

CITY OF FORT PIERCE

Comprehensive Safety Action Plan





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01

PLAN OVERVIEW



WHAT IS OUR COMMITMENT TO CREATING A SAFER TRANSPORTATION SYSTEM?

The City of Fort Pierce is committed to eliminating transportation-related serious injuries and fatalities. This plan is developed to make significant progress towards this goal.

On average, there have been 34 serious injury and fatal crashes a year over the past six years. This translates to an average of over three serious injury and fatal crashes a month over the past six years.

Additionally, these severe crashes create a significant cost burden on the community. Annually serious injury and fatal crashes cost the community \$148 million (or \$405,000 per day) while accounting for just 1.5% of all crashes in the city. Focusing on eliminating the most severe crashes will save lives and money.

The Fort Pierce Comprehensive Safety Action Plan (CSAP) acknowledges that the transportation system that generates these outcomes is the result of decades of investment in development patterns and transportation infrastructure. The work and investment needed to eliminate the most severe crashes will take years.

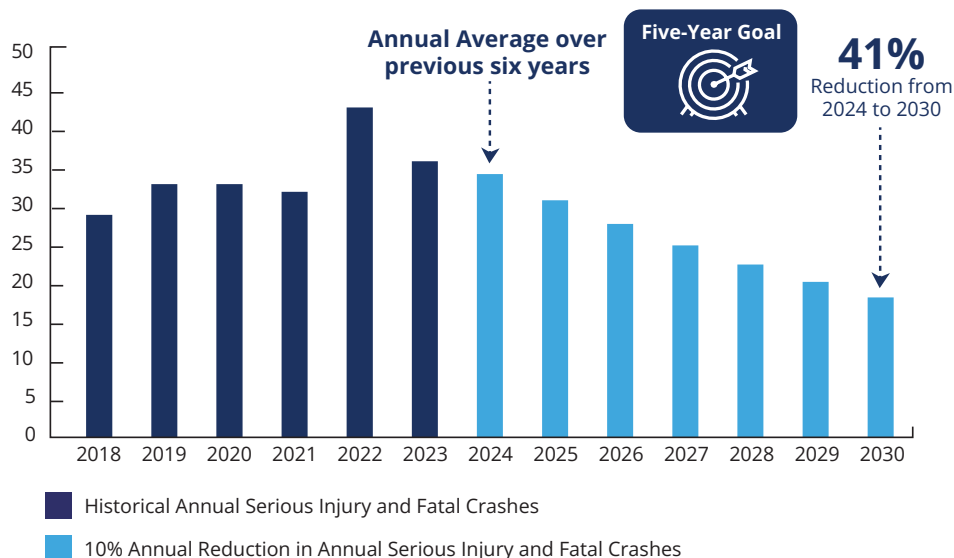
To this end, the City commits to a short-term goal of reducing serious injury and fatal crashes by 41% over the next five years. This goal represents a commitment to reduce serious injury and fatal crashes by 10% a year over the next five years.

The City’s long-term goal is to eliminate serious injury and fatal crashes. This goal represents a commitment to achieving vision zero in alignment with St. Lucie Transportation Planning Organization (TPO) and the Florida Department of Transportation (FDOT) safety goals to eliminate serious injury and fatal crashes.

This plan establishes a shared vision for how people travel safely in the city. To realize this vision, the plan outlines specific actions to be implemented over time. It will also require a multi-faceted approach, consistent funding, and leadership to save lives.








The chart below illustrates City’s short-term commitment and vision.

Annual Serious Injury and Fatal Crash Trend Goal



HOW WILL WE MEASURE PROGRESS?

This plan outlines a way forward with attainable goals to improve transportation safety in Fort Pierce. The goals for this plan were developed by combining a data driven approach to understanding transportation safety trends with community input. And they provide the lens through which future decisions should be made to make it safer to travel in the city. When implemented, the plan will create these key outcomes:

GOAL	WHAT IS THE CHALLENGE?	WHAT DID THE COMMUNITY SAY?	WHAT DOES SUCCESS LOOK LIKE?	Overall Goal
 Save lives with slower vehicle speeds	78% of fatal crashes in Fort Pierce occur on streets with speed limits of 35 mph or higher.	Residents repeatedly voiced concerns about drivers speeding in the city.	When crashes occur, they don't result in serious injury or death.	 <p>Eliminate serious injury and fatal crashes</p>
 Design safer streets	Street design influences crash severity. 72% of serious injury and fatal crashes in the city occur on major roads.	Residents asked for more street designs that make is easier to travel along streets or cross intersections.	People driving drive at or below the posted speed limit, yield to people crossing the street, and follow the rules of the road.	
 Coordinate regional implementation	46% of the serious injury and fatal crashes in Fort Pierce occur on FDOT roadways and 12% occur on St. Lucie County roadways.	Residents regularly shared major roads are the areas they feel most unsafe, and represent barriers between neighborhoods.	The City of Fort Pierce commits to facilitating regional coordination and partnerships in tackling fatal and serious injury crashes in Fort Pierce.	
 Create culture of safety leadership and accountability	46% of the serious injury and fatal crashes in Fort Pierce occur on FDOT roadways and 12% occur on St. Lucie County roadways.	Many people expressed a desire for action in their neighborhoods and see regular and consistent improvements.	Elected officials and department leaders are regularly providing updates and prioritizing investments annually for safety projects, programs, and policy changes.	
 Protect the most vulnerable road users	29% of serious injury and fatal crashes in Fort Pierce involve people walking and biking, yet they account for just 4% of all trips in the city. People outside of vehicles are more vulnerable when involved in crashes.	Many people shared they feel unsafe walking and biking in the city, and shared they would walk and bike more if they felt safer and more protected when doing so.	Comfortable and safe feeling sidewalks and bikeways are built, particularly along major roads to separate people walking and biking from fast moving vehicles.	
 Foster a culture of safe travel	Several of the top contributing factors to serious injury and fatal crashes are the result of inattention to safe behaviors, such as aggressive driving, speeding, distracted driving, and impaired driving.	Residents shared a desire for an increase in traffic enforcement and education campaigns to curb dangerous travel decisions.	Safety enforcement activities and educational programs are conducted regularly to promote safe travel behavior.	

SS4A PROGRAM

This project is funded by the City of Fort Pierce and United States Department of Transportation (USDOT) Safe Streets For All (SS4A) grant program. The *Infrastructure Investment and Jobs Act* (IIJA) established the discretionary grant program with \$5 billion in appropriated funds through fiscal years 2022 to 2026.

The purpose of the program is to reduce and eliminate serious injuries and fatalities on the nation's roadways. This approach supports USDOT's larger *National Roadway Safety Strategy*.

There are two types of grants under the SS4A program. Planning and Demonstration grants provide funding for safety action plans (like this plan for Fort Pierce) and pilot projects to test and measure smaller safety projects. Implementation grants are larger grants to fund projects and programs identified in a safety action plan. With the completion of this plan, the city is eligible to apply for SS4A Implementation grants.

Lastly, the SS4A program requires that specific topics be addressed as part of the safety action plan development. This plan satisfies the requirements for SS4A action plans.

SAFE SYSTEMS APPROACH

USDOT has adopted a *Safe Systems Approach* to transportation safety. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur.

The *Fort Pierce Comprehensive Safety Action Plan* (CSAP) uses a *Safe Systems Approach* to identify projects, policies, and programs to improve transportation safety in the city.

The *Safe Systems Approach* principles are:

- Death and Serious Injuries are Unacceptable.
- Humans Make Mistakes.
- Humans Are Vulnerable.
- Responsibility is Shared.
- Safety is Proactive.
- Redundancy is Crucial.

These principles and proven industry countermeasures were used as criteria (in addition to safety data analysis and community input) to develop the recommendations for this plan. By combining industry standards and proven countermeasures with community priorities and safety trends, this plan represents a unique strategy to address local priorities and save lives.



NEEDS AND TRENDS

This plan uses a data driven approach to identify transportation safety needs and trends in Fort Pierce. The findings from the safety assessment were used to identify performance measures to track safety outcomes overtime, as well as develop the recommendations for this plan. The key metrics are highlighted here. The full safety analysis can be found in *Appendix C: Safety Assessment*.

Traffic Crashes are a Persistent Trend in Fort Pierce.

The goal of the Comprehensive Safety Action Plan is to reduce crashes, particularly those that result in serious injuries and death.

By any type of crash severity, crashes are a persistent and regular part of daily life in Fort Pierce. Over the past six years, there have been an average of six crashes per day. Over the same time frame, there was an average of 3.6 serious injury and fatal crashes every month.

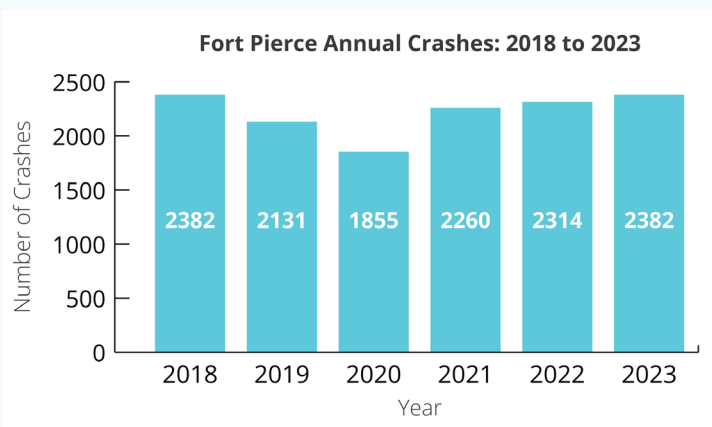
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Average number of crashes per day over past six years.

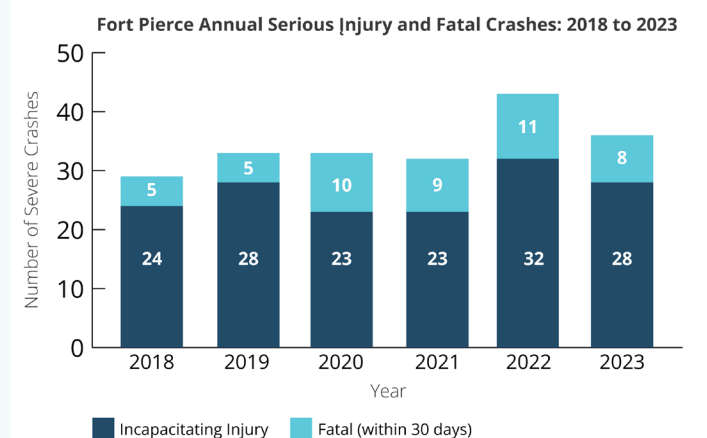
3.6

Average number of serious injury and fatal crashes every month over past six years.

Fort Pierce Annual Crashes (2018-2023)



Fort Pierce Annual Serious Injury and Fatal Crashes (2018 to 2023)



Severe and Fatal Crashes Cost Lives and Money.

Vehicles can be repaired or replaced. People that lose their lives cannot. Additionally, those experiencing severe injuries are not able to return to normal life, resulting in loss of ability to work and care for themselves.

These types of crashes have both individual and community costs.

In Fort Pierce, serious injury and fatal crashes account for 1.5% of all crashes and 63% of the economic cost of all crashes. Over the past six years, the economic cost of serious injury and fatal crashes has been \$888 million. This translates to an average daily cost of \$405,000.

Focusing on serious injury and fatal crashes will save lives and money.

How You Choose To Travel in Fort Pierce Impacts Your Safety.

Most serious injury and fatal crashes in Fort Pierce are people driving crashing into other people driving. However, people walking and biking are disproportionately involved in serious injury and fatal crashes.

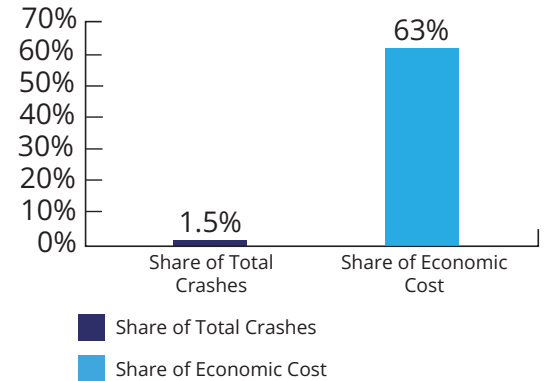
These facts highlight the need to focus on slowing drivers down and protecting those more vulnerable to serious injuries and fatalities.

Working with Regional Partners is Key to Reducing and Eliminating Serious Injury and Fatal Crashes in Fort Pierce.

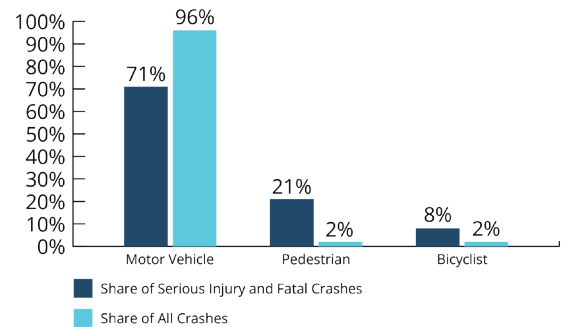
Only 36% of the serious injury and fatal crashes in Fort Pierce occur on roads the city owns. 46% of the serious injury and fatal crashes occur on Florida Department of Transportation (FDOT) roadways and 12% occur on St. Lucie County roadways.

Coordination with the state and county is needed to reduce and eliminate the most severe crashes in Fort Pierce.

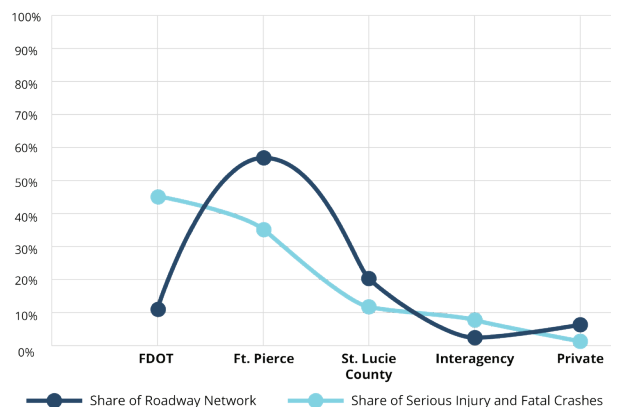
Serious Injury and Fatal Crashes: Share of Total Crashes vs. Share of Economic Cost



Share of Serious Injury and Fatal Crashes vs Share of all Crashes by Mode



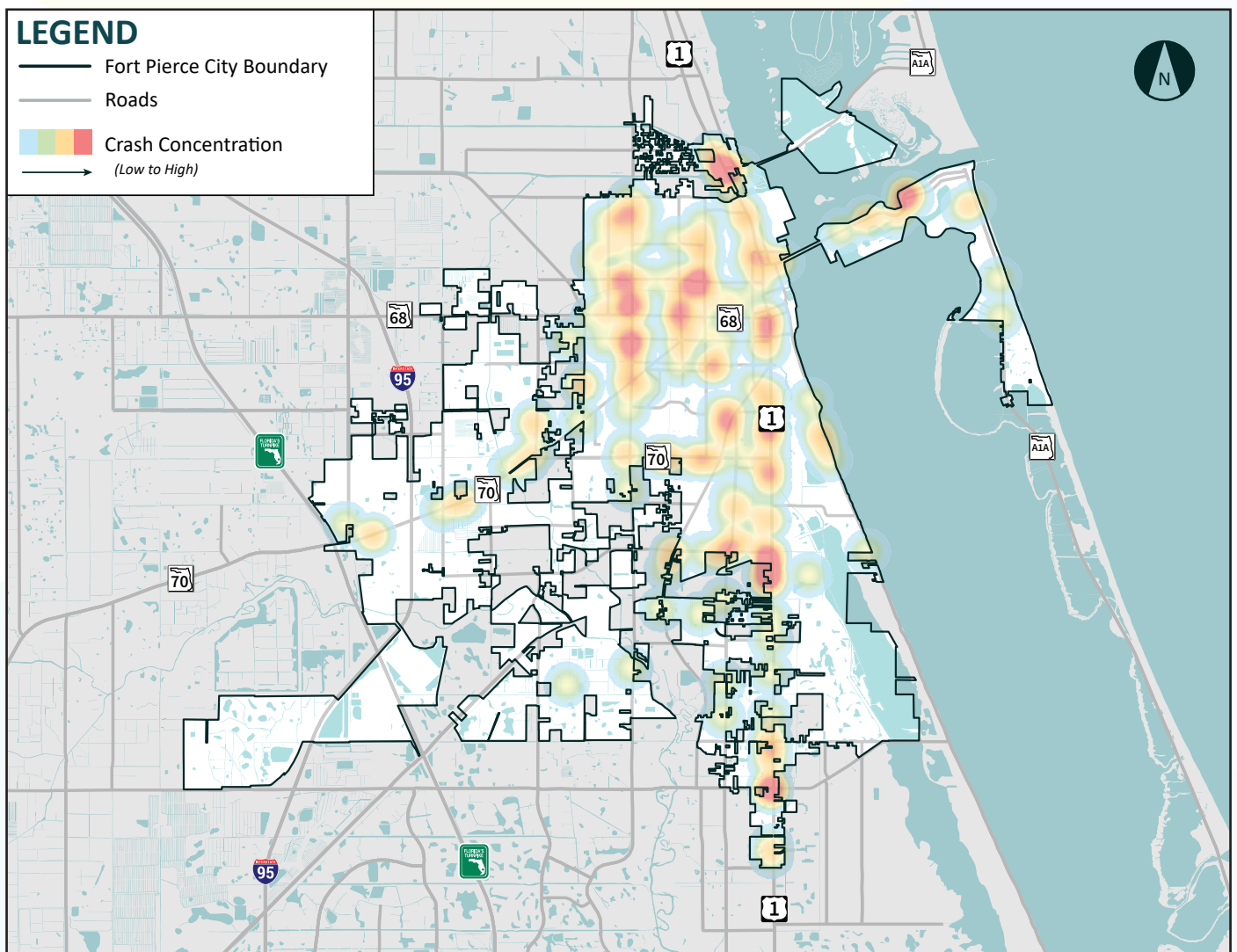
Fort Pierce Serious Injury and Fatal Crashes by Roadway Ownership



Crash Map

Traffic-related crashes occur through the city. However, they are concentrated in certain areas of the city, along certain roadways, and at certain intersections.

The map below summarizes where crashes have been concentrated in Fort Pierce over the past five years. Mapping analysis of where crashes have occurred and their severity was used to develop the recommendations for this plan. The focus for this plan is on specific areas with higher concentrations of crashes and crash severity. The results of the analysis was used to prioritize project and areas for transportation safety investments.



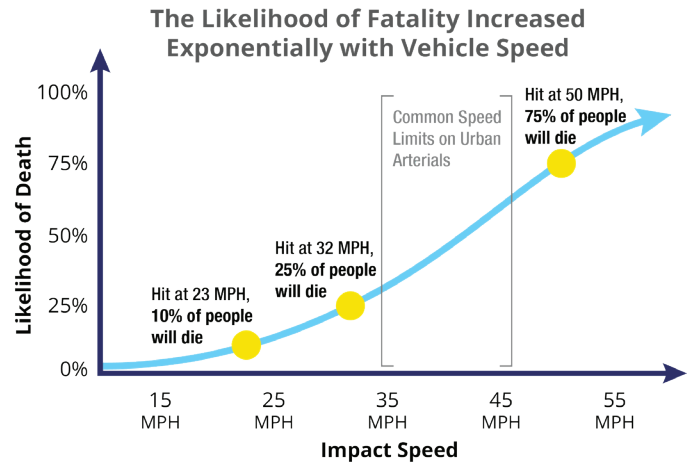
WHY SPEED MATTERS

The National Association of City Transportation Officials (NACTO) is a coalition of North American city and transit authorities that work together to solve transportation issues and advance transportation safety through collaboration, research, and advocacy. NACTO goals for vision zero focus on prioritizing safety over speed, through managing speeds through street design and advocating for slower, safe speeds.

The posted speed of a road has a direct correlation to the actual and perceived safety of a road. Fatalities happen most frequently on roads with higher speed limits. Higher speed roads are particularly dangerous for people walking and biking. Someone walking or biking that is hit by a car going 32 miles per hour has a 25% chance of dying. When hit by a car going 50 miles per hour, that chance increases to 75%. People driving on roads with higher posted speed, regardless of if they are speeding, are more likely to kill someone walking or biking.

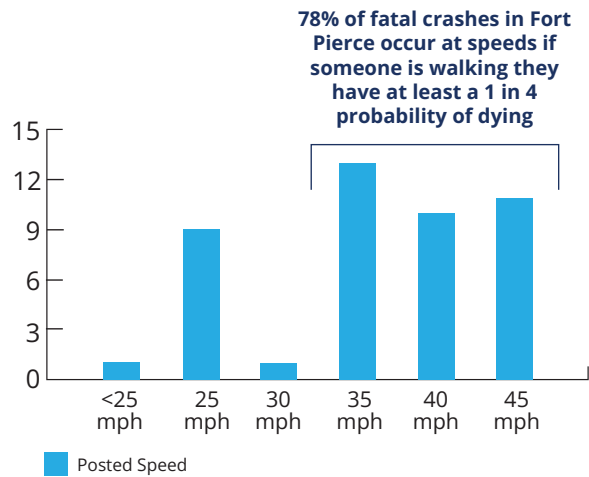
Roads designed for higher vehicle volumes, namely arterial roads, account for a majority of serious injury and fatal crashes in Fort Pierce. 72% of serious injury and fatal crashes in Fort Pierce are on arterial roads. These are major roads like US 1, Orange Avenue, and Okeechobee Road. These roads typically have higher posted speed limits than neighborhood streets like 10th Street or Citrus Avenue. This creates an environment where there are many cars traveling at high speeds, regardless of if they are speeding or not.

NACTO Likelihood of Fatality by Speed



Source: NACTO City Limits

Fort Pierce Fatal Crashes by Posted Speed*



* The City of Fort Pierce has a city-wide speed limit of 25 MPH on all city-owned streets

NACTO Higher Travel Speed and Reactivity

1 Crashes at higher speeds are more forceful and thus more likely to be fatal

2 Drivers traveling at higher speeds have a narrower field of vision

3 Drivers traveling at higher speeds travel further before they can react

4 Drivers traveling at higher speeds travel further before they can react

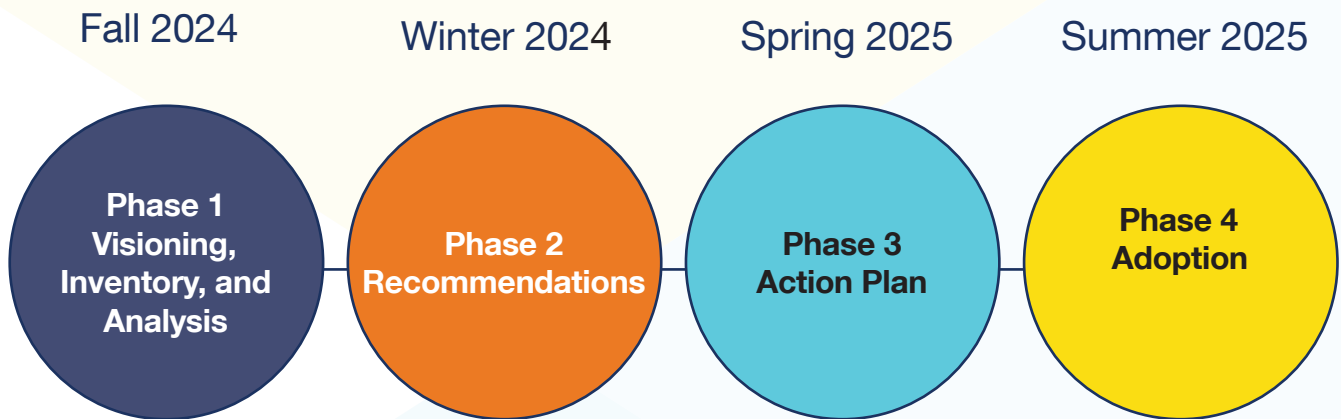
Source: NACTO City Limits: Setting Safe Speed Limits on Urban Streets, 2020



PLANNING PROCESS

The development of Fort Pierce’s Comprehensive Safety Action Plan was a collaborative effort between the City, the community, and regional partners. The project began with a data driven assessment of existing transportation safety trends, followed by community meetings, an online survey, and a series of technical meetings with regional partners (like FDOT, the St. Lucie TPO, and St. Lucie County). By combining data analytics with the lived experiences of the community, the recommendations are grounded in needs and priorities of Fort Pierce.

Planning Process



Community Engagement

In-Person

In-person meetings included:

Public kickoff meeting in October 2024

Three neighborhood meetings in December 2024

One open house in April 2025

Online Survey

The online survey was open from October 2024 to December 2024. The survey included a series of questions, as well as an interactive map where people can place points at specific locations.

Regional & Technical Collaboration

A series of technical coordination meetings were held over the course of the planning process. Participants included city departments, public safety officials, Florida Department of Transportation, St. Lucie County, St. Lucie County School District, and St. Lucie TPO.

WHAT WE HEARD

Community ideas about improving transportation safety was a key input in the development of this plan. The first-person perspective of those that participated help reinforce trends identified with the safety data, as well as identify needs the data alone could not identify.

Consistent themes emerged from in-person meetings and feedback collected from the community meetings.

- Speeding is a persistent experience and concern in Fort Pierce.
- There is a desire for more enforcement to address people speeding and driving aggressively.
- Focus enforcement and traffic calming around schools.
- Expand traffic calming in neighborhoods.
- Prioritize the safety of people walking and biking. People feel unsafe around cars, particularly on major roads where there are high volumes of drivers and higher vehicle speeds.
- Increase maintenance and repair of pavement markings (like faded crosswalks) and signs (like faded or damaged Stop signs).

In short, the community expressed the need for a Safe Systems approach for this plan. With desire for changes like clearer signage, slower speeds, safe infrastructure for vulnerable road users, educational campaigns, and partnerships between community and governing agencies. See *Appendix B: Community Input* for community input details.

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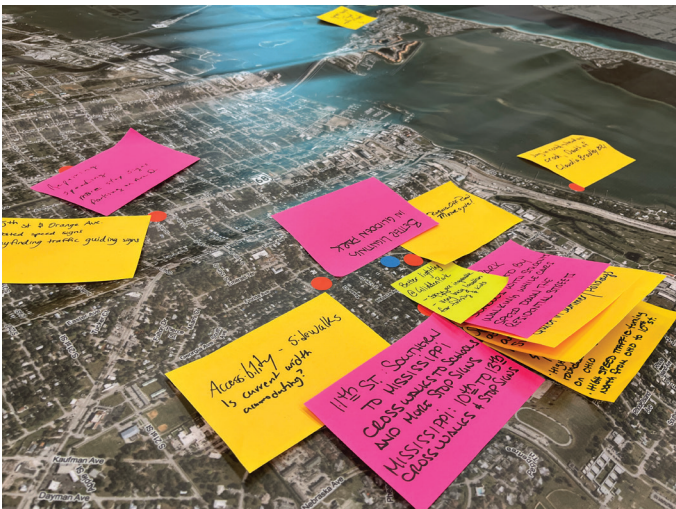
People attended in-person meetings

29

On-line surveys completed

130

Geographic-specific generated online and at in-person meetings



RECOMMENDATIONS OVERVIEW

The recommendations for this plan include a mix of projects, policies, and programs. The phased approach to implementing these recommendations will provide the stepping stones for the City to achieve its transportation safety goals.

Details for each topic (projects, policies, and programs) can be found in the corresponding chapters for each topic. Additionally, the *Implementation* chapter outlines a budget strategy to guide investment and an evaluation strategy to track progress and success over time.



HIGH INJURY NETWORK

The High Injury Network, or HIN, is a requirement of the SS4A program grant. The creation of the HIN helps focus and prioritize safety efforts along specific roadways.

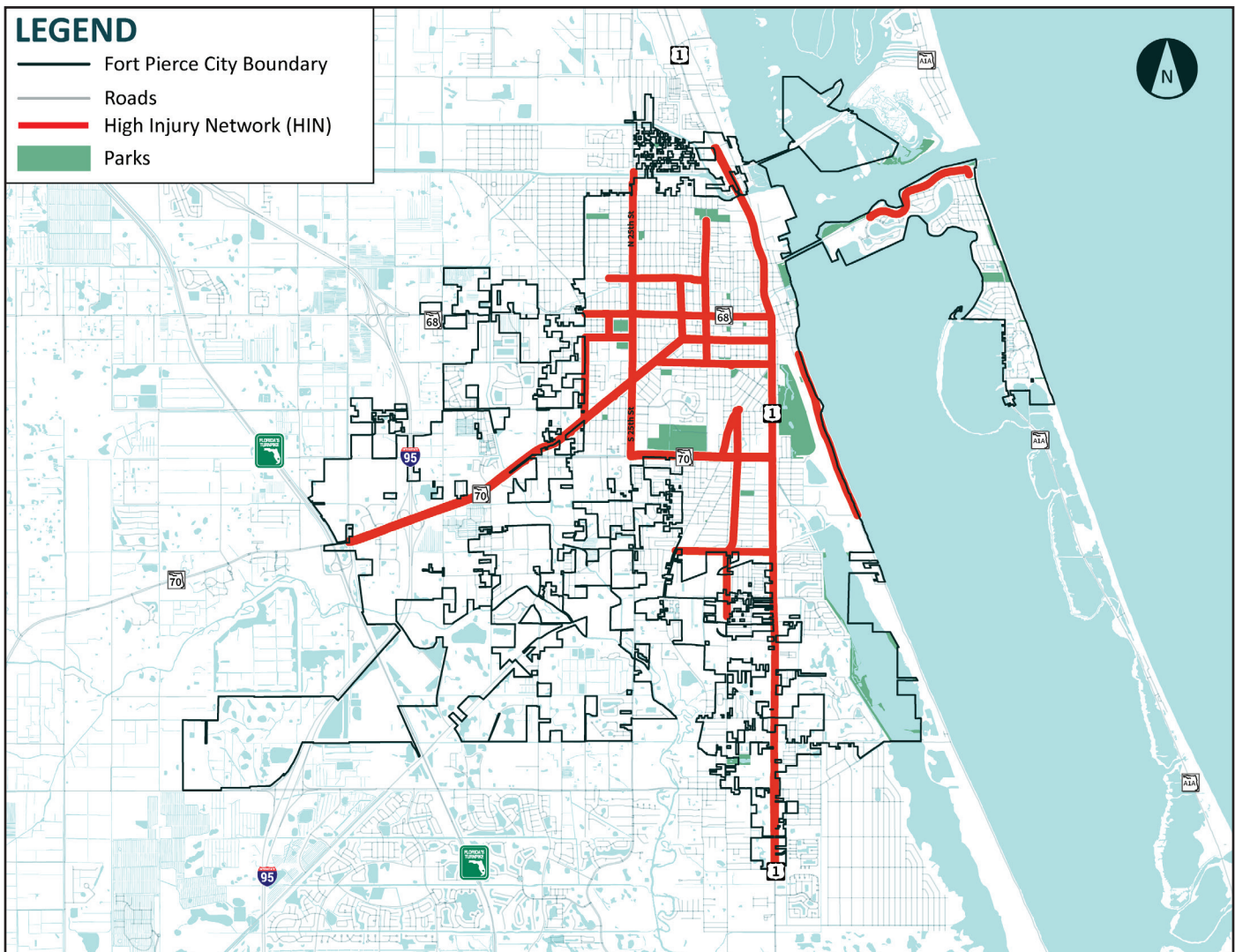
The HIN for Fort Pierce covers 13% of the roadway network. However, 71% of all crashes and 84% of all serious and fatal crashes over the past six years have occurred on the HIN.

Targeting investments and enforcement activities on the HIN will concentrate investment where it is needed most in the city.

The process to determine the HIN used data analysis and community input. All crashes were considered in the data analysis, with more severe crashes weighted more heavily in the scoring criteria. Community input was used to refine the network and ensure a complete and connected network for safety strategies.

A more detailed description of how the HIN was developed can be found in the Project Recommendations chapter and in *Appendix C: Safety Assessment*.

The map below shows the HIN segments for this plan.



02

PROJECT RECOMMENDATIONS



RECOMMENDATIONS OVERVIEW

The recommendations for this safety plan represent a comprehensive and layered approach to reduce and eliminate the number of people seriously injured and dying on the road in Fort Pierce. A combination of projects, policies, and programs are identified to provide a phased and consistent approach to implementation efforts. The recommendations describe physical changes to the way roads are built and operate, make changes to decision-making about infrastructure and travel behavior to improve safety outcomes, and implement programs that educate, encourage, and enforce safe travel behaviors. When implemented, these changes will help the community achieve its transportation safety goals for this effort.

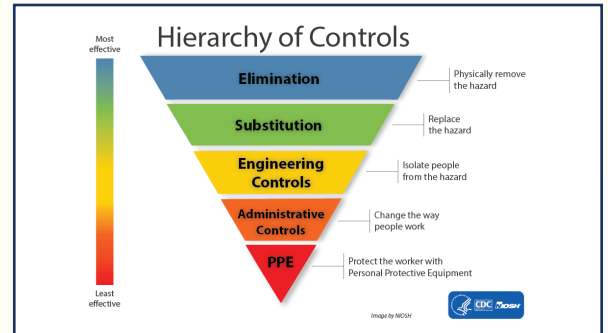
Details for each topic (projects, policies, and programs) can be found in the corresponding chapters for each topic. Additionally, the *Implementation* chapter outlines a budget strategy to guide investment and an evaluation strategy to track progress and success over time.



IMPLEMENTATION PRIORITIES

Public Health Strategy to Reducing the Severity of Crashes in Fort Pierce

The Centers for Disease Control (CDC) developed a hierarchy of controls for safety. The most effective strategy is to eliminate or remove a hazard. An example of this type of approach in roadway safety would be to eliminate vehicle's ability to go over 20 MPH. The least effective strategy in the CDC hierarchy is personal protective equipment. An example of this approach in roadway safety would be encouraging people walking and biking to wear helmets and reflective clothing.

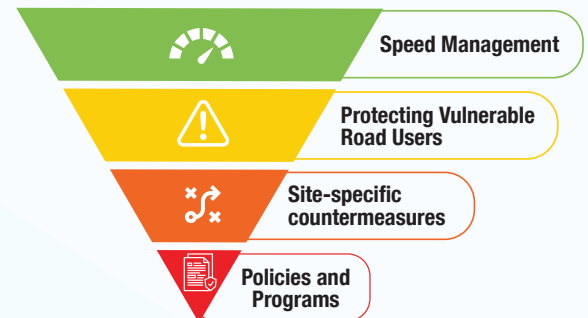


This plan recognizes that eliminating vehicles going over 20 MPH is not feasible, nor is an expectation that everyone will wear reflective clothing, and that this solves the severity problem with crashes.

Based on national research on contributing factors to why vehicles speeds influence the severity of crashes, as well as local crash trends, a priorities "Hierarchy of Controls" is developed for this plan. It takes the same approach to effectiveness as the CDC Hierarchy of Control and applies it to the recommendations for this plan. For all projects and actions to improve safety and reduce the severity of crashes, decisions should use this hierarchy as the lens for decision making.

Speed Management

Local data and national data show the same result. As the speed of vehicles increase, so does the severity of crashes. All projects and initiatives should look for ways to reduce the speed of vehicles. In particular, slowing vehicles down below 35 MPH wherever possible. For higher speed roadways e.g. with posted speeds of 45 MPH or greater, the focus should be on strategies to get more drivers to not exceed the speed limit.



Protecting Vulnerable Road Users

Vulnerable road users are not driving, such as people walking, biking, or riding e-assist devices like scooters. The data shows that when people not driving are involved in a crash, the severity risk of the crash increases considerably. All projects should examine ways to separate vulnerable road users in time e.g. giving someone walking an exclusive signal phase to cross an intersection, or space e.g. creating dedicated and separated space from the roadway like a sidewalk or separated bike lane.

Site-Specific Countermeasures

Site-specific countermeasures are safety improvements focused on a specific neighborhood or specific road segment. This type of improvement is the least comprehensive, but also most tangible to implement and still be effective at mitigating crashes. An example would be installing flashing yellow left-turn signals at intersections with a crash history of left-turn crashes.

Programs and Policies

Programs and policies are important, yet they are the least effective in reducing the severity of crashes. In a Safe Systems Approach, programs and policies are a critical part of changing behavior. They should still be pursued. However it should be acknowledged that they will likely move the needle the least when it comes to reducing the severity of crashes in Fort Pierce.

SYSTEMIC STRATEGIES

Systemic strategies are transportation safety strategies that can be applied across an entire network. Examples include neighborhood traffic calming where it can be applied in the same way across multiple contexts.

In Fort Pierce, two systemic safety strategies were identified and recommended for implementation. They are:

- Neighborhood traffic calming
- Repair and rehabilitation of pavement markings and signs

The data analysis showed a consistent and widespread pattern of crashes in the urban neighborhoods west of US-1. To address these trends, it is recommended that Fort Pierce implement a neighborhood traffic calming program in targeted areas.

Neighborhood traffic calming can be a combination of road features that slow people driving. Slower vehicle speeds will translate to reductions of the severity of crashes in neighborhoods, as well as make it safer and more comfortable to walk and bike in the neighborhood.

Investment in maintenance of pavement markings and signs can also help with safety outcomes in neighborhoods. A common observation in many of the neighborhoods are faded and wornout crosswalks and damaged road signs, such as stop signs. Focusing on maintenance of these basic road elements will enhance the visibility of where people will cross the road and make it more clear for drivers when they should slow and stop.



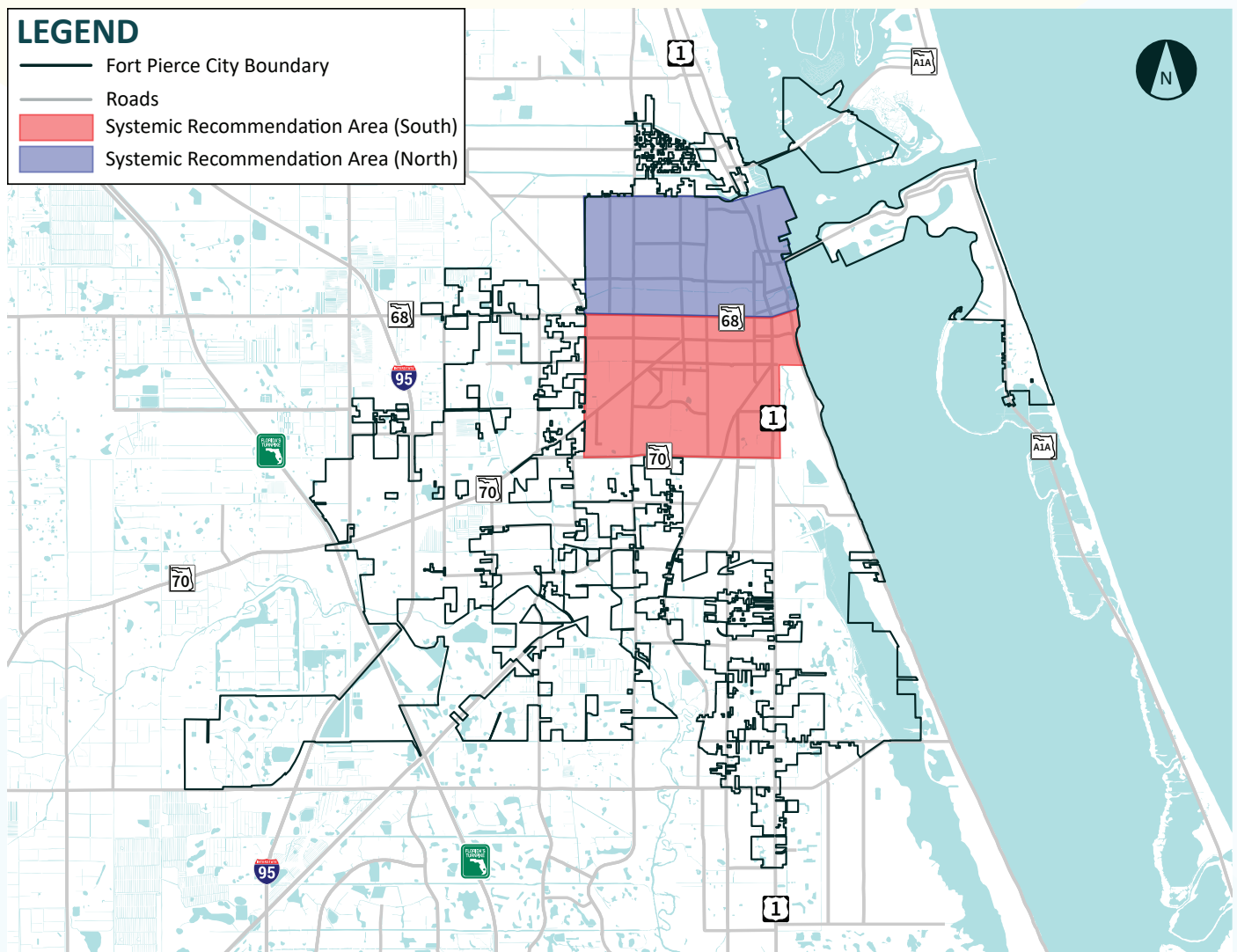
Example neighborhood intersection at the intersection of North 18th Street and Avenue G.



SYSTEMIC STRATEGIES IMPLEMENTATION AREAS

Two areas of Fort Pierce are ideal for implementing systemic strategies. These areas are the core urban neighborhoods of Fort Pierce north and south of Orange Avenue. Data analysis, field observations and community input identified these areas for traffic calming and maintenance of pavement markings and signs. Additionally, the streets in these neighborhoods are city-owned, giving Fort Pierce control over implementation and funding.

The below map highlights these neighborhoods. The city should prioritize annual traffic calming and maintenance projects in these areas, with a particular focus on the streets with the most consistent crash trends .



COUNTERMEASURES

The Federal Highway Administration (FHWA) developed research-proven strategies to improve traffic safety and decrease serious injury and fatal crashes. The Proven Safety Countermeasures initiative (PSCi) consists of 28 actionable strategies aimed at reducing fatal and serious injury crashes. These recommendations are applicable to a wide range of contexts, from rural to urban areas and from high to low vehicle volume roads.

The countermeasures are organized into five main safety focus areas:

- Speed management
- Intersections
- Roadway departures
- Pedestrian/bicyclist safety
- Crosscutting strategies

Most of the countermeasures overlap, addressing multiple safety focus areas to help create a safer overall system.

The Countermeasures Matrix at the end of this section features a table that comprehensively lists all FHWA Proven Safety Countermeasures recommended for developing a safe system.

Every project recommendation along the Fort Pierce HIN have priority countermeasures identified. The top three crash types along each HIN segment were used to identify the priority countermeasures for each segment.

Across the entire HIN, the top three crash types are:

- Left-Turn
- Rear End
- Sideswipe

The descriptions on the next page summarize the top crash types and illustrate the link between crash types and recommended countermeasures.

A full Countermeasures Matrix for Fort Pierce is in the *Appendix F: Countermeasures Matrix* of this report.

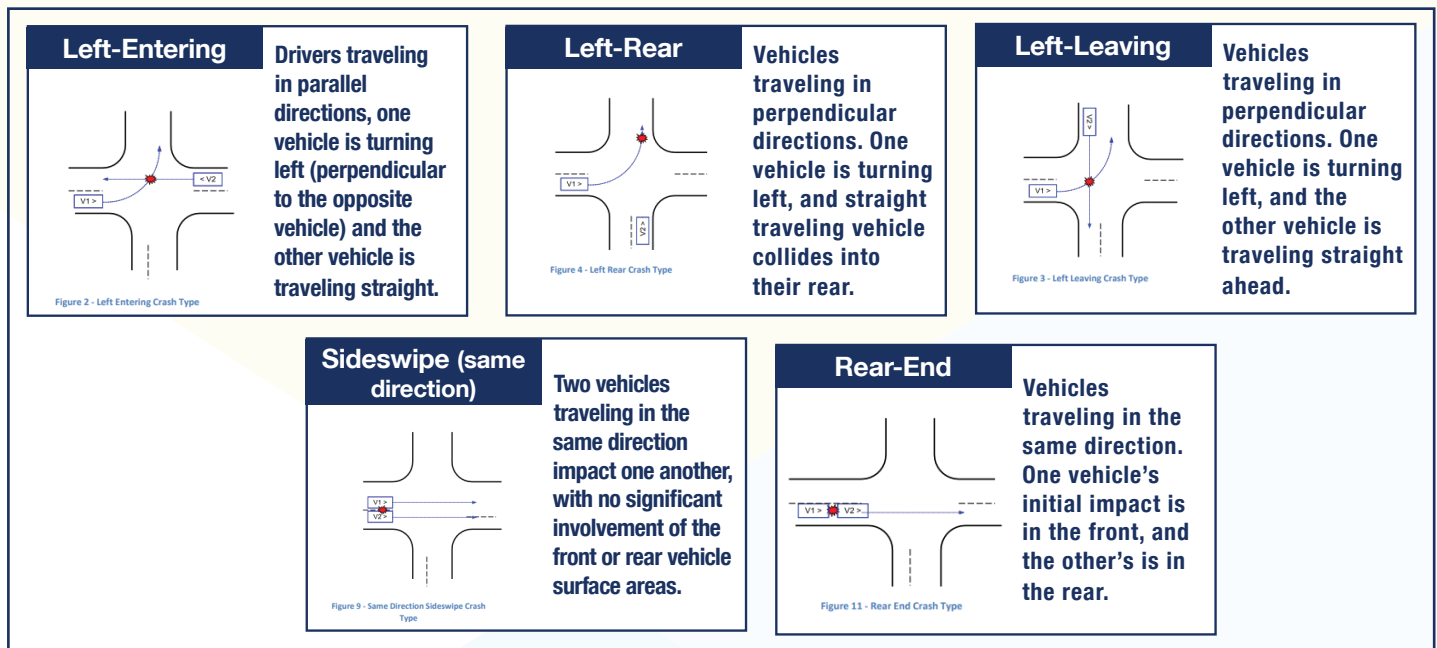


Roundabouts, such as this one at the intersection of Georgia Avenue, 10th Street, and Parkway Drive, is an example of a FHWA proven countermeasure. Roundabouts have been shown to reduce fatal and injury crashes by 82%.

Applying Countermeasures in Fort Pierce

Data analysis identified the top three crash types in Fort Pierce: Left-Turn, Rear-End, and Sideswipe (same direction). Within the Left-Turn category, there are three subset of crash types: Left-Entering, Left-Rear, and Left-Leaving.

The diagrams below describe these top crash types, as well as the range of top countermeasures proven to reduce the frequency and severity of these crash types.



Speed Management

- » **Appropriate Speed Limits for All Road Users** – A key method to reducing serious injury and fatal crashes is to reduce speed limits, especially on non-limited access roadways where vehicles and vulnerable road users share the space.

Pedestrian/Bicyclist

- » **Road Diet (Roadway Reconfiguration)** – Reducing the number of vehicle lanes on a roadway and reallocating the freed-up space for other uses like bike lanes, wider sidewalks, parking or transit stops. A typical road diet involves converting four-lanes to three.

Intersections

- » **Backplates with Retroreflective Borders** – Improve visibility of the illuminated face of the signal by adding a contrasting background.
- » **Corridor Access Management** – Refers to the design, application, and control of entry and exit points along a roadway.
- » **Dedicated Left & Right Turn Lanes** – Auxiliary turn lanes provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections.
- » **Reduced Left-Turn Conflict Intersections** – intersections that simplify decision-making for drivers with geometric designs that alter how left-turn movements occur.
- » **Roundabouts** – Provide channelized, curved routes that reduce vehicle speed, entry yield control that gives ROW to circulating traffic, & counterclockwise flow around a central island to minimize conflict points.

Crosscutting

- » **Pavement Friction Management** – Measuring, monitoring, and maintaining pavement friction – especially at locations where vehicles are frequently turning, slowing, and stopping – can prevent many roadway departure, intersection, and pedestrian-related crashes.

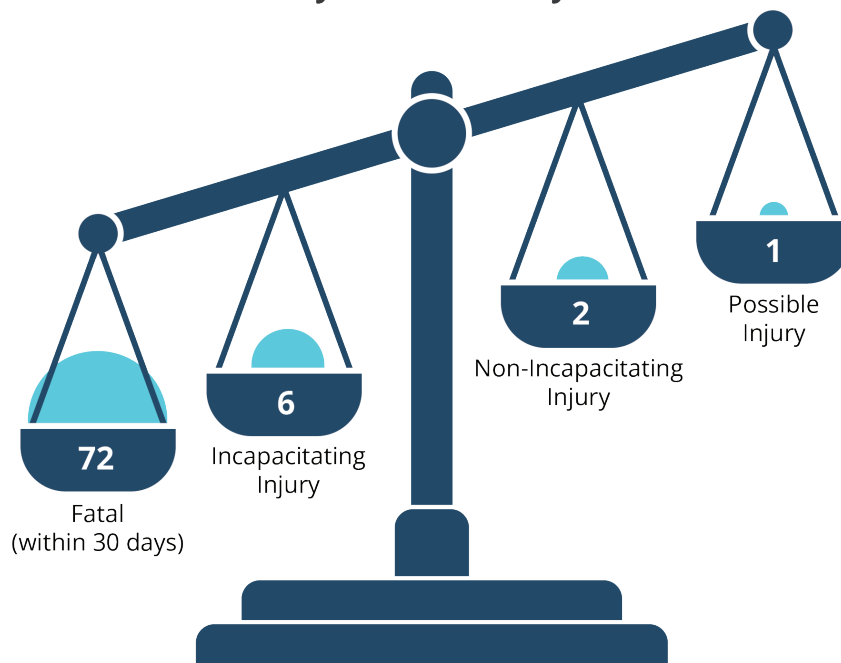
High Injury Network

The High Injury Network, or HIN, is where crashes happen in Fort Pierce. The HIN is a minority of roads in Fort Pierce, only 13% of the road network. However, 71% of all crashes and 84% of all fatal crashes over the past six years happened on the HIN. Targeting projects on the HIN will maximize their effect in mitigating crashes, particularly the most severe crashes.

The process to determine which streets should be on HIN is both data driven and qualitative. All roadway segments in Fort Pierce, excluding Interstate 95 and Florida’s Turnpike are assigned a score based on both the frequency of and severity of crashes. Crashes are weighted based on their severity. The weighting for the various crash types is derived from the economic costs associated with each crash type. Economic cost values from the National Safety Council were used. Using this weighting, all crash types can be considered, but those that are the most severe have the greatest impact on score. Crashes are assigned to the road segment they are nearest. They are then multiplied by their relative weights and then added together to give each segment a raw score. This raw score is paired with observations about general safety trends along specific corridors to create the HIN.

A more detailed description of how the HIN was developed can be found in *Appendix F: Crash Ranking Analysis*. The below graphic summarizes how crashes were weighted for the development of the HIN.

Weighted Scoring Comparison by Crash Severity



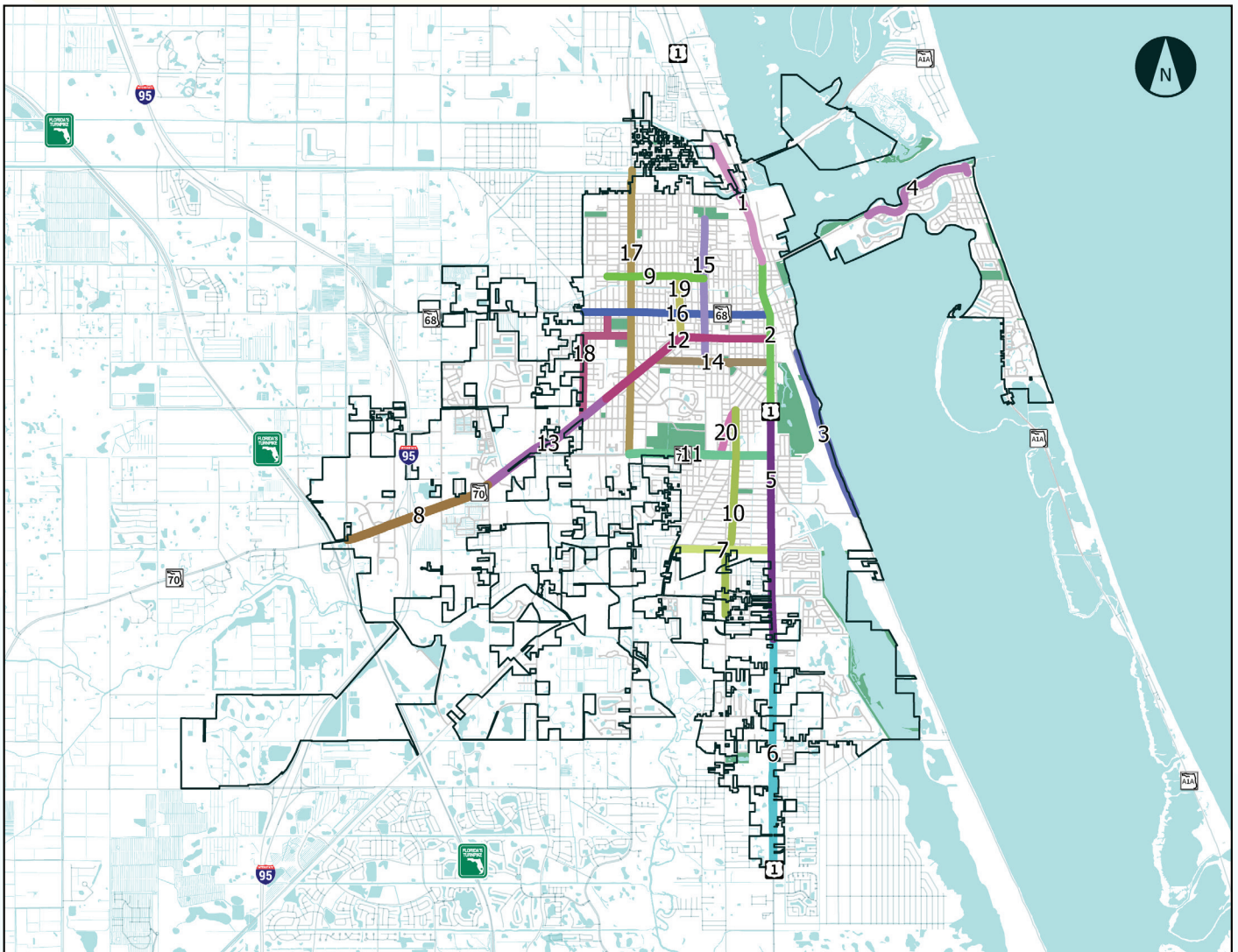
CRASH SEVERITY	ECONOMIC COST	WEIGHTED SCORING FACTOR
No Injury	\$7,100	0
Possible Injury	\$26,000	1
Non-Incapacitating Injury	\$42,000	2
Incapacitating Injury	\$162,000	6
Fatal (within 30 days)	\$1,869,000	72



HIN Projects Map

Twenty site-specific project recommendations and several systemic project recommendations were developed as part of this plan. Fort Pierce's High Injury Network (HIN) is the framework for the site-specific recommendations. These recommendations address both intersection and segment-related safety concerns at each of the twenty projects. The unique crash circumstances of each segment were analyzed to develop project countermeasure priorities. Each project recommendation's focus was selected using the Federal Highway Administration's Proven Countermeasures List.

The below map shows each of the twenty HIN project segments. See *Appendix A: Project Prioritization & Summary Sheets* for more details about each project.



HIN Projects Table

The following table provides a summary of each HIN project by ownership and severity of crashes.

PROJECT ID #	STREET NAME	FROM	TO	OWNERSHIP	CRASHES		
					ALL CRASHES	SERIOUS CRASHES	FATAL CRASHES
1	US-1	Juanita Ave	Seaway Dr	FDOT	432	12	1
2	US-1	Seaway Dr	Ohio Ave	FDOT	766	10	1
3	Indian River Dr	Florida Ave	Savannah Rd	Interlocal Agreement	40	5	4
4	Seaway Dr	Harbour Isle Dr	S Ocean Dr	Fort Pierce	149	6	1
5	US-1	Ohio Ave	Farmers Market Rd	FDOT	1230	22	6
6	US-1	Farmers Market Rd	Ulrich Rd	FDOT	627	13	5
7	Edwards Rd	Sunrise Blvd	US-1	St. Lucie County	293	6	2
8	SR-70 / Okeechobee Rd	Kings Hwy	McNeil Rd	FDOT	824	5	2
9	Avenue D	N 29th St	N 13th St	Fort Pierce	210	9	1
10	Oleander Ave	Revels Ln	Ohio Ave	St. Lucie County	319	8	3
11	SR-70/Virginia Ave	S 25th St	US-1	FDOT	717	9	3
12	Okeechobee Rd/Delaware Ave	S 29th St	US-1	FDOT/Interlocal Agreement	647	6	0
13	SR-70 / Okeechobee Rd	McNeil Rd	S 29th St	FDOT/Interlocal Agreement	429	4	1
14	Georgia Ave	Okeechobee Rd	US-1	Fort Pierce	212	4	2
15	13th St	Avenue M	Georgia Ave	Fort Pierce	255	9	1
16	Orange Ave	Angle Rd	US-1	Fort Pierce	832	7	0
17	25th St	Rosarita Ave	Virginia Ave	FDOT/Fort Pierce	1139	16	6
18	S 33rd St / Delaware Ave	Okeechobee Rd	S 25th St	St. Lucie County / Fort Pierce / Interlocal Agreement	254	6	1
19	17th St	Avenue D	Delaware Ave	Fort Pierce	171	5	1
20	Sunrise Blvd	Virginia Ave	Ohio Ave	Interlocal Agreement	129	3	1



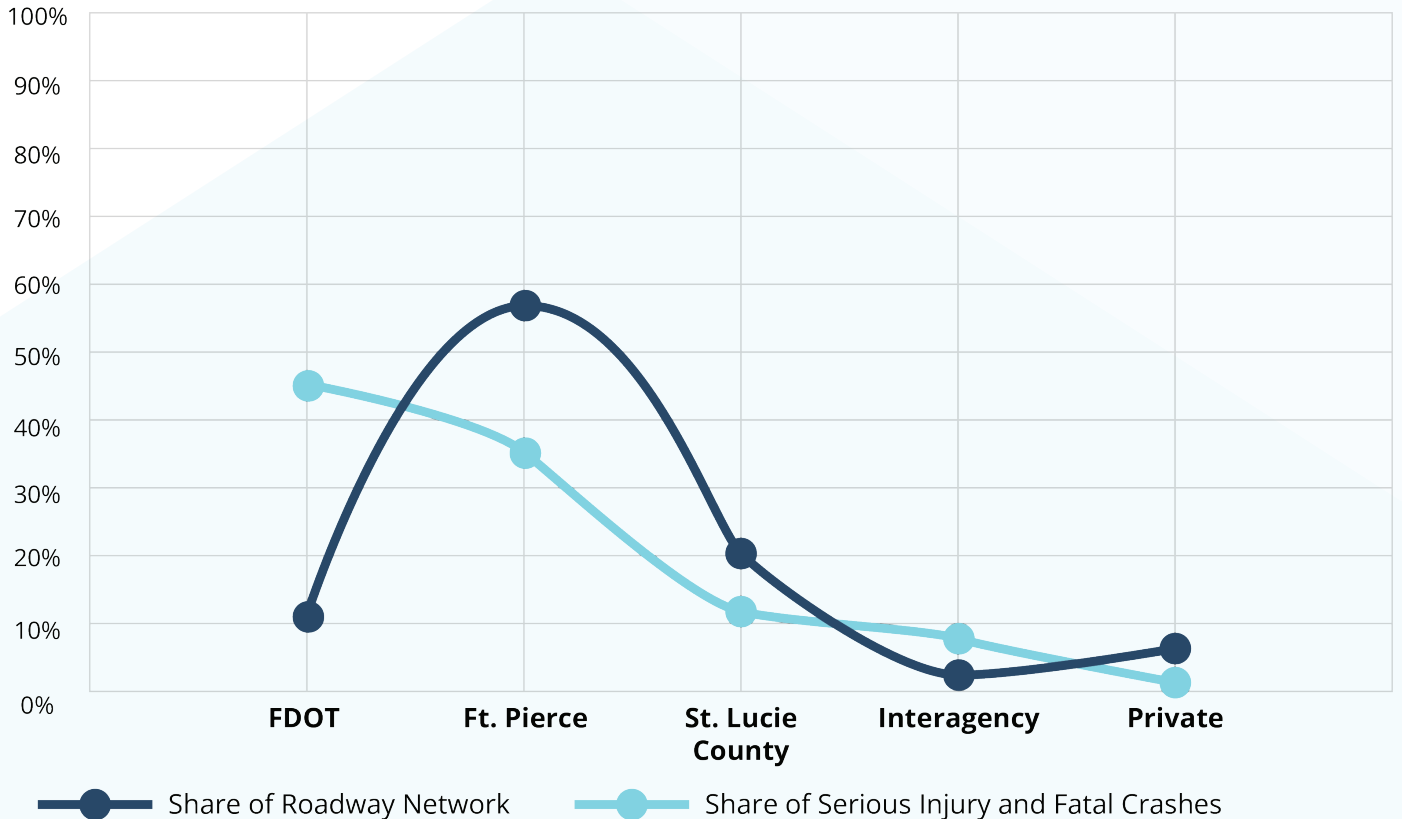
REGIONAL COORDINATION

Fort Pierce does not own all of its streets. Streets in Fort Pierce are owned and maintained by several entities, including:

- Florida Department of Transportation (FDOT)
- St. Lucie County
- City of Fort Pierce
- Interlocal (County and State, County and City, etc.)
- Private (*no private streets are a part of the Fort Pierce HIN)

The majority of the serious injury and fatal crashes in Fort Pierce do not occur on roads that the City owns. The City of Fort Pierce owns 58% of the roads in the City. However, only 36% of all serious injury and fatal crashes occur on the roads owned by the City. Crashes occur disproportionately on roads maintained by the Florida Department of Transportation (FDOT). 46% of all serious injury and fatal crashes from 2018-2023 were on FDOT roads, while FDOT owns 11% of roads in Fort Pierce. Coordination with regional partners, such as FDOT and St. Lucie County, will be essential to work towards eliminating the most severe crashes in Fort Pierce.

Serious Injury and Fatal Crashes by Roadway Ownership

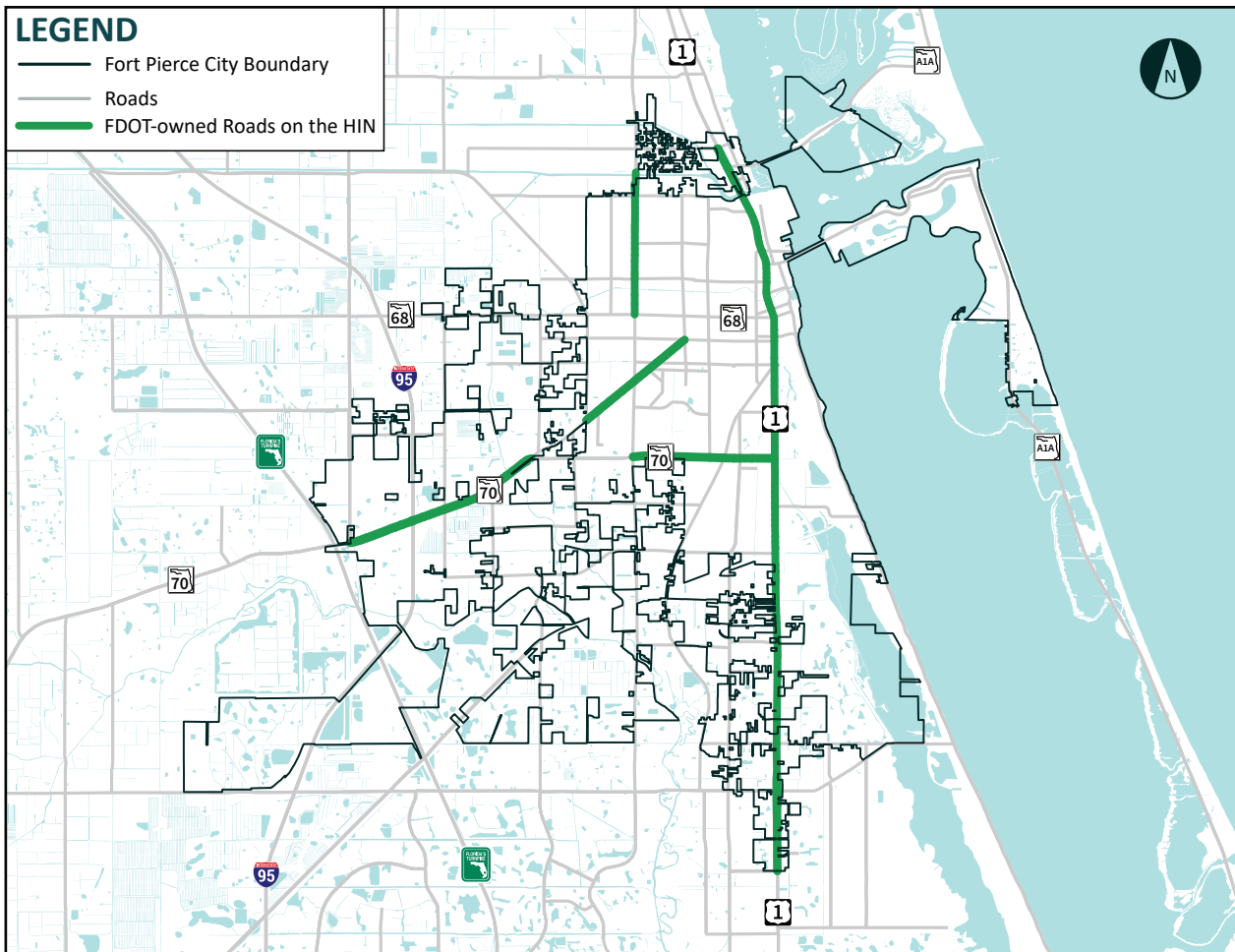


49% of the Fort Pierce HIN streets are owned by FDOT. 56% of all fatal crashes and 69% of all crashes that occur on the Fort Pierce HIN are on streets owned by FDOT.

The top five crash types along FDOT-owned HIN segments are:

- Rear End
- Same-direction Sideswipe
- Left Turn
- Run-Off-Road/Single Vehicle
- Angle

The prominence of these specific crash types indicates a need for intersection safety improvements, access management, and improved lighting and street markings. Rear ends and same-direction sideswipes in particular indicate a need to focus on intersections and access management along these particular corridors.



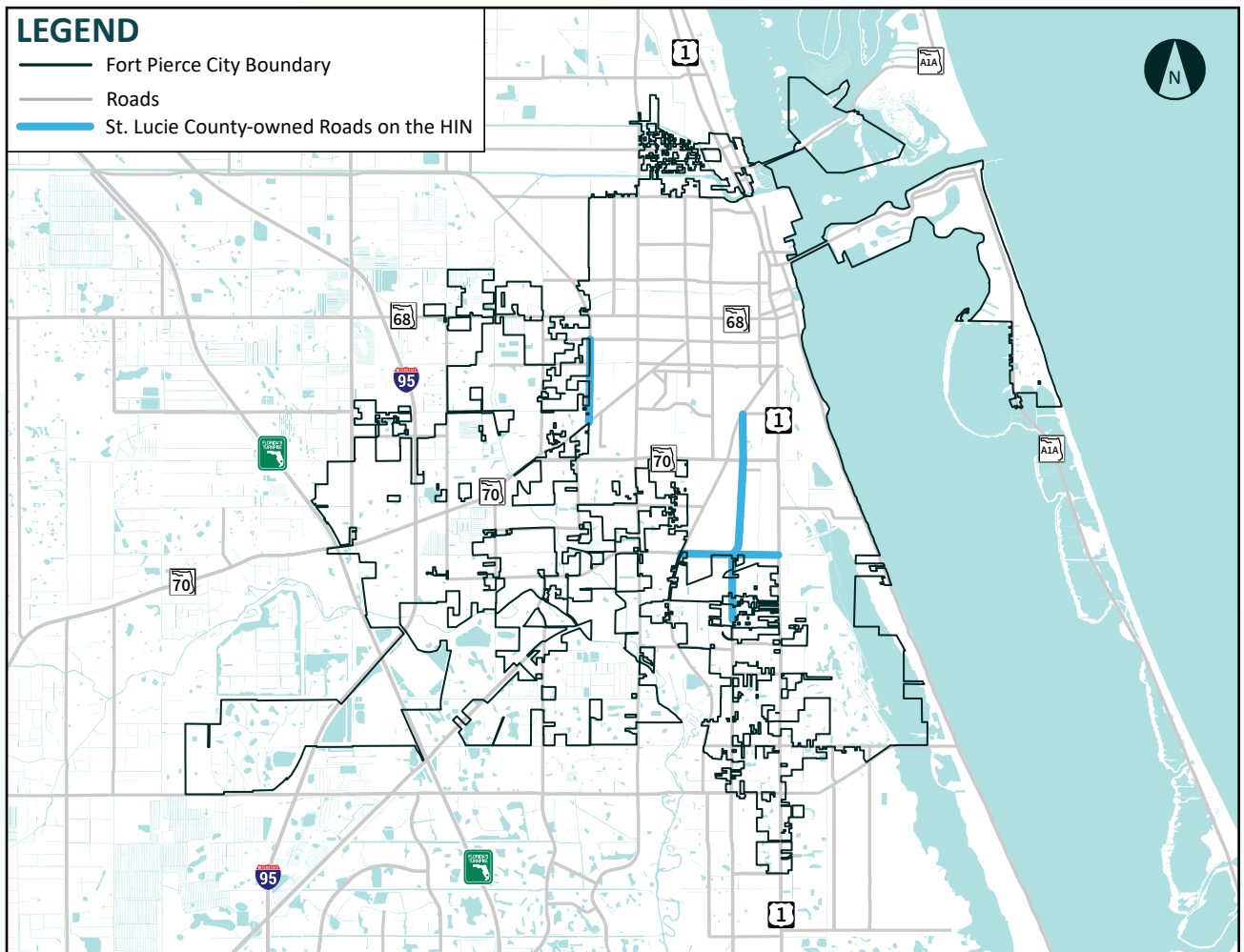
St. Lucie County

11% of the Fort Pierce HIN streets are owned by St. Lucie County. 9% of all fatal crashes and 4% of all crashes that occur on the Fort Pierce HIN are on streets owned by St. Lucie County.

The top five crash types along St. Lucie County-owned HIN segments are:

- Rear End
- Left Turn
- Angle
- Same-direction Sideswipe
- Run-Off-Road/Single Vehicle

St. Lucie County-owned HIN segments have the same top five crash types as FDOT-owned streets. These crash types indicate a need for intersection safety improvements, access management, and improved lighting and street markings.



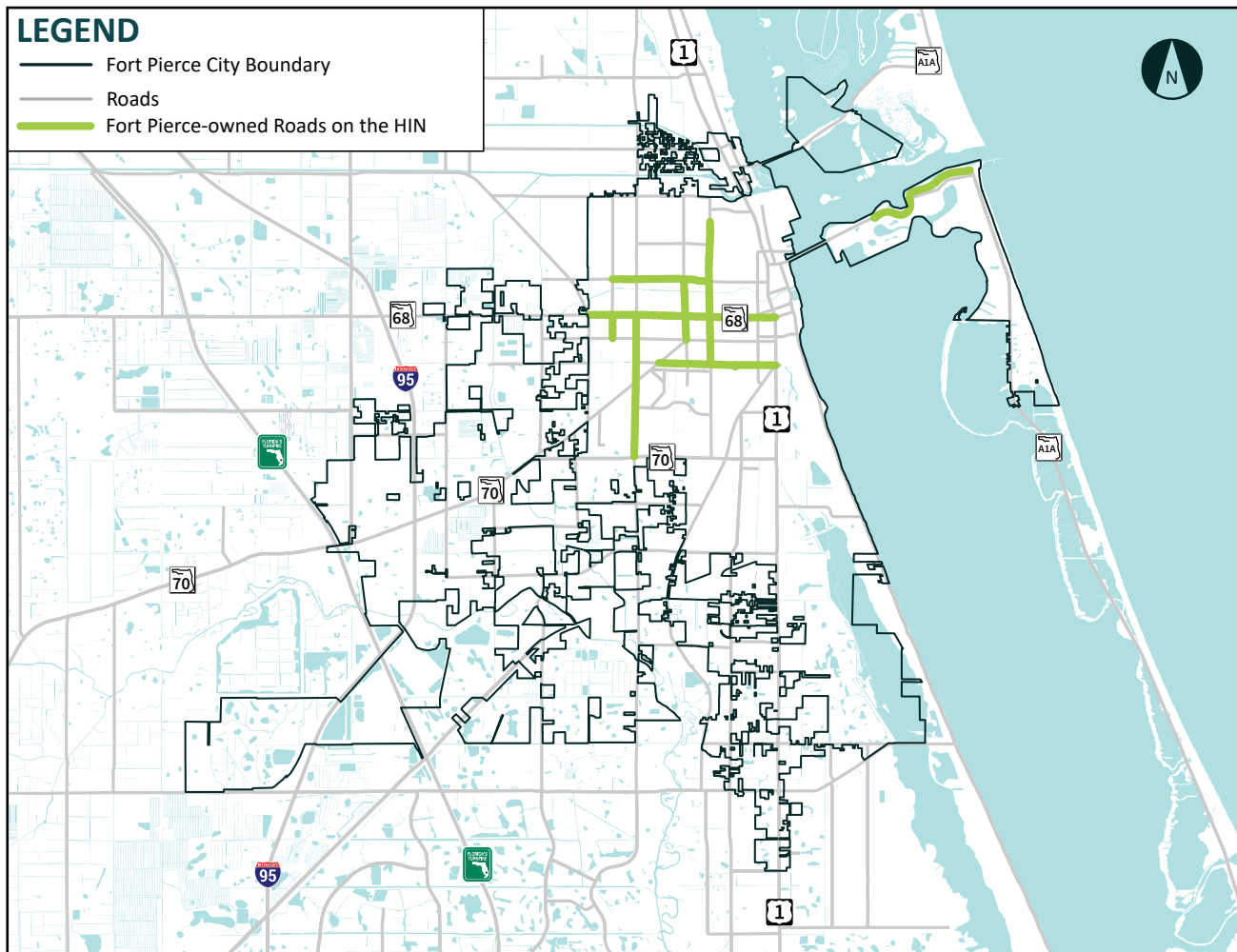
Fort Pierce

25% of the Fort Pierce HIN streets are owned by the City of Fort Pierce. 26% of all fatal crashes and 20% of all crashes that occur on the Fort Pierce HIN are on streets owned by the City of Fort Pierce.

The top five crash types along City of Fort Pierce-owned HIN segments are:

- Rear End
- Angle
- Left Turn
- Same-direction Sideswipe
- Run-Off-Road/Single Vehicle

City of Fort Pierce-owned HIN segments have the same top five crash types as FDOT and St. Lucie County-owned streets. These crash types indicate a need for intersection safety improvements, access management, and improved lighting and street markings.



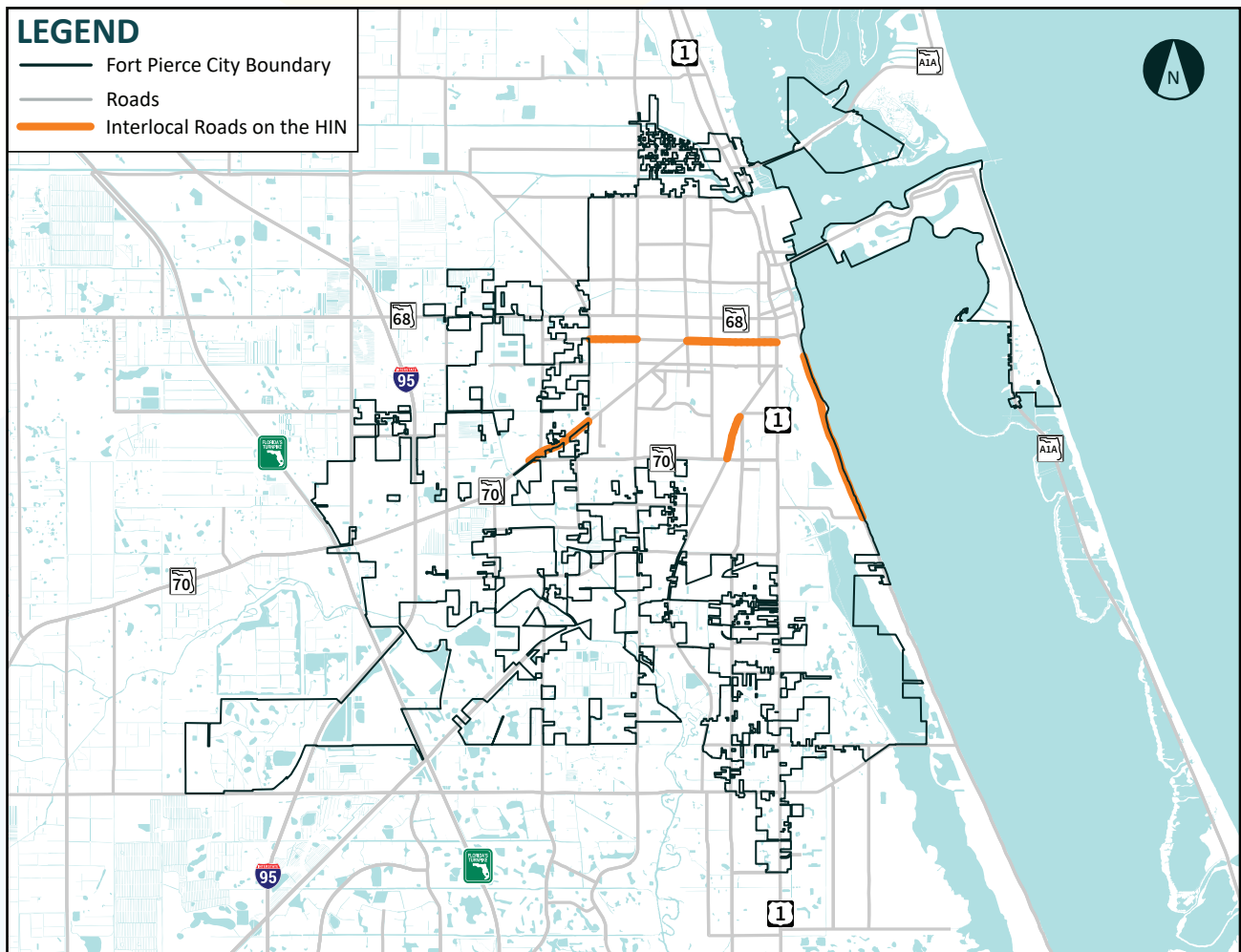
Interlocal

15% of the Fort Pierce HIN streets have interlocal agreements. 9% of all fatal crashes and 7% of all crashes that occur on the Fort Pierce HIN are on streets with interlocal agreements.

The top five crash types along interlocal agreement HIN segments are:

- Rear End
- Angle
- Left Turn
- Same-direction Sideswipe
- Run-Off-Road/Single Vehicle

Interlocal agreement HIN segments have the same top five crash types as FDOT and St. Lucie County-owned streets. These crash types indicate a need for intersection safety improvements, access management, and improved lighting and street markings.





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03

POLICY RECOMMENDATIONS





POLICY OVERVIEW

Policy plays a critical role in safety outcomes. It can set engineering standards or guide funding decision-making that prioritizes or focuses on safety outcomes. The policies developed for this plan are specifically developed to align and support the City's safety goals:

- Saving lives with slower vehicle speeds
- Designing safer streets
- Coordinating regional implementation
- Creating a culture of safety leadership and accountability
- Protecting the most vulnerable road users
- Fostering a culture of safe travel.

The policy recommendations for this plan are cross-cutting and address multiple plan goals. The policy recommendations for this plan are:

1. **Establish Vision Zero Task Force:** The Vision Zero Task force will be a working group with participation from regional partners (like FDOT and St. Lucie County), city staff from different departments, and community members. The purpose of the task force will be to meet regularly throughout the year to review crash trends and coordinate safety initiatives.
2. **Design Streets for Safety:** Industry standards are evolving and the city's transportation engineering standards should evolve as well. This policy action will focus on updating engineering standards, or adopting national standard manuals and guides by reference, to expand the flexibility and safety focus for street design and operations.
3. **Create Comprehensive Speed Management Policy:** Slowing down people driving will save lives. This policy focuses on prioritizing speed management investments where they are needed most.
4. **Update Comprehensive Plan:** The Transportation Element of the Comprehensive Plan should be updated to reflect current traffic safety needs and desired outcomes in Fort Pierce. Safety trends and needs identified in this effort should be incorporated into the Transportation Element to ensure safety improvements are incorporated into new development.
5. **Publish Annual Safety Report:** Tracking progress and regularly reporting progress with implementation of this plan will build in transparency and accountability with safety efforts. Annual reporting of accomplishments and safety trends will help communicate progress and if safety investments are effective.
6. **Collect and Analyze Data for Project Evaluation:** A Safe Systems Approach requires a data-driven process to measure the effectiveness of investments and initiatives. Requiring data collection before and after projects are installed, and then analyzing and publishing the results, will provide transparency and guidance to learn what works in Fort Pierce to reduce the severity of crashes.



Policy #1 Establish Vision Zero Task Force

WHAT

The Vision Zero Task Force will meet regularly to coordinate safety initiatives and review safety data. Activities that are typical of a Vision Zero Task Force are reviewing crash data, reviewing severe injury and fatal crash reports with public safety officials, discussing status of safety projects, and providing a forum for community input.

WHO

- City staff
- Community members
- Regional partners, like FDOT, St. Lucie TPO, and St. Lucie County
- Public safety officials



WHEN

The Task Force should meet regularly every year. Typical meeting frequency is quarterly. At a minimum, the Task Force should meet twice a year.

HOW

- Review crash data, particularly serious injury and fatal crash data, for the most recent period between meetings.
- Report progress with actions and projects identified in this plan.
- Coordinate safety projects and report progress with implementation.
- Review crash reports for serious injury and fatal crashes.
- Provide opportunities for community feedback on needs and opportunities.

COST

Low. Staff time and volunteer time from community members.

DESIRED OUTCOME

Ensure the integration of traffic safety into all transportation plans, designs, and implementation. Ensure regional coordination for safety projects and provide regular reporting and status updates for plan implementation.

Policy #2: Design Streets for Safety

WHAT

Industry standards have evolved considerably over the past decade. Today, a wider range of engineering standards and strategies are available. This policy work should focus on updating the city's standards for street design and operations. This work may include amending code requirements, such as minimum travel lane widths, to adopting state and national standards by reference for transportation safety and Complete Streets. This work should focus on improving safety for all road users.

WHO

- City Staff
- City elected officials (prioritize districts with higher crash rates)

WHEN

Update standards in first year after this plan is adopted. Incorporate new standards into decision-making for all transportation projects

HOW

- Review and update code requirements for streets and traffic operations to create safer road design.
- Review and update city engineering standards.
- Adopt a Complete Streets policy.
- Adopt a Traffic Calming policy.

COST

Low. Staff time to research and develop policy documents and engineering standards.

DESIRED OUTCOME

Eliminate serious injury and fatal crashes through changes to street design and traffic operations.



Policy #3: Create a Comprehensive Speed Management Policy

WHAT

National research and local data identify the same safety trend. As vehicle speeds increase, so to does the severity of crashes. A comprehensive speed management policy will address how streets are designed and operated, as well as include programs such as targeted speed enforcement, to promote safe travel behavior.

WHO

- Fort Pierce Police Department
- St. Lucie County Sheriff's Office
- City Staff

WHEN

Focus enforcement activities along the High Injury Network, as well as near schools. Enforcement activities should prioritize times of day, day of week, and seasonal time periods when crashes occur the most. Speed management policy should be incorporated into decision-making for all transportation projects in the City.

HOW

- Anti-speeding marketing campaigns.
- A three-strike rule for repeat offenders within a designated timeframe resulting in the highest possible fine & community service or suspended license.
- Targeted enforcement along Fort Pierce's High Injury Network
- Adopt a traffic calming policy to address when and how traffic calming features are installed on City of Fort Pierce streets.
- Regularly conduct speed studies of HIN segments to identify segments where speed limits can be reduced.

COST

Moderate. Staff time for enforcement activities. Safety campaigns focused on speeding can be funded with grants, such as the Community Policing Development (CPD) Microgrants Program or Section 402 federal grants from Florida's Strategic Highway Safety Plan (SHSP). Staff time to develop a traffic calming policy.

DESIRED OUTCOME

Fewer drivers exceeding the posted speed limits in Fort Pierce. Slower vehicle speeds in Fort Pierce neighborhoods. Reduction in serious injury and fatal crashes in Fort Pierce.



Policy #4: Update Comprehensive Plan

WHAT

The City of Fort Pierce Comprehensive Plan guides decision-making for new development and infrastructure investments in the City. The Transportation Element of the Comprehensive Plan establishes transportation goals and policies for the city. The City should review and update, as needed, the Transportation Element to include safety needs identified in this plan. By doing so, the City will be able to incorporate safety improvements as a component of infrastructure projects and new development.

WHO

- City Commission
- Vision Zero Task Force
- Fort Pierce Engineering
- Fort Pierce Planning Department
- Fort Pierce Public Works Department

WHEN

Review and update the Comprehensive Plan the first year this plan is adopted. When the entire Comprehensive Plan is updated, incorporate transportation safety goals and policies into the Transportation Element.

HOW

City staff should lead the review and update of the Transportation Element of the Comprehensive Plan. Coordinate with the Vision Zero Task Force and City department staff as needed to ensure community input and department coordination are incorporated into Comprehensive Plan updates.

COST

Moderate. Requires technical review and staff time to coordinate revisions and City Council adoption.

DESIRED OUTCOME

Safety improvements are incorporated into new developments and infrastructure projects.

Policy #5: Publish Annual Safety Report

WHAT

Part of a Safe Systems Approach to transportation systems is that responsibility is shared, safety is proactive, and redundancy is crucial. Publishing an annual safety report will provide regular accountability and communicate progress towards achieving the City's safety goals.

WHO

- The Vision Zero Task Force

WHEN

Annually publish a safety report.

HOW

- Use FDOT Signal4 database to report trends and other key metrics. Data will be used to track progress towards achieving annual crash reduction goals.
- Report progress with implementation of strategies and projects identified in this plan.
- Share success stories from previous year's safety investments and activities.
- Present annual plan to City Commission during a City Commission meeting.
- Coordinate with City of Fort Pierce Communications Department to ensure the annual report is promoted and publicly accessible.

COST

Moderate Cost. Staff time to analyze data, create report, and publish and promote annual report.

DESIRED OUTCOME

With regular reporting and accountability, annual progress reporting leadings to meaningful reductions in serious injury and fatal crashes.



Policy #6: Collect and Analyze Data for Project Evaluation

WHAT

Evaluation of projects and investments is critical to understand if they are effective. Collecting data before and after a project is constructed, or a program is administered, will help with evaluating safety outcomes. When projects are effective, evaluations can help identify what works locally and how similar strategies can be applied in other parts of the city.

WHO

- City Commission
- Vision Zero Task Force

WHEN

Conduct data collection before and after every safety project and program. Incorporate findings annually in Annual Safety Report.

HOW

- Conduct community input surveys before and after a project.
- Measure vehicle speeds before and after a project.
- Measure the volume of all modes before and after a project.
- Collect crash data before and after project, include KSI crashes and all crashes.
- Analyze changes in crash types before and after a project.

COST

Moderate Cost. Cost is for equipment and staff time to collect and analyze project data.

DESIRED OUTCOME

Measure changes in crash trends, particularly severe crashes. Communicate the effectiveness of safety investments and progress towards achieving safety goals.



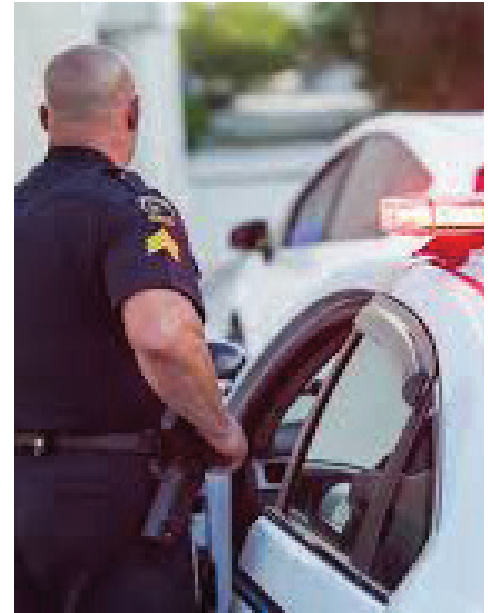
04

PROGRAM RECOMMENDATIONS



PROGRAMS OVERVIEW

The program recommendations focus primarily on behavior changes through education and enforcement activities. The overall goal with these programs is to create a community culture of safety for everyone. These programs will reinforce the desired safety outcomes as a result of infrastructure investment and policy changes.



The program recommendations for this plan are:

- **Federal and State Traffic Safety Programs.** The Vision Zero Task Force should actively seek and implement approved federal and state supported programs that promote and facilitate improvements in alignment with Vision Zero and a the Safe Systems Approach.
- **Targeted Enforcement.** Targeted enforcement helps reinforce safe travel behavior and following state and local traffic laws. Focusing enforcement activities in areas where crashes occur the most will prioritize limited public safety resources.
- **Annual Safety Marketing Campaign.** A city-led safety campaign will bring regular awareness and reminders to the community about the need for safe travel behavior. A safety campaign is part of a Safe Systems Approach to being proactive, sharing responsibility, and providing redundancy with implementation efforts. It also provide transparency and accountability for important safety work.
- **Annual Safety Award Program.** City of Fort Pierce's safety successes should be regularly celebrated. This program will provide an opportunity to recognize individuals and project success stories related to safety every year.
- **Post-Crash Care.** Providing quick response times to severe crashes, and enhancing on-site care resources increase the survivability of crashes. It also focuses on creating safe working environment for first responders.

Program #1 – Federal & State Traffic Safety Programs

What

The City of Fort Pierce should utilize federal and state programs aimed at achieving Vision Zero goals and Safe Systems implementation such as Safe STRIDES 2 Zero, Community Traffic Safety Teams (CTSTs), Highway Safety Improvement Program (HSIP) and Safe Routes to School (SRTS).



Who

- Vision Zero Task Force
- City Staff
- St. Lucie County Public Schools

When

Within the first year of the CSAP adoption, the City should identify and implement at least one federal or state supported Traffic Safety Program. It is recommended the City start with the SRTS program to provide safe street networks in school zones for the city's most vulnerable road users - children.

How

Prioritize programs around these six schools, which are within a three minute walk of a fatal crash site:

- Chester A. Moore Elementary
- Creative Arts Academy of Saint Lucie
- Dale Cassens School
- Dan McCarty Middle School
- Lincoln Park Academy
- St. Lucie Elementary School

Conduct education activities at schools tailored to age and experience. Focus elementary and middle school programs on safe walking and bike riding topics. Focus high school programs on safe driving and impaired driving topics.

Identify infrastructure projects around schools that can improve safety for all users, with a particular focus on vulnerable road users.

Cost

Costs will vary. Most Federal grant programs require a 20% local match for the total cost of the program grant. Some state programs, such as Safe Routes to School, use state funds to cover the 20% federal requirement for a local match of the total cost of the project.

Desired Outcome

Reduction in crashes around schools, particularly the severe crashes.



Program #2 – Targeted Enforcement

WHAT

Targeted enforcement prioritizes speeding enforcement, DUI check points, and other safety enforcement activities along streets where crashes occur most frequently. Enforcement activities should be prioritized along the HIN network to support safety investments.

WHO

- Fort Pierce Police Department
- St. Lucie County Sheriff's Office
- Fort Pierce Vision Zero Task Force
- St. Lucie County Schools

WHEN

Conduct quarterly targeted enforcement activities.

HOW

- Work with Vision Zero Task Force to identify locations for targeted enforcement. Prioritize locations along the HIN.
- Coordinate police and sheriff officers to conduct enforcement activities.
- Collect and share information about enforcement activities, such as number of traffic stops, tickets issued, and other relevant data to report.
- Share activity dates and post-activity findings with the Vision Zero Task Force.

COST

Moderate. Costs associated with staff time to conduct enforcement activity, equipment to conduct work and collect data, and staff time to analyze and report findings after enforcement activities.

DESIRED OUTCOME

Reduction in people driving speeding.
Reduction in crash types and crash contributing factors that influence serious injury and fatal crashes.



Program #3 – Annual Safety Marketing Campaign

WHAT

A city-led safety campaign will bring regular awareness and reminders to the community about the need for safe travel behavior. A safety campaign is part of a Safe Systems Approach to being proactive, sharing responsibility, and providing redundancy with implementation efforts. It also provides transparency and accountability for important safety work.

WHO

- Vision Zero Task Force
- City of Fort Pierce Communications Department
- City Staff
- City Commission

WHEN

The annual safety marketing campaign should be done once a year. The campaign should last a week and focus on daily communication activities, including events, social media posts, and other media strategies to bring awareness to transportation safety.

HOW

- A sub-group of the Vision Zero Task Force should be identified annually to identify and select award recipients.
- Provide an award for at least one project and one person to acknowledge the success and impact that is a result of their efforts or construction.
- Align the award presentation with the City's annual safety campaign.
- The City Commission should be responsible for presenting the award at a regular city commission meeting.

COST

Low to Moderate. The cost is associated with staff time to create campaign materials, and the cost associated with printing materials and hosting events.

DESIRED OUTCOME

Consistent communication about transportation safety reinforces and reminds people about the need to travel safely. The campaign becomes something the community expects and recognizes every year.



Program #4 – Annual Safety Award Program

What

A safety award program will promote a safety culture in the community and celebrating the people and projects making the community safer. Awards should be given annually to promote continuous work to improve safety outcomes in Fort Pierce.

Who

- Vision Zero Task Force
- City of Fort Pierce Communications Department
- City Staff
- City Council

When

The safety awards would be given annually. To create redundancy and reinforce other efforts, the annual awards should be coordinated with the City's annual week-long safety campaign.

How

- A sub-group of the Vision Zero Task Force should be identified annually to identify and select award recipients.
- Provide an award for at least one project and one person to acknowledge the success and impact that is a result of their efforts or construction.
- Align the award presentation with the City's annual safety campaign.
- The City Council should be responsible for presenting the award at a regular city council meeting.

Cost

Low. The cost is associated with staff time to create award, and the cost associated with the plaque or trophy to document the award.

Desired Outcome

Create a legacy of safety stewardship by annually acknowledging people and projects that are improving transportation safety in Fort Pierce.



Program #5 – Post-Crash Care

WHAT

Post-crash care includes three areas of focus: strategies to improve response times to crash sites, resources to improve survivability through on-site care, and strategies to improve the safety of first responders getting to crash sites and at crash sites.

WHO

- Area Hospitals
- Fort Pierce Police Department
- St. Lucie County Fire District
- St. Lucie County Emergency Medical Services Advisory Council

WHEN

Annual training for EMS to improve on-site care and on-site safety procedures. Regular investments in technology and other resources to improve response times and resources to improve on-site care.

HOW

- Coordinate with response partners (St. Lucie FD, St. Lucie EMS, St. Lucie Sheriff Dept)
- Implement response time optimization program to review existing practices and evaluate for opportunities to improve operational efficiency
- Develop priority trauma center routes
- Enhance crash-scene care with implementations such as cold-stored whole blood on EMS vehicles
- Annual reporting on the Safety Report Card of crash response times, EMS notification of crash times, and EMS to hospital arrival times

COST

Low to High. Low cost activities can be regular training for EMS staff. Moderate to high investments can be technology and resource related e.g. vehicle technology or signal preemption.

DESIRED OUTCOME

Establish and implement protocols for post-crash response time review to increase efficiency, cross-trained first responders to improve survival rate of crash victims, and continued regional coordination to further optimize crash response and trauma center coordination.





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05

IMPLEMENTATION





BUDGETING STRATEGY

Over the past five years, the City of Fort Pierce Engineering Department has averaged ten full-time staff with an average annual operating budget of around \$1 million. Additionally, the City of Fort Pierce five-year transportation capital improvement program has a total project cost identified of \$65 million. Of the the \$65 million project costs, \$45 million in project costs are unfunded.

Given the limits in operating resources and capital investment constraints, the City will focus on the following strategies to maximize investment benefits:

- **Reprioritize existing operating budgets.** City staff will look for creative ways to work with existing operating budgets. Staff can focus a portion of their time on safety-related work. An example would be dedicating staff time to creating and sustaining the proposed Vision Zero Task Force.
- **Pursue grants.** For programs and projects, the City will be opportunistic and look for additional funding resources, such as competitive grant programs like the SS4A program or other federal or state programs and provide resources for safety programs and projects.
- **Leverage funding from regional partners like St. Lucie County and FDOT.** For HIN segments in the City of Fort Pierce on County or state owned roadways, the City will work with the respective roadway owners to fund safety improvements. Implementation needs are a shared responsibility across several roadway owners.

When the City is working on implemenation, it should prioritize investments in maintenance and physical changes to streets. However, rebuilding roads alone will not solve the community's safety needs. A comprehensive approach to change is needed.

For annual budgeting, the city will focus on allocating resources to all of these categories. This strategy will provide a consistent and comprehensive approach to transportation safety investments. The proposed percentages are provided as a decision-making guide.

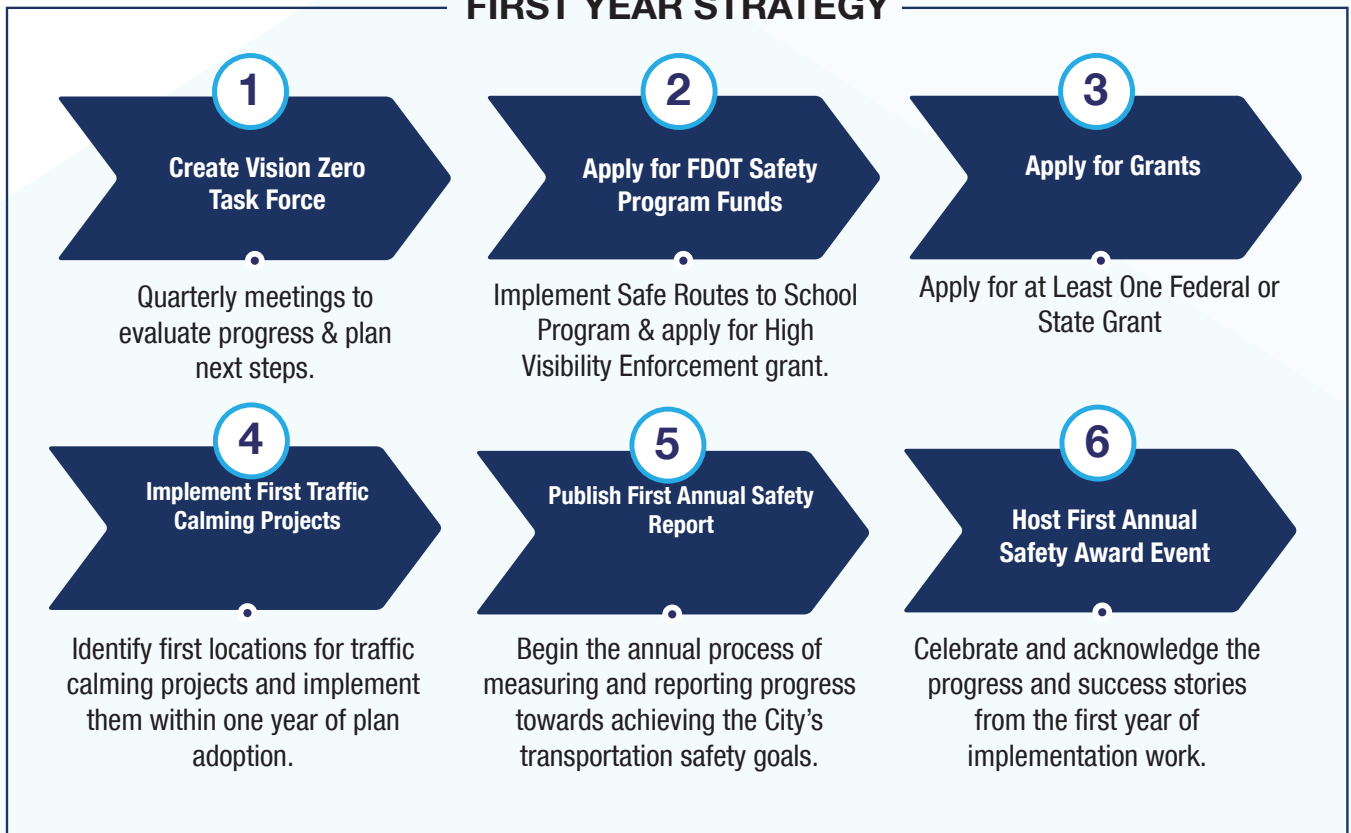
- **75%Projects.** Changing the physical design of streets will provide the greatest return-on-investment related to reductions in serious injury and fatal crashes. As such, the majority of funding should be directed to projects that change the physical design or operations of the street.
- **10%Programs.** Enforcement and education campaigns will promote safer travel behaviors in the city. Funding is needed to make these programs to be consistent annual activities.
- **10%Policy.** Like programs, policy work is needed to support transportation safety decision-making. This budget category will primarily focus on staff time and staff resources needed to complete the policy recommendations in this plan.
- **5% Evaluation & Reporting.** Data collection and reporting is a cornerstone of this plan. It is needed to communicate progress towards the City's transportation safety goals and measure the effectiveness of the safety investments made in Fort Pierce. Doing this work requires annual funding.

YEAR 1 STRATEGY

The first year after adopting the Comprehensive Safety Action Plan (CSAP) will be crucial to establishing the pace and determining success of the plan moving forward. The recommendations in this section are prioritized from the projects, policies, and programs strategized in this plan, with focus on the actions that should be performed within the first year.

- **Create VZ Task Force.** The Task Force will be pivotal in implementing the CSAP. The Task Force should meet quarterly to review progress, report outcomes, and continuously coordinate safety work between multiple agencies, departments, and community members.
- **Apply for FDOT Safety Program Funds.** Initiate Safe Routes to School (SRTS) program and Targeted Enforcement program through FDOT funding sources such as SRTS and High Visibility Enforcement grants.
- **Apply for Federal and State Grants.** Completing the CSAP positions the City to be competitive for additional grant funding. The city should pursue applying for the SS4A grants or other federal or state grant programs.
- **Implement First Traffic Calming Project.** Within the first year, the City should implement at least one traffic calming measure, such as restriping lanes and crosswalks or completing a quick-build project.
- **Publish First Annual Safety Report.** To assess effectiveness, all initiatives should be evaluated before, during, and after implementation, with results report progress towards achieving the City's transportation safety goals.
- **Host First Annual Safety Award Event.** The City should host an annual safety award event to celebrate and acknowledge success stories, as well as encourage continued involvement and focus on Fort Pierce's transportation safety goals.

FIRST YEAR STRATEGY



Comprehensive Safety Action Plan Implementation Table

The CSAP Implementation Table organizes and summarizes all of the policy, program, and project recommendations into a single table. The table can be used to track progress toward completing the recommendations of this plan.

ACTION	TYPE OF ACTION	LEAD	SUPPORT
POLICY RECOMMENDATIONS			
Establish Vision Zero Task Force	Policy	City Staff	FDOT TPO Public Safety Officials Community Members
Design Streets for Safety	Policy	City Staff	FPPD FDOT SLC
Create Comprehensive Speed Management Policy	Policy	City Staff	FPPD SLC-Sheriff's Office FDOT
Update Comprehensive Plan	Policy	Vision Zero Task Force	City Commission FP Planning Dept. FP Public Works Dept.
Publish Annual Safety Report	Policy	Vision Zero Task Force	FP Engineering Dept.
Collect and Analyze Data for Project Evaluation	Policy	Vision Zero Task Force	FP Engineering Dept.
PROGRAM RECOMMENDATIONS			
Safe Routes to School	Program	City Staff	SLC Public Schools
Targeted Enforcement	Program	Vision Zero Task Force	FPPD SLC-Sheriff's Office
Annual Safety Marketing Campaign	Program	Vision Zero Task Force	City Staff City Commission FP Communications Dept.
Annual Safety Award Program	Program	Vision Zero Task Force	City Staff City Commission FP Communications Dept.
Post-Crash Care	Program	Vision Zero Task Force	Area Hospitals FPPD SLCFD SLC EMS Advisory Council
PROJECT RECOMMENDATIONS			



ACTION	TYPE OF ACTION	LEAD	SUPPORT
US-1: Juanita Ave to Seaway Dr	Project	FP Engineering	FDOT
US-1: Seaway Dr to Ohio Ave	Project	FP Engineering	FDOT
Indian River Dr: Florida Ave to Savannah Rd	Project	FP Engineering	FDOT SLC FPPD VZTF
Seaway Dr: Harbour Isle Dr to S Ocean Dr	Project	FP Engineering	VZTF FPPD
US-1: Ohio Ave to Farmers Market Rd	Project	FP Engineering	FDOT
US-1: Farmers Market Rd to Ulrich Rd	Project	FP Engineering	FDOT
Edwards Rd: Sunrise Blvd to US-1	Project	FP Engineering	SLC
SR-70/Okeechobee Rd: Kings Hwy to McNeil Rd	Project	FP Engineering	FDOT
Avenue D: N 29th St to N 13th St	Project	FP Engineering	VZTF FPPD
Oleander Ave: Revels Ln to Ohio Ave	Project	FP Engineering	SLC



ACTION	TYPE OF ACTION	LEAD	SUPPORT
SR-70/Virginia Ave: S 25th St to US-1	Project	FP Engineering	FDOT
Okeechobee Rd/Delaware Ave: S 29th St to US-1	Project	FP Engineering	FDOT VZTF FPPD
SR-70/Okeechobee Rd: McNeil Rd to S 29th St	Project	FP Engineering	FDOT SLC FPPD VZTF
Georgia Ave: Okeechobee Rd to US-1	Project	FP Engineering	VZTF FPPD
13th St: Avenue M to Georgia Ave	Project	FP Engineering	VZTF FPPD
Orange Ave: Angle Rd to US-1	Project	FP Engineering	VZTF FPPD
25th St: Rosarita Ave to Virginia Ave	Project	FP Engineering	FDOT VZTF FPPD
S 33rd St/Delaware Ave: Okeechobee Rd to S 25th St	Project	FP Engineering	SLC FDOT FPPD VZTF
17th St: Avenue D to Delaware Ave	Project	FP Engineering	VZTF FPPD
Sunrise Blvd: Virginia Ave to Ohio Ave	Project	FP Engineering	FDOT SLC VZTF FPPD

