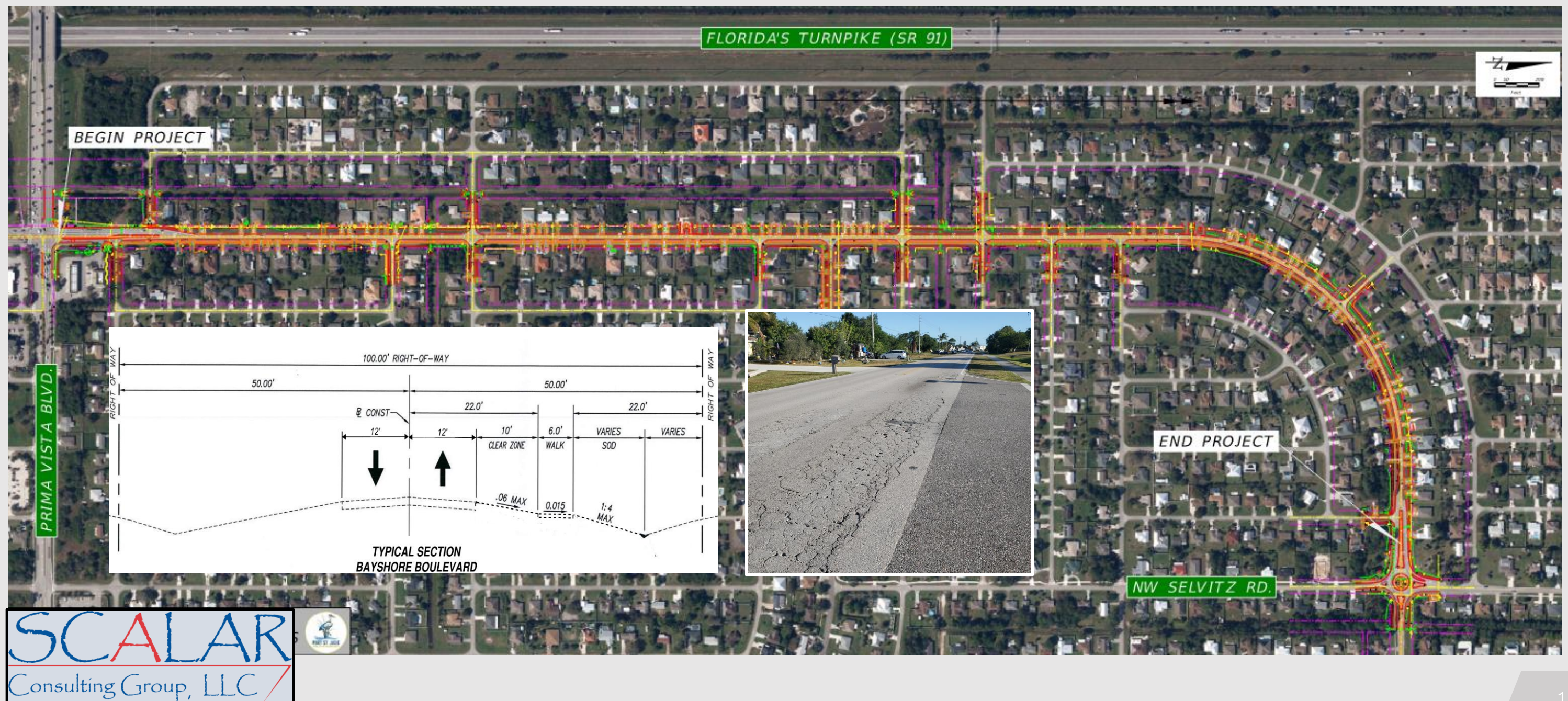




- Project Limits - from Prima Vista Blvd. to Selvitz Road Roundabout (1.3 miles)
 - Existing 2-lane road w/100-foot Right of Way
 - Existing 6-foot sidewalk on east side only





- Project Goals & Objectives Include:
 - Address mobility needs for all users; Complete streets concept
 - Evaluate & address traffic capacity & safety along corridor
 - Evaluate & address pavement condition (ongoing maintenance)
- Major Project Tasks:
 - Data Collection & Evaluation
 - Survey, geotechnical information, SUE, environmental review
 - Traffic & Safety studies
 - Widening Feasibility Study – *Identify / Recommend alternative to address traffic demand.*
 - 2-Lane Divided (raised median / turn lanes)
 - 4-Lane Divided Options
 - Preliminary & Final Design Documents

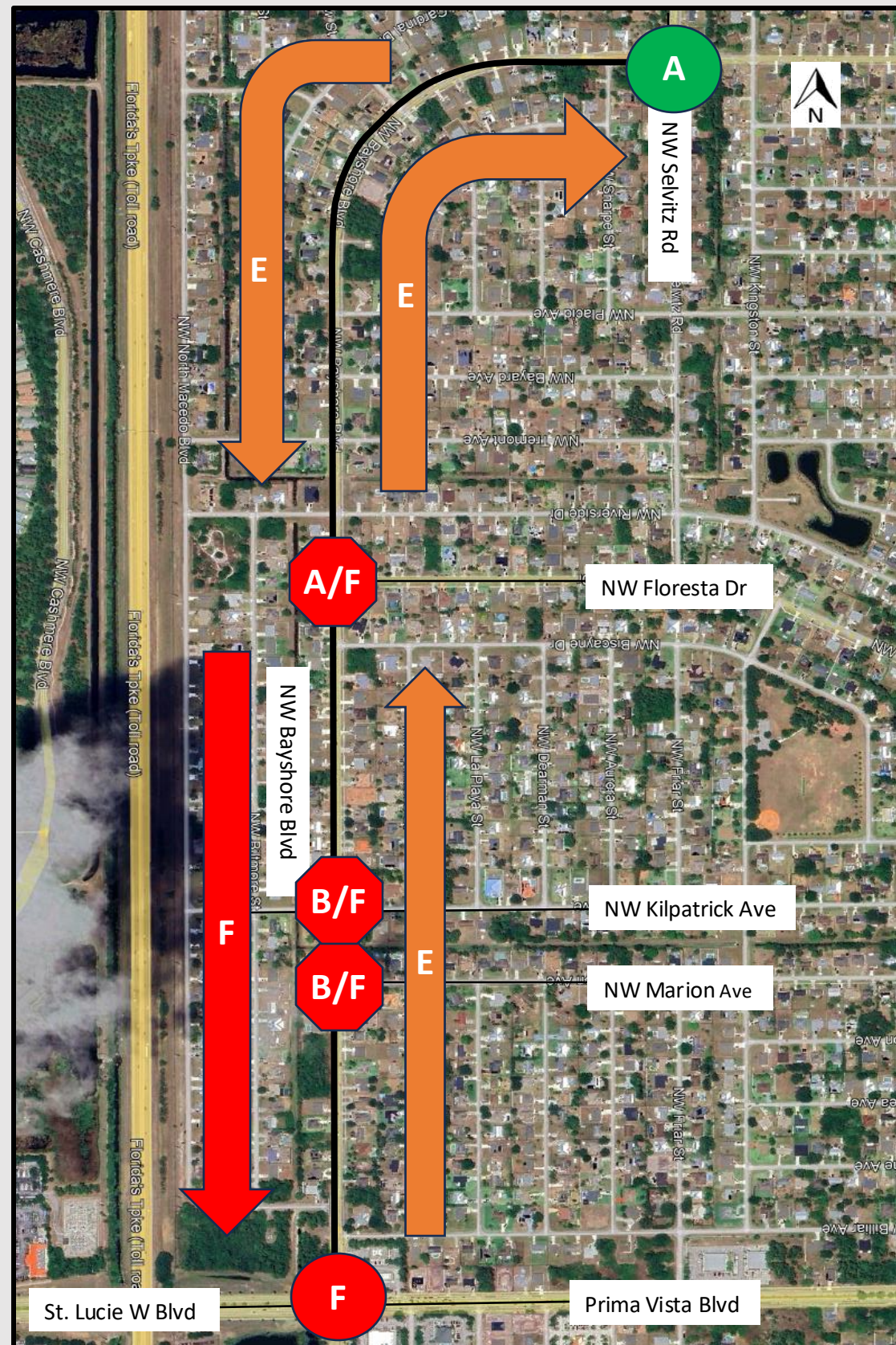


Our Vision: To redevelop the Bayshore Boulevard corridor utilizing practical design solutions - in partnership with the City of Port St. Lucie and the local community.

Traffic Evaluation – Existing Level of Service (LOS)

Bayshore Boulevard Corridor Improvements

From Prima Vista to NW Selvitz Road



2024 Existing Intersection Level of Service (LOS)

| Intersection | AM Peak | PM Peak |
|--------------------------------------|---------|---------|
| NW Bayshore Blvd & Prima Vista Blvd | F | F |
| NW Bayshore Blvd & NW Marion Ave | A/D | B/F |
| NW Bayshore Blvd & NW Kilpatrick Ave | B/F | B/F |
| NW Bayshore Blvd & NW Floresta Dr | A/E | A/F |
| NW Bayshore Blvd & NW Selvitz Rd | A | A |

2024 Existing Roadway Level of Service (LOS)

| Roadway | From | To | AM Peak | | PM Peak | |
|------------------|------------------|----------------|---------|-------|---------|-------|
| | | | NB/EB | SB/WB | NB/EB | SB/WB |
| NW Bayshore Blvd | Prima Vista Blvd | NW Floresta Dr | D | F | E | E |
| | NW Floresta Dr | NW Selvitz Rd | D | E | E | E |
| | | | | | | |



Timeframe:
January 2020- October 28, 2024

- 2 Fatalities**
- 1. Pedestrian Running Across the Road
 - 2. Motorcycle lost control (Off-Road Tires) (No Helmet)

Alcohol Related – Not Significant (1.1%)

| Year | Number of Crashes |
|-------|-------------------|
| 2020 | 68 |
| 2021 | 93 |
| 2022 | 61 |
| 2023 | 118 |
| 2024 | 81 |
| Total | 421 |

| Crash Type | Percent | Average |
|--------------------------|---------|---------|
| Same Direction Sideswipe | 15% | 12.6 |
| Unknown | 2% | 1.4 |
| Rear End | 49% | 41.0 |
| Other | 5% | 3.8 |
| Left Leaving | 1% | 1.2 |
| Left Entering | 1% | 1.0 |
| Opposing Sideswipe | 1% | 0.8 |
| Right Angle | 7% | 6.2 |
| Parked Vehicle | 2% | 2.0 |
| Single Vehicle | 3% | 2.4 |
| Backed Into | 3% | 2.2 |
| Right/Through | 3% | 2.6 |
| Bicycle | 1% | 0.6 |
| Head On | 1% | 1.2 |
| Off Road | 2% | 1.8 |
| Rollover | 1% | 1.0 |
| Right/U-Turn | 0% | 0.2 |
| Left Rear | 1% | 1.2 |
| Pedestrian | 1% | 0.6 |
| Right/Left | 0% | 0.4 |
| Total | 100% | 84.2 |

| CRASH CONDITIONS | | | |
|--------------------|---------------|-------------------------|-----|
| Severity | | No Injury | 77% |
| | | Injury | 21% |
| | | Serious Injury | 1% |
| | | Fatality | 0% |
| Lighting Condition | Daylight | | 78% |
| | Dusk/ Dawn | Dusk | 4% |
| | | Dawn | |
| | Dark | Dark - Lighted | 18% |
| | | Dark - Not Lighted | |
| | | Dark - Unknown Lighting | |
| | Unknown | | 0% |
| Surface Condition | | Dry | 88% |
| | | Wet | 12% |
| | | Unknown | 0% |
| Peak Times | | 12-7 PM | 57% |
| Peak Month | | March | 12% |



A

Free Flow



Speed: At or above speed limit

- Density:** Very low
- Driver Comfort:** High freedom to maneuver
- Delay:** None or negligible

B

Stable Flow



Speed: High

- Density:** Light
- Driver Comfort:** Slightly limited maneuverability
- Delay:** Minimal

C

Stable, But
Restricted
Flow



Speed: Acceptable, but starts to decline

- Density:** Moderate
- Driver Comfort:** Maneuverability noticeably limited
- Delay:** Moderate

D

Approaching
Unstable Flow



Speed: Declining, with frequent slowing

- Density:** High
- Driver Comfort:** Reduced; stressful conditions
- Delay:** High, especially at signals

E

Unstable
Flow



Speed: Low and inconsistent

- Density:** Very high
- Driver Comfort:** Poor; constant disruptions
- Delay:** Very high

F

Breakdown
Flow



Speed: Near-zero

- Density:** Jammed conditions
- Driver Comfort:** Very poor; stop-and-go or gridlock
- Delay:** Extreme



No-Build Intersection Level of Service (LOS)

| Intersection | | AM Peak | | | PM Peak | | |
|--------------------------------------|-----------------|---------|------|------|---------|------|------|
| | | 2030 | 2040 | 2050 | 2030 | 2040 | 2050 |
| NW Bayshore Blvd & Prima Vista Blvd | | F | F | F | F | F | F |
| NW Bayshore Blvd & NW Marion Ave | | A/D* | A/F* | B/F* | B/F* | B/F* | B/F* |
| NW Bayshore Blvd & NW Kilpatrick Ave | | B/F* | B/F* | B/F* | B/F* | B/F* | B/F* |
| NW Bayshore Blvd & NW Floresta Dr | Stop Controlled | A/F* | A/F* | B/F* | A/F* | B/F* | B/F* |
| | Signalized | - | - | - | - | - | - |
| | Roundabout | - | - | - | - | - | - |
| NW Bayshore Blvd & NW Selvitz Rd | | A | A | A | A | A | B |

* Note: A/C = Major Street Left-Turn LOS/Minor Street Approach LOS

No-Build Roadway Level of Service (LOS)

| Roadway | From | To | AM Peak | | | | | | PM Peak | | | | | |
|------------------|------------------|----------------|---------|-------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|
| | | | 2030 | | 2040 | | 2050 | | 2030 | | 2040 | | 2050 | |
| | | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB |
| NW Bayshore Blvd | | | | | | | | | | | | | | |
| | Prima Vista Blvd | NW Floresta Dr | D | F | E | F | E | F | F | F | F | F | E | F |
| | NW Floresta Dr | NW Selvitz Rd | D | F | E | F | E | F | E | F | F | F | E | F |
| | | | | | | | | | | | | | | |



3-Lane Intersection Level of Service (LOS)

| Intersection | | AM Peak | | | PM Peak | | |
|--------------------------------------|-----------------|---------|------|------|---------|------|------|
| | | 2030 | 2040 | 2050 | 2030 | 2040 | 2050 |
| NW Bayshore Blvd & Prima Vista Blvd | | E | F | E | E | E | F |
| NW Bayshore Blvd & NW Marion Ave | | A/C* | A/C* | B/D* | B/D* | B/D* | B/F* |
| NW Bayshore Blvd & NW Kilpatrick Ave | | B/D* | B/F* | B/F* | B/E* | B/F* | B/F* |
| NW Bayshore Blvd & NW Floresta Dr | Stop Controlled | A/D* | A/D* | B/D* | A/D* | B/D* | B/D* |
| | Signalized | A | B | C | A | B | C |
| | Roundabout | B | D | F | B | D | F |
| NW Bayshore Blvd & NW Selvitz Rd | | A | A | A | A | A | B |

* Note: A/C = Major Street Left-Turn LOS/Minor Street Approach LOS

3-Lane Roadway Level of Service (LOS)

| Roadway | From | To | AM Peak | | | | | | PM Peak | | | | | |
|------------------|----------------|----------------|---------|-------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|
| | | | 2030 | | 2040 | | 2050 | | 2030 | | 2040 | | 2050 | |
| | | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB |
| NW Bayshore Blvd | Prima Vista | NW Floresta Dr | D | E | D | F | E | F | E | E | E | F | E | F |
| | NW Floresta Dr | NW Selvitz Rd | D | E | D | F | D | F | D | E | E | E | D | F |
| | | | | | | | | | | | | | | |



4-Lane Intersection Level of Service (LOS)

| Intersection | | AM Peak | | | PM Peak | | |
|--------------------------------------|-----------------|---------|------|------|---------|------|------|
| | | 2030 | 2040 | 2050 | 2030 | 2040 | 2050 |
| NW Bayshore Blvd & Prima Vista Blvd | | E | E | E | E | E | E |
| NW Bayshore Blvd & NW Marion Ave | | A/B* | A/B* | A/B* | A/B* | A/B* | A/C* |
| NW Bayshore Blvd & NW Kilpatrick Ave | | B/C* | C/D* | D/E* | B/D* | B/E* | D/F* |
| NW Bayshore Blvd & NW Floresta Dr | Stop Controlled | B/C* | B/C* | B/E* | B/C* | B/D* | B/F* |
| | Signalized | A | A | A | A | A | A |
| | Roundabout | A | A | A | A | A | A |
| NW Bayshore Blvd & NW Selvitz Rd | | A | A | C | A | A | B |

* Note: A/C = Major Street Left-Turn LOS/Minor Street Approach LOS

4-Lane Roadway Level of Service (LOS)

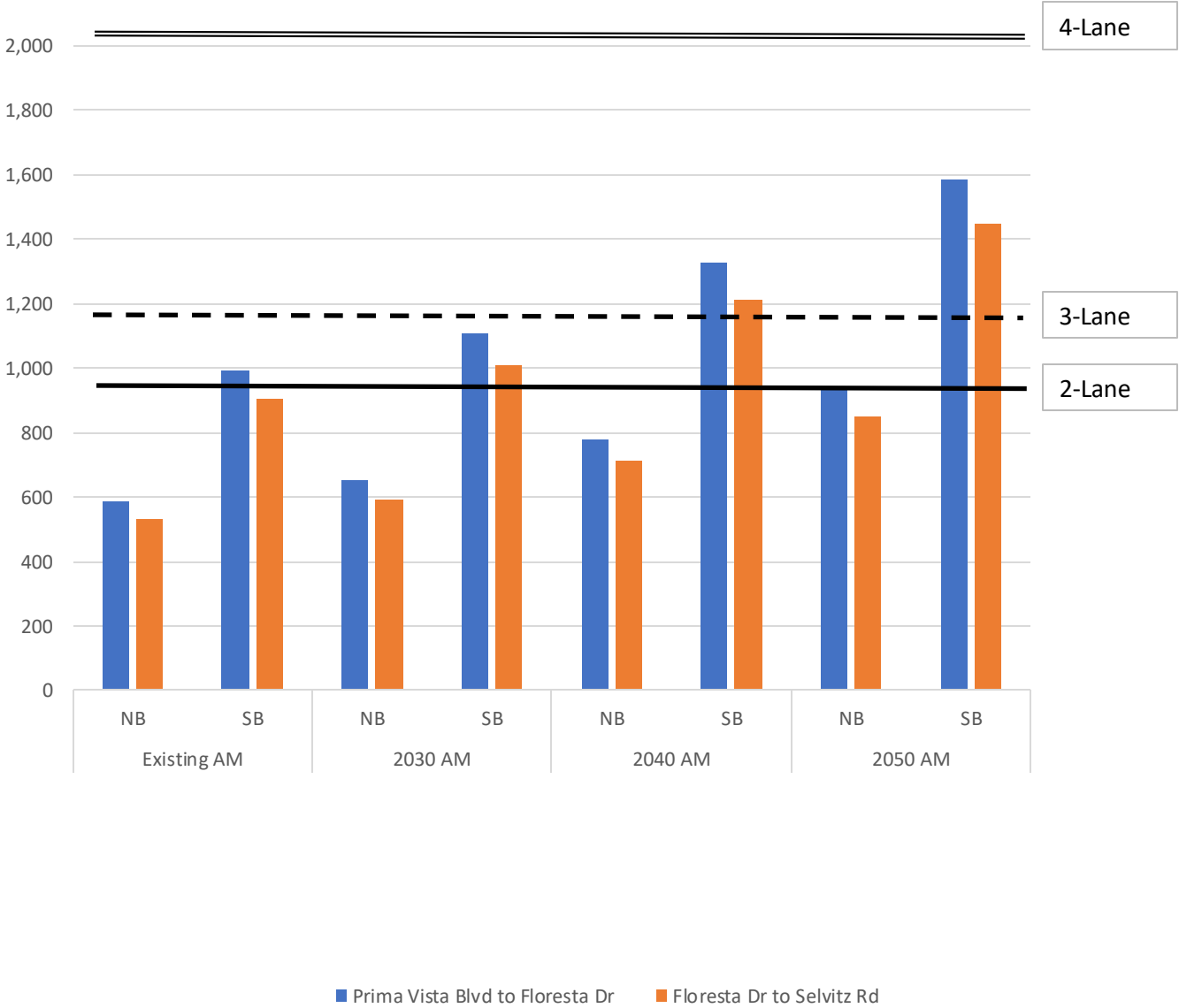
| Roadway | From | To | AM Peak | | | | | | PM Peak | | | | | |
|------------------|------------------|----------------|---------|-------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|
| | | | 2030 | | 2040 | | 2050 | | 2030 | | 2040 | | 2050 | |
| | | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB |
| NW Bayshore Blvd | | | | | | | | | | | | | | |
| | Prima Vista Blvd | NW Floresta Dr | C | C | C | D | C | D | C | C | C | D | C | D |
| | NW Floresta Dr | NW Selvitz Rd | C | C | C | C | C | D | C | C | C | C | C | D |
| | | | | | | | | | | | | | | |

Traffic Evaluation – Volume vs. Capacity Summary

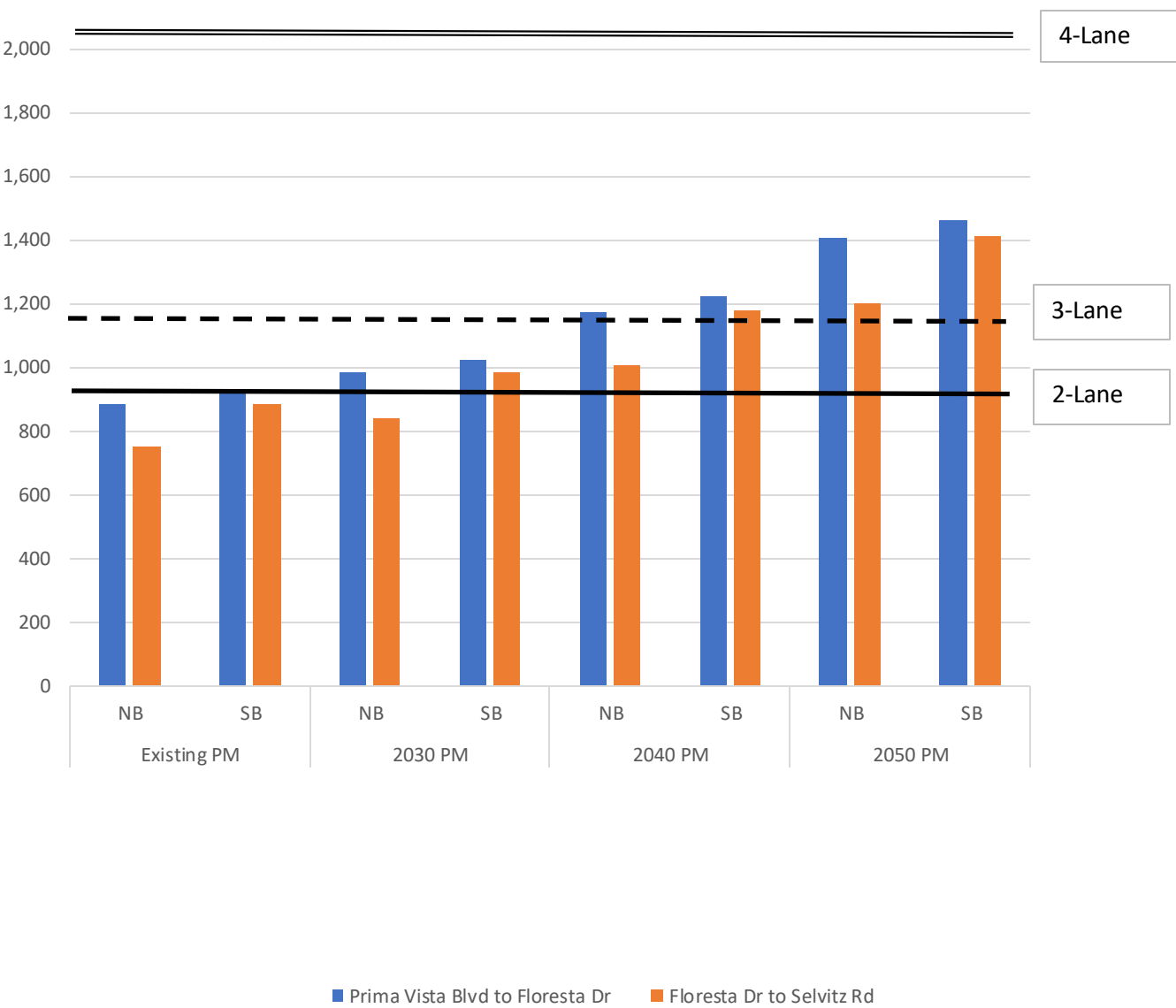
Bayshore Boulevard Corridor Improvements From Prima Vista to NW Selvitz Road



Bayshore Boulevard - AM Peak Hour



Bayshore Boulevard - PM Peak Hour

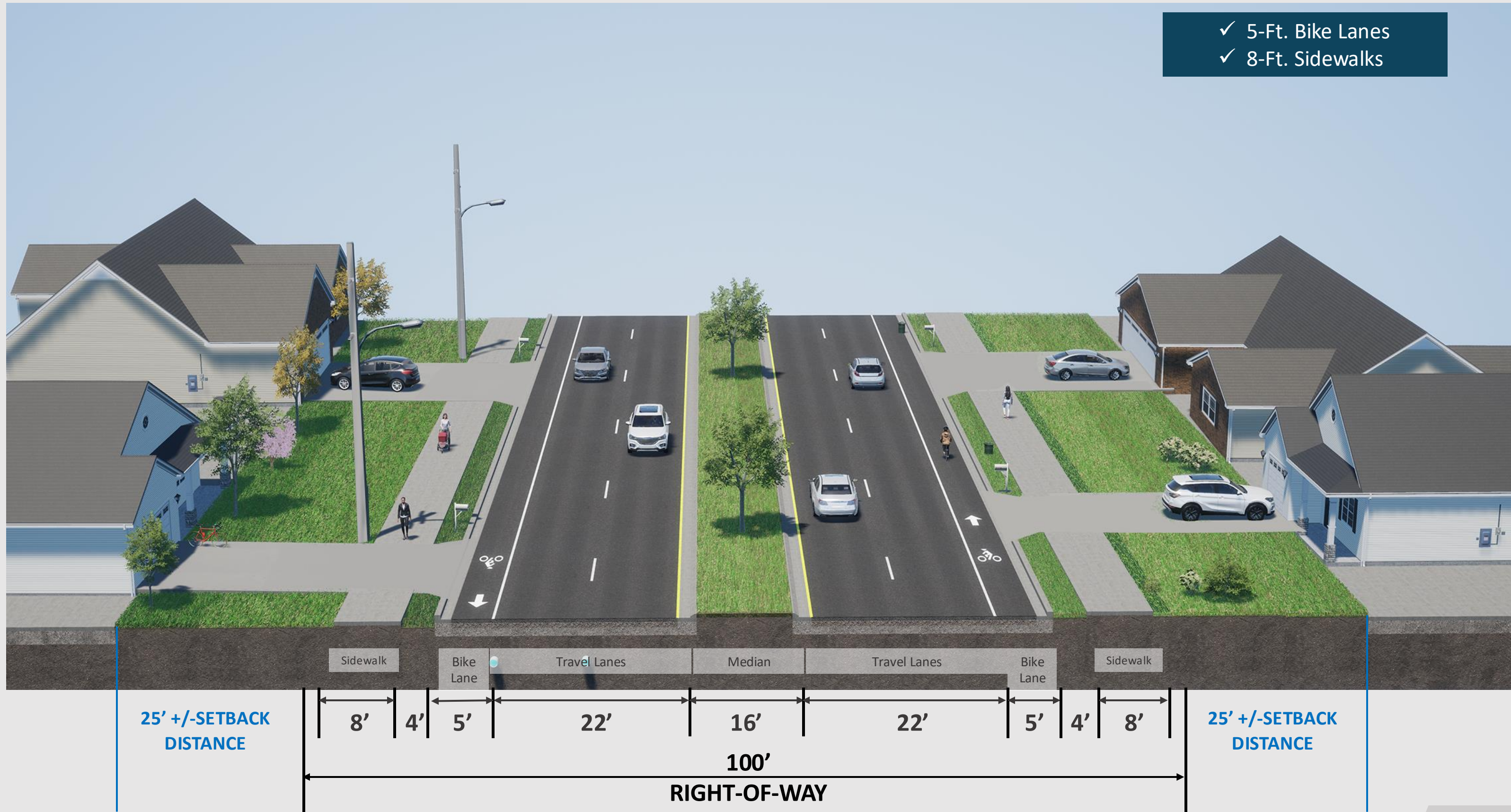


Option 1
4-Lane Typical Section Alternative

Bayshore Boulevard Corridor Improvements
From Prima Vista to NW Selvitz Road



- ✓ 5-Ft. Bike Lanes
- ✓ 8-Ft. Sidewalks



Option 2
4-Lane Typical Section Alternative

Bayshore Boulevard Corridor Improvements
From Prima Vista to NW Selvitz Road

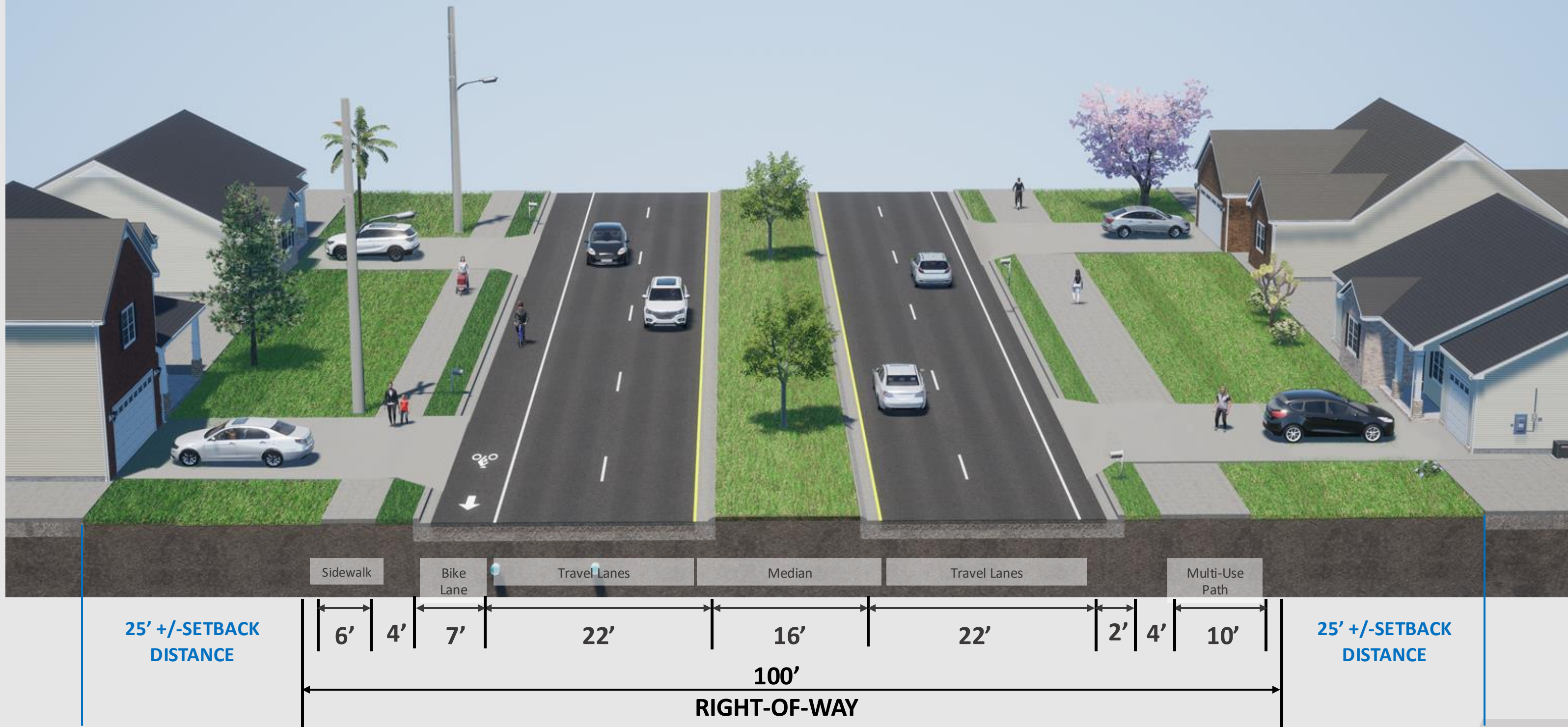


West Side:

✓ 7-ft. Bike / 6-Ft. Sidewalk

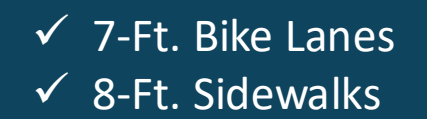
East Side:

✓ 10-Ft. Multi-Use Path



Option 3

From Prima Vista to NW Selvitz Road





4-Lane Typical Section (Options 1 & 2):

- Addresses the multi-modal needs identified for the corridor.
- Provides an adequate Level Of Service (LOS C/D) for year 2050 traffic projections.

3-Lane Typical Section (Option 3):

- Addresses the multi-modal needs identified for the corridor.
- Traffic Level Of Service begins failing (LOS F) in 2040, both on corridor & at side street intersections.



- Next Steps:
 - **Public Meeting (April 29th)**
 - Present Alternatives
 - Solicit Public Comment
 - **City Council Meeting**
 - Complete Feasibility Study w/Recommended Alternative
 - Preliminary & Final Design Plans