 Florida Transportation Plan (FTP) identifies the future needs for the State's transportation system with a larger focus towards improving the quality of life for Florida residents, keeping the State economically competitive, and improving environmental sustainability. Unlike individual MPOs, the state does not identify any specific improvements to the transportation system. Rather, it describes the transportation policies that will guide future FDOT investments into the transportation system statewide. The seven (7) goal areas for the 2060 FTP includes.

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality transportation infrastructure
- Efficient and reliable mobility for people and freight
- More transportation choices for people and freight
- Transportation solutions that support Florida's global economic competitiveness
- Transportation solutions that support quality places to live, learn, work, and play
- Transportation solutions that support Florida's environment and conserve energy

The Vision Element provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years. Key emphasis areas for implementing all seven goal areas include Innovation, Collaboration, Customer Service, Strategies Investments, Research, Data, and Performance Measurement.

The Policy Element defines goals, objectives, and strategies for Florida's transportation future over the next 25 years. The Policy Element is the core of the FTP and provides guidance to state, regional, and local transportation partners in making transportation decisions.

The FDOT Source Book, 2022



The FDOT Source Book presents insights into Florida's transportation user demographics, system reliability, and injury and fatality data. The FDOT Source Book uses this data to show trends that give indicators of Florida's transportation system performance and critical safety figures. The FDOT Source Book also shows how electric vehicles, transportation network companies, and other emerging technologies are being deployed on the roadways. The data was acquired from both public and private sectors and describes the mobility conditions along Florida's state roadway network, transit network, airports, railways, spaceports, and seaports. There are mobility performance and safety-related measures laid out in the FDOT Source Book.

The specific mobility performance measures are identified below, sorted into seven categories:

- **Auto:** vehicle miles traveled, person miles traveled, average travel speed, hours of delay, travel time reliability (planning time index), percent of miles by congestion level, duration of congestion, average speed vs. posted speed, and vehicles per lane mile

- **Transit:** transit revenue miles, transit passenger trips, transit revenue miles between failures, transit weekday span of service, resident access to transit, transit passenger trips per revenue mile
- **Pedestrian/Bicycle:** percent pedestrian facility coverage, percent bicycle facility coverage, non-motorized traffic counts
- **Aviation:** aviation passenger boardings, aviation departure reliability, aviation tonnage
- **Rail:** rail passengers, passenger rail on-time arrival
- **Seaport:** seaport passenger movements, seaport tonnage, seaport twenty-foot equivalent units
- **Spaceport:** space launches and sites, space payloads

Furthermore, the FDOT Source Book includes eight performance measures related to safety:

- Number of fatalities
- Number of serious injuries
- Rate of fatalities
- Rate of serious injuries
- Motorcycle fatalities and serious injuries
- Pedestrian fatalities and serious injuries
- Bicycle fatalities and serious injuries
- Safety belt use

Strategic Intermodal System (SIS)

Florida's Strategic Intermodal System (SIS) was established by FDOT in 2003 to focus on the State's critical transportation facilities. According to FDOT, SIS facilities such as I-95/SR 9 and Florida's Turnpike are key to Florida's economy and quality of life. These facilities are incorporated within FDOT's Five Year Work Program under a special "SIS" designation and funded through FDOT's SIS Work Program. The SIS Funding Strategy timeframes are First Five-Year Plan (FY 2022/2023 through FY 2026/2027), Second Five Year Plan (FY 2027/2028 through FY 2031/2032), and Long-Range Cost Feasible Plan (2029 through 2045).

Other SIS elements include the SIS Policy Plan and SIS Multimodal Unfunded Needs Plan (2045). The SIS Policy Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. The 2045 SIS Multimodal Unfunded Needs Plan's purpose is to represent a compilation of unfunded transportation projects on the SIS that promote increased mobility and reduce congestion.

Florida Department of Emergency Management (DEM) Statewide Regional Evacuation Study, 2012

The Florida Department of Emergency Management (DEM) obtained federal funding for a Statewide Regional Evacuation Study Program (SRESP) in response to the severe hurricane seasons experienced in 2004 and 2005. The program generates hypothetical evacuation scenarios for local government agencies, residents, and visitors in the region. The Transportation Analysis in the SRESP includes the impact of storms on transportation networks and roadways and determines populations that will evacuate, and which routes they are most likely to take. Those routes are subject to change due to various construction projects and the additional demand on the routes due to the evacuation. Data from hurricane models identify potential surge zones and in turn which roadways are most at risk of being flooded and obsolete. Given the Treasure Coast's susceptibility to hurricanes and proximity to the large population centers of South Florida, it is vital to create safe and efficient escape routes, as well as identify updates to roadway improvements and construction projects that are required to meet the demands during an evacuation scenario.

Florida Freight Mobility and Trade Plan (FMTP), 2020

The Freight Mobility and Trade Plan (FMTP) identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP objectives were developed by examining goals and objectives from the FTP, FDOT Modal Plans, partner agency plans, as well as by incorporating feedback provided by the Florida Freight Advisory Committee (FLFAC). The following objectives were determined:

- Leverage multisource data and technology to improve freight system safety and security
- Create a more resilient multimodal freight system
- Ensure the Florida freight system is in a state of good repair
- Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- Improve last mile connectivity for all freight modes
- Continue to forge partnerships between public and private sectors to improve trade and logistics
- Capitalize on emerging freight trends to promote economic development
- Increase freight-related regional and local transportation planning and land use coordination
- Promote and support the shift to alternatively fueled freight vehicles

Florida Greenways and Trails System Plan, 2019-2023

The Florida Greenways and Trails System Plan was developed by the Florida Department of Environmental Protection (FDEP) in 2019. The plan outlines FDEP's vision for greenways and trails in the State of Florida as shown in **Figure 2-1**. Within the Treasure Coast region, the plans focus on the implementation of the East Coast Greenway and the blue way paddling trail along the Indian River Lagoon.

The East Coast Greenway is a developing trail system that spans nearly 3,000 miles as it winds its way from Canada to Key West. By connecting existing and planned shared use paths, a continuous route is being formed to serve self-powered users of all abilities and ages. Within the Treasure Coast region, portions of the East Coast Greenway already exist including the shared use path along Green River Parkway and the shared use path along SR A1A in Indian River County and north of the North Causeway in St. Lucie County.

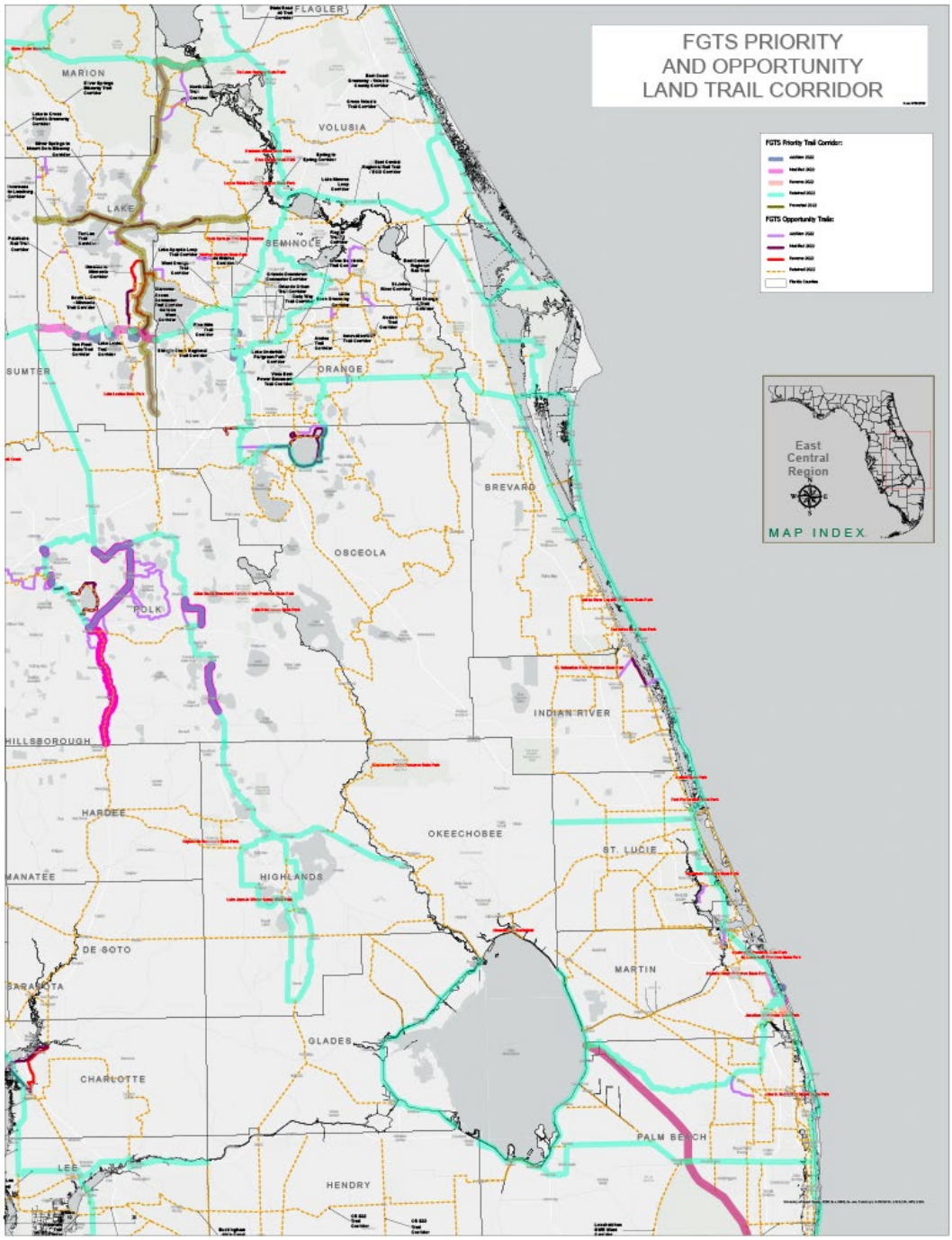
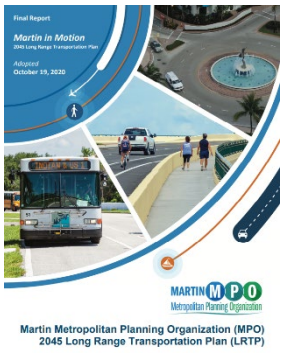


Figure 2-1. East Central Land Trail Opportunity Map

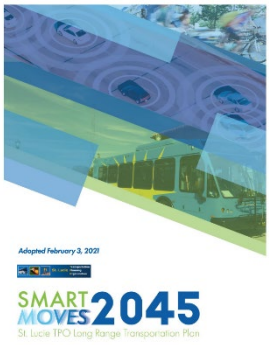
Regional Plans

2045 Long Range Transportation Plans (LRTPs)

The adopted 2045 LRTPs for Martin, St. Lucie, and Indian River MPOs were reviewed. These plans serve as the mechanism for identifying and prioritizing multimodal transportation improvements over a 25-year planning horizon through the year 2045. The LRTPs set the vision for transportation for all modes by providing goals and objectives, multimodal needs plans, and cost feasible plans based on transportation revenue anticipated to be available. The regional projects identified in each LRTP will be included in the 2045 RLRTP.

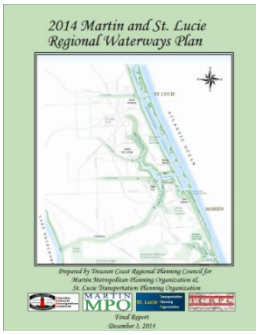


Martin Metropolitan Planning Organization (MPO)
2045 Long Range Transportation Plan (LRTP)



Martin and St. Lucie Regional Waterways Plan, 2014

The Waterways Plan was developed to identify waterway access needs and facilities while optimizing the economic development opportunities waterfront property has to offer. The plan recommended sustaining existing waterfront land and protecting the surrounding environment through actions and education. As identified by the plan, part of this protection will be achieved by improved management of storm water and limiting the discharge of pollutants. Conservation of waterfront land will also help with mitigating against sea level rise.



Public Transportation Agency Safety Plan (PTASP), 2020

The Treasure Coast Connector St. Lucie County Public Transportation developed the Public Transportation Agency Safety Plan (PTASP). The PTASP provides policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to achieve a safe environment for all. The goal is to eliminate the human and fiscal cost of avoidable personal injury and vehicle accidents. The PTASP objectives are listed below.

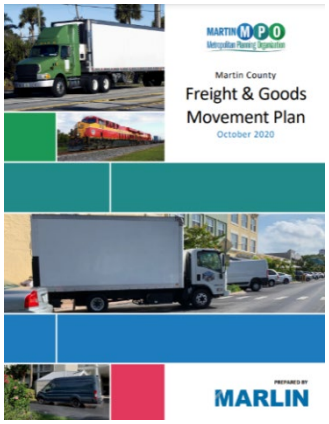
- Integrate safety management and hazard control practices within each of Treasure Coast Connector's departments.
- Assign responsibilities for developing, updating, complying with, and enforcing safety policies, procedures, and requirements.

- Verify compliance with Treasure Coasts Connector's safety policies, procedures, and requirements through performance evaluations, accident/incident trends, and internal audits.
- Investigate all accidents/incidents, including identifying and documenting the causes for implementing corrective action to prevent a recurrence.
- Increase investigation and systemic documentation of near misses.
- Identify, analyze, and resolve safety hazards promptly.
- Minimize system notifications during the operational phase by establishing and utilizing safety controls as system design and procurement phases.
- Ensure that system modifications do not create hazards.
- Provide training to employees and supervisors on the safety components of their job functions.

Transportation Improvement Programs (TIPs), 2023-2027

Each MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. At the time of the data review phase, the adopted FY 2023 to FY 2027 TIPs are in effect. The TIP specifies programmed transportation improvements to be implemented over the next five years, whereas the LRTP presents planned projects within a long-range horizon. The projects in the TIP provide a short-term implementation plan for transportation in the Treasure Coast to build from with the RLRTP. TIP projects are included in this plan as funded, near-term improvements.

Martin MPO Freight Plan, 2020

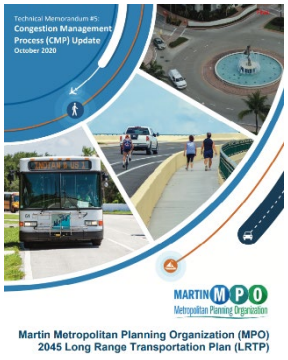


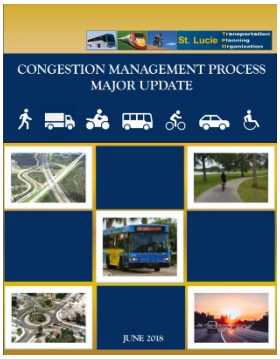
The Freight & Goods Movement plan explores existing and future transportation and land use conditions to leverage the transportation network to support economic development and the integration of freight into the multi-modal network within Martin County. Martin County is located in the heart of Florida's "Treasure Coast" and is an important gateway into the South Florida region. The County's freight transportation infrastructure provides the means by which freight and goods move into, out of, and within the County and connectivity to land use is an important factor on what goods move throughout the County. The plan identifies the most significant truck volumes on the major limited access facilities, including I-95 and Florida's Turnpike. Other significant truck traffic volumes found are on SR 714, US 1, and SR 710 and there are very high percentages of trucks on the western, rural roadways including US 98, SR 710 and, SR 76 and a link of US 1 objectives of this plan are given below:

- ***Safety and Security*** – Leverage multisource data and technology to improve freight system safety and security.
- ***Efficient and Reliable Mobility*** – Drive innovation to reduce congestion, bottlenecks and improve travel-time reliability.
- ***Economic Competitiveness*** – Continue to forge partnerships between the public and private sectors to improve trade and logistics and capitalize on emerging freight trends to promote economic development.
- ***Quality Places*** – Increase freight-related regional and local transportation planning and land use coordination.

Congestion Management Process (CMP) Update

Each MPO prepared a Congestion Management Process (CMP) Update. A CMP uses several analytic tools to define and identify congestion within a region, corridor, activity center, or project area. A CMP identifies where congestion exists, what can be done about it, and a coordinated implementation plan for appropriate strategies to reduce congestion or mitigate the impacts of congestion. At the time of the data review phase, the Martin MPO CMP Update 2020, St. Lucie TPO CMP Update 2018, and Indian River County MPO CMP Update 2009 were in effect.





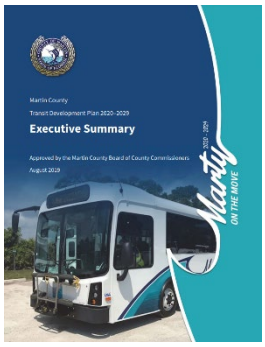
US 1 Multimodal Corridor Study, 2014

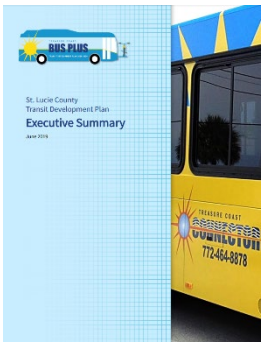
The US 1 corridor is defined as the section of US 1 from south of Cove Road in Port Salerno to north of Juanita Avenue in Fort Pierce as shown in **Figure 2-2**. US 1 is the primary north-south arterial for the coastal communities of Martin and St. Lucie counties east of I-95 and the Florida Turnpike. The principal element of the US 1 Multimodal Corridor Study is balancing local/community needs with the need to continue to support longer-distance trip-making along US 1. This project was identified in the 2035 RLRTP and 2040 individual LRTPs in St. Lucie TPO and Martin County.

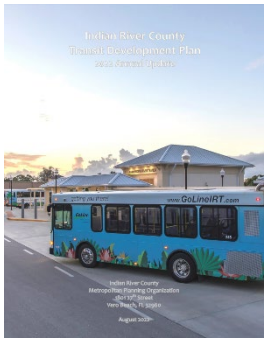
Figure 2-2. US 1 Multimodal Corridor Study Area

Transit Development Plan (TDP)

The Transit Development Plan (TDP) is the strategic guide for public transportation over the next ten (10) years. It identifies public transportation service improvement priorities for the county, determines the operating and capital costs to implement these service improvement priorities, and outlines a strategy for implementing those service improvements. A major update is required every five years, with annual (or minor) updates in the interim years. At the time of the data review phase, the Martin County TDP 2020-2029 Major Update, St. Lucie County TDP 2020-2029 Major Update, and Indian River County TDP 2022 Annual Update were in effect.







Airport Master Plan

An Airport Master Plan is a study used to determine the long-term development plans for an airport. Air transportation is a vital community industry. An Airport Master Plan is a community's concept of the long-term development of its airport. The master plan considers the needs and demands of airports tenants, users, and the public. An Airport Master Plan was done for the following: Witham Field, Martin County, St. Lucie County International Airport, St. Lucie County, and Vero Beach Regional Airport, Indian River County.

Treasure Coast 2040 Zonal Data Projections

The Urban Land Use Allocation Model (ULAM) provides the Treasure Coast area with a systematic approach that uses the most current land use information to generate the future year (2040) socioeconomic data needed as input into the travel demand forecasting model. The quality of the future year land use data will ensure that the travel projections used in the development of the long-range plan will accurately reflect the future transportation needs of the area and will help determine what are the most critical and cost-effective improvements to address those needs.

Chapter 3 – Trends and Conditions

When creating a transportation plan for the future, it is important to observe the present trends and conditions facing the region and develop a plan to best optimize opportunities and address the issues. Trends that will be examined include population growth, changes and evolution of the workforce, the means by which residents commute to work, and future land use. This information was also captured in a fact sheet intended to educate the public on the purpose of the 2045 RLRTP. The fact sheet can be found in **Appendix C**. Focusing on these trends will allow the 2045 RLRTP to efficiently grow the transportation network based on population trends and the new jobs and industries that will employ residents.

Population Growth

Like many regions in the Sun Belt, the Treasure Coast has experienced a large influx of people over the past 30 years. From 1985 to 2015, the Treasure Coast more than doubled in population growing from 273,663 people to a population of 587,284, according to data from the U.S. Census Bureau. As the area grows and more people flock to warmer weather and areas with year-round recreation, the Treasure Coast is expected to grow by an additional 377,575 people from the U.S. Census Bureau, for a total population of 964,859 residents and a percent growth of 64.29% between 2015 to 2045. This growth will increase demand for a comprehensive and efficient multimodal transportation network.

The expected population growth trend indicates that the raw population growth over the next 30 years (377,575 persons) is anticipated to be more than the actual growth during the 1985-2015 period (313,621 persons). This indicates that the Treasure Coast region is expected to continue to grow with an increased growth rate.

In addition, population growth is not uniform throughout the region. St. Lucie County houses approximately one-half of the population of the region, while Martin County and Indian River County each contain about one-quarter of the population. This is primarily the result of a higher percentage of population growth in St. Lucie County since 1985 (152%) than in Indian River County (89%) or Martin County (85%). The trend of a higher population growth percentage in St. Lucie County is anticipated to continue in the foreseeable future.

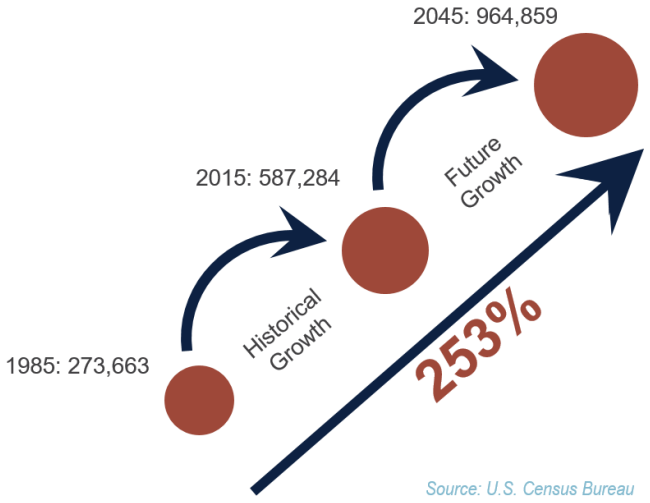


Figure 3-1. 60 Year Population Growth Trends

Changes in Employment

According to data compiled for the Treasure Coast Regional Planning Model[1] (TCRPM), 277,183 people worked within Martin, St. Lucie, and Indian River Counties in 2015. This indicates that the employment market in the Treasure Coast is just less than half of the population as compared to the TCRPM data.

By 2045, the Treasure Coast is expected to add an additional 132,784 workers, an increase of 47.90%, according to data compiled for the Treasure Coast Regional Planning Model[1] (TCRPM). St. Lucie County is projected to experience the largest gross gains in the workforce from 2015 to 2045.

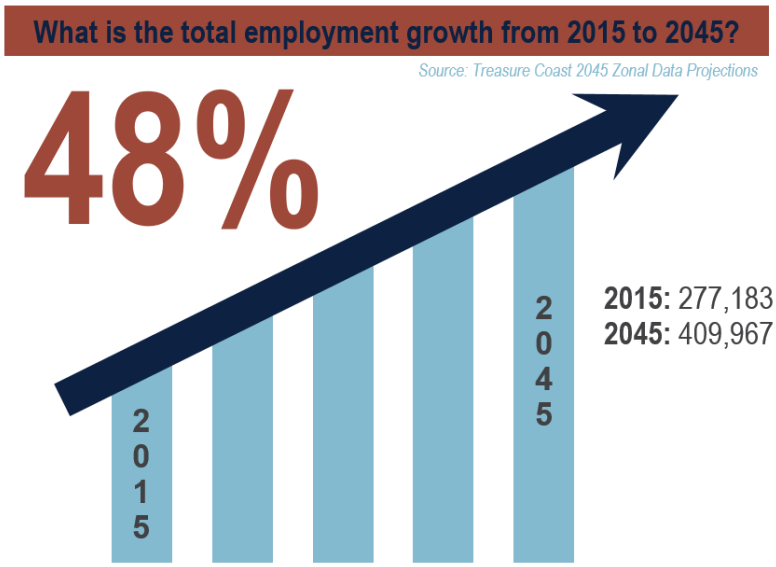


Figure 3-2. Employment Growth Trends From 2015 to 2045

Transportation

The foundation of the transportation system in the Treasure Coast is largely built on auto-dependence. As the region grows, commute times for all modes will be longer, but will disproportionately be felt by those continuing to commute by car. With this growth in mind, it is necessary for the 2045 RLRTP to address both current and future needs. Current trends within the region and around the country have shown an increasing number of people commuting via other means such as public transit, bicycle, and walking, suggesting the potential need to provide and maintain the infrastructure that will optimize these other modes while slowing the increasing traffic congestion to remain attractive for future residents and industries. The breakdown of commuters in the Treasure Coast by percentage of mode used within the overall transportation network is shown below. The rate of walking, bicycling, and taking public transportation to work is lower in the Treasure Coast than in the nation and state as a whole, as shown in **Table 3-1**. However, the combination of carpooling to work and working at home is higher in the Treasure Coast than in the nation but not the state.

[1] The TCRPM was developed by FDOT and is used to project future transportation conditions and evaluate alternatives for future roadway system improvements.

Table 3-1. Means of Transportation to Work

Modes of Transportation	United States	Florida	Treasure Coast
Drove Alone	74.92%	77.74%	79.85%
Carpooled	8.85%	9.19%	9.08%
Public Transportation	4.58%	1.62%	0.35%
Bicycle	0.51%	0.56%	0.48%
Walked	2.57%	1.39%	1.33%
Other (Including Taxicabs and Motorcycles)	1.31%	1.74%	1.67%
Worked at home	7.26%	7.76%	7.24%

Source: U.S. Census Bureau, 2016-2020 American Community Survey (ACS) 5-Year Estimates

A brief review and analysis of regional travel flows utilizing the OnTheMap application of the United States Census Bureau were conducted, a mapping tool that reports where people live and where they earn their paychecks. The underlying data for the OnTheMap application is the 2019 Longitudinal Employer-Household Dynamics (LEHD) data developed by the Center for Economic Studies of the United States Census Bureau. LEHD data provides information to analyze work trips including those that cross jurisdictional boundaries. The Treasure Coast region is characterized by a significant amount of cross-county travel flows for work trips, including within the region as well as to the Southeast Florida region. Approximately 58 percent (58%) of workers in the region commute outside of their home county for work.

Future Land Use

Understanding future land use data is important to mitigate the effects of land use on transportation and to enhance the efficient use of resources with minimal impact on future generations. Shown in **Figure 3-3** is Martin County's future land use map. The majority of Martin County is land that is designated for agriculture and related land uses.

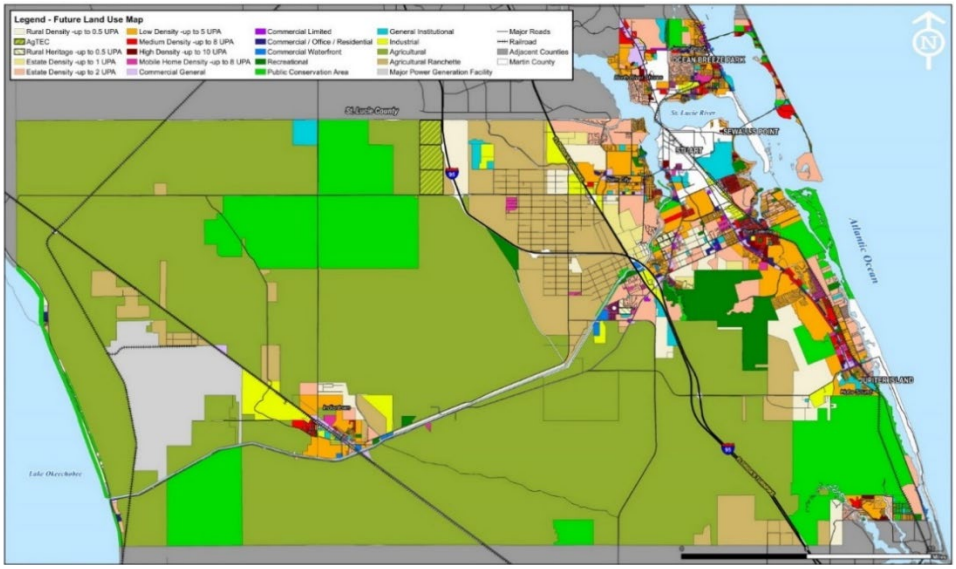


Figure 3-3. Martin County's Future Land Use Map

Shown below in **Figure 3-4** is St. Lucie County's future land use map. The majority of St. Lucie County is land that is designated for rural and agriculture land uses.

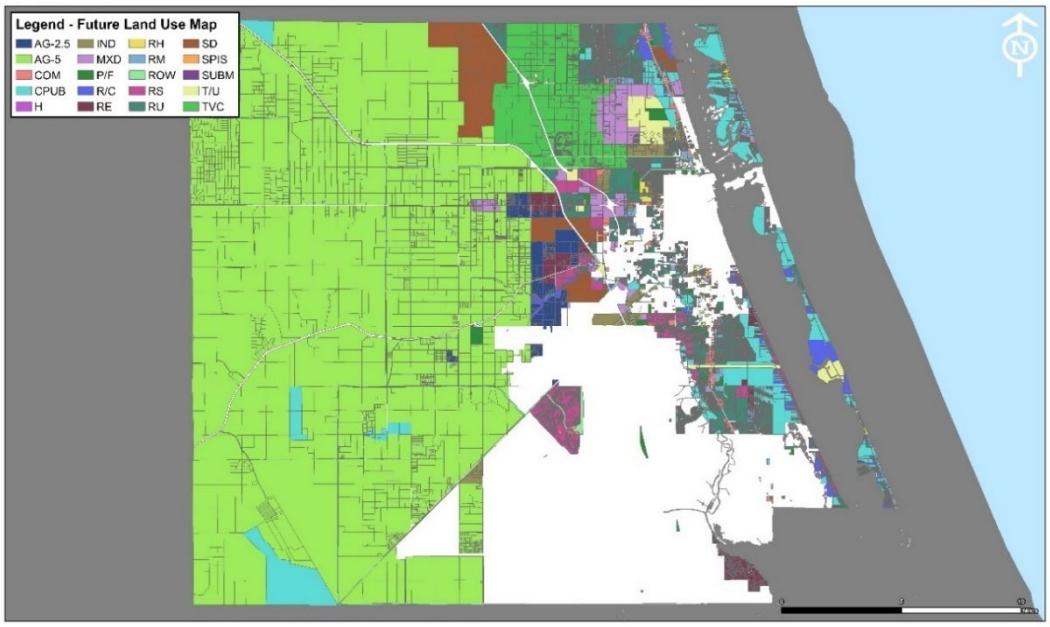


Figure 3-4. St. Lucie County's Future Land Use Map

Shown in **Figure 3-5** is Indian River County's 2035 LRTP Infill Alternative Plan. The Infill Alternative Plan includes new neighborhood, corridor, and district areas that will become the focus of infill redevelopment and business recruitment.

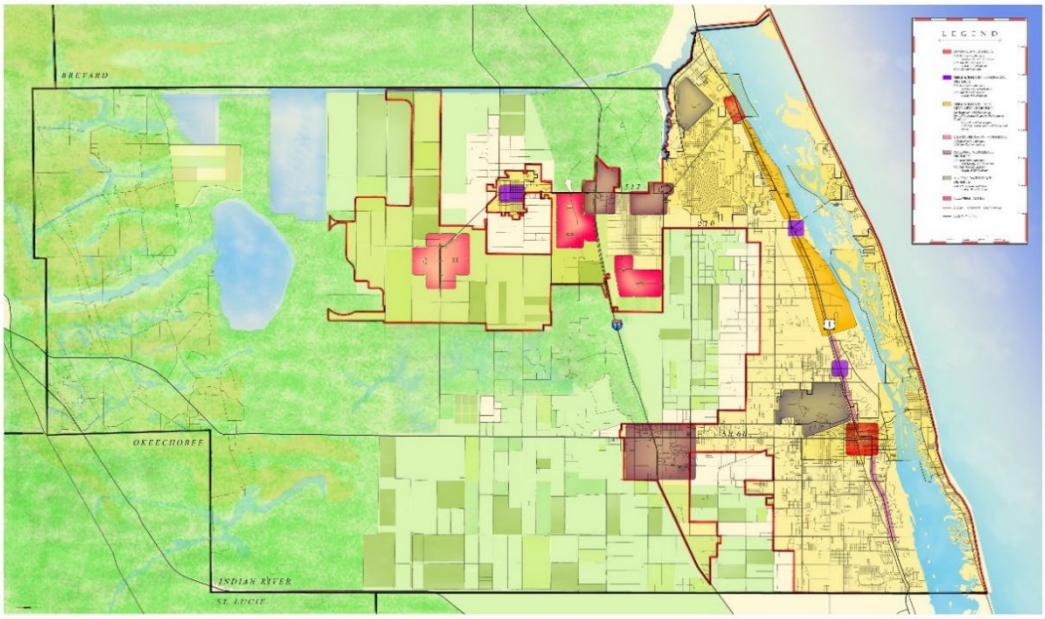


Figure 3-5. Indian River County's 2035 LRTP Infill Alternative Plan

The county seats in each of the Treasure Coast counties consist of Stuart, Fort Pierce, and Vero Beach, all of which pre-date World War II. However, most of the development in the Treasure Coast generally occurred during the golden age of the automobile in the second half of the 20th century. As such, much of the region has developed in a low-density, single-use manner expanding from east to west over time. This has created the consumption of open space for development into residential and commercial areas and led to development patterns that heavily favor usage of the private automobile for almost all trips. Commuters generally drive long distances to reach destinations or make multiple short trips to reach a number of different destinations (trip chaining), as found during the Martin County Household Travel Survey (HTS). In addition, cross-county commuting is common in the Treasure Coast region as is commuting between the Treasure Coast region and Southeast Florida, especially Palm Beach Gardens, West Palm Beach, and Boca Raton. This development pattern increases the cost of living due to increased costs for fuel, maintenance, and car ownership.

Each M/TPO conducted a series of stakeholder interviews and public workshops to establish the land use visioning process during their respective 2040 LRTPs and maintained these land use assumptions during the 2045 LRTP process. The M/TPOs have adopted LRTPs that can generally be described as proposing to retrofit a multimodal approach to integrating transportation into the current development pattern.

Chapter 4 – Regional Goals, Objectives, & Performance Measures

The goals, objectives, and performance measures for the 2045 RLRTP are based on a review of goals and objectives from the individual Long Range Transportation Plans (LRTPs) for the Martin Metropolitan Planning Organization (MPO), St. Lucie Transportation Planning Organization (TPO), and Indian River County MPO.

Review of Individual Treasure Coast's LRTP

Each of the three individual M/TPOs' goals, objectives, and performance measures from their respective 2045 LRTPs were reviewed. Each of the individual LRTP's demonstrates consistency between the M/TPO's goals, objectives, and performance measures with the Florida Transportation Plan (FTP) Next 50 Years and national goals identified in the Fixing America Surface Transportation Act (FAST Act). These goals, objectives, and performance measures were analyzed to identify and include consistent themes for the 2045 RLRTP. In addition, common issues of regional significance were identified for inclusion.

Martin MPO 2045 LRTP "Martin in Motion"

- ***Goal #1: Infrastructure Maintenance and Congestion Management.*** An efficient Multimodal transportation system that supports economic growth and enhances the quality of life.
- ***Goal #2: Safety.*** A safe multimodal transportation system that meets the needs of all the users.
- ***Goal #3: Environmental and Equity.*** Preserve natural environment and promote equity and healthy communities.
- ***Goal #4: Innovation.*** A transportation system with an ability to harness changes in the future.
- ***Goal #5: Project Streamlining and Delivery.*** A transportation system that reflects the community's needs and desires.

St. Lucie TPO LRTP "SmartMoves 2045"

- ***Goal #1: Support Economic Activities.***
- ***Goal #2: Provide Travel Choices.***
- ***Goal #3: Maintain the Transportation System.***
- ***Goal #4: Provide Equitable, Affordable, and Sustainable Urban Mobility.***
- ***Goal #5: Improve Safety and Security.***

Indian River County MPO LRTP "Connecting IRC"

- ***Goal #1: Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.***
- ***Goal #2: Enhancing mobility for people and freight and provide travel alternatives.***
- ***Goal #3: Protecting the natural and social environment.***
- ***Goal #4: Maintaining a safe transportation system for all users.***

- ***Goal #5: Preserving and maintaining the transportation system and transportation infrastructure.***

2045 RLRTP Goals, Objectives, & Performance Measures

The Treasure Coast 2045 RLRTP is intended to guide transportation decision making at the regional level to a more connected future over the next 25 years. To support this process, a review of the relevant federal, state, regional, and local documentation was conducted along with careful and thoughtful review and consideration of the individual M/TPO's transportation planning process and input received during the individual M/TPO LRTPs. Concepts of regional significance that may not have been the focus of individual LRTPs were then analyzed and incorporated. The collective goals, objectives, and performance measures will help guide the region in identifying and prioritizing investments as shown in **Table 4-1**.

Table 4-1. Goals, Objectives, and Performance Measures

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 1	**Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.**		
	Objective 1.A	**Prioritize transportation investments that maintain acceptable travel performance.**	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards.
	Objective 1.B	**Ensure travel time reliability on major roadway freight corridors.**	
		1	Increase roadway miles on the regional freight network with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks.
		2	Increase the percentage of vehicle miles traveled (VMT) that are reliable.
	Objective 1.C	**Implement the regional greenways and trails system.**	
		1	Increase miles of greenways and trails implemented.
	Objective 1.D	**Identify and fund the regional transit network.**	
		1	Reduce headways on transit services/improved on time performance when compared to previous years.
		2	Increase number of Regional Transit projects implemented/completed.
	Objective 1.E	**Improve the safety of the transportation system, which may include communications infrastructure to provide opportunities for more efficient travel flow and infrastructure to support automated vehicles.**	
		1	Decrease crash rate over each five-year period of the Regional Plan.
		2	Increase number of regional projects that include a TSM&O component that could be adapted to support autonomous vehicles.
Goal 2	**Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.**		
	Objective 2.A	**Improve access to regional destinations that support economic prosperity.**	
		1	Implement strategies that improve equitable access to regional transportation destinations and multimodal opportunities.
	Objective 2.B	**Ensure adequate funding for congestion management and maintenance.**	
		1	Increase number of implemented congestion management projects.
		2	Increase private and grant funding of transportation infrastructure.
	Objective 2.C	**Prioritize projects that improve multimodal access to community activity centers.**	
		1	Increase concentration of multimodal transportation options (bicycle facilities, bike share, bus shelters, etc.) nearby to community activity centers (regional malls, medical centers, libraries, and transit hubs).
	Objective 2.D	**Promote consistency between transportation projects and the efficient operation and management of the regional transportation system including providing opportunities for incorporating broadband fiber optic network communications.**	
		1	Increase length/coverage of the fiber optic network within regional transportation corridors.

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 3	**Protect the region's natural and social environment while minimizing adverse community impacts.**		
	Objective 3.A	**Improve air quality and reduce greenhouse gas emissions.**	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, an NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	**Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.**	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	**Reduce regional waterway impacts from roadway runoff.**	
		1	Reduce the amount of roadway runoff to regional waterways.
Goal 4	**Conduct coordinated regional planning and decision-making that improves transportation options for the region.**		
	Objective 4.A	**Implement strategies to reduce reliance on single occupant automobiles.**	
		1	Increase transit ridership over time.
		2	Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.
		3	Reduce vehicle miles traveled (VMT) per capita as measured from the regional travel demand model.
	Objective 4.B	**Provide a transportation system that reduces per capita fuel consumption.**	
		1	Reduce carbon emissions compared to previous model output based on the TCRPM.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	**Manage the regional transportation system in a collaborative manner to improve the system's resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.**	
		1	Increase miles of improvements along or supporting evacuation routes.
	Objective 4.D	**Conduct regional meetings to provide an update of the implementation of the regional transportation plan and discuss items of regional transportation significance.**	
		1	Increase the number of regional transportation projects implemented.
		2	Create an updated priorities list across the region based on an amendment process.
Goal 5	**Protect and enhance the unique quality of life in the Treasure Coast region.**		
	Objective 5.A	**Provide for the transportation needs of the disadvantaged.**	
		1	Support funding for transportation disadvantaged services.
		2	Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).
	Objective 5.B	**Support healthy living strategies, programs, and improvements.**	
		1	Support and promote use of transit oriented development policies.
		2	Participate in community health plans and programs; consider shared performance measures with health plans.
	Objective 5.C	**Support Target Zero policies.**	
		1	Reduce per capita rate of fatalities and serious injury crashes per year.

Chapter 5 – Regional Multimodal Transportation System

The purpose of this task is to produce a 2045 Regional Multimodal Transportation System map based on the regional roadway network and the designated Strategic Intermodal System (SIS). The result will be a regional transportation network that will define the roadways upon which regional transportation needs will be based. The online version of the map, which shows the regional roadway system and the regional needs identified—divided into roadway, non-motorized, and transit projects—can be accessed here.

Regional roadway facilities were defined by criteria established in the 2040 RLRTP. The regional criteria were reviewed and determined to be applicable.

Primary Regional Facilities

All SIS and Planned SIS facilities are regionally significant and are designated as Primary Regional Facilities. In addition, all principal arterial facilities that meet at least one (1) of the following criteria and any minor arterial or major collector facilities that meet at least four (4) of the following criteria are designated as Primary Regional Facilities.

- ***Multi-County*** – Facilities that traverse more than one (1) county.
- ***SIS Connectivity*** – Facilities that connect a SIS highway to another SIS Highway.
- ***SIS Intermodal*** – Hubs, corridors, and connectors identified as SIS and emerging SIS.
- ***Freight and Passenger Hubs*** – Freight and passenger hubs not on the SIS such as airports, bus terminals, ports, or rail yards that function as intermodal hubs.
- ***Intermodal Connectivity*** – Facilities serving non-SIS freight and passenger intermodal hubs.

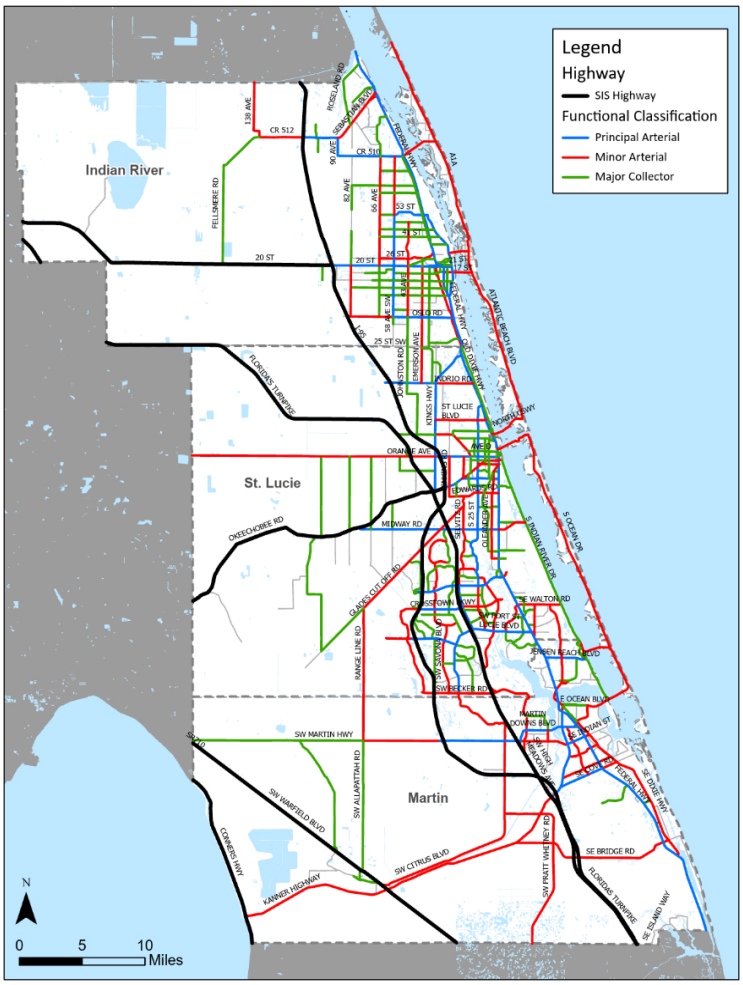


Figure 5-1. SIS Roadways and FDOT Functional Classifications

- ***SIS Access*** – Facilities that connect a SIS highway to another arterial or major collector.
- ***Evacuation Route*** – Facilities that are designated hurricane evacuation routes, per local comprehensive plans.
- ***Regional Employment Access*** – Facilities that connect to a regional employment hub (defined as a transportation analysis zone (TAZ) where the employment is two percent (2.0%) or greater of the region's employment or where the industrial employment is two percent (2.0%) or greater of the region's industrial employment).
- ***Regional Connectivity*** – Facilities that connect with the SIS or serve another regional facility such as a regional park, sports complex, beach, university, or intermodal hub.

Secondary Regional Facilities

Secondary regional facilities include all intermodal facilities, arterials, and major collectors that are not principal arterials and meet one (1) or more of the primary regional facility criteria.

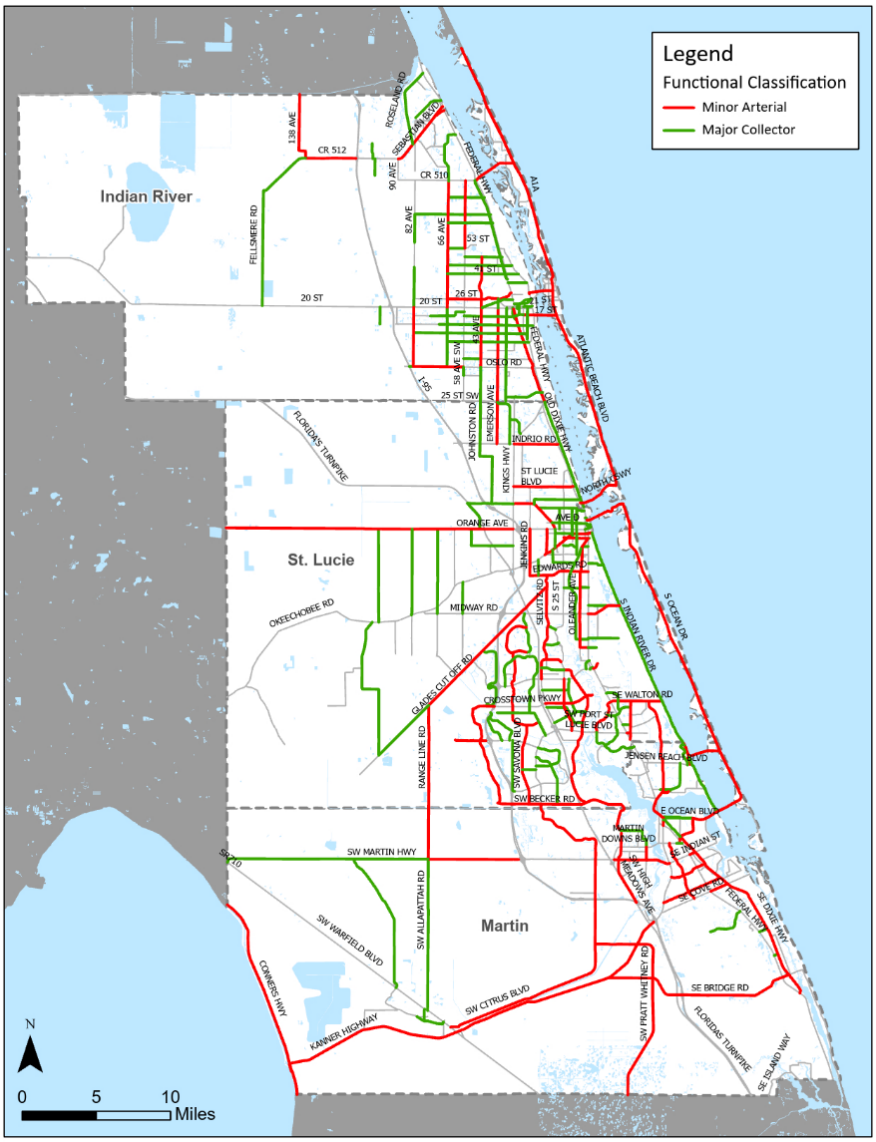


Figure 5-2. Minor Arterial and Major Collector Roadways

Chapter 6 – Regional Needs Assessment

The regional needs assessment aims to identify regionally significant roadway, non-motorized, transit, and freight needs projects presented in the individual county 2045 LRTPs to provide a comprehensive understanding of the multimodal needs within the Treasure Coast region.

Multimodal needs identified in each of the individual 2045 LRTPs were analyzed for regional significance. Establishing regionally significant roadways, or the regional multimodal transportation network, in Chapter 5 guided the regional multimodal needs assessment. Individual county needs projects were included in the 2045 RLRTP multimodal needs network if the project existed on a regionally significant roadway. Additionally, projects that link to the SIS, provide inter-county connectivity, or enable access to multimodal hubs were considered regionally significant.

Regional Roadway Needs

Roadway needs projects in the individual county 2045 LRTPs were evaluated for inclusion based on the regional multimodal transportation network. The table below represents a list of improvements and new infrastructure which will support transportation throughout the Treasure Coast Region. Each of the roadway segments shown in the table has been selected based on its presence along an existing regionally significant roadway or possesses another regionally significant trait. The roadway needs projects noted in the table below mostly involve lane widening or the creation of a new roadway. Several of these projects will serve as important transportation corridors in the future and will be necessary to maintain the efficient flow of all transportation modes throughout the region.

There is a total of 85 regional roadway needs projects, which are presented in **Table 6-1** below.

Table 6-1. Regional Roadway Needs

County	Roadway	Limits	Type
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Widen 2 to 4 Lanes
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Widen 2 to 4 Lanes
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Intersection Improvements
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4 Lanes
Indian River	43rd Avenue	Oslo Road to 16th Street	Widen 2 to 4 Lanes
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4 Lanes
Indian River	53rd Street	58th Avenue to 66th Avenue	New 4 Lane
Indian River	53rd Street	66th Avenue to 82nd Avenue	New 2 Lane
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	New 2 Lane
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	New 2 Lane

County	Roadway	Limits	Type
Indian River	66th Avenue	69th Street to 81st Street	Widen 2 to 4 Lanes
Indian River	66th Avenue	81st Street to CR-510	Widen 2 to 4 Lanes
Indian River	66th Avenue	49th Street to 69th Street	Widen 2 to 4 Lanes
Indian River	82nd Avenue	69th Street to CR-510	New 2 Lanes
Indian River	82nd Avenue	26th Street to 69th Street	Substandard to 2 Lanes
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	New 2 Lanes
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street	At US-1/SR-5	Intersection Improvements
Indian River	CR-510/85th Street	CR-512 to 87th Street	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street **	58th Avenue to US-1	Widen 2 to 4 Lanes
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Widen 4 to 6 Lanes
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Widen 2 to 4 Lanes
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Strategic Improvements
Indian River	Indian River Boulevard **	17th Street to 37th Street	Operational Improvements
Indian River	Oslo Road	I-95 to 58th Avenue	Widen 2 to 4 Lanes
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Widen 2 to 4 Lanes
Indian River	US-1 *	53rd Street to CR-510	Widen 4 to 6 Lanes
Indian River	SR-9/I-95 *	At 53rd Street	New Interchange
Indian River	SR-9/I-95 *	At Oslo Road	New Interchange
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Widen 2 to 4 Lanes
Martin	Florida's Turnpike	At I-95 Interchange	PD&E
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Widen 2 to 4 Lanes
Martin	SE Bridge Road	Powerline Avenue to US-1	Widen 2 to 4 Lanes
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Widen 2 to 4 Lanes
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Widen 2 to 4 Lanes

County	Roadway	Limits	Type
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Highway Capacity
Martin	SR-9/I-95 *	Palm Beach/Martin County Line to CR-708/Bridge Road	PD&E
Martin	SR-9/I-95 *	CR-708/Bridge Road to High Meadows Avenue	PD&E
Martin	SR-9/I-95 *	High Meadows Avenue to Martin/St. Lucie County Line	PD&E
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Widen 2 to 4 Lanes
Martin	SW Martin Downs Boulevard *	SW Matheson Avenue to SW Palm City Road	Widen 4 to 6 Lanes
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Widen 4 to 6 Lanes
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Widen 2 to 4 Lanes
Martin	US-1 *	SE Seabranch Boulevard to SE Osprey Street	Widen 4 to 6 Lanes
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	New 2 Lane
Martin/ St. Lucie	US-1 *	Cove Road to St. Lucie County/ Indian River County Line	Operational Improvements
St. Lucie	Airport Connector	I-95 to Johnston Rd	New 4 Lanes
St. Lucie	Airport Connector	Johnston Road to Kings Highway	New 4 Lanes
St. Lucie	Becker Road	N-S Road B	New 6 Lanes
St. Lucie	Becker Road	Range Line Road	New 4 Lanes
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Widen 2 to 4 Lanes
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Widen 2 to 4 Lanes
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Widen 2 to 4 Lanes
St. Lucie	Florida's Turnpike	At Northern Connector	New Interchange
St. Lucie	Florida's Turnpike	At Midway Road	New Interchange
St. Lucie	Florida's Turnpike	N of SR-70 to N of SR-60	PD&E
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Widen 2 to 4 Lanes
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Neighborhood Traffic Management
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades-Cut Off Road	New 4 Lanes
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Widen 2 to 4 Lanes

County	Roadway	Limits	Type
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	New 4 Lanes
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	New 4 Lanes
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Widen 2 to 4 Lanes
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Widen 2 to 4 Lanes
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4 Lanes
St. Lucie	Midway Road	Arterial A to I-95	Widen 2 to 4 Lanes
St. Lucie	Northern Connector	Florida's Turnpike to I-95	New 4 Lanes
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	New 4 Lanes
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	New 4 Lanes
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	New 4 Lanes
St. Lucie	Open View Drive	Range Line Road to N-S Road A	New 2 Lanes
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4 Lanes
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	New 4 Lanes
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4 Lanes
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Widen 6 to 8 Lanes
St. Lucie	SR-9/I-95 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	PD&E
St. Lucie	SR-9/I-95 *	At Northern Connector	New Interchange
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Widen 4 to 6 Lanes
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Neighborhood Traffic Management
St. Lucie	Turnpike Feeder Road	South of Indrio Road to South of US-1	Widen 2 to 4 Lanes
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Operational Improvement
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Widen 4 to 6 Lanes

**Denotes Project on State Road System*
***Denotes Project partially on State Road System*

The regional roadway needs are displayed on the next page in **Figure 6-1**, which highlights the existing and potential interconnectivity of the region through the identification of these improvements and additions. PD&E projects were included on major limited access facilities.

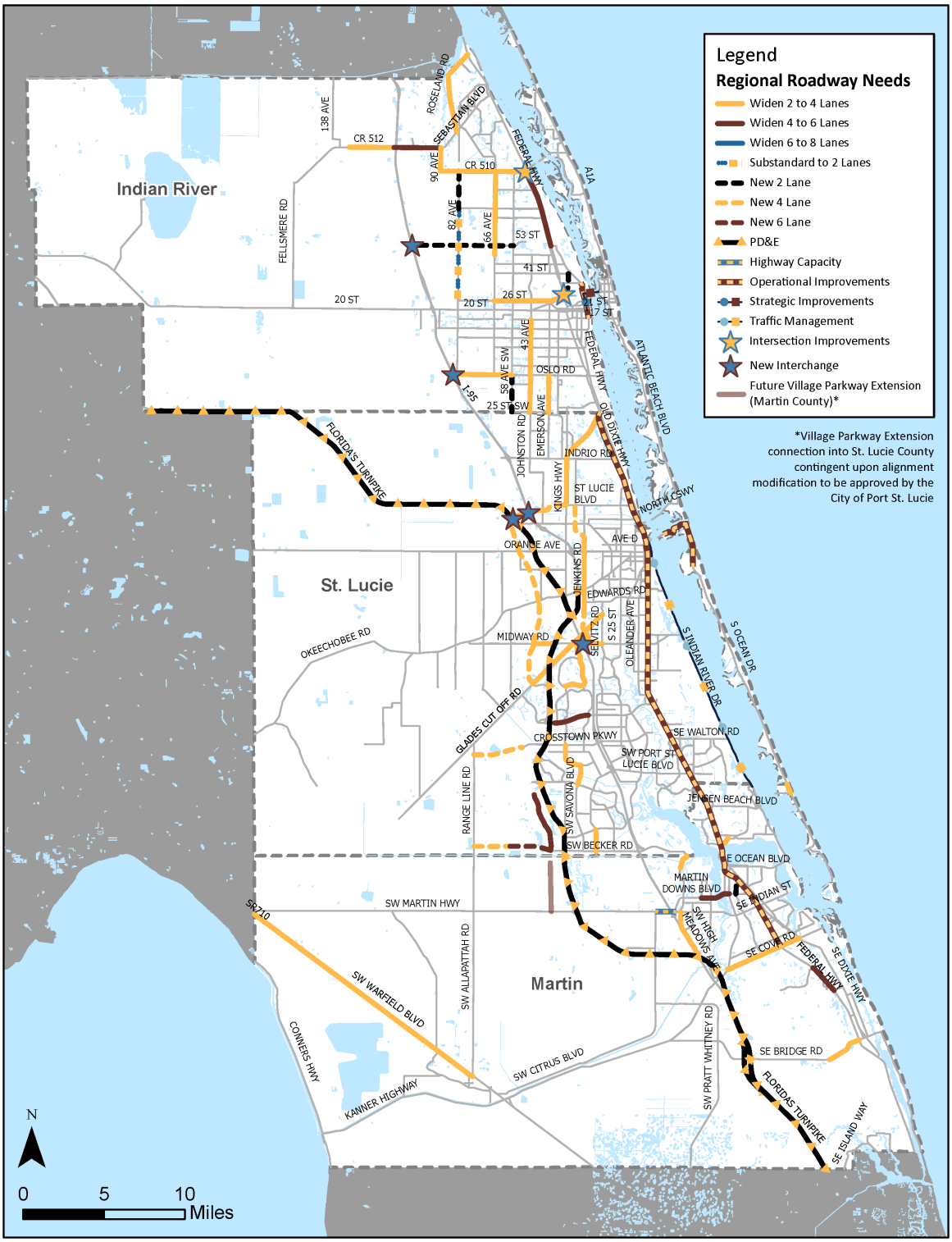


Figure 6-1. Regional Roadway Needs

Regional Transit and Non-Motorized Needs

A regional transit vision, particularly beyond the 10-year planning horizon, was created using the transit development plans (TDPs) for Martin, St. Lucie, and Indian River counties. Non-motorized needs projects presented in the three individual M/TPO LRTPs were analyzed for their regional significance and alignment with the regional LRTPs goals of increased accessibility and network connectivity. Connectivity gaps across county lines from the 2045 LRTPs were identified through the analysis that will inform development and implementation of the regional transit and non-motorized vision. Additionally, needs projects that provide transit service and non-motorized infrastructure near major destinations, areas of high population, and intermodal hubs were included in the regional needs as they are considered integral to the multimodal success of the region.

Regional Transit

Transit availability is an important feature for the Treasure Coast area. Each of the three counties has an existing bus transit system currently serving their residents. There are three primary bus transit providers in the Treasure Coast Region. Martin County is served by Martin County Public Transit (Marty), St. Lucie is being served by Area Regional Transit (ART), and Indian River is being served by GoLine. Each of these transit services has a regional impact with one or more of their existing bus routes. From the existing transit network, five (5) routes have been identified that have a regional impact. Those routes are listed below:

1. GoLine Route 15
2. Marty Route 1
3. Marty Route 20X
4. ART Route 1
5. ART Route 7

Bus terminals and intermodal centers providing regional service were also captured during the needs assessment. Within the Treasure Coast, 14 park and ride facilities are available and are strategically positioned near major regional corridors such as I-95, Florida's Turnpike, and US-1. Park and ride facilities are not found in Indian River County. A breakdown of park and ride facilities by county is provided below:

Indian River County:

1. Main Transit Hub
2. Intergenerational Center
3. Indian River Mall (NE Entrance)
4. Gifford Health Center

Martin County:

1. Kiwanis Park
2. City of Stuart SailFish Circle Park & Ride
3. Osceola Park & Ride
4. Martin Highway and Turnpike Mile Post 133
5. Halpatiokee Regional Park

St. Lucie County:

1. Fort Pierce Intermodal Facility
2. St. Lucie County Administration Complex
3. Bayshore Boulevard Park & Ride Lot
4. Council on Aging Park & Ride
5. Gatlin Boulevard (Jobs Express) Park & Ride Lot

Bus terminals along with park and ride locations allow users to access additional routes and improve the interconnectivity of the existing transportation network. It should be expected that these facilities are properly maintained and managed to offer diverse commuting options and to promote a reduction of vehicles on the regional roads.

Five (5) regional transit needs have been identified in addition to the five (5) existing regional transit routes.

1. I-95 Express Bus Route
2. SR-710/CSX Connector
3. Tri-Rail Extension
4. Turnpike Express Bus Route
5. US-1 Transit Enhancements

These newly identified needs will provide both bus and rail transit opportunities for the Treasure Coast area. As employment opportunities and total population continue to grow within the region it is essential to provide varied transportation options for commuters. Each of these needs will provide a primarily north-south transportation alternative for commuters both within and outside of the Treasure Coast. The implementation of these commuter transit alternatives will aid in the effort of reducing the dependance on the private automobile, subsequently leading to desirable outcomes such as reduced congestion, vehicle miles traveled and potentially improved travel time reliability around the region.

Existing transit terminals, routes, and the transit needs can be seen in **Figure 6-2**. The figure displays the existing interconnectivity of the Treasure Coast and the areas that will benefit from the proposed transit network.

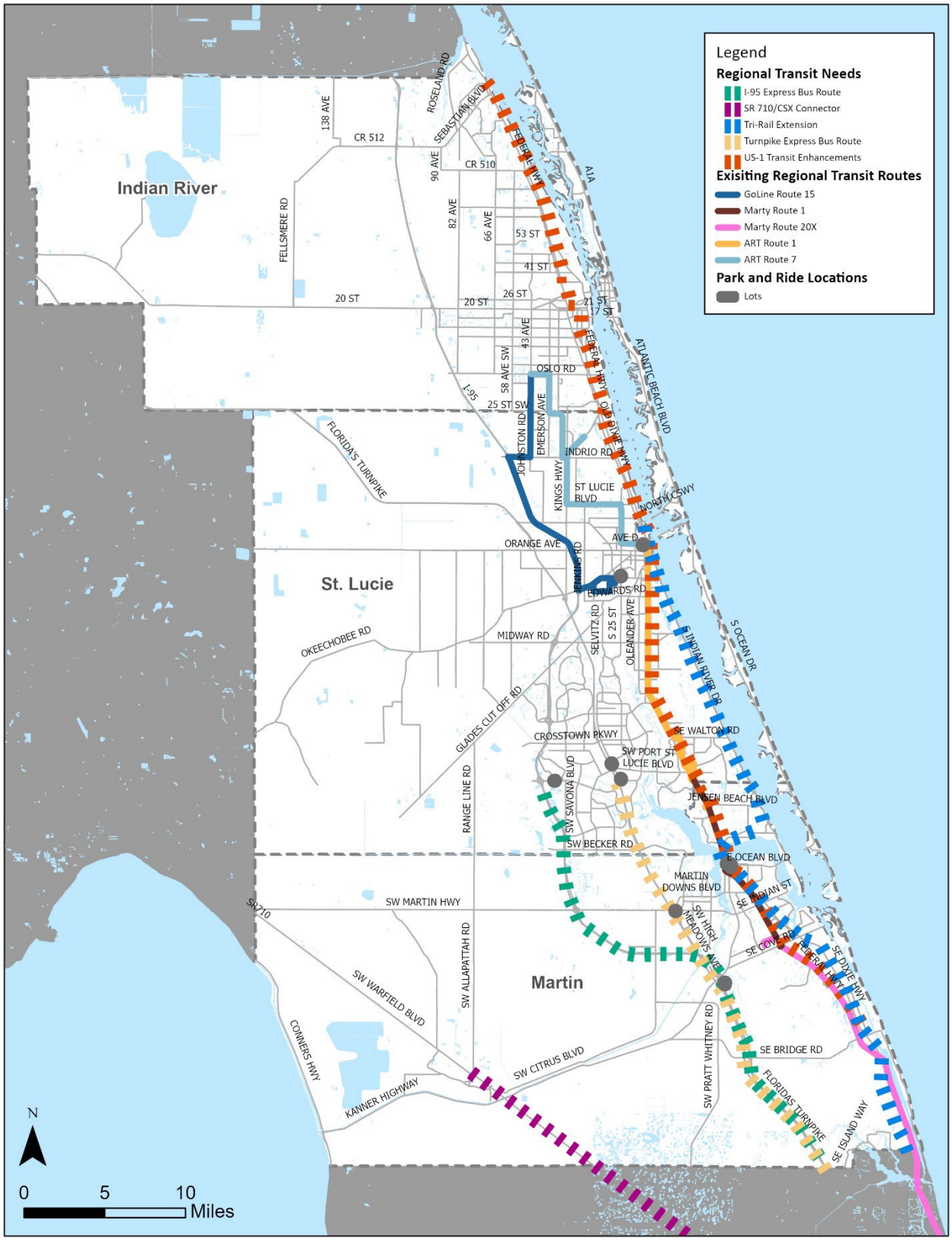


Figure 6-2. Regional Transit Needs

Regional Non-Motorized

Non-motorized transportation continues to grow in popularity throughout the country, prompting new roadway design practices that adapt to the increased variety of users. Regional non-motorized needs were included based on their presence along a regionally significant roadway, shown in Chapter 4. The Florida Greenways and Trails System (FGTS) maintained by Florida Department of Environmental Protection (FDEP) are included as part of the 2045 Regional Non-Motorized Needs and are shown in **Figure 6-3**. By implementing regional non-motorized needs, the Treasure Coast Region can provide a well-connected network of bicycle and pedestrian infrastructure that fosters a culture of non-motorized transportation as a commuting option that rivals the automobile.

There are a total of 110 non-motorized needs projects identified within the Treasure Coast region. **Appendix A** provides the list of identified needs, including regional non-motorized needs.

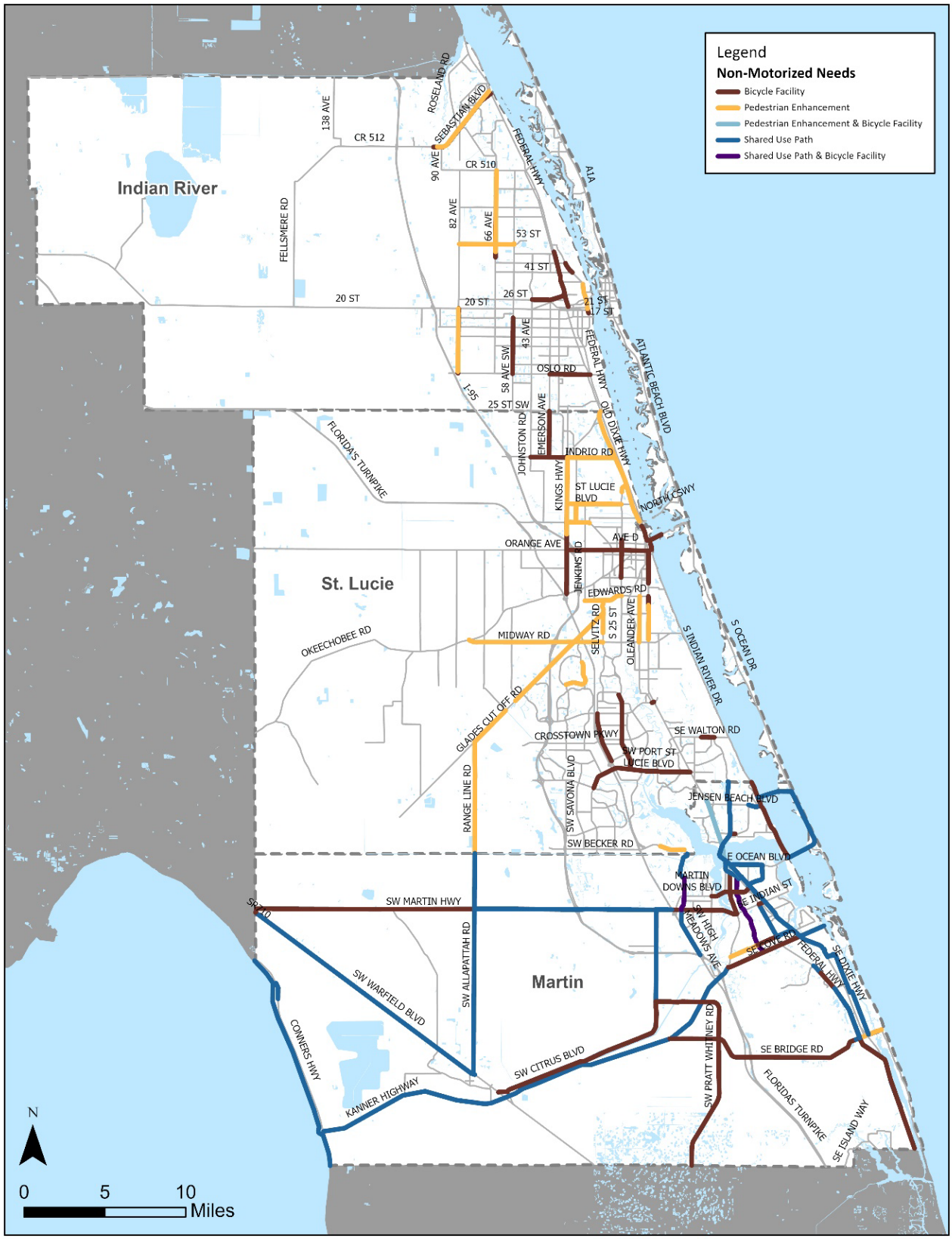


Figure 6-3. Regional Non-Motorized Needs

Chapter 7 – Regional Prioritization Criteria

A prioritization method was applied to all needs on the 2045 regional multimodal transportation system to create an updated list of regional project priorities. Projects identified in the needs plan were evaluated based on the scoring measures and criteria established in the 2040 RLRTP. Crash history data was an addition to the 2045 RLRTP prioritization criteria to target corridors with unsafe conditions by assigning more points to needs projects with higher crash totals over a five-year span (2018-2022).

Each needs project was given a score ranging from 0-11, then separated into three tiers based on the total prioritization score. Regional transportation needs projects scoring in the Top 33% were grouped in Tier I, Tier II consists of projects within the top 33-66% range, and Tier III consists of the remaining needs projects. This tiered approach creates a clear grouping of urgent, high impact projects which allows flexibility for implementation and establishes equal importance between projects within each tier. The result is a tiered regional transportation needs plan that reflects the projects most capable of improving the overall success of transportation in the Treasure Coast Region by producing positive outcomes for the goals, objectives, and performance measures such as congestion mitigation, safety improvements, and equitable transportation opportunities.

The regional prioritization criteria are shown in **Table 7.1** and the data sources established for the criteria are listed below. **Appendix A** contains the regional project needs, sorted into several categories, including by mode, county, and overall ranking.

- ***2045 Volume-to-Capacity Ratio*** – 2045 Treasure Coast Regional Planning Model (TCRPM)
- ***Mobility (connecting dense employment areas to residential areas)*** – United States Census Bureau census block group for 2020 population density and employment density
- ***Capacity Benefit*** – 2045 individual LRTPs
- ***Emergency Evacuation Routes*** – Florida Department of Emergency Management (FDEM)
- ***Freight Benefit*** – 2040 Regional Freight Plan[2]
- ***Intermodal Connectivity*** – 2045 individual LRTPs
- ***Regional Connectivity*** – FDOT SIS
- ***Environmental Impacts*** – 2045 individual LRTPs
- ***Non-Motorized Safety Benefit*** – 2045 individual LRTPs
- ***Crash History*** – Signal 4 Analytics
- ***Transportation Disadvantaged*** – United States Census Bureau

[2] An update to the 2040 Freight Plan was not completed. Therefore, regional project needs identified in the 2040 RLRTP that also appear in the 2045 RLRTP were given the same Freight Benefit score received during 2040 RLRTP prioritization process. Freight benefit scores for new needs projects were determined from the freight prioritization data used in the 2040 RLRTP, except for updated 2021 Truck Traffic Percentage and Total Truck Volume data obtained from FDOT. See Freight Prioritization Worksheet in **Appendix B** for detailed scoring criteria.

Table 7-1. Regional Prioritization Criteria

2045 Volume to Capacity
V/C >= 1.20 = 1.0
V/C >= 1.10-1.19 = 0.8
V/C >= 1.00-1.09 = 0.6
V/C >= 0.90-0.99 = 0.4
V/C >= 0.80-0.89 = 0.2
V/C < 0.80 = 0.0
Mobility (connecting dense employment and residential areas)
Project connects dense areas (1,000 persons/square mile and 500 employment/square mile) = 1.0
Project connects medium-dense areas (500 persons/square mile and 250 employment/square mile) = 0.5
Project does not connect dense nor medium-density areas = 0.0
Capacity Benefit
Improves capacity and eliminates the need to widen adjacent and parallel roadway within 1.0 mile = 1.0
Improves capacity = 0.5
Not a capacity project = 0.5
Emergency Evacuation Routes
Florida Department of Emergency Management emergency evacuation route = 1.0
Local emergency evacuation route = 0.5
Not an emergency evacuation route = 0.0
Freight Benefit
Score from the Regional Freight Plan. Freight Prioritization Worksheet / 100 (will range from 0.0-1.0)
Intermodal Connectivity
Designated airport/seaport/rail terminal facility connection and/or includes a transit route or regional trail = 1.0
Not a designated airport/seaport/rail terminal/transit connection = 0.0
Regional Connectivity
Improves the connection to an adjacent M/TPO or to a SIS Highway or facility (includes grade-separation = 1.0
Does not provide a conneciton to an adjacent M/TPO or SIS Highway = 0.0
Environmental Impacts
Project is not in an environmentall sensitive area = 1.0
Project is in an environmentally sensitive area = 0.0
Non-Motorized Safety Benefit
Project provides a bike lane and/or sidewalk, and addresses a non-motortized safety issue = 1.0
Project provides a bike lane and/or sidewalk, but does not address a non-motorized safety issue = 0.5
Project does not provide a bike lane or sidewalk
5-Year Crash History Analysis (2018-2022)
>150 crashes in the last five years = 1.0
75-150 crashes in the last five years = 0.8
50-75 crashes in the last five years = 0.6
25-50 crashes in the last five years = 0.4
10-25 crashes in the last five years = 0.2
0-10 crashes in the last five years = 0.0
Transportation Disadvantaged (average of the percent population 65+, disabled, or in poverty)
Service to a Census Tract with 35% or more transportation disadvantaged population = 1.0
Service to a Census Tract with 30-35% transportation disadvantaged population = 0.8
Service to a Census Tract with 25-30% transportation disadvantaged population = 0.6
Service to a Census Tract with 20-25% transportation disadvantaged population = 0.4
Service to a Census Tract with 15-20% transportation disadvantaged population = 0.2
Service to a Census Tract with 0-15% transportation disadvantaged population = 0.0

Chapter 8 – Regional Revenue Resources

The purpose of this task is to document existing and potential revenue sources for constructing, operating, and maintaining projects on the designated regional multimodal transportation system.

This task includes a review of the 2045 estimates of state and federal revenues and local revenues provided to the three M/TPOs for development of their 2045 LRTPs and financial/revenue analyses done and revenue estimates for projects on the SIS in the Treasure Coast region.

Federal and State Revenue Sources

Federal Highway Trust Fund[3]

The Federal Highway Trust Fund (HTF) is resulted from highway motor fuel (a Federal tax of 18.4 cents per gallon on gasoline and of 24.4 cents per gallon on highway diesel fuel), heavy vehicle use, a load rating based tax on truck tires, and a retail sales tax on trucks and trailers. The FAST Act extends the heavy vehicle use tax through September 30, 2023 and the taxes on highway motor fuel will continue past September 30, 2023, but at a reduced rate of 4.3 cents per gallon.

State Transportation Trust Fund[4]

In the State of Florida, there are five (5) revenue sources that comprise the State Transportation Trust Fund (STTF) including motor vehicle fuel tax, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax.

State Fuel Taxes

- ***Motor Vehicle Fuel Tax*** – Sales tax to the sales of all gasoline and diesel fuels. The state fuel tax is based on the floor tax of 6.9 cents per gallon indexed to the consumer price index (CPI) (all items) and the base index 12-month period remains the same as in FY 1988-89. The rate is 16.2 cents per gallon.
- ***State Comprehensive Enhanced Transportation System (SCETS) Tax*** – Excise tax on all highway fuels and proceeds must be spent in the transportation district, to the extent feasible, in the county from which they are collected. The SCETS tax is like the fuel sales tax that it is indexed to all CPI (all items) and the base year is FY 1989-90. The rate is 8.9 cents per gallon.
- ***State Fuel Tax Distributed to Local Governments*** – The State of Florida collects a fuel excise tax of 4 cents per gallon to be distributed to local governments. The *Constitutional Fuel Tax* is set at 2 cents per gallon. The proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds and the balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties'

[3] Source: Highway Trust Fund and Taxes, FHWA
[4] Source: Florida's Transportation Tax Sources – A Primer, 2023

transportation trust funds. The *County Fuel Tax* is set at 1 cent per gallon and distributed the same as the Constitutional Fuel Tax. The *Municipal Fuel Tax* is also set at 1 cent per gallon and revenues from the tax are transferred into the Revenue Sharing Trust Fund for Municipalities.

- ***Alternative Fuel Fees*** – Non-convention fuels such as propane, butane, and other liquefied petroleum gases (LPG) or compressed natural gases (CNG). The use of these alternative fuels represents only a very small part of the state's total fuel consumption. To encourage the use of alternative fuels, the 2013 Florida Legislature passed legislation to exempt these fuels from taxation beginning January 1, 2014 and ending January 1, 2024.
- ***Fuel Use Tax*** – The tax is designed to ensure that heavy vehicles which engage in interstate operations incur taxes based upon fuel consumed, rather than purchased, in the state. The tax is comprised of an annual decal fee of four dollars ($4.00) plus a use tax based upon the number of gallons of fuel consumed multiplied by the prevailing statewide fuel tax rate.

State Motor Vehicle Fees

In Florida's transportation history, funding transportation for vehicle-related revenues started very early. There are four (4) types of motor vehicle fees: motor vehicle license fees, motor vehicle license surcharge, initial registration fee, and motor vehicle title fee.

State Aviation Fuel Tax

The current aviation fuel tax rate is 4.27 cents.

State Document Stamps

The Documentary Stamp Tax is levied on documents, including, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidence of indebtedness. The timeline of the State Documentary Stamp Tax is as follows.

- ***2005*** – Legislature passed a growth management bill to address needed infrastructure in Florida. The growth management package provided $541.75 million annually from documentary stamp revenue to fund transportation needs.
- ***2008*** – Legislature changed the distribution of documentary stamp tax collections so that the STTF received 38.2 percent of collections after other distributions are made, not to exceed $541.75 million per year.
- ***2011*** – Legislature directed the following amounts to be transferred to the State Economic Enhancement and Development (SEED) Trust Fund from the STTF portion of documentary stamp tax revenues: $50 million in FY 2012-13, $65 million in FY 2013-14, and $75 million every fiscal year thereafter.
- ***2014*** – The percentage of Documentary Stamp Tax is lowered from 38.2 percent to 24.18442 percent.
- ***2015*** – Revenue Estimating Conference estimated $271.3 million in distributions of documentary stamp revenue to the STTF for FY 2015-16 and $297.0 million for FY 2016-17.

- ***2021*** – Legislation passed reduced the percentage of documentary stamp tax revenue available to STTF from 24.18442% to 20.5453% with a cap of $466.75 million down from $541.75 million.

These estimates are net of the SEED transfers mentioned above.

Funding Estimates

FDOT developed a new long range revenue forecast in July 2018, Revenue Forecasting Guidebook. The forecast is based upon Federal, State, and Turnpike revenues that flow through the FDOT Work Program. Florida's MPOs are encouraged to use these estimates and guidance for their long range plans. FDOT has developed metropolitan estimates from the 2045 Revenue Forecast for certain capacity programs for each MPO.

State Funding Programs

- ***SIS Highway Construction and Right-of-Way (ROW)*** – Provides funds for construction, improvements, and associated ROW on the State Highway System (SHS) roadways that are designated as part of the SIS.
- ***Other Arterials (OA) Construction and ROW*** – Provides funds for construction, improvements, and associated ROW on the SHS roadways that are not designated as part of the SIS. OA revenues include additional funding for the Economic Development Program and the County Incentive Grant Program.
- ***Districtwide State Highway System (SHS) Operations and Maintenance (O&M) Funds*** – Provide financial assistance to activities to support and maintain transportation infrastructure once it is constructed and in place. Districtwide estimates were provided by FDOT.
- ***Transportation Management Area (TMA) Funds*** – Federal funds distributed to an urbanized area with a population greater than 200,000, as designated by the U.S. Census Bureau following the decennial census.
- ***Transportation Alternatives (TA) Funds*** – TA program includes TALU – estimates of TA funds allocated for TMAs; TALL – estimates of funds for areas with population under 200,000; and TALT – for any areas of the state.
- ***Transportation Regional Incentive Program (TRIP) Funds*** – Encourage regional planning and coordination by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. TRIP will fund up to 50 percent of project costs. FDOT has developed estimates of TRIP funds for each District; the estimates are based on statutory direction for allocating TRIP funds.
- ***State New Starts Transit Funds*** – Funds are from the transportation proceeds of the Documentary Stamp Tax. Annually, 10% of the transportation proceeds is allocated for major new transit capital projects in metropolitan areas.
- ***FDOT Transit Funds*** – Provide technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- ***Florida's Turnpike Enterprise (FTE)*** – The FTE is not a State funding program but part of an agency of the State of Florida. FTE manages a self-supporting operation financed primarily with tolls and concession revenue with no reliance on other FDOT revenues to pay for its operations, maintenance, and debt service.

Table 8-1 summarizes the revenues from the Federal/State funding programs.

Table 8-1. Federal and State Funding Programs (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2035	2036-2045	Total
SIS	Martin	$7.75	-	$12.10	$506.81	**$526.66**
	St. Lucie	$24.46	-	$174.45	-	**$198.91**
	Indian River	-	$50.38	-	-	**$50.38**
	Total Region	**$32.21**	**$50.38**	**$186.55**	**$506.81**	**$775.95**
OA	Martin	$48.97	$59.48	$64.18	$133.54	**$306.17**
	St. Lucie	$74.42	$98.36	$109.04	$229.86	**$511.68**
	Indian River	$49.97	$60.70	$65.49	$136.27	**$312.43**
	Total Region	**$173.36**	**$218.54**	**$238.71**	**$499.67**	**$1,130.28**
TMA[1]	Martin	$9.73	$9.73	$9.73	$19.45	**$48.64**
	St. Lucie	$20.68	$20.68	$20.68	$41.35	**$103.39**
	Indian River	-	-	-	-	-
	Total Region	**$30.41**	**$30.41**	**$30.41**	**$60.80**	**$152.03**
TA	Martin	$0.86	$0.86	$0.86	$1.71	**$4.29**
	St. Lucie	$1.67	$1.67	$1.67	$3.34	**$8.35**
	Indian River	$1.90	$1.90	$1.90	$3.80	**$9.50**
	Total Region	**$4.43**	**$4.43**	**$4.43**	**$8.85**	**$22.14**
TRIP	**District 4[2]**	**$28.90**	**$43.10**	**$47.90**	**$98.20**	**$218.10**
Transit	Martin	$15.23	$19.21	$21.03	$43.82	**$99.29**
	St. Lucie	$30.81	$38.85	$42.55	$88.64	**$200.85**
	Indian River	$15.14	$19.10	$20.91	$43.57	**$98.72**
	Total Region	**$61.18**	**$77.16**	**$84.49**	**$176.03**	**$398.86**

[1] TMA funds are based on 32/68 split between Martin MPO and St. Lucie TPO. Indian River County is not designated as a TMA.
[2] TRIP funds are districtwide, District 4.

Local Revenues

Local revenue sources also play a role in funding transportation investments in the Treasure Coast region. Local sources are identified in each M/TPO's individual LRTP and include the following. **Table 8-2** summarizes the revenues from the local funding programs.

- ***State-Collected Motor Fuel Taxes (FT) Distributed to Local Governments*** – Represents a major portion of local transportation revenues.
  - Martin County has the following FT; 1st Local Option Fuel Tax (6 cents), 2nd Local Option Fuel Tax (5 cents), 9th Cent (1 cent), Constitutional (2 cents), and County (1 cent).
  - St. Lucie County has the following FT: Constitutional Gas Tax (2 cents), County (1 cent), 9th Cent (1 cent), and local option fuel tax (LOFT) (12 cents) and 3 cents of State fuel tax for local use.
  - Indian River County has the following FT: County Fuel Tax, Constitutional Fuel Tax, 6-cent Local Option Gas Tax, 9th Cent Fuel Tax, Infrastructure Sales Tax, and General Fund for Transportation.
- ***Transportation Impact Fees (TIF)*** – Assessed on new development to provide a portion of the revenue needed for the addition and expansion of local roadway facilities that are necessary to accommodate travel demand from new development.
- ***Local Transit Funds*** – Each county has different local transit funds.
  - Martin County's transit is based upon General Fund (Fiscal Year 2020 Adopted Budget, Martin County. The 2020-2029 TDP includes General Funds in the amount of $756,000 per year based on the Proposed FY 2020 Martin County Budget.
  - St. Lucie County has the Transit Municipal Services Taxing Unit (MSTU), which is a local property tax which generates funding for fixed-route bus service. The mileage rate of the Transit MSTU has not increased since 2022. The 2020 St. Lucie County Transportation Disadvantaged Service Plan (TDSP) notes that funding for transportation services has not kept up with the ever-increasing travel demand.
  - Indian River County has GoLine local transit revenues

Table 8-2. Local Total Revenues (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2035	2036-2045	Total
FT	Martin	$31.39	$32.67	$34.00	$72.21	**$170.27**
	St. Lucie	-	-	-	-	-
	Indian River	$17.47[2]	$91.76	$99.13	$220.36	**$428.73**
	Total Region	**$48.86**	**$124.43**	**$133.13**	**$292.57**	**$599.00**
TIF	Martin	$5.10	$5.36	$5.63	$12.14	**$28.23**
	St. Lucie	-	-	-	-	-
	Indian River	$2.93[2]	$16.07	19.07	$50.43	**$88.50**
	Total Region	**$8.03**	**$21.43**	**$24.70**	**$62.57**	**$116.73**
Transit	Martin[1]	$5.37	$5.4	$6.16	$16.02	**$32.95**
	St. Lucie	-	-	-	-	-
	Indian River	$1.25[2]	$6.58	$7.09	$15.72	**$30.65**
	Total Region	**$6.62**	**$11.98**	**$13.25**	**$31.74**	**$63.60**

[1] The Local Transit Fund is based upon the General Fund and Marty – Farebox Revenue.
[2] Funds are shown in 2025.

Potential Additional Funding Sources

Given increasing transportation construction costs and operations and maintenance (O&M) costs along with expected decreases in gas tax revenues, the Treasure Coast counties face challenging decisions regarding the funding of transportation needs. The M/TPOs of the Treasure Coast have identified potential alternative revenue sources that may fund unmet transportation needs.

Discretionary Grants

Discretionary grants are administered by FHWA and FTA through various offices of the agency. These discretionary programs represent special funding categories where the federal agency solicits for candidate projects and selects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by regulation or administratively.

Developer Funding

Developer funding is part of local government development agreements for projects that will be built or paid for by the responsible party.

Public-Private Partnerships

Public-private partnerships (P3s) are contractual agreements formed between a public agency and a private sector entity that allow for greater private sector participation in the delivery of and financing of transportation projects. Typically, this participation involves the private sector taking on additional project risks, such as design, construction, finance, long-term operation, and traffic revenue. It is important to note that P3s are a procurement option, not a revenue source. Although P3s may increase financing capacity and reduce costs, public agencies must still identify a funding source to pay its share of the costs.

Shared-Use Nonmotorized (SUN) Trail

The Florida Shared-Use Nonmotorized (SUN) Trail is a funding program to develop a statewide system of paved non-motorized trails as a component of the FGTS. Funding comes from the redistribution of new vehicle tag revenues, which provides $25 million annually to SUN Trail projects. In order to be eligible for funding, the individual trails must meet the four eligibility criteria. In addition to the eligibility criteria, there are selection criteria that if met will help the projects advance more quickly.

- Project is a paved component of the FGTS Priority Land Trail Network.
- Project is identified as a priority by the applicable jurisdiction.
- Project has an entity formally committed to operation and maintenance.
  Project is consistent with the applicable comprehensive plan or the long-term management plan.

Chapter 9 – Conclusions

The 2045 Treasure Coast RLRTP offers a vision for the regional multimodal transportation network that takes into account the demand of facilities roadway, transit, freight, bicycle, and pedestrian facility needs. This plan highlights the regional priority projects and offers a responsible framework for sustaining and enhancing the current transportation system.

The first step toward creating a transportation system that supports important regional traffic patterns in an accessible, effective, and safe way is developing and adopting the 2045 RLRTP. This plan is meant to be considered as a dynamic document that may be modified as it is put into practice. Project additions, priority rankings modifications based on new information, changes resulting from new or updated federal legislation or regulations are just a few of the adjustments that could be made. For any revisions to the plan, the TCTAC and TCTC processes should be used for regional planning coordination for the Treasure Coast.

Appendix A

Regional Prioritization Projects

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Bouleva	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
Indian River	CR-512/Sebastian Bouleva	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulev	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulev	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	Aviation Boulevard Extensic	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	US-1 *	SE Seabranch Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
Martin	SW Martin Downs Bouleva	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Martin	CR-713/High Meadows Ave	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Li	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Martin	Willoughby Boulevard Exte	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharlys Street to SE Seabranch Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boule	Non-Motorized	destrian Enhancement/Bicycle Faci	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2

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Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Martin	Lake Okeechobee Scenic T	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Lir	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
Martin	US-98/SR-15 / SW Conner	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
Martin/St. Lucie	Turnpike Express Bus Rout	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin/St. Lucie	Tri-Rail Extenstion	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River Count	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0..2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
St. Lucie	North-Mid County Connecto	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	North-Mid County Connecto	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connecto	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
St. Lucie	Airoso Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	SE Seabranch Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Bouleva	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
Martin	SW Martin Downs Bouleva	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
Indian River	CR-512/Sebastian Bouleva	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Martin	CR-713/High Meadows Ave	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Martin/St. Lucie	Turnpike Express Bus Rout	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin/St. Lucie	Tri-Rail Extenstion	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulev	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulev	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Li	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2

Prioritized Needs Projects (Overall Score)

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Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Martin	Willoughby Boulevard Exte	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharlys Street to SE Seabranch Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boule	Non-Motorized	destrian Enhancement/Bicycle Faci	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River Count	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0..2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Indian River	Aviation Boulevard Extensic	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
St. Lucie	North-Mid County Connecto	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Martin	Lake Okeechobee Scenic T	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Lir	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3

Prioritized Needs Projects (Overall Score)

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Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	North-Mid County Connecto	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connecto	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
Martin	US-98/SR-15 / SW Conner	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
St. Lucie	Airoso Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Prioritized Needs Projects (Roadways, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	SE Seabranch Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Bouleva	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
Martin	SW Martin Downs Bouleva	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
Indian River	CR-512/Sebastian Bouleva	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Martin	CR-713/High Meadows Ave	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulev	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Indian River	26th Street/Aviation Boulev	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2

Prioritized Needs Projects (Roadways, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Martin	Willoughby Boulevard Exte	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0..2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
Indian River	Aviation Boulevard Extensi	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
St. Lucie	North-Mid County Connecto	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	North-Mid County Connecto	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connecto	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	destrian Enhancement/Bicycle Faci	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Li	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharlys Street to SE Seabranch Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boule	Non-Motorized	destrian Enhancement/Bicycle Faci	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River Count	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Indian River	26th Street/Aviation Boulev	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Martin	Lake Okeechobee Scenic T	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Lir	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
Martin	US-98/SR-15 / SW Conner	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
St. Lucie	Airoso Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Prioritized Needs Projects (Transit, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
Martin/St. Lucie	Turnpike Express Bus Rout	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin/St. Lucie	Tri-Rail Extenstion	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2

* Denotes Project on State Road System
** Denotes Project Partially on State Road System

Appendix B

Freight Prioritization Criteria

Freight Prioritization Worksheet

Prioritizing roadway needs based on freight movement.

1- Truck Traffic

Truck Percentage _____ Total Truck AADT _____

_____

Truck Traffic - 40 Points			
Percentage (20 pts)	***1-20 pts***	***Volume (20 pts)***	***1-20 pts***
≥30%	20 pts	>10,000	20 pts
25-29%	19 pts	9,501-10,000	19 pts
21-24%	18 pts	9,001-9,500	18 pts
18-20%	17 pts	8,501-9,000	17 pts
16-17%	16 pts	8,001-8,500	16 pts
15%	15 pts	7,501-8,000	15 pts
14%	14 pts	7,001-7,500	14 pts
13%	13 pts	6,501-7,000	13 pts
12%	12 pts	6,001-6,500	12 pts
11%	11 pts	5,501-6,000	11 pts
10%	10 pts	5,001-5,500	10 pts
9%	9 pts	4,501-5,000	9 pts
8%	8 pts	4,001-4,500	8 pts
7%	7 pts	3,501-4,000	7 pts
6%	6 pts	3,001-3,500	6 pts
5%	5 pts	2,501-3,000	5 pts
4%	4 pts	2,001-2,500	4 pts
3%	3 pts	1,501-2,000	3 pts
2%	2 pts	1,001-1,500	2 pts
1%	1 pts	<1,000	1 pt

Truck Percent Score (1-20) _____
Truck Volume Score (1-20) _____
"Truck Traffic" Total Score (1-40) _____

2- Truck Activity Centers (located within 0.5-mile distance)

Number of Transportation businesses (threshold 10 employees or more): _____

Number of Manufacturing businesses (threshold 20 employees or more): _____

Number of Retail/Restaurant businesses (threshold 50 employees or more): _____

Total Number of Establishments: _____

Truck Activity Centers - 25 Points	
Number of Establishments	***1-25 pts***
> 30	25 pts
27-29	24 pts
24-26	23 pts
22-23	22 pts
21	21 pts
20	20 pts
…	… pts
1	1 pts

"Truck Activity Center" Score (1-25): _____

3- Type of Project. The projects were categorized into the following groups: Infrastructure, Operational/Technology, and Regulatory/Institutional/Other. "Infrastructure" includes projects that increase current capacity on a given corridor. "Operational/Technology" includes projects that streamline traffic flow without increasing capacity. "Regulatory/Institutional/Other" includes projects related to policies and regulations, or projects that could not be categorized into the two preceding categories.

Type of Projects - 15 Points	
Infrastructure	***5-15 pts***
Adding lanes/New roadways	15 pts
Improving Interchanges	10 pts
Improving Intersections	5 pts
Operational/Technology	***3-10 pts***
Intelligent Transportation Systems	10 pts
Geometric/Traffic Improvements	8 pts
Congestion Management	3 pts
Regulatory/Institutional/Other	***5 pts***

"Type of Project" Score: _____

4- Facility Type. This identifies the roadway classification of the corridor or arterial that the project will occur on.

Facility Type - 10 Points	
SIS Corridor	10 pts
SIS Connector	8 pts
Other Principal Arterial	4 pts
Other Minor Arterial	2 pts

"Facility Type" Score: _____

5- Intermodal Connectivity. This identifies whether a project improves access to an intermodal facility.

Intermodal Connectivity - 10 Points	
Connectivity to an intermodal facility	10 pts
None	0 pts

"Intermodal Connectivity" Score: _____

Total Project Score (out of 100): _____

Appendix C

Public Involvement
Fact Sheet

2045 Treasure Coast Regional Long Range Transportation Plan

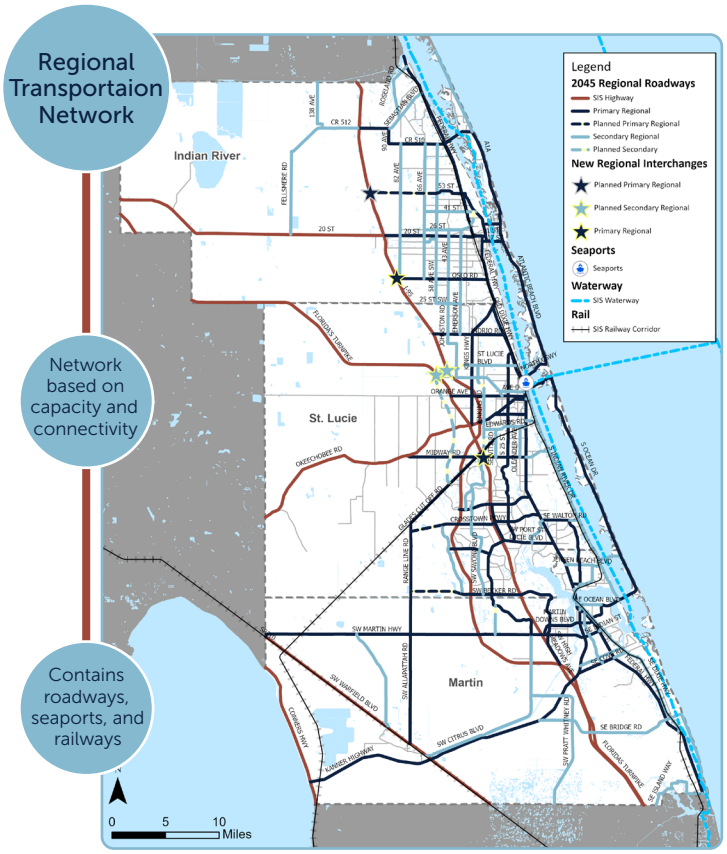
Martin, St. Lucie, and Indian River Counties

What is the RLRTP?

The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and gathers the transportation-related projects identified in the individual 2045 LRTP's from Martin, St. Lucie, and Indian River counties to create one long-term transportation plan for the future. The 2045 RLRTP will ensure connectivity and continuity between facilities throughout the counties, well integrated with land use, to meet community/county level and regional level transportation needs.

Integrating Local Visions

Analyzing the needs and priority projects from each county's LRTP ensures connectivity and seamless transitions between counties and contributes to a unified vision for the Treasure Coast.



Goals of the RLRTP

The following goals are based on a review of goals and objectives from the individual county 2045 LRTP's, where concepts of regional significance that may not have been the focus of the 2045 LRTPs were analyzed and incorporated to form a set of regional transportation goals that will guide future initiatives and transportation projects within the Treasure Coast Region.

Goal 1

Provide a safe, connected, and efficient multimodal transportation system for the regional movement of people and goods.

Goal 2

Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.

Goal 3

Protect the region's natural and social environment while minimizing adverse community impacts.

Goal 4

Conduct coordinated regional planning and decision-making that improves transportation options for the region.

Goal 5

Protect and enhance the unique quality of life in the Treasure Coast region.

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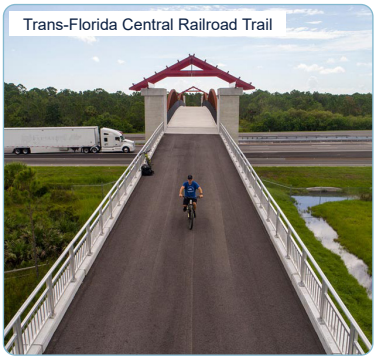
2045 Treasure Coast Regional Long Range Transportation Plan

Martin, St. Lucie, and Indian River Counties

Key Regional Facilities

Identifying key intermodal facilities in the Treasure Coast Region is a major component of the RLRTP. Regional intermodal facilities indicate areas of frequent transportation activity that provide critical connections to major destinations and/or multimodal facilities. Improving these facilities is critical to advancing the multimodal goals of the region.



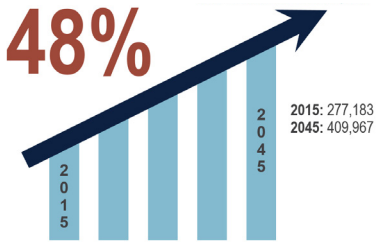
Benefits of the RLRTP

- Consistent multimodal transportation plan
- Increased mobility
- Safety coordination
- Advances sustainable transportation modes
- Streamlined implementation
- Clearly prioritized projects

Regional Trends

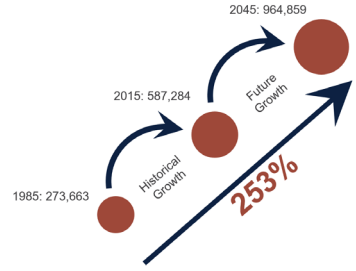
Population and employment trends help gauge the future demand on all modes of transportation. Shown to the right are future employment and population projections. A breakdown of commuting trends to work by multiple forms of travel are displayed below.

Est. Employment Growth 2015-2045



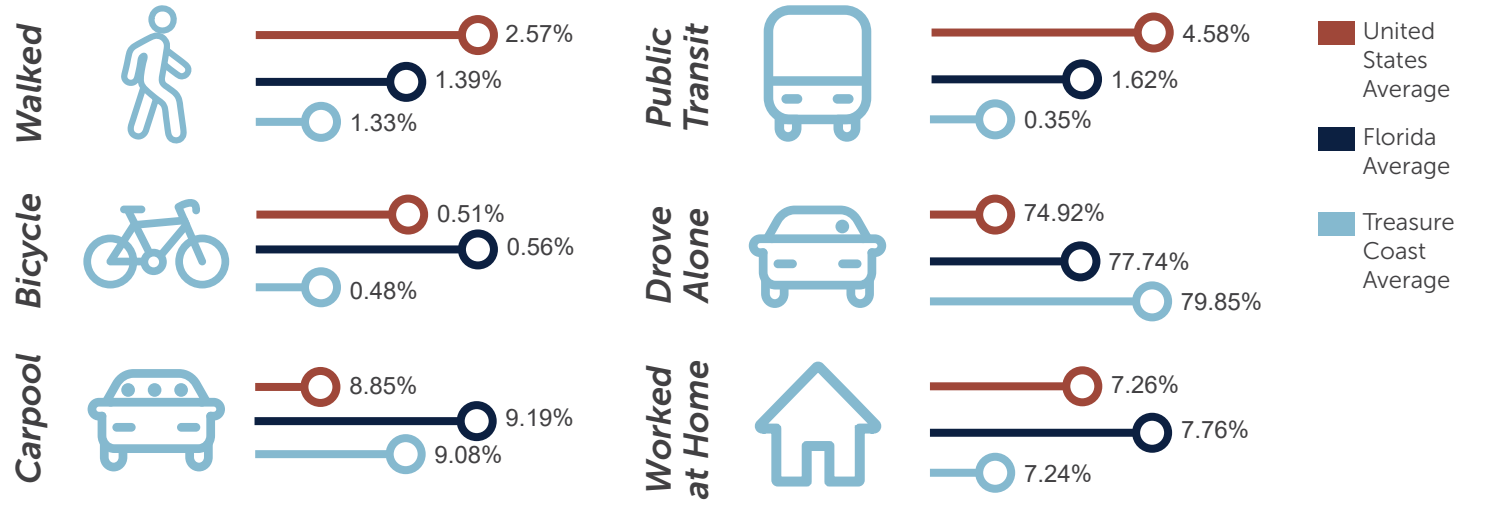
Source: Treasure Coast 2045 Zonal Data Projections

60-Year Population Growth Trends



Source: U.S. Census Bureau

How do we get to work?



Source: 2015-2020 American Community Survey 5-Year Estimates

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Appendix D

Online Regional Roadway and Needs Map-
https://tinyurl.com/tc2045map

MARTIN MPO
Metropolitan Planning Organization

INDIAN RIVER COUNTY FLORIDA
MPO
Indian River County

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