

RESOLUTION NO. 25-R69

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA **APPROVING AND ADOPTING THE COMPREHENSIVE SAFETY ACTION PLAN** FOR SUBMISSION TO THE UNITED STATES DEPARTMENT OF TRANSPORTATION FOR REVIEW AND APPROVAL; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the U.S. Department of Transportation selected and awarded the City of Fort Pierce a Safe Streets and Roads for All ("SS4A") Action Plan Grant pursuant to Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021; also referred to as the "Bipartisan Infrastructure Law" or "BIL") in the amount of two hundred and forty thousand dollars (\$240,000)(hereinafter referred to as the "Action Plan Grant Agreement"); and

WHEREAS, SS4A Action Plan Grants assist communities that do not currently have a roadway safety plan in place to reduce roadway fatalities, laying the groundwork for a comprehensive set of actions. It also provides funding to communities that want to build upon an existing roadway safety plan; and

WHEREAS, pursuant to the Action Plan Grant Agreement, the City of Fort Pierce has completed a Comprehensive Safety Action Plan that encompasses projects, policies, and programs committed to reducing and eliminating transportation related serious injuries and fatalities; and

WHEREAS, pursuant to the Action Plan Grant Agreement, the City of Fort Pierce must adopt its Comprehensive Safety Action Plan by September 26, 2025; and

WHEREAS, pursuant to the Action Plan Grant Agreement, the City has made the Comprehensive Safety Action Plan publicly available, and will publish the final version of the Comprehensive Safety Action Plan on a publicly available website; and

WHEREAS, the City Commission deems it is in the best interest of the public to submit the Comprehensive Safety Action Plan for review and approval.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA THAT:

Section 1: The City Commission of the City of Fort Pierce hereby approves and adopts the Comprehensive Safety Action Plan, attached as Exhibit "A", for submission to the United States Department of Transportation for review and approval.

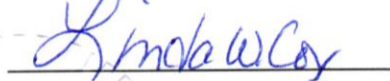
Section 2: This Resolution shall take effect immediately upon its adoption.

IN WITNESS WHEREOF, this Resolution has been duly adopted on this 15th day of September 2025.



Linda Hudson, Mayor

ATTEST:



Linda W. Cox, City Clerk

(SEAL)

Approved as to Form
And Correctness:


Sara Hedges, City Attorney

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.

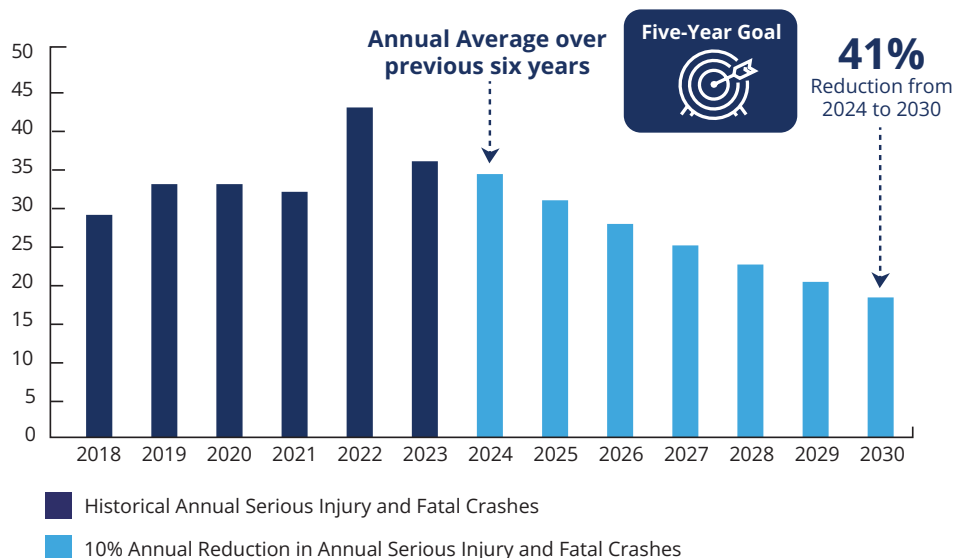
To this end, the City commits to a short-term goal of reducing serious injury and fatal crashes by 41% over the next five years. This goal represents a commitment to reduce serious injury and fatal crashes by 10% a year over the next five years.

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
 <p>Save lives with slower vehicle speeds</p>	<p>78% of fatal crashes in Fort Pierce occur on streets with speed limits of 35 mph or higher.</p>	<p>Residents repeatedly voiced concerns about drivers speeding in the city.</p>	<p>When crashes occur, they don't result in serious injury or death.</p>	 <p>Eliminate serious injury and fatal crashes</p>
 <p>Design safer streets</p>	<p>Street design influences crash severity. 72% of serious injury and fatal crashes in the city occur on major roads.</p>	<p>Residents asked for more street designs that make it easier to travel along streets or cross intersections.</p>	<p>People driving drive at or below the posted speed limit, yield to people crossing the street, and follow the rules of the road.</p>	
 <p>Coordinate regional implementation</p>	<p>46% of the serious injury and fatal crashes in Fort Pierce occur on FDOT roadways and 12% occur on St. Lucie County roadways.</p>	<p>Residents regularly shared major roads are the areas they feel most unsafe, and represent barriers between neighborhoods.</p>	<p>The City of Fort Pierce commits to facilitating regional coordination and partnerships in tackling fatal and serious injury crashes in Fort Pierce.</p>	
 <p>Create culture of safety leadership and accountability</p>	<p>46% of the serious injury and fatal crashes in Fort Pierce occur on FDOT roadways and 12% occur on St. Lucie County roadways.</p>	<p>Many people expressed a desire for action in their neighborhoods and see regular and consistent improvements.</p>	<p>Elected officials and department leaders are regularly providing updates and prioritizing investments annually for safety projects, programs, and policy changes.</p>	
 <p>Protect the most vulnerable road users</p>	<p>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.</p>	<p>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.</p>	<p>Comfortable and safe feeling sidewalks and bikeways are built, particularly along major roads to separate people walking and biking from fast moving vehicles.</p>	
 <p>Foster a culture of safe travel</p>	<p>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.</p>	<p>Residents shared a desire for an increase in traffic enforcement and education campaigns to curb dangerous travel decisions.</p>	<p>Safety enforcement activities and educational programs are conducted regularly to promote safe travel behavior.</p>	

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.

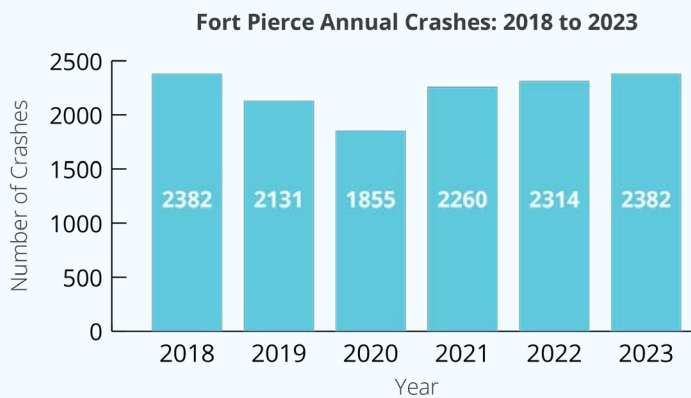
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Average number of crashes per day over past six years.

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.

Despite accounting for 4% of all crashes, walking and biking are nearly 30% of all serious injury and fatal crashes.

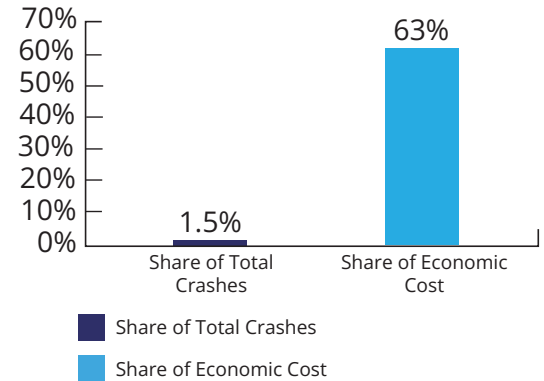
These facts highlight the need to focus on slowing drivers down and protecting those more vulnerable to serious injuries and fatalities.

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

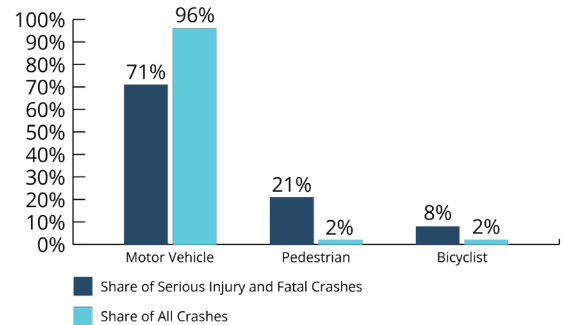
Only 36% of the serious injury and fatal crashes in Fort Pierce occur on roads the city owns. 46% of the serious injury and fatal crashes occur on Florida Department of Transportation (FDOT) roadways and 12% occur on St. Lucie County roadways.

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

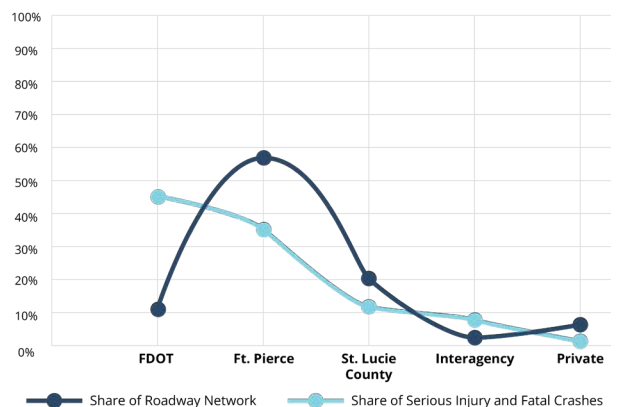
Serious Injury and Fatal Crashes: Share of Total Crashes vs. Share of Economic Cost



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



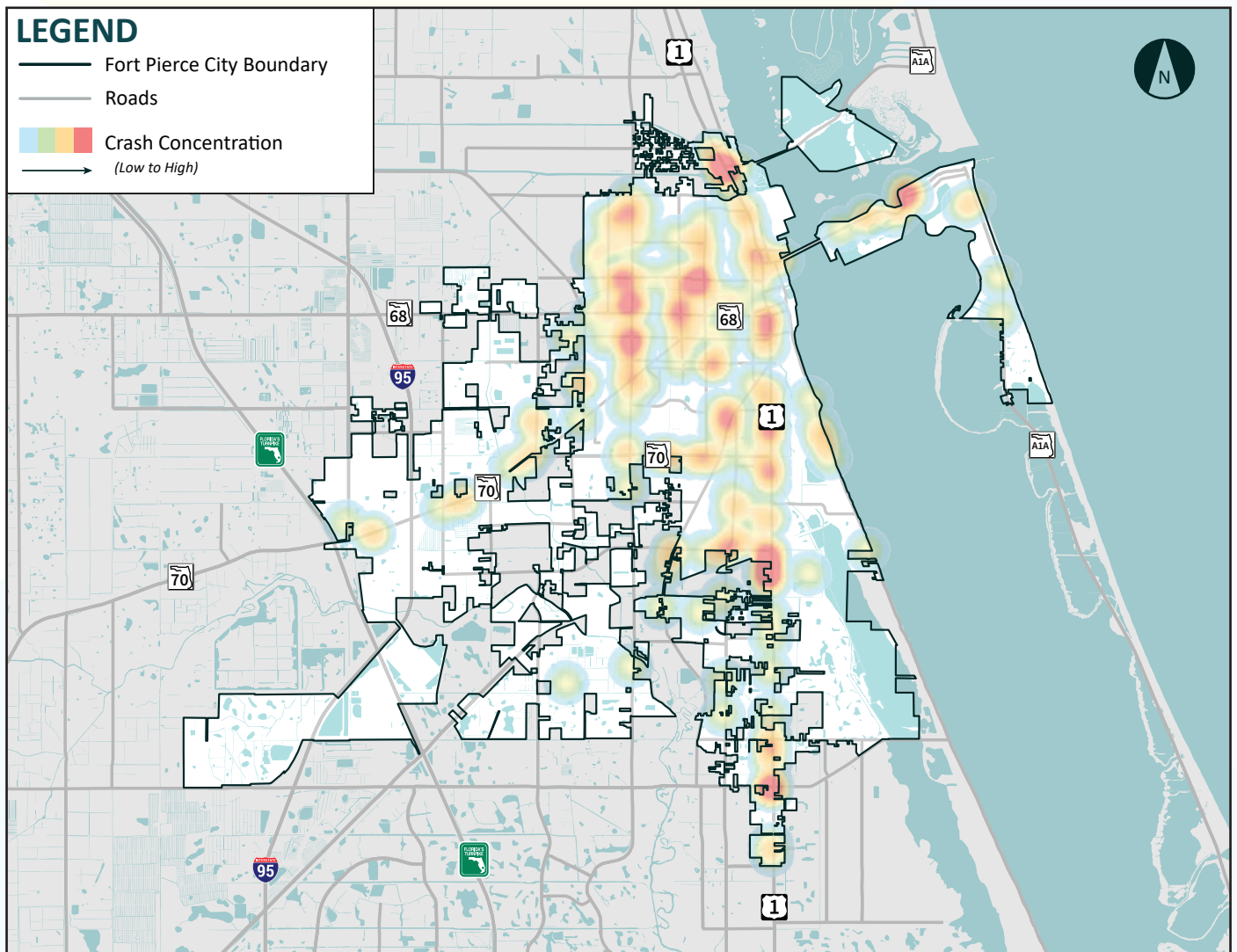
Fort Pierce Serious Injury and Fatal Crashes by Roadway Ownership



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 projects and areas for transportation safety investments.



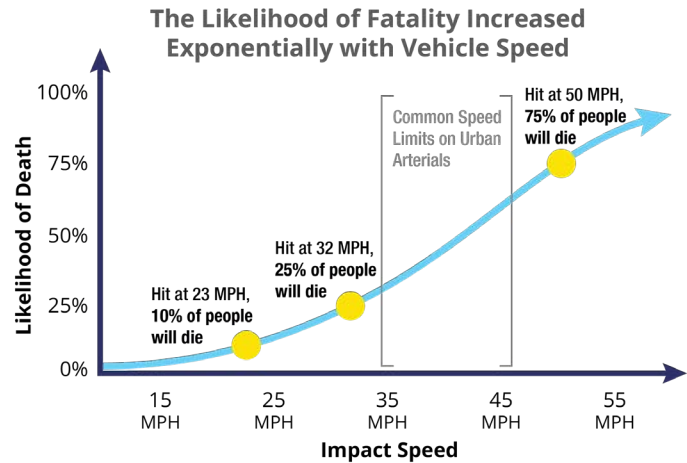
WHY SPEED MATTERS

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.

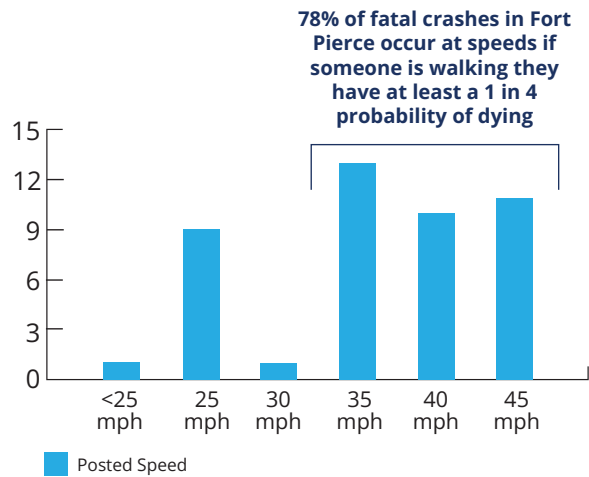
Roads designed for higher vehicle volumes, namely arterial roads, account for a majority of serious injury and fatal crashes in Fort Pierce. 72% of serious injury and fatal crashes in Fort Pierce are on arterial roads. These are major roads like US 1, Orange Avenue, and Okeechobee Road. These roads typically 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

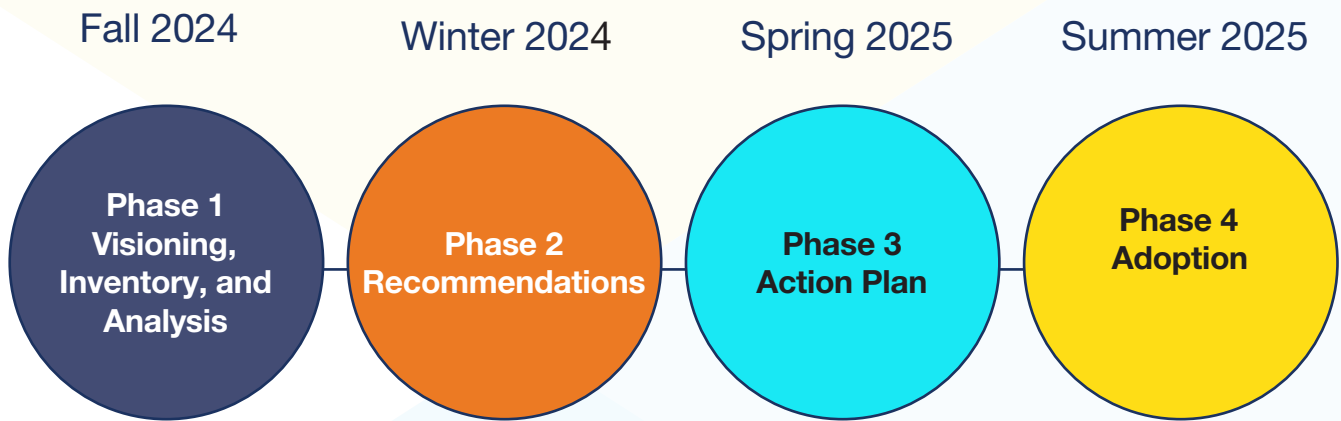
Source: NACTO City Limits: Setting Safe Speed Limits on Urban Streets, 2020



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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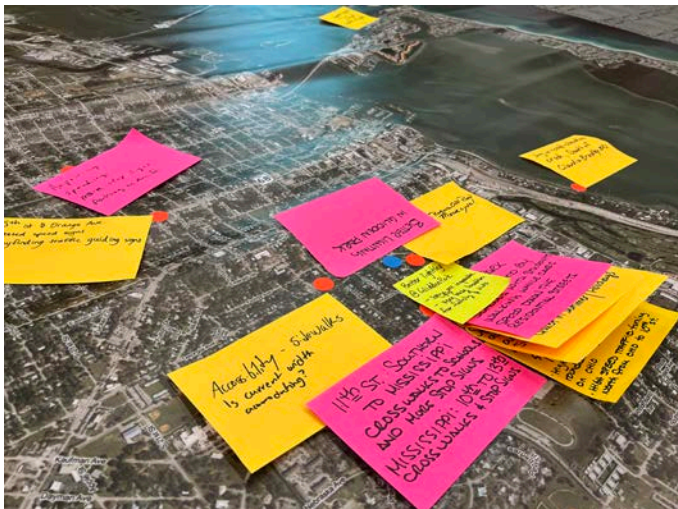
People attended in-person meetings

29

On-line surveys completed

130

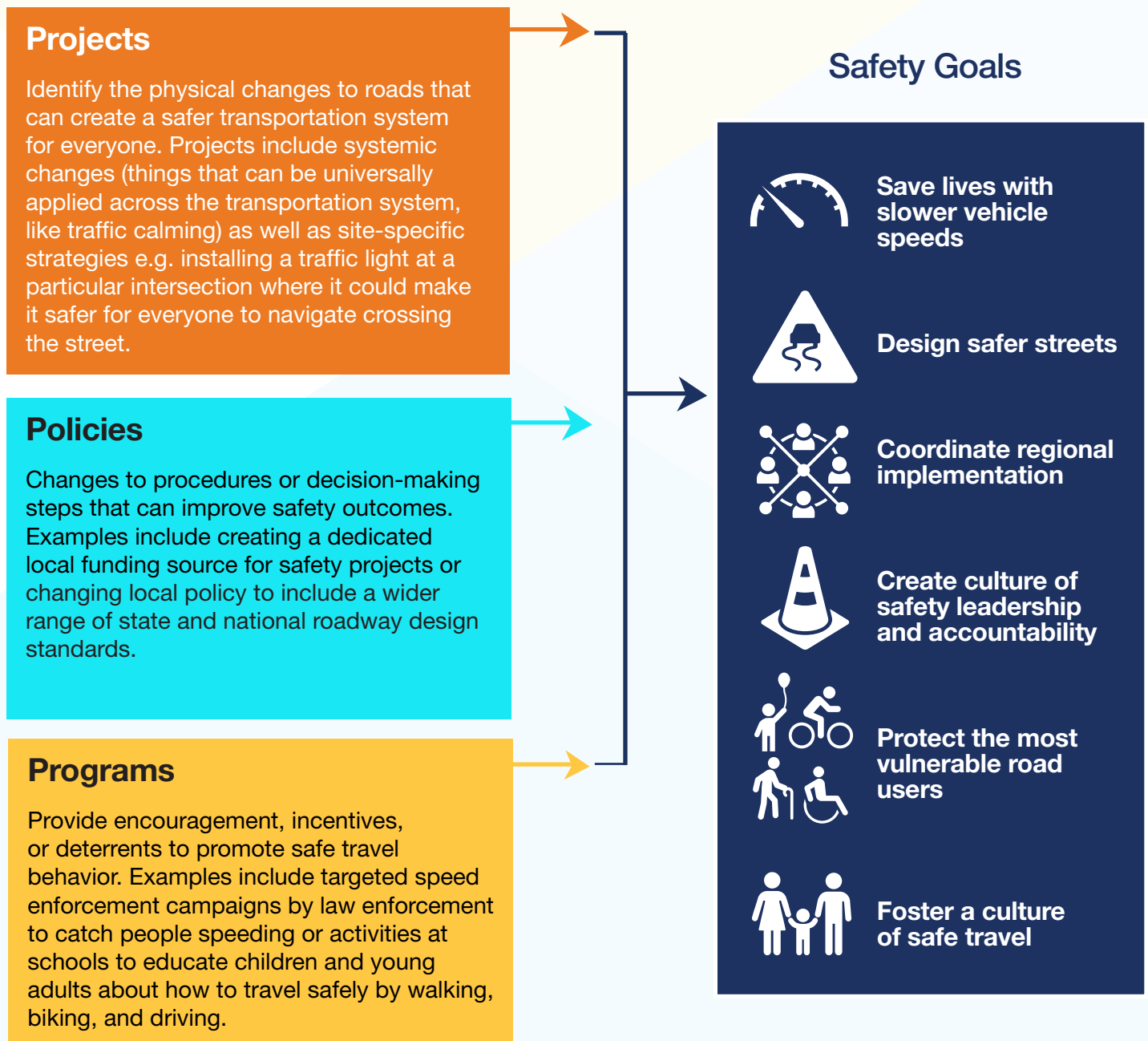
Geographic-specific generated online and at in-person meetings



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.

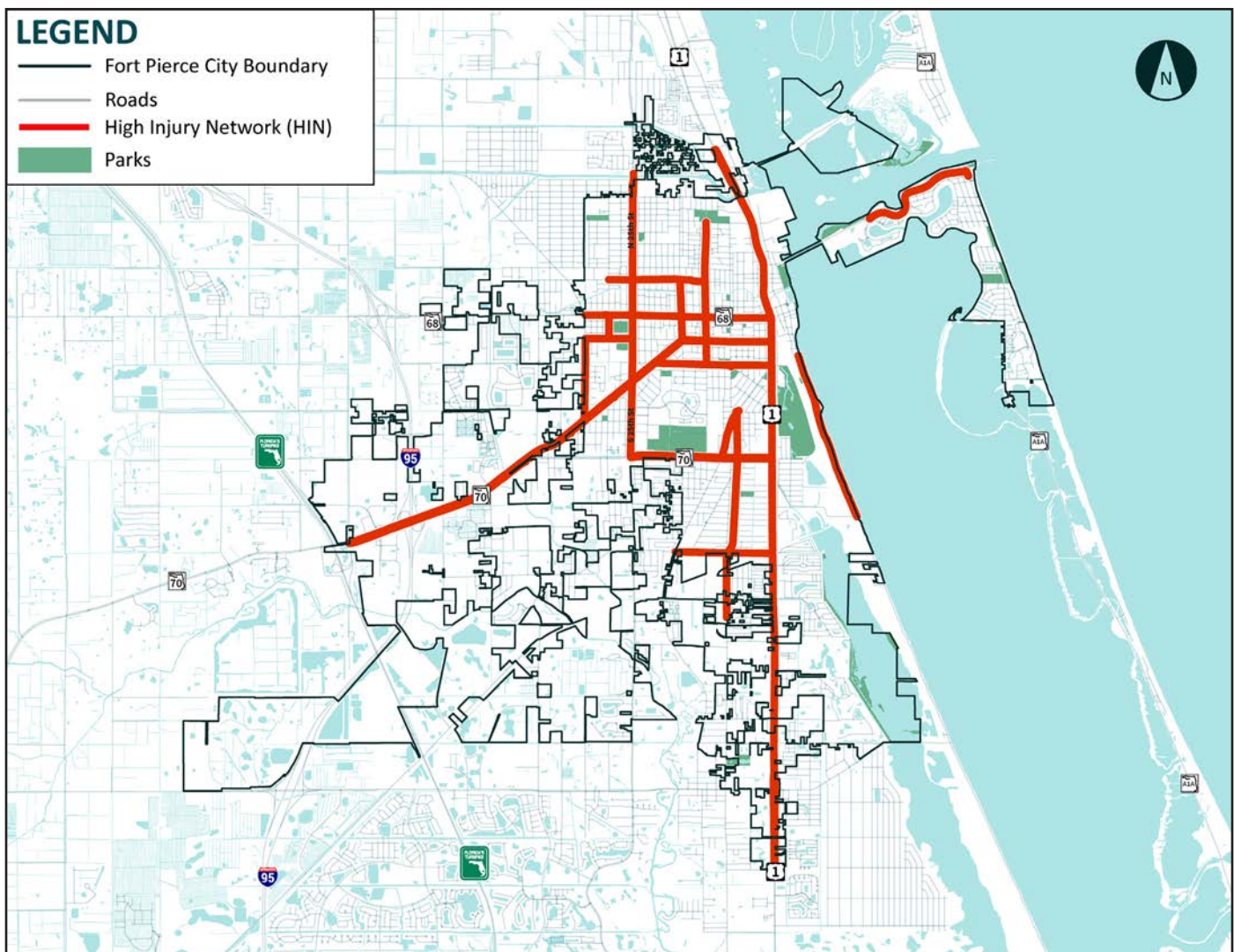
The HIN for Fort Pierce covers 13% of the roadway network. However, 71% of all crashes and 84% of all serious and fatal crashes over the past six years have occurred on the HIN.

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.

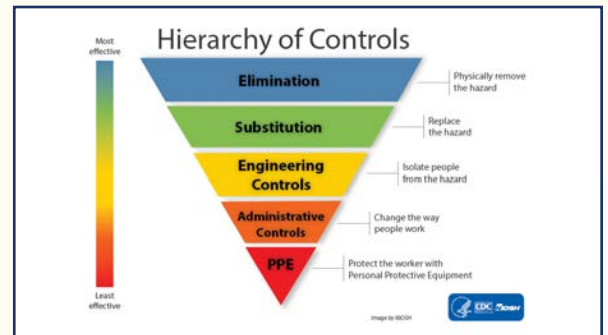
Details for each topic (projects, policies, and programs) can be found in the corresponding chapters for each topic. Additionally, the *Implementation* chapter outlines a budget strategy to guide investment and an evaluation strategy to track progress and success over time.



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.

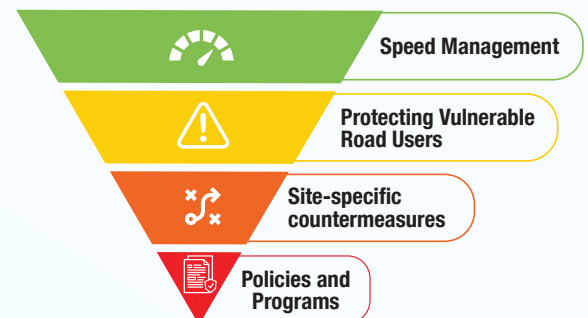


This plan recognizes that eliminating vehicles going over 20 MPH is not feasible, nor is an expectation that everyone will wear reflective clothing, and that this solves the severity problem with crashes.

Based on national research on contributing factors to why vehicles speeds influence the severity of crashes, as well as local crash trends, a priorities "Hierarch 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 polices 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 as they can form the basis for decision making for the more effective implementation of countermeasures. 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.

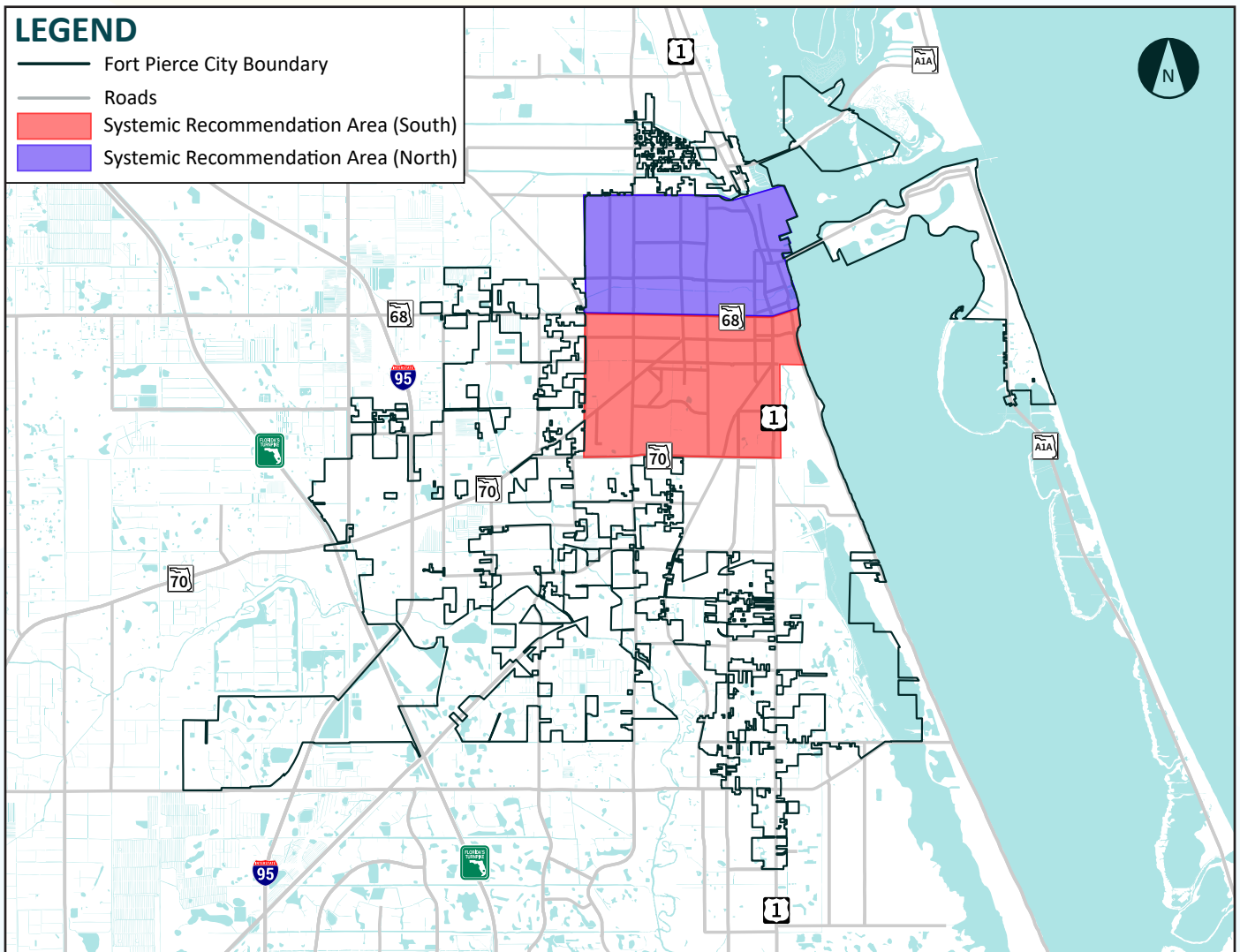
SYSTEMIC STRATEGIES IMPLEMENTATION AREAS

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 of focus:

- traffic calming
- 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.

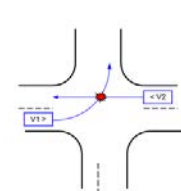
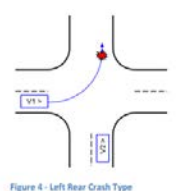
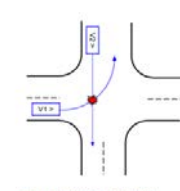
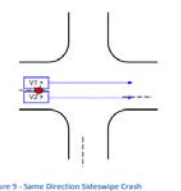
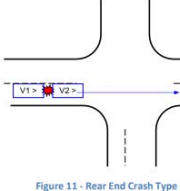


Roundabouts, such as this one at the intersection of Georgia Avenue, 10th Street, and Parkway Drive, is an example of a FHWA proven countermeasure. Roundabouts have been shown to reduce fatal and injury crashes by 82%.

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.

Left-Entering  <p>Figure 2 - Left Entering Crash Type</p>	Drivers traveling in parallel directions, one vehicle is turning left (perpendicular to the opposite vehicle) and the other vehicle is traveling straight.
Left-Rear  <p>Figure 4 - Left Rear Crash Type</p>	Vehicles traveling in perpendicular directions. One vehicle is turning left, and straight traveling vehicle collides into their rear.
Left-Leaving  <p>Figure 3 - Left Leaving Crash Type</p>	Vehicles traveling in perpendicular directions. One vehicle is turning left, and the other vehicle is traveling straight ahead.
Sideswipe (same direction)  <p>Figure 9 - Same Direction Sideswipe Crash Type</p>	Two vehicles traveling in the same direction impact one another, with no significant involvement of the front or rear vehicle surface areas.
Rear-End  <p>Figure 11 - Rear End Crash Type</p>	Vehicles traveling in the same direction. One vehicle's initial impact is in the front, and the other's is in the rear.

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.

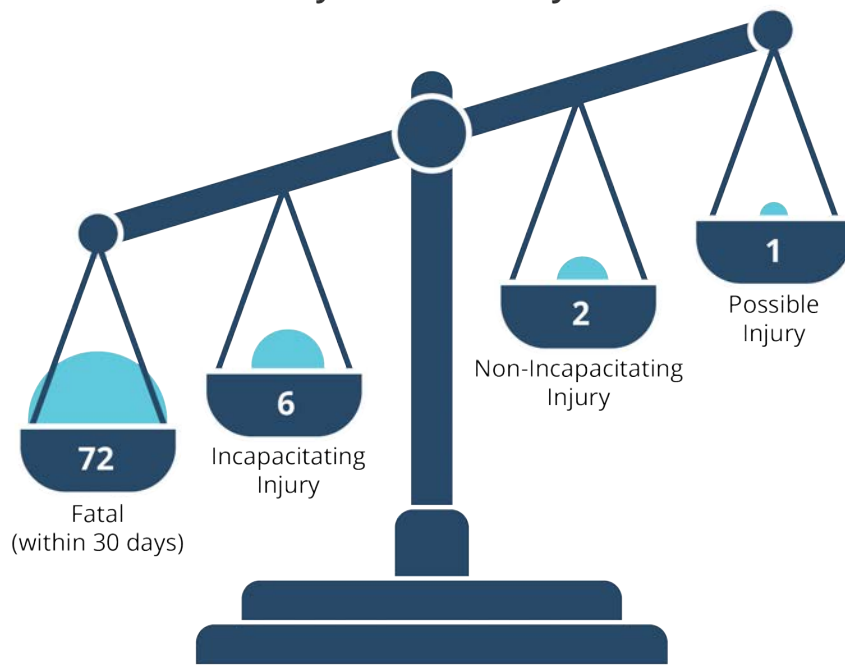
High Injury Network

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



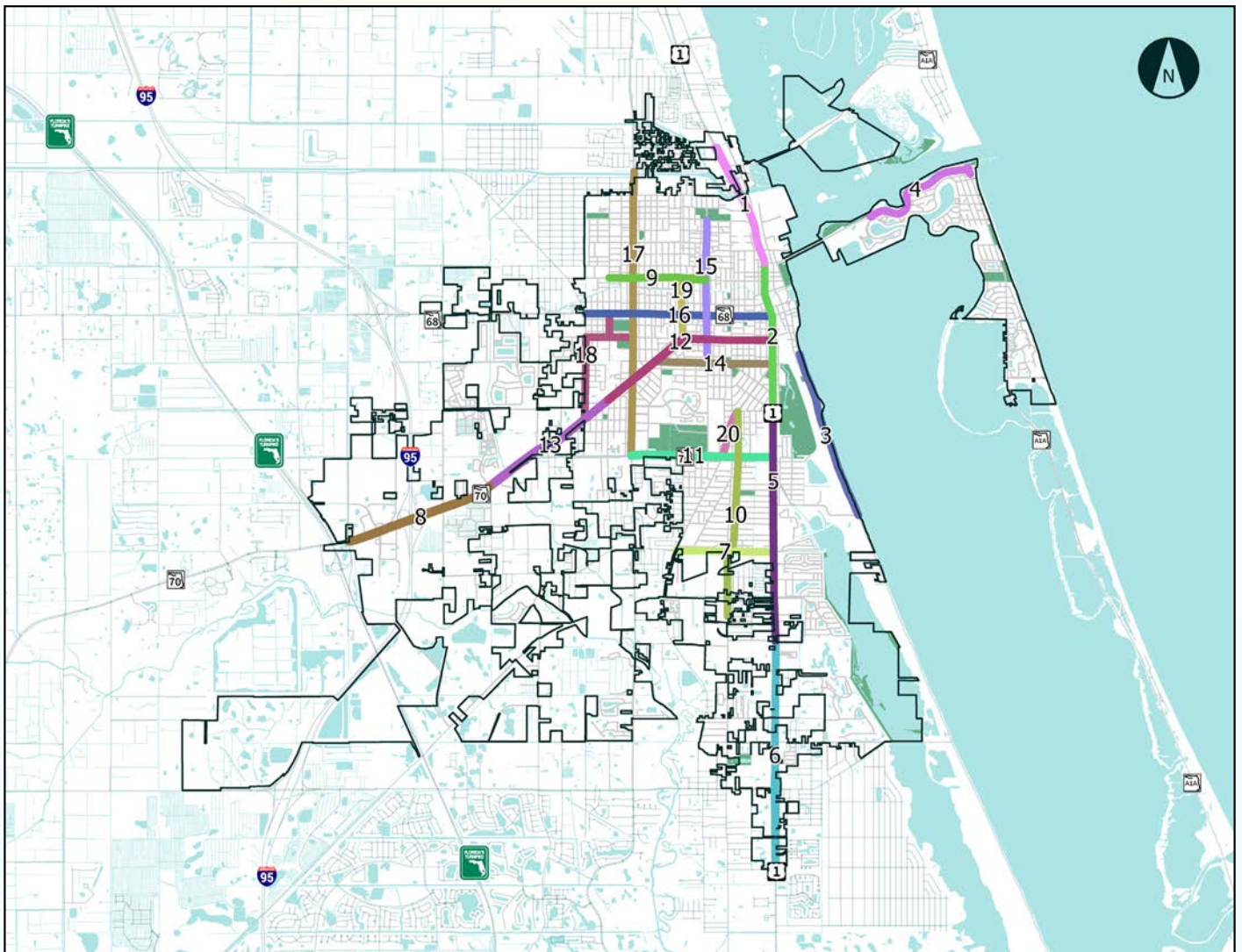
HIN Projects Map

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. Top recommendations include:

- intersection safety
- access management
- improve lighting
- enhance pavement markings and signs

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 Ranking Table & Project 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.

MAP ID #	STREET NAME	FROM	TO	OWNER-SHIP	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		S 29th St	US-1	FDOT/ Interlocal Agreement	647	6	0
13	SR-70 /	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

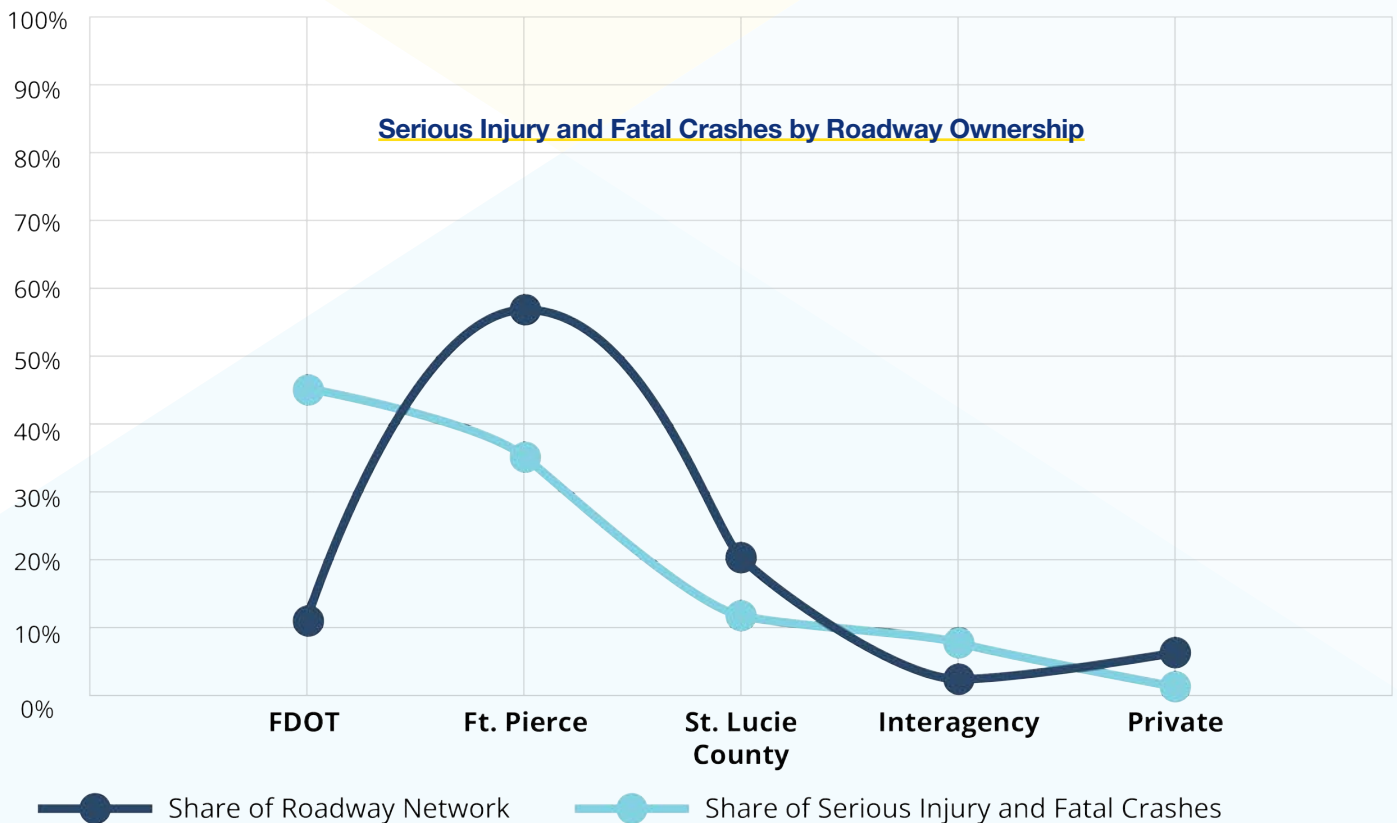


REGIONAL COORDINATION

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.

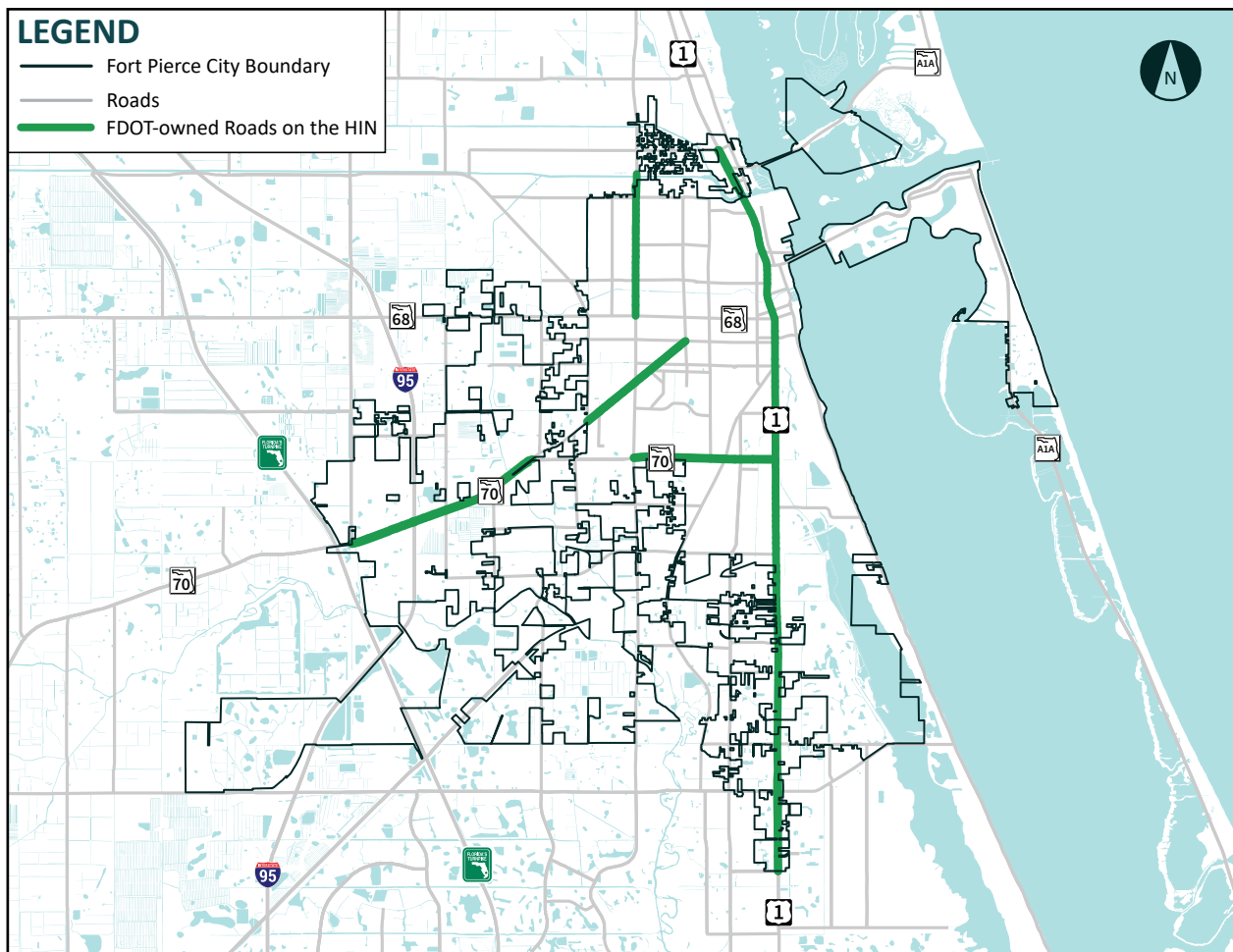


49% of the Fort Pierce HIN streets are owned by FDOT. 56% of all fatal crashes and 69% of all crashes that occur on the Fort Pierce HIN are on streets owned by FDOT.

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.



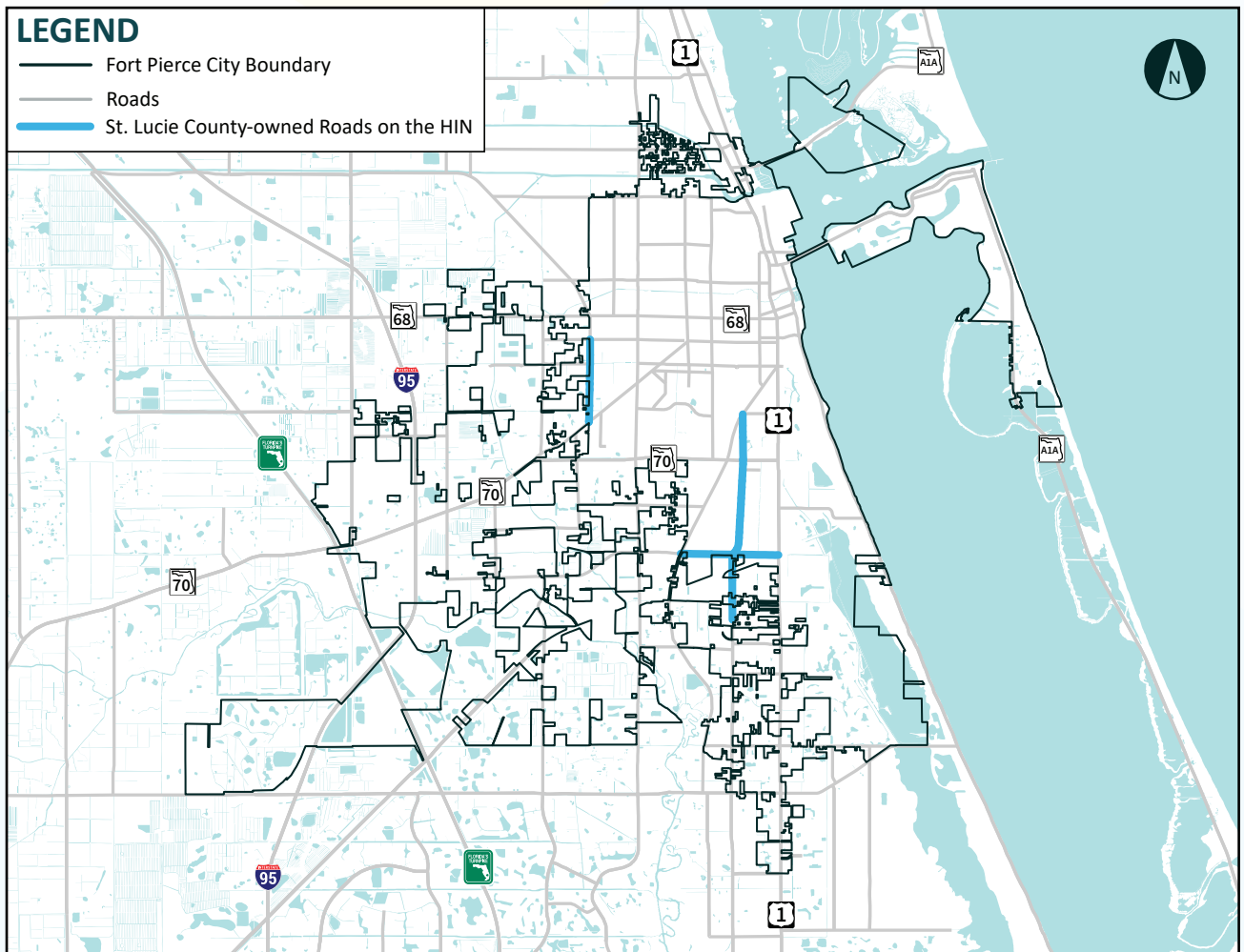
St. Lucie County

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.



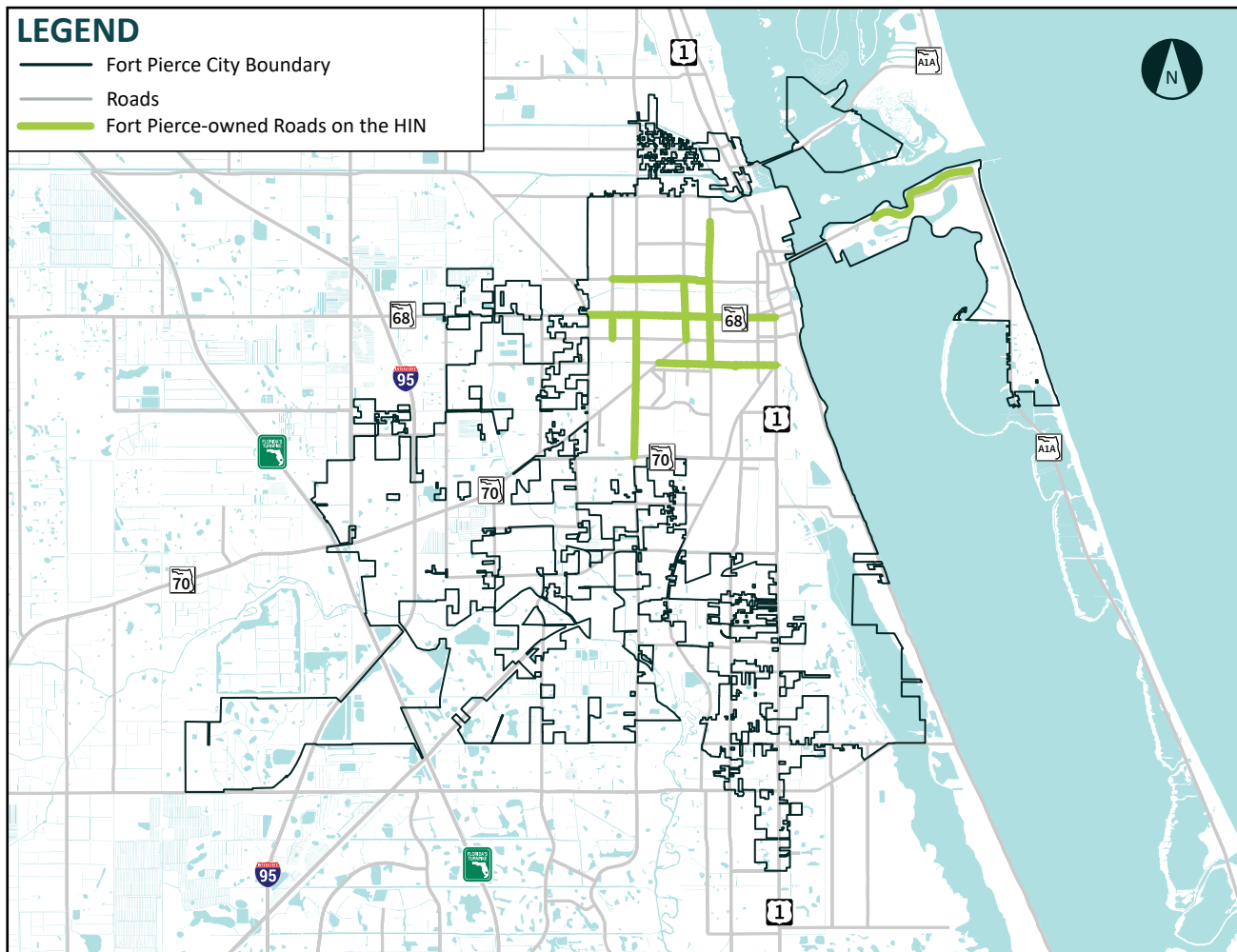
Fort Pierce

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.



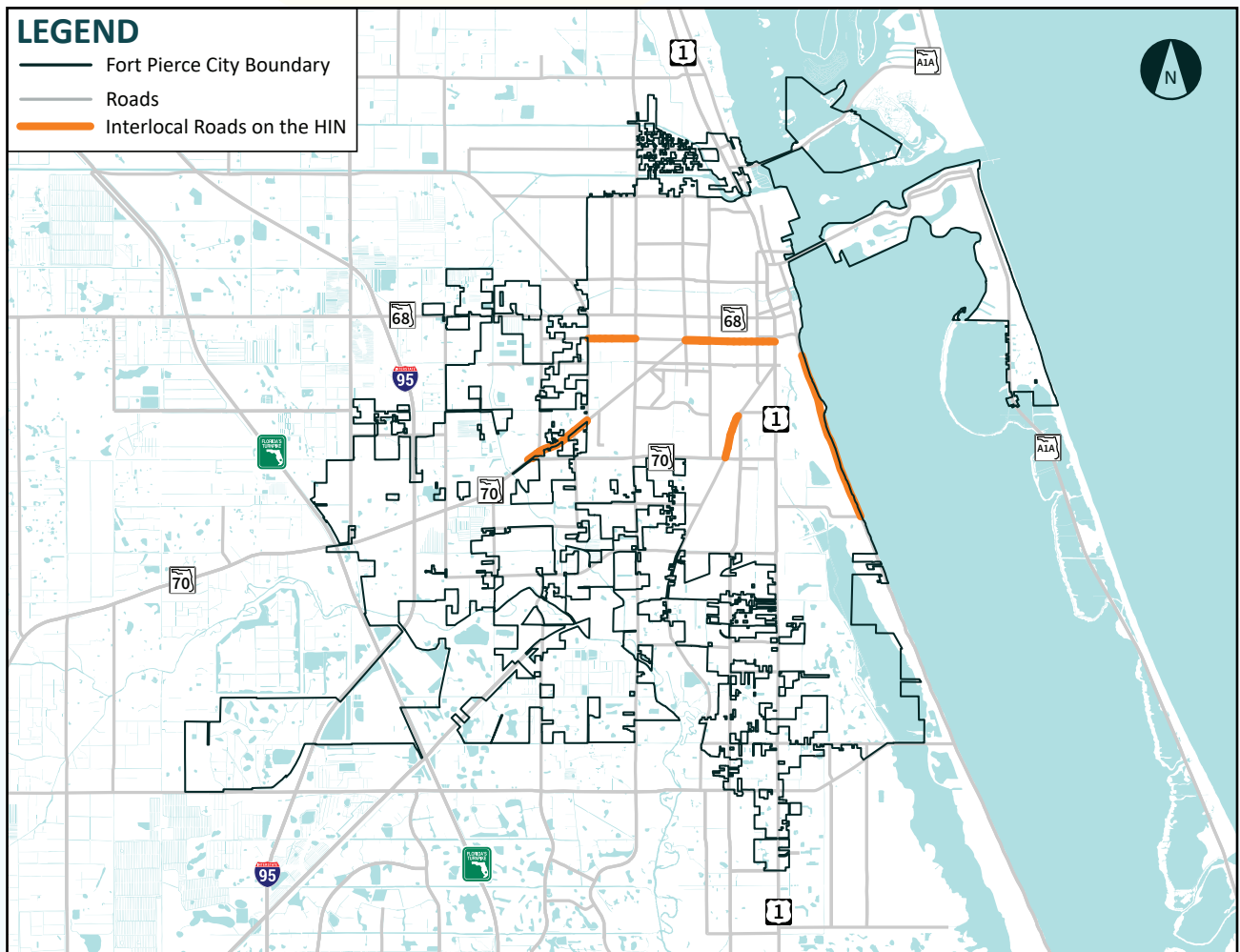
Interlocal

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 (Engineering Department, Communications and Economic Development Department, Planning Department, Community Response Department, Public Works Department)
- Community members
- Regional partners, like FDOT, St. Lucie TPO, and St. Lucie County
- Public safety officials (Police Department, St. Lucie County Sheriff's Office)



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 (Planning Department, Engineering Department, Public Works Department)

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

- Police Department
- St. Lucie County Sheriff's Office
- City Staff (Planning Department, Engineering Department)

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
- Engineering, Planning, and Public Works Departments

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 Commission 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

- Vision Zero Task Force
- Engineering, Planning, and Public Works Departments

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 fatal and serious injury 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 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 Elementary¹
- 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 Commission

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 Commission 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 Sheriff's Office
- 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 \$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 implementation, 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.

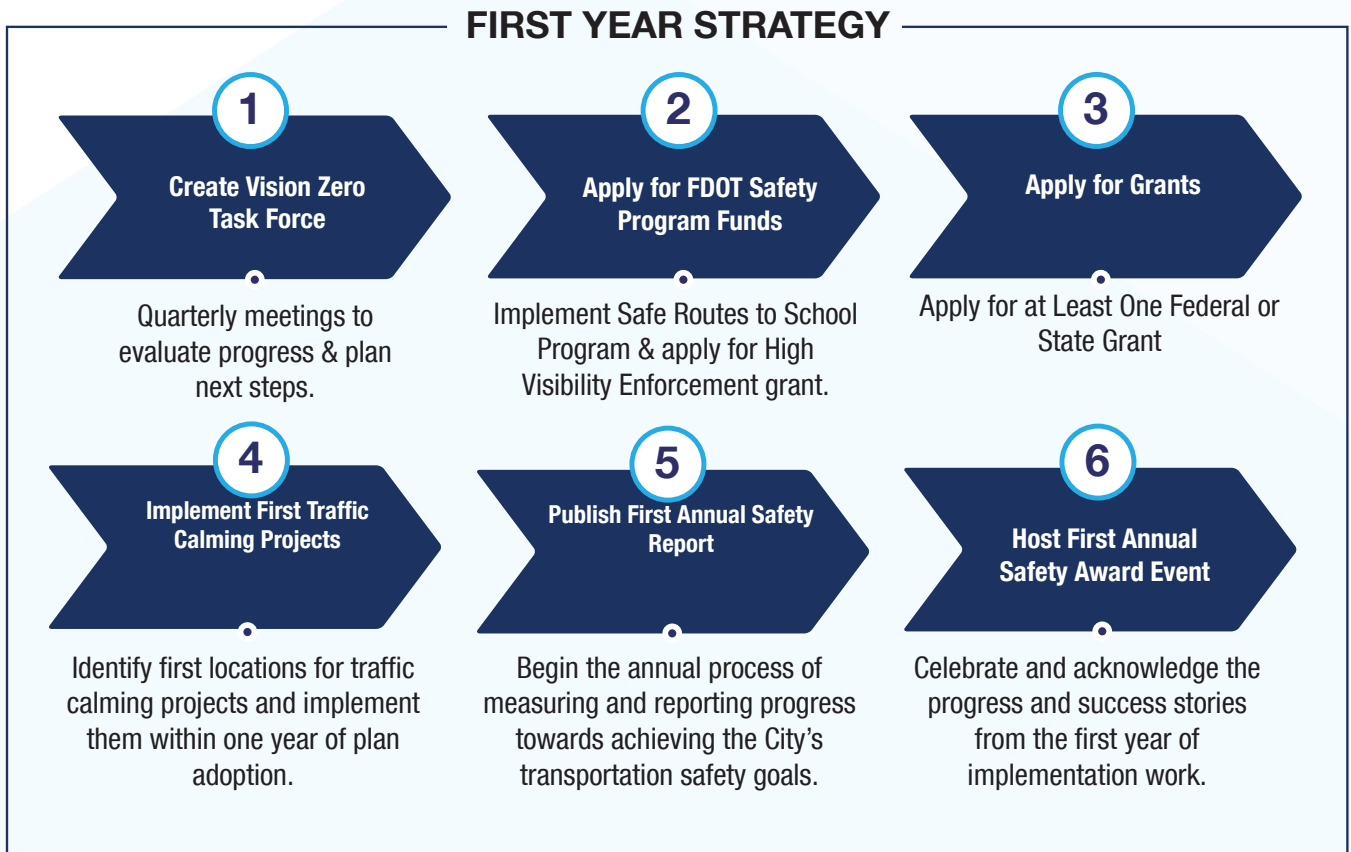
- **75%Projects.** Changing the physical design of streets will provide the greatest return-on-investment related to reductions in serious injury and fatal crashes. As such, the majority of funding should be directed to projects that change the physical design or operations of the street.
- **10%Programs.** 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.



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 City of Fort Pierce 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



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



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



APPENDIX

A



APPENDIX A: PROJECT RANKING TABLE & PROJECT SUMMARY SHEETS

This project table summarizes each of the 20 safety projects identified in this plan. Each project is assigned a unique Map ID for reference. Safety data includes the total number of crashes along the project corridor over the past five years, with a breakdown of serious injuries and fatalities crashes. The overall ranking score is designed to assist City staff in selecting projects for annual funding, coordinating with FDOT and St. Lucie County, and pursuing state or federal grant opportunities.

Following the table, individual project summary sheets provide additional details, including roadway context, predominant crash types, and recommended safety strategies. This information supports grant applications and facilitates coordination with regional partners.

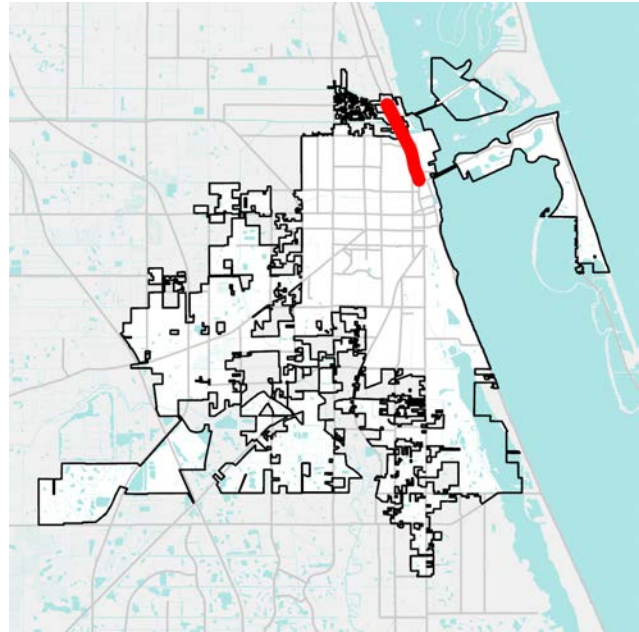
MAP ID	PROJECT LOCATION	
	STREET NAME	FROM
5	US-1	Ohio Ave
17	25th St	Rosarita Ave
6	US-1	Farmers Market Rd
2	US-1	Seaway Dr
11	SR-70/Virginia Ave	S 25th St
1	US-1	Juanita Ave
8	SR-70/ Okeechobee Rd	Kings Hwy
10	Oleander Ave	Revels Ln
15	13th St	Avenue M
7	Edwards Rd	Sunrise Blvd
9	Avenue D	N 29th St
18	S 33rd St/ Delaware Ave	Okeechobee Rd
13	SR-70/ Okeechobee Rd	McNeil Rd
16	Orange Ave	Angle Rd
4	Seaway Dr	Harbour Isle Dr
12	Okeechobee Rd/ Delaware Ave	S 29th St
14	Georgia Ave	Okeechobee Rd
19	17th St	Avenue D
3	Indian River Dr	Florida Ave
20	Sunrise Blvd	Virginia Ave



	CRASH RANK SCORE			
TO	TOTAL CRASHES	SERIOUS INJURY CRASHES	FATAL CRASHES	OVERALL CRASH RANKING
Farmers Market Rd	1230	22	6	1
Virginia Ave	1139	16	6	2
Ulrich Rd	627	13	5	3
Ohio Ave	766	10	1	4
US-1	717	9	3	5
Seaway Dr	432	12	1	6
McNeil Rd	824	5	2	7
Ohio Ave	319	8	3	8
Georgia Ave	255	9	1	9
US-1	293	6	2	10
N 13th St	210	9	1	11
S 25th St	254	6	1	12
S 29th St	429	4	1	13
US-1	832	7	0	14
S Ocean Dr	149	6	1	15
US-1	647	6	0	16
US-1	212	4	2	17
Delaware Ave	171	5	1	18
Savannah Rd	40	5	4	19
Ohio Ave	129	3	1	20

Map ID 1: US 1 from Juanita Avenue to Seaway Drive

This US 1 segment serves commuters, freight trucks, and drivers from northern cities and Fort Pierce suburbs. It ends at Seaway Drive, the only access point to inlet businesses and residences. This segment sees diverse traffic and has a history of severe crashes – at least 2 fatalities and over 5 serious injury crashes in the past 5 years.



TOP 3 CRASH TYPES

- » Left Turn
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

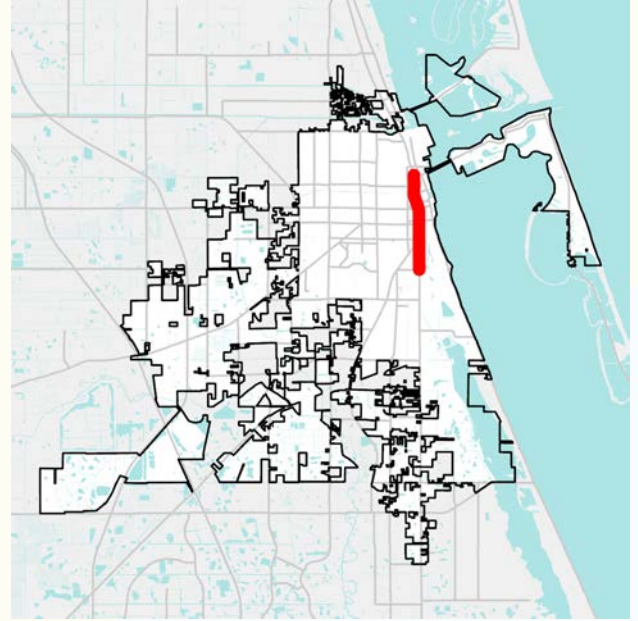
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#6	Ownership	FDOT
Total Crashes	432	Context Classification	Urban
Serious Crashes	12	Vehicle Volume (Cars per day)	High (> 15,000)
Fatal Crashes	1	Functional Classification	Arterial

Map ID 2: US 1 from Seaway Drive to Ohio Avenue

This segment of US 1 goes through the warehouse district towards a dense residential area. The segment terminates at a busy intersection that offers a variety of shopping including a grocery store and the Indian Hills Golf Course. This segment of roadway has experienced a high frequency of crashes overall, including a fatal crash and nearly ten serious injury crashes.



TOP 3 CRASH TYPES

- » Left Turn
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

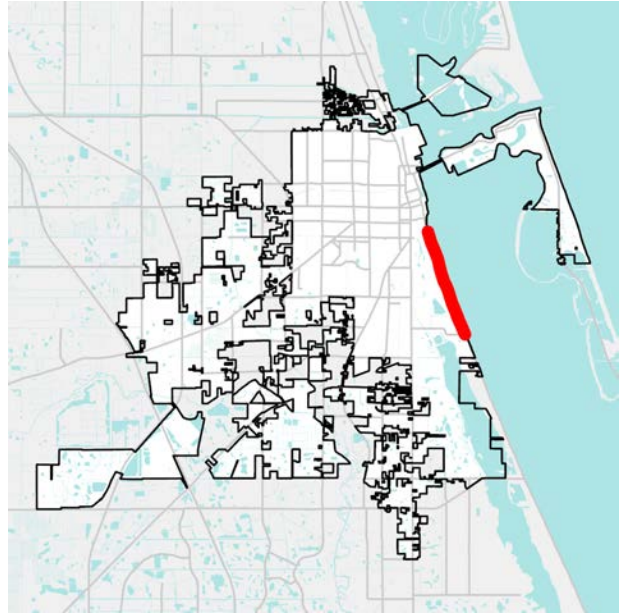
Overall Crash Ranking	#4
Total Crashes	766
Serious Crashes	10
Fatal Crashes	1

ROADWAY CONTEXT

Ownership	FDOT
Context Classification	Urban
Vehicle Volume (Cars per day)	High (> 15,000)
Functional Classification	Arterial

Map ID 3: Indian River Drive from Florida Avenue to Savannah Road

This segment of Indian River is a two-lane residential road along the waterfront. Despite being primarily residential, this roadway has experienced multiple fatal crashes along this segment. At community meetings, people shared that people speeding is a regular concern along this road.



TOP 3 CRASH TYPES

- » Rear End
- » Run-Off-Road/Single Vehicle
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- ✓ Median Barriers
- ✓ Wider Edge Lines
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

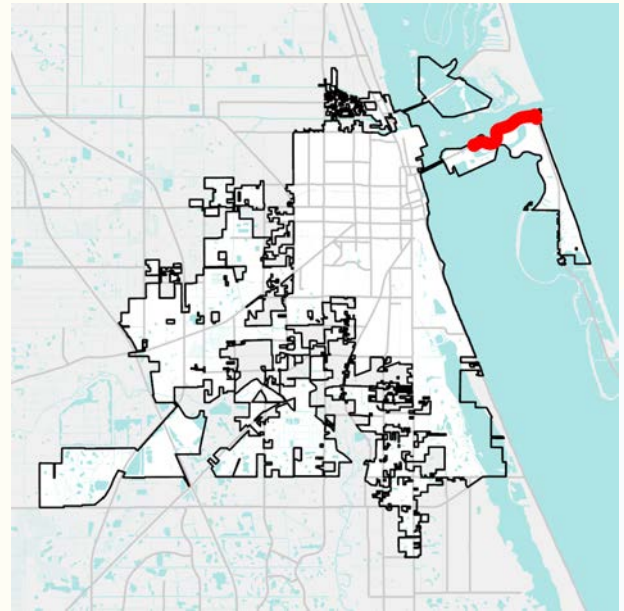
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#19	Ownership	Interlocal Agreement
Total Crashes	40	Context Classification	Suburban
Serious Crashes	5	Vehicle Volume (Cars per day)	Medium (2,000-15,000)
Fatal Crashes	4	Functional Classification	Arterial

Map ID 4: Seaway Drive from Harbour Isle Drive to South Ocean Drive

This segment of Seaway Dr. is the main access road to the inlet. Access to multiple marinas, condos, hotels and restaurants are along this section of roadway. Vehicles transporting boats, locals in sports cars, and tourists visiting the marinas all travel along this two-lane roadway. This segment of roadway has a high frequency of crashes including a fatal and multiple serious injury crashes.



TOP 3 CRASH TYPES

- » Rear End
- » Run-Off-Road/Single Vehicle
- » Nighttime

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Crosswalk Visibility Enhancements
- ✓ RRFBs
- ✓ Road Diet
- ✓ Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- ✓ Median Barriers
- ✓ Wider Edge Lines
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

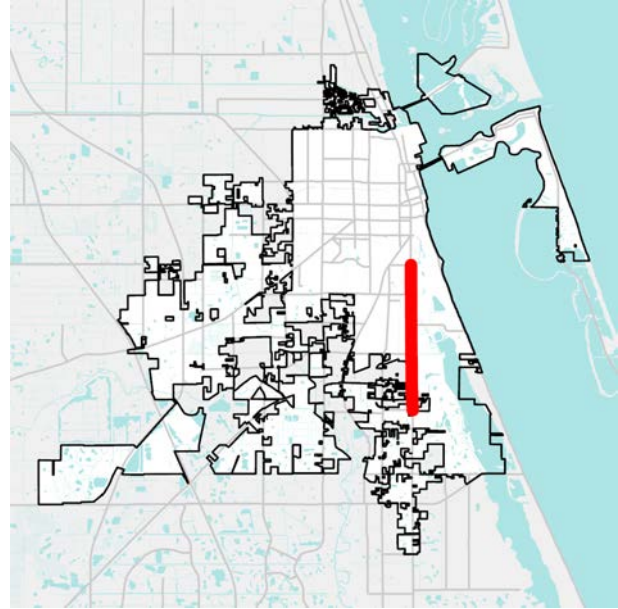
Overall Crash Ranking	#15
Total Crashes	149
Serious Crashes	6
Fatal Crashes	1

ROADWAY CONTEXT

Ownership	Fort Pierce
Context Classification	Suburban
Vehicle Volume (Cars per day)	High (> 15,000)
Functional Classification	Arterial

Map ID 5: US 1 from Ohio Avenue to Farmers Market Road

This segment of US 1 is a busy multilane roadway, passing by various businesses, shopping plazas, churches, hotels, and residential neighborhoods. There are many access points along this road from adjacent properties. This segment of roadway carries all types of drivers and various types of vehicles (locals to tourists, large trucks and transport vehicles). The segment of roadway has a history of dangerous and deadly crashes.



TOP 3 CRASH TYPES

- » Left Turn
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

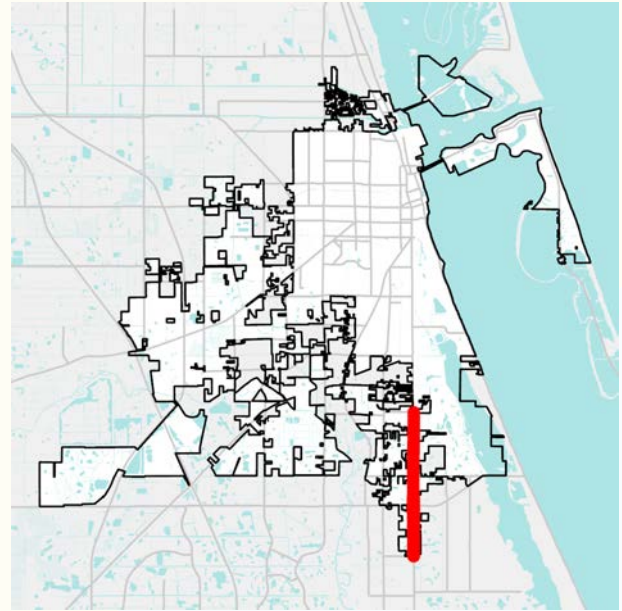
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#1	Ownership	FDOT
Total Crashes	1230	Context Classification	Urban
Serious Crashes	22	Vehicle Volume (Cars per day)	High (> 15,000)
Fatal Crashes	6	Functional Classification	Arterial

Map ID 6: US 1 from Farmers Market Road to Ulrich Road

This section of US 1 leads to the southern edge of the city boundary. Mobile home parks, auto-related businesses, and car dealerships line the road. US-1 carries regional traffic in addition to local traffic. This stretch of US-1 has a history of consistent crashes, particularly fatal and serious injury crashes.



TOP 3 CRASH TYPES

- » Left Turn
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

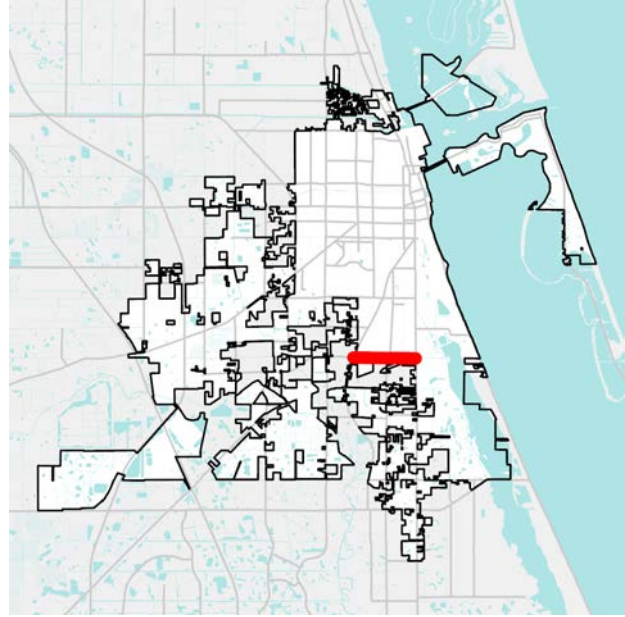
Overall Crash Ranking	#3
Total Crashes	627
Serious Crashes	13
Fatal Crashes	5

ROADWAY CONTEXT

Ownership	FDOT
Context Classification	Suburban
Vehicle Volume (Cars per day)	High (> 15,000)
Functional Classification	Arterial

Map ID 7: Edwards Road from Sunrise Boulevard to US-1

This section of Edwards Road connects several residential neighborhoods on the north side and large industrial and municipal properties on the south side. Although mostly residential, this road still experiences a high volume of crashes (particularly along the east end) including multiple fatal and serious injury crashes.



TOP 3 CRASH TYPES

- » Left Turn
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

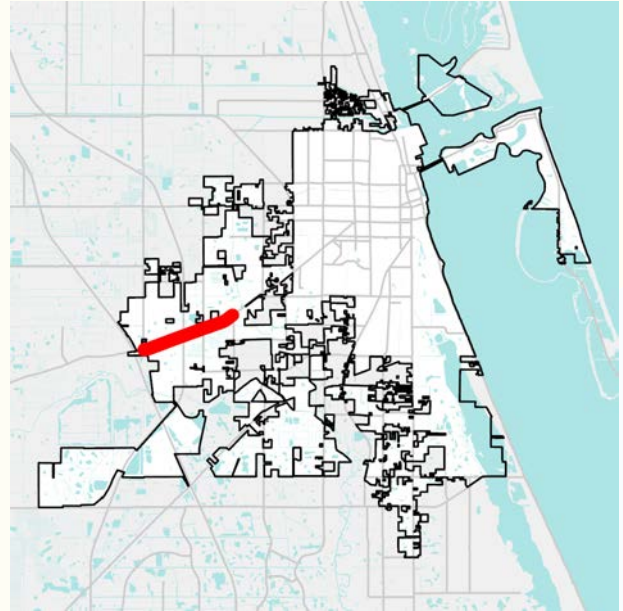
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#10	Ownership	St. Lucie County
Total Crashes	293	Context Classification	Suburban
Serious Crashes	6	Vehicle Volume (Cars per day)	Medium (2,000 – 15,000)
Fatal Crashes	2	Functional Classification	Arterial

Map ID 8: SR-70 / Okeechobee Road from Kings Highway to McNeil Road

This section of SR-70/Okeechobee Rd. is just east of the FL-Turnpike exit and passes through I-95 interchange. Hotels, restaurants, and truck stops are west of I-95 and residential areas and Walmart are to the east. This segment is a high-traffic volume area. Drivers entering Fort Pierce off the highway are traveling at high speeds and contribute to the high volume of crashes on this segment.



TOP 3 CRASH TYPES

- » Left Turn
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

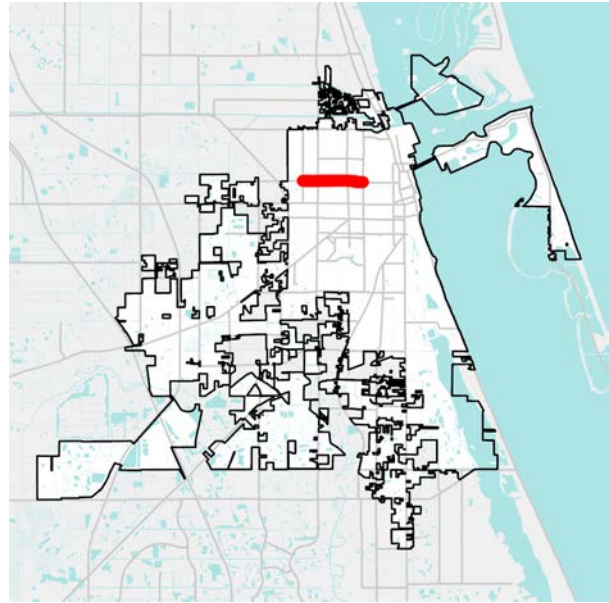
Overall Crash Ranking	#7
Total Crashes	824
Serious Crashes	5
Fatal Crashes	2

ROADWAY CONTEXT

Ownership	FDOT
Context Classification	Suburban
Vehicle Volume (Cars per day)	High (> 15,000)
Functional Classification	Arterial

Map ID 9: Avenue D from N 29th Street to N 13th Street

This segment of Avenue D is in the middle of Fort Pierce north of Orange Avenue. Local businesses, daycares, and churches are scattered along this section of primarily single-family home neighborhoods. Due to the nature of the area high-pedestrian activity can be expected and there are many driveway access points.



TOP 3 CRASH TYPES

- » Angle
- » Left Turn
- » Right Turn

RECOMMENDED COUNTERMEASURES

- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

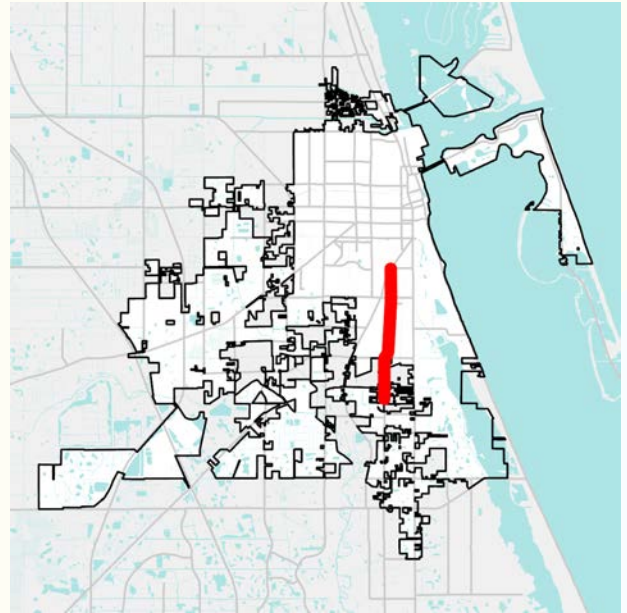
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#11	Ownership	Fort Pierce
Total Crashes	210	Context Classification	Suburban
Serious Crashes	9	Vehicle Volume (Cars per day)	Medium (2,000 – 15,000)
Fatal Crashes	1	Functional Classification	Collector

Map ID 10: Oleander Avenue from Revels Lane to Ohio Avenue

This segment of Oleander Ave. is a two-lane north-south corridor in Fort Pierce. Dense residential communities are at the northern end. Industrial areas and less dense residential areas are on the southern end of the segment. Although most of the crashes on this segment are on the north end, fatal crashes have occurred along this entire segment.



TOP 3 CRASH TYPES

- » Angle
- » Left Turn
- » Rear End

RECOMMENDED COUNTERMEASURES

- ✓ Road Diet
- ✓ Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

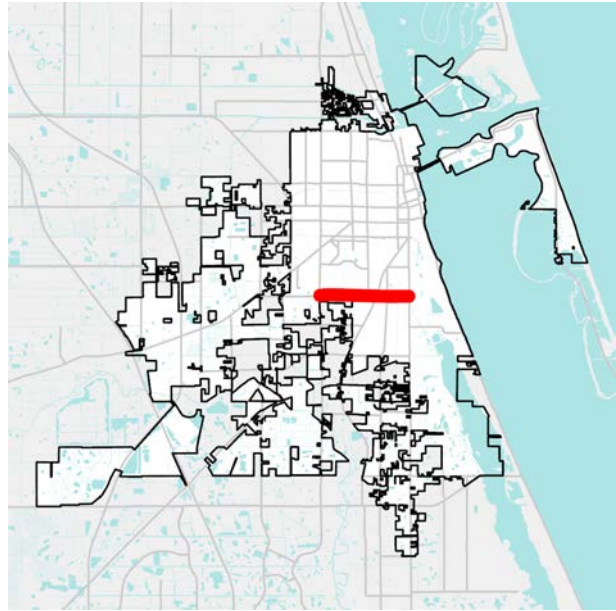
Overall Crash Ranking	#8
Total Crashes	319
Serious Crashes	8
Fatal Crashes	3

ROADWAY CONTEXT

Ownership	St. Lucie County
Context Classification	Urban
Vehicle Volume (Cars per day)	Medium (2,000 – 15,000)
Functional Classification	Arterial

Map ID 11: SR-70 / Virginia Avenue from S 25th Street to US-1

Virginia Avenue is a major east-west route through Fort Pierce. Virginia Avenue is adjacent to Indian River State College, the Fenn Center, the Lawnwood Baseball Complex, and St. Lucie Elementary School. Virginia Avenue is primarily commercial in land use context. Countermeasures along Virginia Avenue are focused on slowing drivers down, safety improvements at intersections, and sightline improvements.



TOP 3 CRASH TYPES

- » Left Turn
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

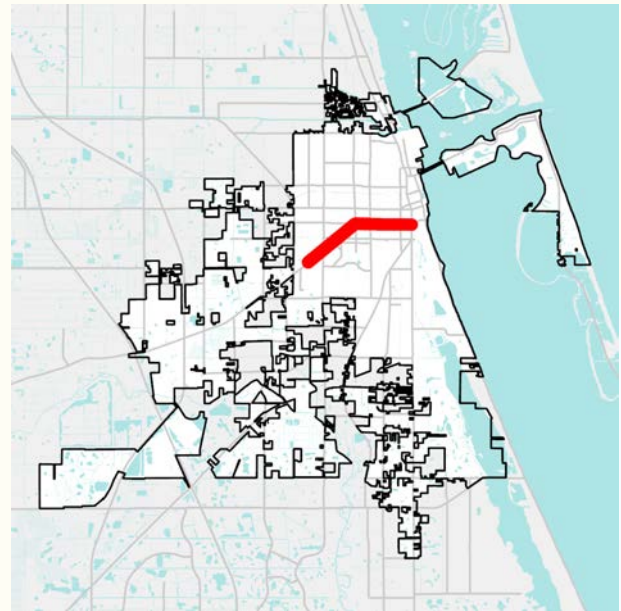
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#5	Ownership	FDOT
Total Crashes	717	Context Classification	Urban
Serious Crashes	9	Vehicle Volume (Cars per day)	High (> 15,000)
Fatal Crashes	3	Functional Classification	Arterial

Map ID 12: Okeechobee Road/Delaware Road from S 29th Street to US-1

Okeechobee Road and Delaware Avenue are major east-west corridors connecting I-95 and Florida’s Turnpike to the heart of Fort Pierce. This segment of Okeechobee Road and Delaware Avenue transition from a commercial context to a residential context, passing by the Creative Arts Academy of St. Lucie. Countermeasures on this segment focus on slowing drivers down and safety improvements at intersections.



TOP 3 CRASH TYPES

- » Angle
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

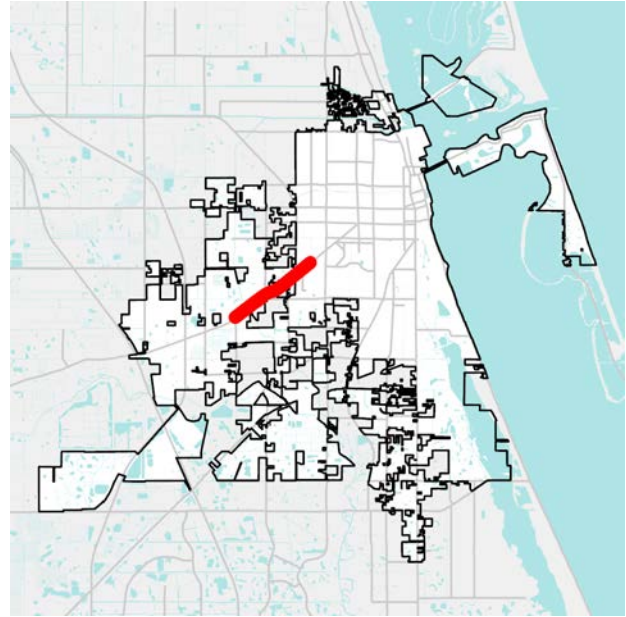
Overall Crash Ranking	#16
Total Crashes	647
Serious Crashes	6
Fatal Crashes	0

ROADWAY CONTEXT

Ownership	Interlocal Agreement (St. Lucie County and Fort Pierce)
Context Classification	Urban
Vehicle Volume (Cars per day)	High (> 15,000)
Functional Classification	Arterial

Map ID 13: SR-70 / Okeechobee Road from McNeil Road to S 29th Street

Okeechobee Road is a major east-west corridor, running cross-state from Bradenton to Fort Pierce. Okeechobee Road is directly connected to I-95 and Florida's Turnpike. Countermeasures along this segment of Okeechobee Road are focused on slowing drivers down, driveway access management, and safety improvements at intersections.



TOP 3 CRASH TYPES

- » Left Turn
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

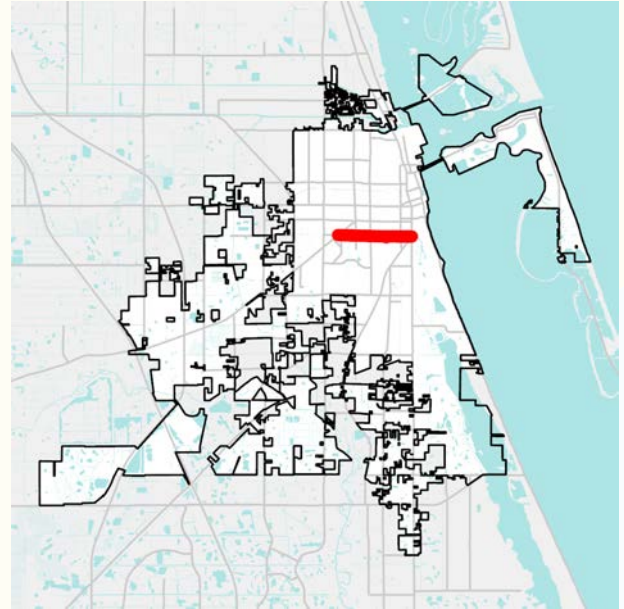
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#13	Ownership	FDOT/Interlocal Agreement (Fort Pierce and St. Lucie County)
Total Crashes	429	Context Classification	Urban
Serious Crashes	4	Vehicle Volume (Cars per day)	High (> 15,000)
Fatal Crashes	1	Functional Classification	Arterial

Map ID 14: Georgia Avenue from Okeechobee Road to US-1

Georgia Avenue is an important east-west corridor through Fort Pierce. Georgia Avenue is primarily residential in context. This segment of Georgia Avenue is near the Fort Pierce Recreation Center and the Garden Club of Fort Pierce. Proposed countermeasures along this segment of Georgia Avenue are focused on slowing people down, improving roadway conditions, regulating driveway access, and safety improvements at intersections.



TOP 3 CRASH TYPES

- » Angle
- » Rear End
- » Run-Off-Road/Single Vehicle

RECOMMENDED COUNTERMEASURES

- ✓ Road Diet
- ✓ Wider Edge Lines
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

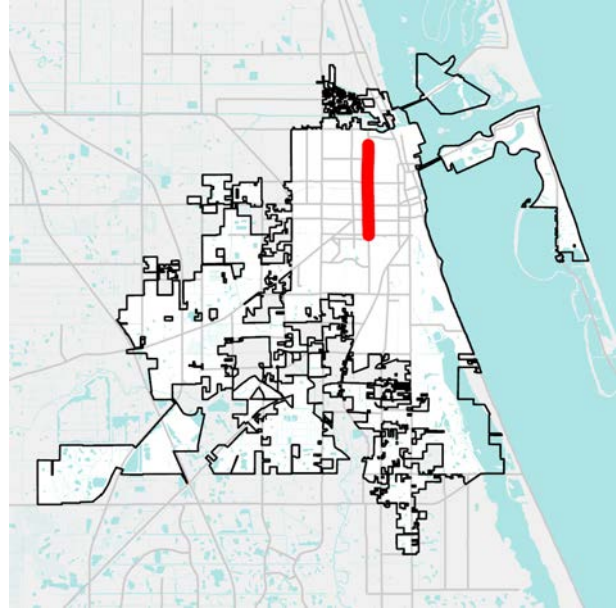
Overall Crash Ranking	#17
Total Crashes	212
Serious Crashes	4
Fatal Crashes	2

ROADWAY CONTEXT

Ownership	Fort Pierce
Context Classification	Urban
Vehicle Volume (Cars per day)	Medium (2,000 – 15,000)
Functional Classification	Collector

Map ID 15: 13th Street from Avenue M to Georgia Avenue

13th Street is an important north-south road through Fort Pierce. This portion of 13th Street intersects important east-west corridors such as Avenue D, Orange Avenue, Delaware Avenue and Georgia Avenue. This segment also passes by Horatio Grisby Park. Proposed countermeasures along this segment of 13th Street are focused on slowing people down, safety improvements at intersections, and regulating driveway access.



TOP 3 CRASH TYPES

- » Angle
- » Left Turn
- » Rear End

RECOMMENDED COUNTERMEASURES

- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

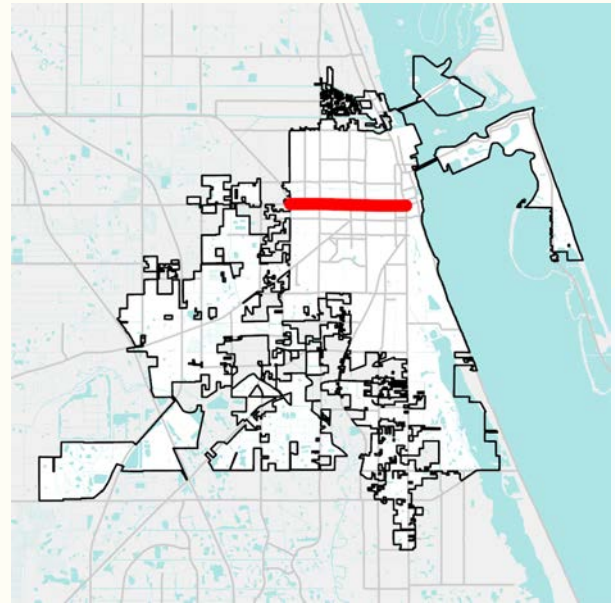
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#15	Ownership	Fort Pierce
Total Crashes	255	Context Classification	Urban
Serious Crashes	9	Vehicle Volume (Cars per day)	Medium (2,000 – 15,000)
Fatal Crashes	1	Functional Classification	Collector

Map ID 16: Orange Avenue from Angle Road to US-1

Orange Avenue is a major east-west route in Fort Pierce. Orange Avenue directly connects to I-95 and connects to Downtown Fort Pierce. This segment of Orange Avenue is primarily commercial in context. The proposed countermeasures for this segment of Orange Avenue are focused on slowing people down, safety improvements at intersections, and regulating driveway access.



TOP 3 CRASH TYPES

- » Angle
- » Left Turn
- » Rear End

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

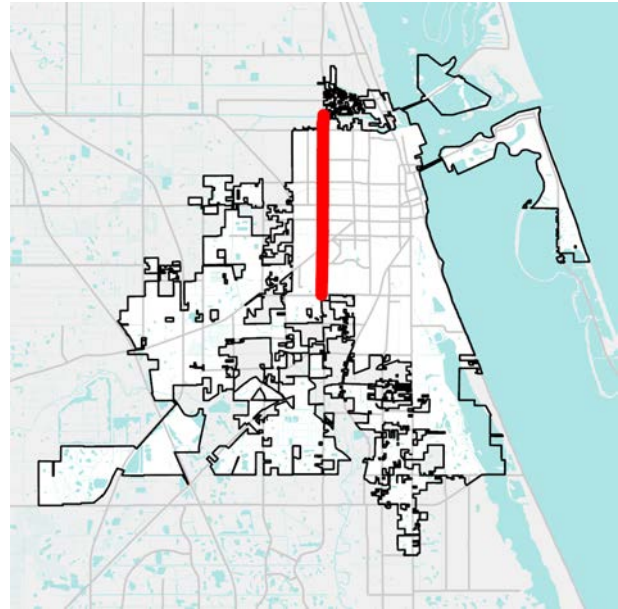
Overall Crash Ranking	#14
Total Crashes	832
Serious Crashes	7
Fatal Crashes	0

ROADWAY CONTEXT

Ownership	FDOT
Context Classification	Urban
Vehicle Volume (Cars per day)	High (>15,000)
Functional Classification	Arterial

Map ID 17: 25th Street from Rosarita Avenue to Virginia Avenue

25th Street is a major route in Fort Pierce, connecting northern St. Lucie County and western Fort Pierce to Port St. Lucie. This segment of 25th Street has a combination of commercial and residential properties and passes by Av Elks Park and Dreamland Park. Proposed countermeasures are focused on slowing drivers down, safety improvements at intersections, and regulating driveway access.



TOP 3 CRASH TYPES

- » Left Turn
- » Rear End
- » Same Direction Sideswipe

RECOMMENDED COUNTERMEASURES

- ✓ Variable Speed Limits
- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Reduced Left-Turn Conflict Intersections
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

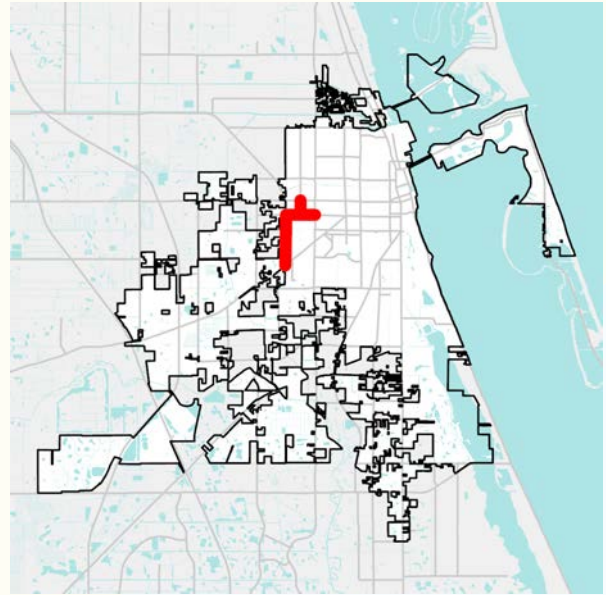
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#2	Ownership	St. Lucie County
Total Crashes	1139	Context Classification	Urban
Serious Crashes	16	Vehicle Volume (Cars per day)	High (>15,000)
Fatal Crashes	6	Functional Classification	Arterial

Map ID 18: S 33rd Street / Delaware Avenue from Okeechobee Road to S 25th Street

South 33rd Street, South 29th Street, and Delaware Avenue are streets that connect neighborhoods in western Fort Pierce. The highlighted segments are near Av Elks Park and Dreamland Park. Additionally, there are several nearby churches. Proposed countermeasures along these segments are focused on slowing drivers down and safety improvements at intersections.



TOP 3 CRASH TYPES

- » Angle
- » Left Turn
- » Rear End

RECOMMENDED COUNTERMEASURES

- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

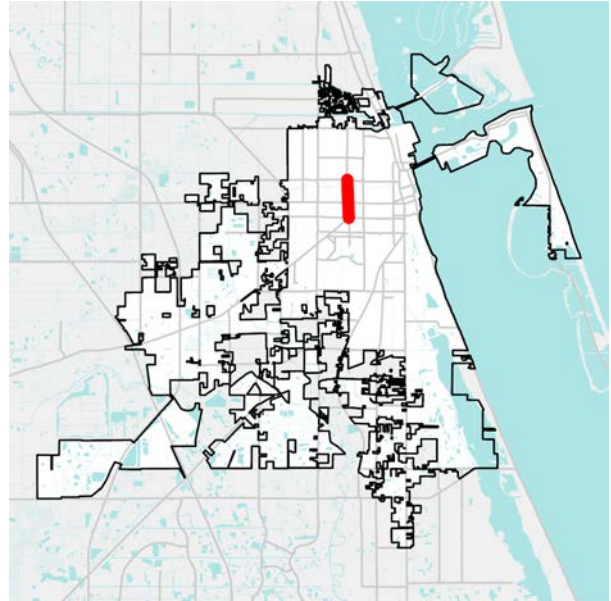
Overall Crash Ranking	#12
Total Crashes	254
Serious Crashes	6
Fatal Crashes	1

ROADWAY CONTEXT

Ownership	Interlocal Agreement (St. Lucie County and Fort Pierce)
Context Classification	Suburban
Vehicle Volume (Cars per day)	Medium (2,000 - 15,000)
Functional Classification	Collector

Map ID 19: 17th Street from Avenue D to Delaware Avenue

17th Street is an important alternative north-south road through Fort Pierce. This portion of 17th Street intersects important east-west corridors such as Avenue D, Orange Avenue, and Delaware Avenue and Okeechobee Road. Proposed countermeasures along this segment of 17th Street are focused on safety improvements at intersections, improving roadway conditions, and regulating driveway access.



TOP 3 CRASH TYPES

- » Angle
- » Left Turn
- » Rear End

RECOMMENDED COUNTERMEASURES

- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

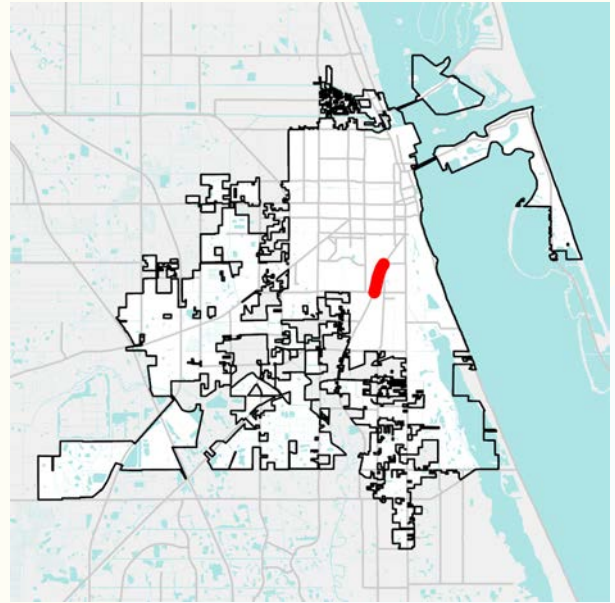
CRASH STATISTICS

ROADWAY CONTEXT

Overall Crash Ranking	#18	Ownership	Fort Pierce
Total Crashes	171	Context Classification	Urban
Serious Crashes	5	Vehicle Volume (Cars per day)	Medium (2,000 - 15,000)
Fatal Crashes	1	Functional Classification	Local

Map ID 20: Sunrise Boulevard from Virginia Avenue to Ohio Avenue

Sunrise Boulevard is an important alternate route to US 1 through Fort Pierce, connecting White City to the southern portion of Fort Pierce's core. This segment of Sunrise Boulevard is near St. Lucie Elementary School and Dan McCarty Middle School. This segment is primarily residential in context. Proposed countermeasures are focused on slowing people down on this segment of Sunrise Boulevard.



TOP 3 CRASH TYPES

- » Angle
- » Left Turn
- » Rear End

RECOMMENDED COUNTERMEASURES

- ✓ Road Diet
- ✓ Backplates with Retroreflective Borders
- ✓ Corridor Access Management
- ✓ Dedicated Left and Right Turn Lanes
- ✓ Roundabouts
- ✓ Yellow Change Intervals
- ✓ Pavement Friction Management

CRASH STATISTICS

Overall Crash Ranking	#20
Total Crashes	129
Serious Crashes	3
Fatal Crashes	1

ROADWAY CONTEXT

Ownership	Interlocal Agreement (Fort Pierce and St. Lucie County)
Context Classification	Urban
Vehicle Volume (Cars per day)	Medium (2,000 - 15,000)
Functional Classification	Collector



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APPENDIX

B





APPENDIX B: COMMUNITY INPUT SUMMARY

Community engagement has been central to shaping this plan, combining residents' lived experiences with data-driven analysis to ensure it reflects the true needs and priorities of the City of Fort Pierce. Throughout the process, community members were invited to learn about the project, ask questions, and share their input during the Public Kickoff and three Neighborhood Meetings. In addition, residents had the chance to provide feedback through an Online Survey available from late September 2024 to late January 2025. The Public Open House offered another key opportunity for engagement, allowing attendees to review the Draft Plan, understand the next steps toward adoption, and give input on the proposed recommendations before the plan was finalized.

Public Kickoff Meeting - Wednesday, October 16th, 2024, 5:30pm - 7:00pm at the River Walk Center.

Attended: 5

Neighborhood Meeting #1 - Thursday, December 5th, 2024, 5:30pm - 7:00pm at the Fort Pierce Recreation Center.

Attended: 4

Neighborhood Meeting #2 - Tuesday, December 10th, 2024, 5:30pm - 7:00pm at the Havert L. Fenn Center

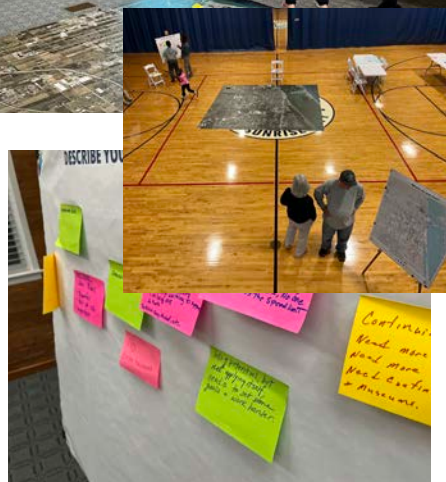
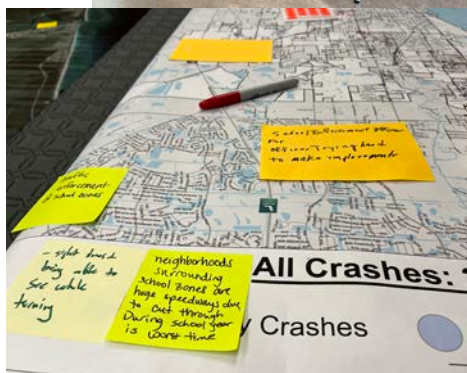
Attended: 20

Neighborhood Meeting #3 - Thursday, December 12th, 2024, 5:30pm - 7:00pm at the Fort Pierce Garden Club.

Attended: 7

Public Open House - Tuesday, April 29th, 2025, 5:30pm - 7:00pm at the River Walk Center.

Attended: 7



What We Heard From the Community

Lack of Bike & Pedestrian Infrastructure

- Lack of sidewalks & bike lanes
- Poor sidewalk quality - narrow & overgrown landscape
- Crosswalks & lanes need to be repainted
- Need more directional signs
- Lack of roadway signage (stop signs, school zone, speed limit)
- Lack of street lighting
- No designated space for pedestrians & bicyclists

Prioritizing the Youth & Elderly

- More city-led programs for youth
- Safe walking and biking infrastructure for youth & elderly

Speeding

- Speeding in school zones
- Speeding through neighborhoods to bypass traffic and school zones
- Speeding along the beach
- Consistent speeding throughout all times of the day
- Lack of enforcement

Road Design

- Congestion around school zones during pick-up/drop-off time
- Signal timing too slow - causing congestion and delays

Enforcement

- Need more police presence in the community
- Targeted enforcement on roads with high-speed & high-volume of traffic
- Targeted enforcement in school zones
- Community needs to feel the support of City Staff and Leaders



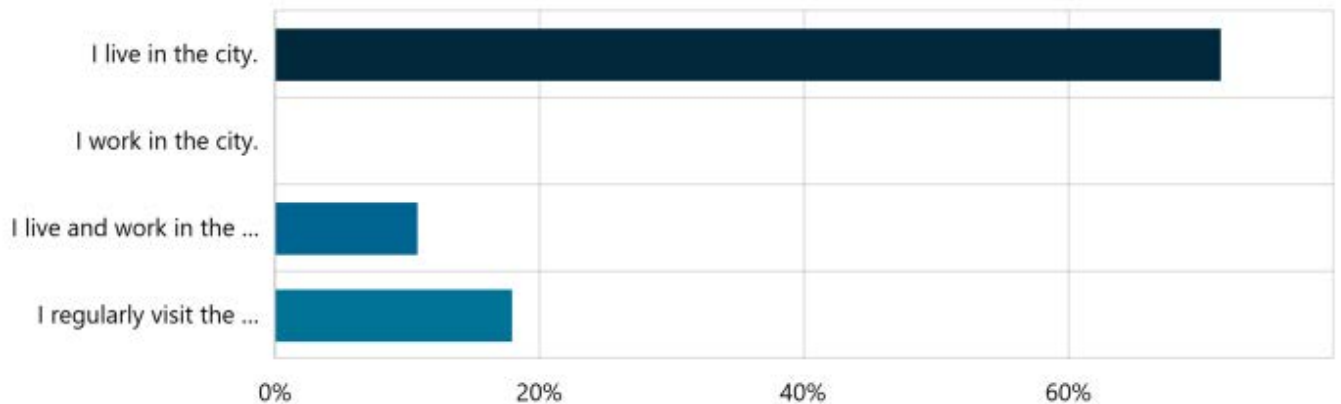
Online Survey

The Online Survey was available from late September 2024 to late January 2025. Participants answered a series of questions regarding transportation safety to identify the needs and priorities of the City of Fort Pierce. Questions were framed to not only gain insight on the day-to-day experience of the community, but also to understand the perception of traffic safety in the City. In addition to the guided questions, participants also had the option to engage with other users and leave comments on specific locations using an interactive map.

Below are the results of the survey, with summaries of the short answer responses.

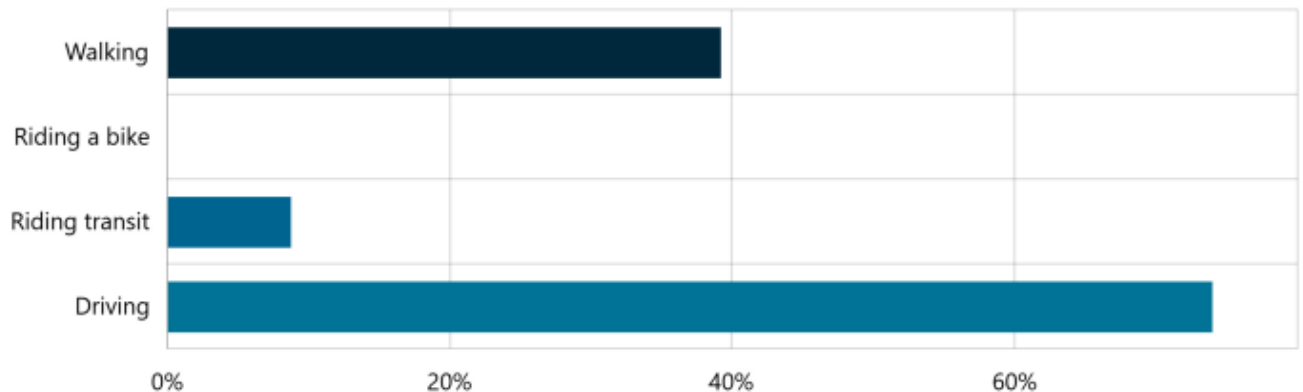
1. What is your connection to the City of Fort Pierce? Required

Multi Choice | Skipped: 1 | Answered: 28 (96.6%)



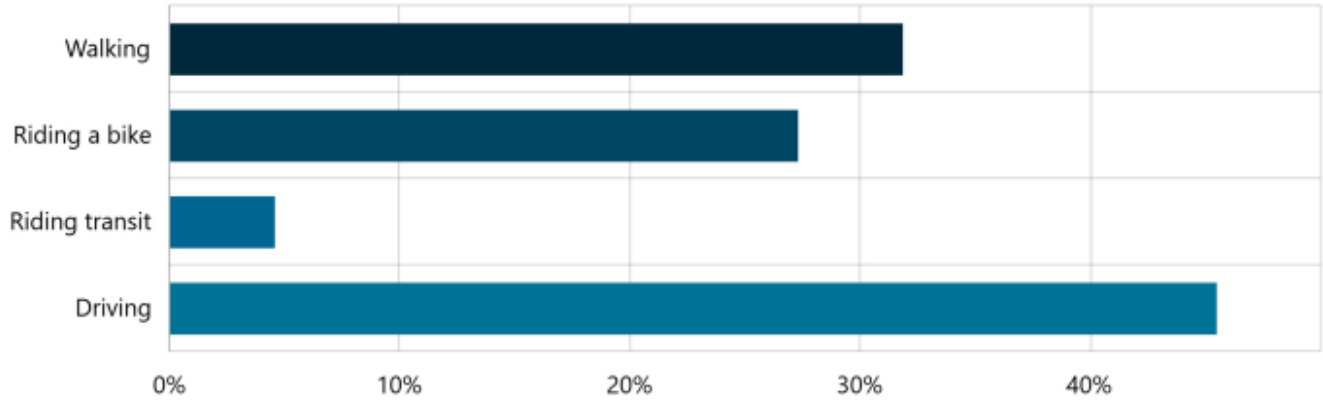
2. I feel safe using this mode of travel.

Multi Choice | Skipped: 6 | Answered: 23 (79.3%)



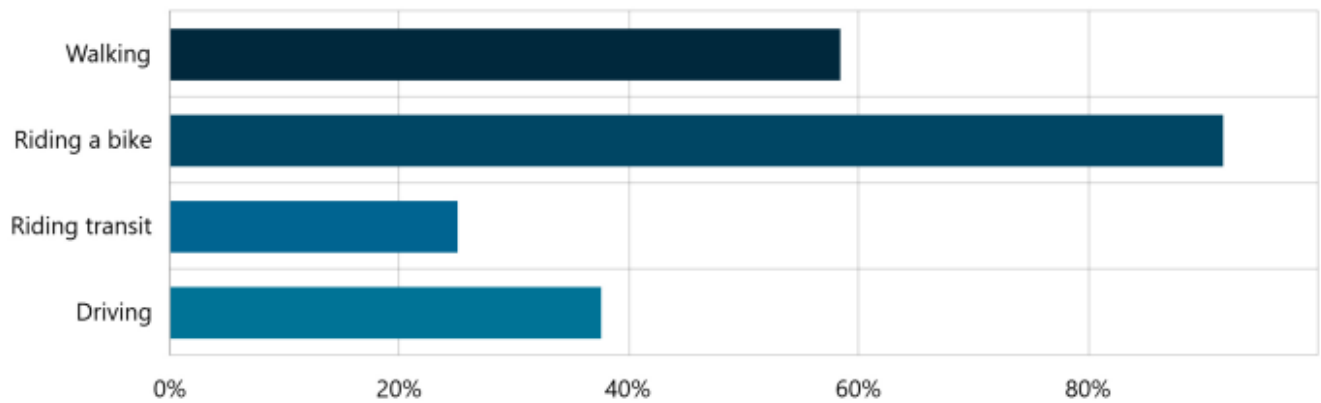
3. I occasionally feel safe using this mode of travel.

Multi Choice | Skipped: 7 | Answered: 22 (75.9%)



4. I do not feel safe using this mode of travel.

Multi Choice | Skipped: 5 | Answered: 24 (82.8%)



5. Are there specific roads that feel unsafe in the City of Fort Pierce?

Short Text | Skipped: 4 | Answered: 25 (86.2%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

Question 5 Short Answer Summary- Most Named Roads

US-1

- High-speed traffic and aggressive driving
- Frequent red-light running
- Dangerous U-turns at major intersections
- High traffic volume and congestion
- Lack of enforcement

25th St.

- Speeding - especially in the early morning and afternoon
- Unsafe intersections at Midway and US-1

Virginia Ave.

- Poor traffic control at intersections
- Red-light running

S. Indian River Dr.

- Speeding
- Aggressive/reckless driving

Jenkins Rd.

- Dangerous conditions for bicyclists and pedestrians

Indrio Rd.

- (West of US-1 to Kings Hwy)
- Dangerous conditions for bicyclists and pedestrians

St. Lucie Blvd

- Poor pedestrian infrastructure

Seaway Dr.

- Speeding
- Unsafe merging

Oleander Ave.

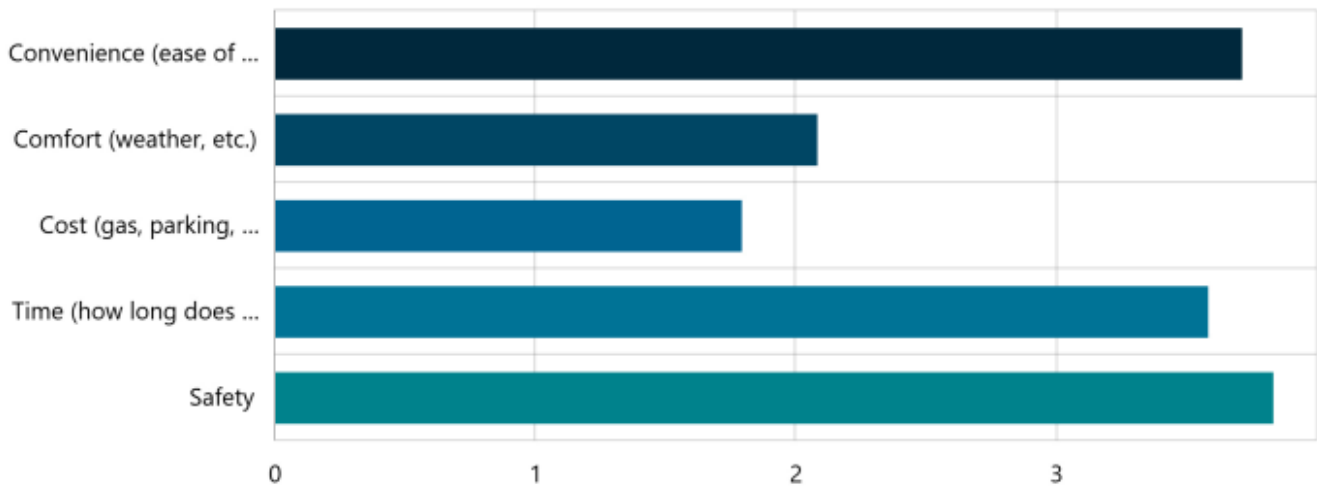
- General unsafe driving on this roadway

Okeechobee Rd.

- General unsafe driving
- Lack of enforcement

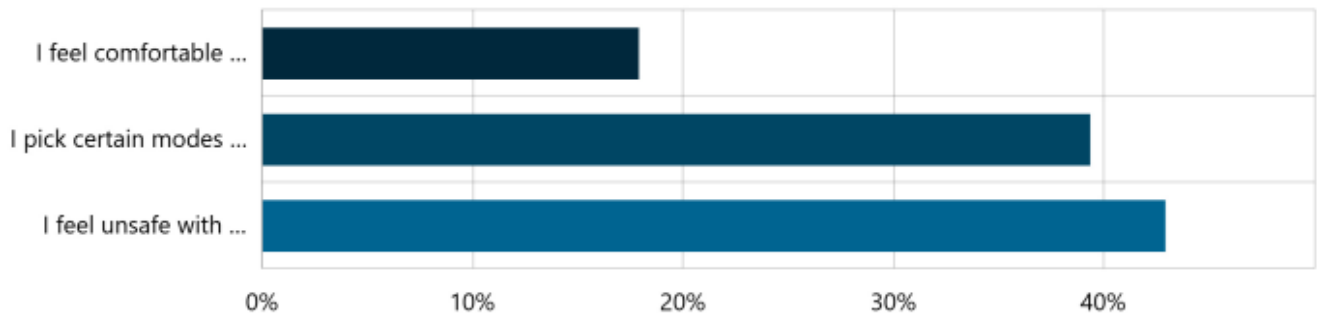
6. What factors influence your travel choices?

Ranking | Skipped: 5 | Answered: 24 (82.8%)



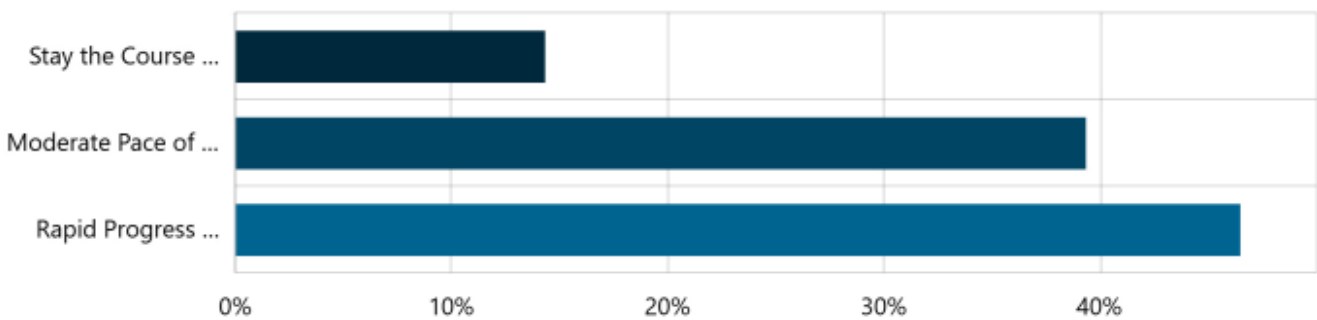
7. How do you perceive transportation safety in the City of Fort Pierce?

Multi Choice | Skipped: 1 | Answered: 28 (96.6%)



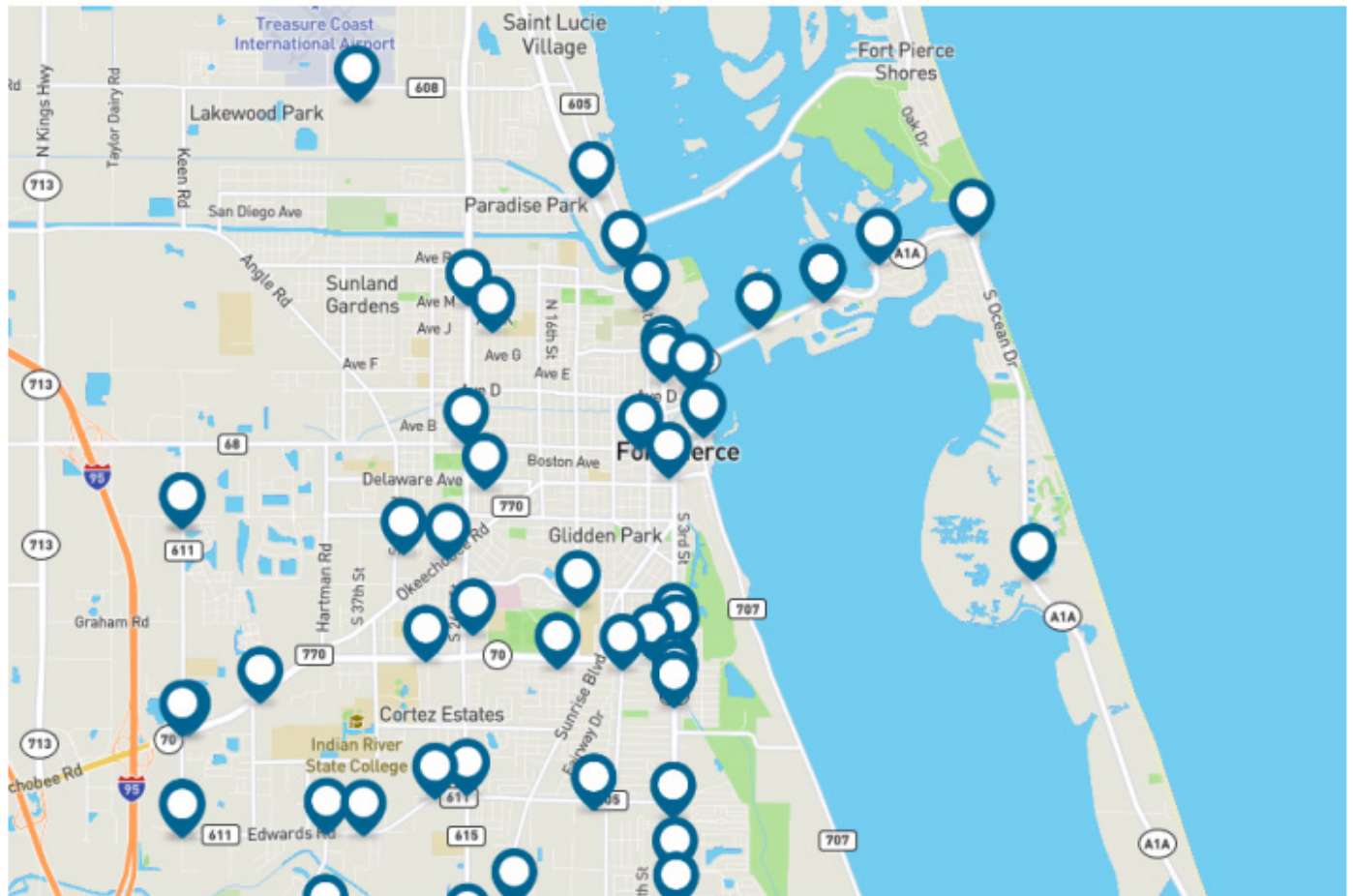
8. Please pick the scenario you support the most.

Multi Choice | Skipped: 1 | Answered: 28 (96.6%)



9. Where would you like to see safety improvements made? Required

Map | Skipped: 7 | Answered: 22 (75.9%)



Question 9: Map Comments Summary - Top Safety Themes

Excessive Speeding

- 50+ speeds in 30 - 35 mph zones
- Dirt bikes & ATV racing on main roads
- Excessive speeding, particularly on US-1, Edwards Rd, Jenkins Rd, and Indrio Rd.

Reckless Driving

- Aggressive drivers cutting into lines
- Red-light running
- Regular hit-and-runs

Unsafe Intersections

- U-turns conflicts with right-turning drivers
- Left-turn lanes too short - cause congestion and conflict
- Mentioned high-risk intersections: Virginia Ave & US-1, Okeechobee Rd & 27th St, and Avenue M

Lack of Bike & Pedestrian Infrastructure

- Lack of crosswalks - lots of jaywalking along US-1
- Lacking safe bike lanes and designated bikeways
- Most mentioned roads for unsafe walking and biking conditions: St. Lucie Blvd, Jenkins Rd, Indrio Rd.

Poor Road Maintenance

- Road striping needs to be repainted in many areas
- Potholes and bumpy, unpaved roads
- Shoulders and road edges damaged from truck use
- Roads near annexed industrial areas are neglected

Inadequate Transportation Planning

- Congestion and high-traffic around schools and churches during pick-up and drop-off times
- Traffic congestion around new developments (especially along Midway and US-1)
- Shopping centers lacking multiple entry/exit access points

Lack of Enforcement

- Targeted enforcement for speeding, reckless driving, driving under the influence, and public intoxication
- Lack of visible police presence in key areas
- Targeted enforcement at schools and in school zones

Safety Near Schools

- Lack of school zone signage
- Poorly marked school zones
- Dangerous and lacking pedestrian crossings for students



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APPENDIX

C



APPENDIX C: SAFETY ASSESSMENT

CITY OF FORT PIERCE

Comprehensive Safety Action Plan

Existing Trends and Needs Analysis



FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN

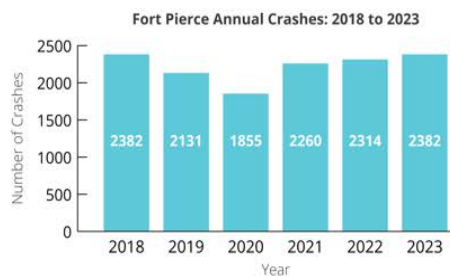
Traffic crashes are a persistent trend in Fort Pierce.

The goal of the CSAP is to reduce transportation related crashes, particularly those that result in serious injuries and deaths.

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.

By any type of crash severity, crashes are a persistent and regular part of daily life in Fort Pierce.



6

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 COMPREHENSIVE SAFETY ACTION PLAN

Severe and fatal crashes cost lives and money.

A safe system approach acknowledges that people will inevitably make mistakes.

Since we cannot prevent all crashes, the greatest focus is on lessening the severity of crashes.

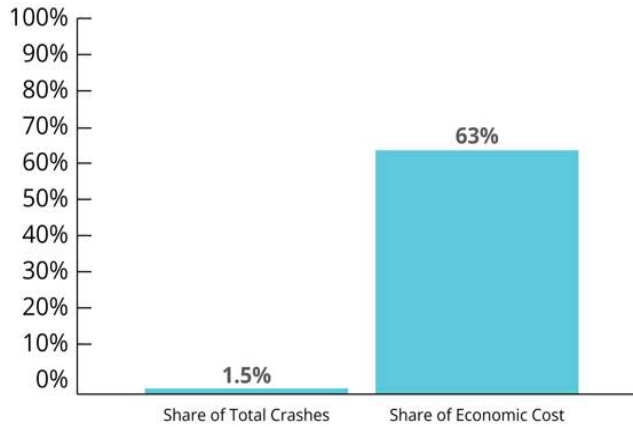
Vehicles can be repaired or replaced. People that lose their lives can not. Additionally, those experiencing severe injuries are not able to return to normal life, resulting in loss of ability to work and care for themselves.

These types of crashes have individual costs, as well as community costs.

In Fort Pierce, serious injury and fatal crashes account for 1.5% of all crashes but 63% of the economic cost of all crashes.

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

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



\$888 Million

Economic cost of serious injury and fatal crashes over past six years

\$148 Million

Average annual economic cost of serious injury and fatal crashes over past six years



FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN

Fort Pierce has a higher rate of crashes than the county and the state.

Fort Pierce's Serious injury and fatal crash rate is 8% higher than the state and 40% higher than St. Lucie County.

For all crashes, Fort Pierce's crash rate is 64% higher than the state and 71% higher than St. Lucie County.

Crashes are occurring more frequently in Fort Pierce. If you live, work, or visit Fort Pierce, your chance of being involved in a crash is significantly higher than the rest of the state or county.

Crashes Per 100K	Florida	St. Lucie County	Fort Pierce
Total Serious Injury and Fatal Crashes per 100k	84	65	91
Total Crashes per 100k	3,205	3,082	5,257



FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN

The type of road significantly influences the severity of crashes.

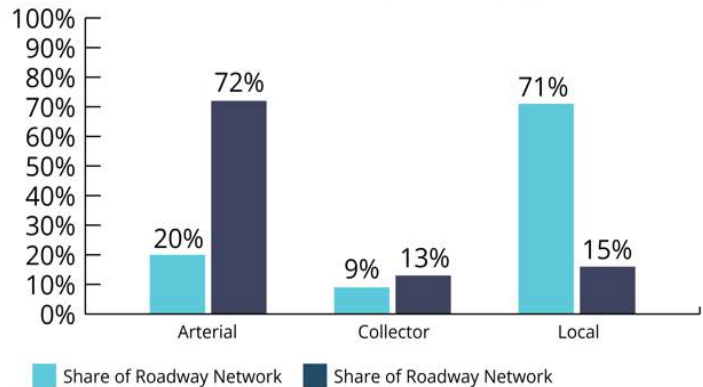
Traveling on streets with higher speed limits is more likely to result in serious injury or death. This is the result of more force from a vehicle, drivers having narrower fields of vision at higher speeds, and drivers traveling further before being able to slow or stop.

The safety data for Fort Pierce illustrates the increase in severity as vehicle speeds increase.

72% of serious injury and fatal crashes in Fort Pierce occur on arterial roads. These are major roads like US 1 and Orange Avenue. Arterial roads represent 20% of the total roadway network.

89% of serious injury and fatal crashes occur on arterial and collect roads, which represent 29% of the roadway network in Fort Pierce.

Roadway Network and Serious Injury and Fatal Crashes By Roadway Type



- Crashes at higher speeds are more forceful and thus more likely to be fatal.
- Drivers traveling at higher speeds have a narrower field of vision.
- Drivers traveling at higher speeds travel further before they can react.
- Drivers traveling at higher speeds travel further before they can react.

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

FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN

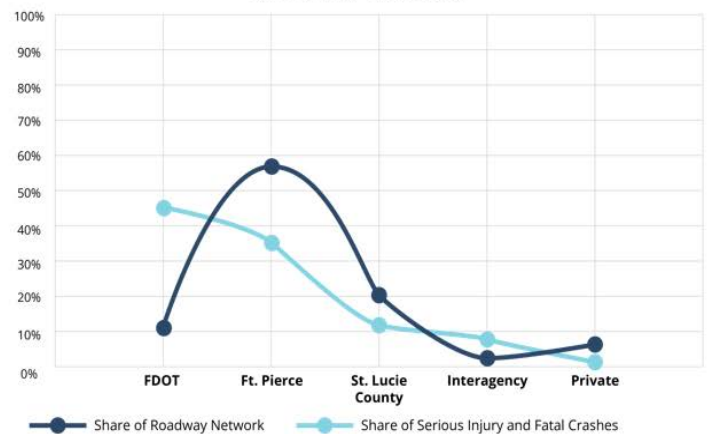
Working with regional partners is key to reduce serious injury and fatal crashes in Fort Pierce

Only 36% of the serious injury and fatal crashes occur on roads owned by the City of Fort Pierce.

46% of the serious injury and fatal crashes occur on FDOT roadways and 12% occur on St. Lucie County roadways.

Coordination with the state and county to coordinate safety projects to reduce and eliminate the most severe crashes within Fort Pierce.

Ft. Pierce Serious Injury and Fatal Crashes by Roadway Ownership





FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN

How you choose to travel impacts your safety risk.

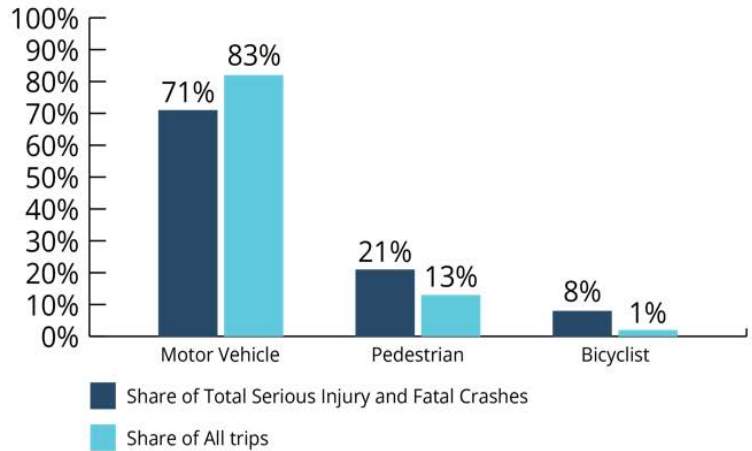
The chart highlights two facts.

The majority of serious injury and fatal crashes are the result of people driving crashing into other people driving.

Additionally, people walking and biking are disproportionately involved in serious injury and fatal crashes. The pedestrian share of all serious injury and fatal crashes is 63% higher than their share of all trips. For bicyclists, it is 666%.

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

Serious Injury and Fatal Crashes and Mode Share



FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN

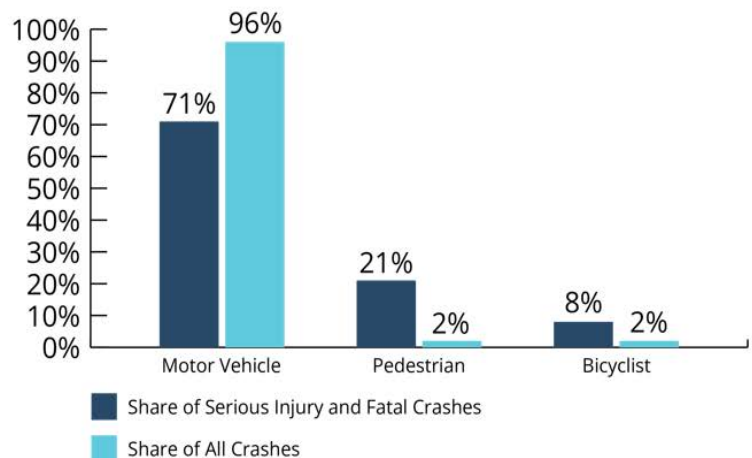
People walking and biking are involved in a disproportionate number of the most severe crashes.

The rate of pedestrian serious injury and fatal crashes is 999% higher than the rate of all crashes for pedestrians.

For the same measure for bicyclists, the difference is 375% higher.

When someone walking or biking is involved in a crash in Fort Pierce, they are far more likely to be seriously injured or killed.

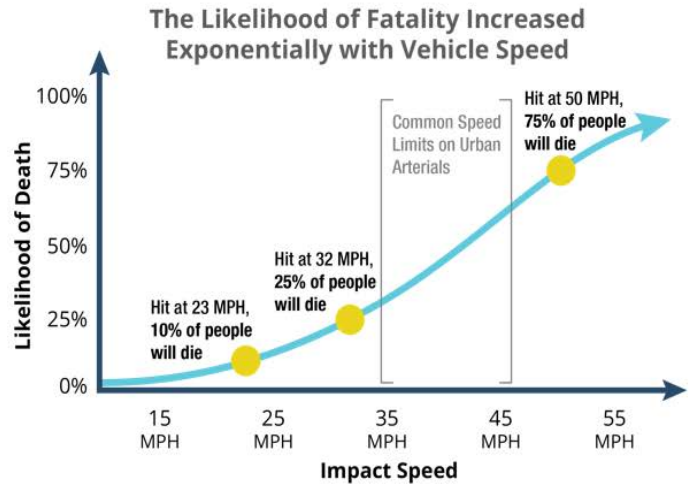
Share of Serious Injury and Fatal Crashes vs Share of All Crashes By Mode



Vehicle Speeds Influence Likelihood of Dying in a Crash

National research highlights the fact that as vehicle speeds increase, so does the chance of people involved dying.

- At 23 MPH, 10% of people involved a crash will die.
- At 32 MPH, 25% of people involved in a crash will die.
- At 50 MPH, 75% of people involved in a crash will die.



Source: NACTO City Limits

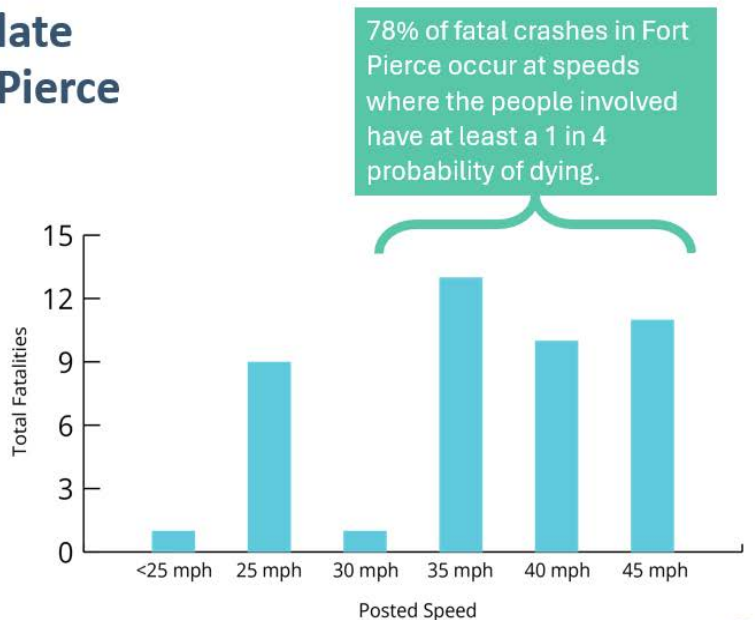


Higher posted speeds correlate with more fatalities in Fort Pierce

78% of fatal crashes in Fort Pierce occur on streets with a posted speed of 30 MPH or more.

Along roadways with higher posted speed limits, it is not the posted speed but how the roadway is designed that is contributing to the higher speeds. Major roads with higher posted speeds often have wider roadways, wider lanes, and longer distances between traffic signals. These factors give visual cues for drivers to go faster.

While changing the posted speed has shown to lower vehicle speeds, ultimately changing the design of the roadway is the primary strategy to change driver behavior and reduce the severity of crashes.





FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN

The most severe crashes occur in the late afternoon and evening.

Serious injury and fatal crashes occur at all hours of the day.

- 59% occur during daylight hours from 7am to 7pm.
- 37% of crashes occur between 8pm and midnight

While most crashes are occurring during daylight hours, there is an evening trend for severe crashes that needs to be addressed.

Additionally, there is no day of the week that stands out for serious injury and fatal crashes. Thursday, Saturday, and Sunday have the highest number of serious injury and fatal crashes by day of the week.



Day / Time	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sunday	0	2	1	1	0	0	1	0	0	0	1	1	1	2	2	1	1	6	6	1	6	0	1	2	36
Monday	0	0	1	0	0	1	0	2	1	1	0	1	1	3	0	1	3	1	2	1	3	0	1	0	23
Tuesday	0	0	0	0	1	1	1	0	0	0	0	0	1	0	2	0	3	1	1	3	1	2	2	0	19
Wednesday	0	1	2	0	0	0	0	0	0	0	1	0	0	3	0	0	1	1	3	2	3	2	0	2	24
Thursday	0	0	1	0	1	1	2	0	2	1	1	2	3	0	1	0	1	2	5	7	2	2	1	1	36
Friday	1	1	1	1	0	1	0	0	0	0	1	0	1	1	1	2	0	0	6	2	5	1	4	4	33
Saturday	1	2	0	0	0	0	0	0	1	0	0	2	2	1	2	1	4	2	2	2	3	7	2	1	35
Total	2	6	6	2	2	4	4	2	4	3	3	6	12	7	8	6	13	15	25	18	23	14	11	10	206



FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN

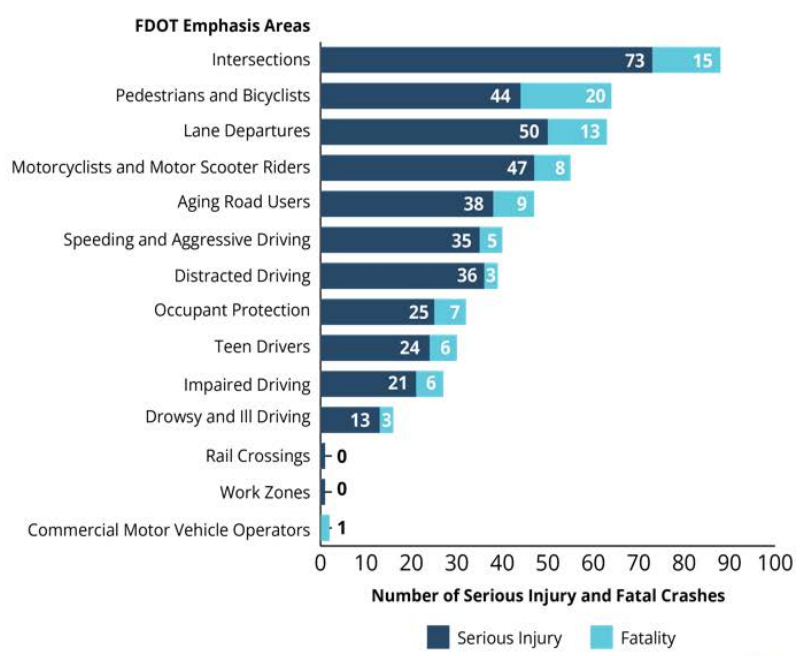
Fatal and serious injury crashes are rarely influenced by a single factor.

There are a variety of factors that influence why crashes occur. Transportation crash data includes a variety of environmental (e.g. at intersections) and human (e.g. under the influence of drugs or alcohol) factors that contribute to crashes.

The Florida Department of Transportation (FDOT) has identified 14 emphasis areas as the primary focus for Florida's traffic safety improvements.

In Fort Pierce, the top 5 emphasis areas for serious injury and fatal crashes are:

- Intersections
- Pedestrians and Bicyclists
- Lane Departures
- Motorcyclists and Motor Scooter Riders
- Speeding and Aggressive Driving



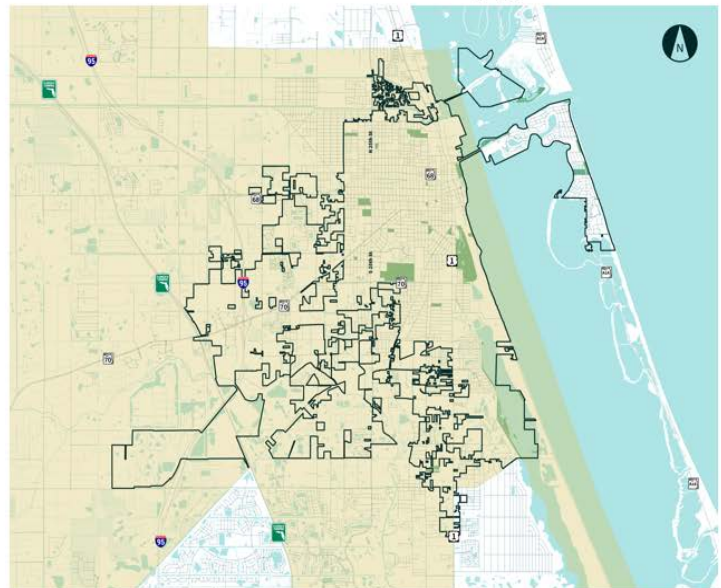
Equity and Transportation Needs

The Justice40 Initiative is a federal strategy to identify disadvantaged communities and address environmental justice issues. Census tracts are identified to give priority to communities that have been impacted by economic conditions, such as lower incomes, or exposure to higher levels of air pollution.

In Fort Pierce, the majority of the city is covered by a Justice40 designated census tract. 91% of the serious and fatal crashes in the city occur in a Justice40 census tract.

This information will be used to identify and prioritize transportation safety investments in the city.

Map of justice40 census tracts



LEGEND

- Fort Pierce City Limit
- Parks
- Roads
- Justice40 Census Tracts



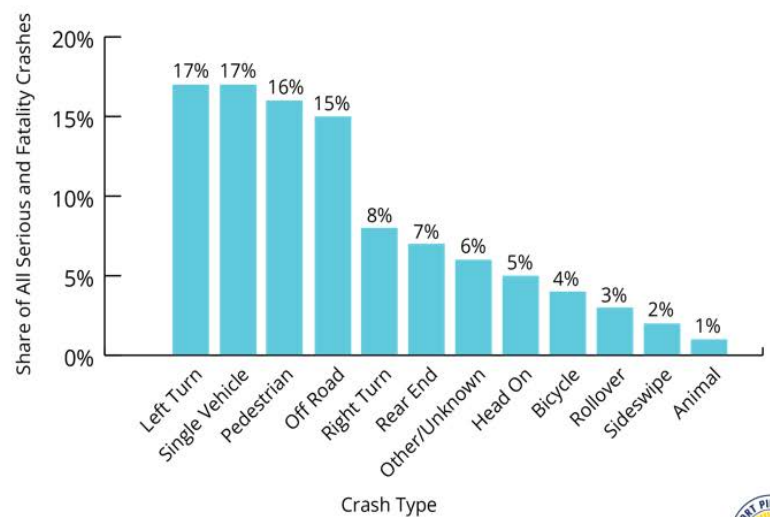
Analyzing the types of crashes can help identify strategies to improve safety.

In Fort Pierce, five crash types account for 73% of all serious and fatal crashes in the city.

- Left Turn
- Single Vehicle
- Pedestrian
- Off Road
- Right Turn

Crash type is the primary movement or action just prior to the crash occurring.

These trends will be used to identify project investments and policy changes that can reduce these types of crashes.



Land Use Context Correlates with Safety Needs

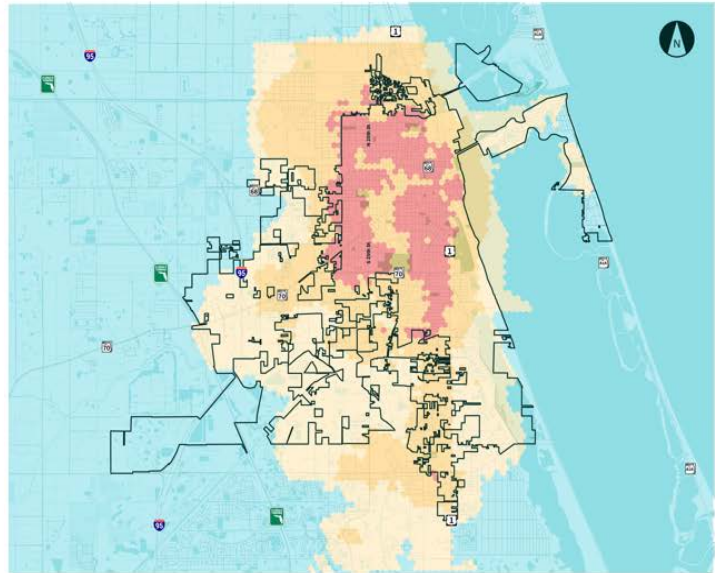
The areas with the highest trip demand and economic activity are also areas where most severe and fatal crashes occur.

The multimodal demand score is based on proximity with these activity factors:

- Where people play. Proximity to parks.
- Where people learn. Proximity to schools.
- Where people live. Population density variations.
- Where people work. Employment density variations.
- Where people access transit. Proximity to bus stops.

The areas identified with the highest demand cover 21% of the land area of the city and have 47% of the serious injury and fatal crashes in the city.

Multimodal Demand



LEGEND

- Fort Pierce City Limit
- Parks
- Roads
- Multimodal Demand (Low to High)



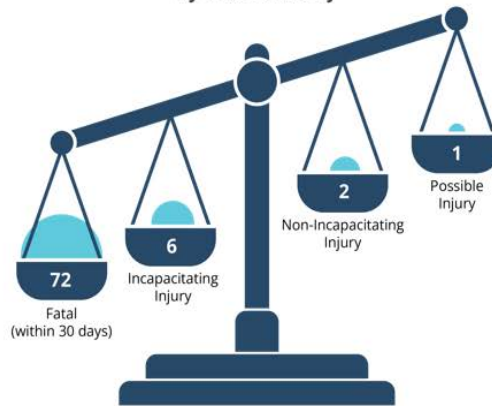
High Injury Network (HIN)

A high-injury network is a network of roads, intersections, or other transportation infrastructure (such as multiuse trails) that has a higher-than-average rate of crashes results in injury or fatality. The network is determined by traffic crash data, considering factors such as crash frequency and severity.

For Fort Pierce, a weighted score was applied to all crashes based on the economic cost associated with each type of crash. The weighted scores were then applied to the roadway segments where they occurred. Roadway segments with the highest weighted score were identified as part of the Fort Pierce HIN.

The table and chart to the right summarize the weight factor applied to each crash over the past six years in Fort Pierce.

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



Crashes are concentrated along a few roads.

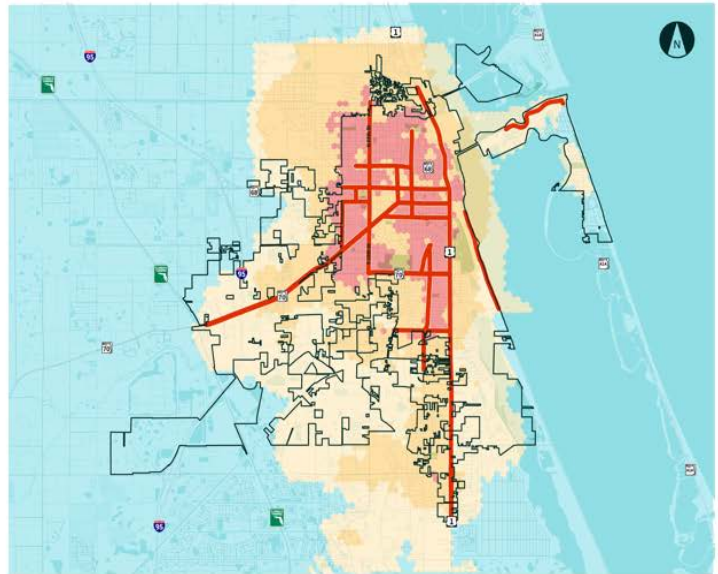
Crashes in Fort Pierce are concentrated along a few roads and at a few intersections.

Streets with higher crash rates have been identified, account for 71% of serious injury and fatal crashes in Fort Pierce.

The 10 highest crash intersections in Fort Pierce account for 14% of serious injury and fatal crashes in Fort Pierce. All the highest crash intersections are on High Injury Networks. 5 of these intersections are on US 1.

The HIN will be used to prioritize and focus safety investments where they can have the greatest influence and return on investment.

Multimodal Demand and High Injury Network



LEGEND

- Fort Pierce City Limit
- Parks
- Roads
- Multimodal Demand (Low to High)
- High Injury Network (HIN)



APPENDIX

D



APPENDIX D: SAFETY SCORECARD TEMPLATE

	STARTING 5-YEAR AVERAGE (2020-2024)	2025	TREND	CALENDAR YEAR 2025 GOAL (10% REDUCTION FROM PREVIOUS YEAR)	GOAL MET?
FATALITIES	9.8	10	↑	8.82	NO
FATALITIES PER 100K PEOPLE	19.85	20.25	↑	17.87	No
SERIOUS INJURIES	32	28	↓	28.8	Yes
SERIOUS INJURIES PER 100K PEOPLE	64.81	56.71	↓	58.33	Yes
TOTAL CRASHES	2352.2	2200	↓	2116.98	No
TOTAL CRASHES PER 100K PEOPLE	4764.05	4455.79	↓	4287.65	No
PEDESTRIANS AND BICYCLISTS FATALITIES	4	0	↓	3.6	Yes
PEDESTRIANS AND BICYCLISTS FATALITIES PER 100K PEOPLE	8.1	0	↓	7.29	Yes
PEDESTRIANS AND BICYCLISTS SERIOUS INJURIES	7	3	↓	6.3	Yes
PEDESTRIANS AND BICYCLISTS SERIOUS INJURIES PER 100K PPEOPLE	14.18	6.08	↓	12.76	Yes
PEDESTRIANS AND BICYCLISTS TOTAL CRASHES	85	33	↓	76.5	Yes
PEDESTRIANS AND BICYCLISTS TOTAL CRASHES PER 100K PEOPLE	172.16	66.84	↓	154.94	Yes

Note: 2025 numbers are to-date and won't represent the full year until 2026

Note: Trends can be positive (trending downward) but the 10% decrease goal can still not be reached



Performance Measures

Setting performance measures is a required part of this Action Plan, but it also helps the City track progress toward its Vision Zero goals.

These measures create a baseline using the average of the past five years of crash data. Future crash trends will be compared to this baseline to answer key questions like:

- Are fatal and serious injury crashes going up or down?
- Are pedestrian and bicyclists fatal and serious injury crashes trending up or down?
- How is the City trending towards or against Vision Zero?
- How far is the City from achieving its' goal of zero fatal and serious injury crashes by 2040?

Metrics include both the total number of crashes and crash rates per 100,000 people. Using both helps account for population growth and gives better context to safety trends.

Data comes from two main sources: the U.S. Census and FDOT's Signal4 crash database. These were chosen because they're trusted sources, easy to access, understand, and record.

The Safety Action Plan recommends using these measures in future safety reports. One key recommendation is for the City to publish an annual safety scorecard. This scorecard would track progress, highlight safety investments, and keep the public informed - promoting transparency and accountability.

Note: The population count used in the normalization formula is 49,374. This comes from the 2023 American Community Survey (ACS). <https://www.census.gov/quickfacts/fact/table/fortpiercecocityflorida/PST045224>

Crash data: <https://signal4analytics.com/>



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APPENDIX

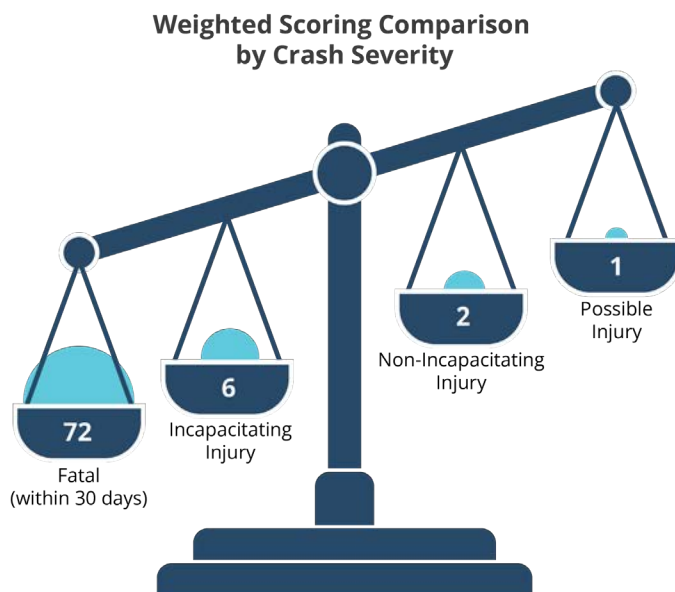
E



High Injury Network

In Fort Pierce, crashes, particularly severe crashes, are concentrated along a few standout corridors. To be most effective, Vision Zero is focused on mitigating crashes along the least safe corridors. These standout corridors are called the High Injury Network, or HIN. In order to identify which segments should be part of the HIN in Fort Pierce, a scoring system was created that gives crashes weight based on their severity and frequency. The weighting for crash severity is based on each crash type's respective economic cost. 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. The two freeways that run through Fort Pierce, I-95 and Florida's Turnpike, were not included in this analysis.

Using ArcGIS, crashes from 2018 to 2023 in Fort Pierce of all types were assigned to the road segments they are nearest. Following this assignment, the crashes assigned to a particular segment were multiplied by their relative weighted factor score. The score by crash type were combined to give each individual segment a total crash score. Using this score, standout segments were easily identified and were compiled as part of the High Injury Network. The final HIN for Fort Pierce accounts for only 13% of road centerline mileage but 84% of all fatal crashes and 71% of all crashes in Fort Pierce from 2018 to 2023.



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

APPENDIX

F



APPENDIX F: COUNTERMEASURES MATRIX

PROVEN SAFETY MEASURES	SPEED LIMITS FOR ALL ROAD USERS	SPEED SAFETY CAMERAS	BICYCLE LANES	CROSS-WALK VISIBILITY ENHANCEMENTS	LEADING PEDESTRIAN INTERVAL	MEDIANS & PEDESTRIAN REFUGE ISLANDS IN URBAN & SUB-URBAN AREAS	PEDESTRIAN HYBRID BEACONS	RRFB	ROAD DIETS (RE-CONFIGURATION)	WALKWAYS	ROADSIDE DESIGN IMPROVEMENTS AT CURVES
FOCUS AREAS	SPEED MANAGEMENT	PEDESTRIAN/BICYCLIST								ROADWAY DEPARTURE	
CRASH TYPE											
Angle	X	X							X		
Left-Turn	X	X							X		
Right-Turn	X	X									
Rear End	X	X							X		
	X	X	X	X	X	X	X	X	X	X	
Head On	X	X							X		
Run-off Road/ Single Vehicle	X	X									X
	X	X							X		
	X	X							X		
Wet	X	X									
Nighttime	X	X		X				X			
Speed-related	X	X							X		X
Rollover	X	X									X
Fixed-Object	X	X							X		



WIDER EDGE LINES	BACK-PLATES W/ RETROREFLECTIVE BORDERS	CORRIDOR ACCESS MANAGEMENT	DEDICATED L & R TURN LANES AT INTERSECTIONS	ROUNDABOUTS	SYSTEMIC APPLICATION OF MULTIPLE LOW-COST COUNTERMEASURES AT STOP-CONTROLLED INTERSECTIONS	YELLOW CHANGE INTERVALS	LIGHTING	LOCAL ROAD SAFETY PLANS	PAVEMENT FRICTION MANAGEMENT	ROAD SAFETY AUDIT
ROADWAY DEPARTURE	INTERSECTIONS						CROSSCUTTING			
	X	X	X	X	X	X	X	X	X	X
	X	X	X	X	X	X		X		X
	X	X	X		X		X	X		X
	X	X	X		X	X	X	X	X	X
		X		X			X	X	X	X
				X		X	X	X		X
X							X	X	X	X
		X	X			X	X	X		X
			X	X		X	X	X		X
X	X				X		X	X	X	X
X	X				X		X	X	X	X
				X	X	X		X	X	X
X							X	X		X
X							X	X		X