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Planning  
Organization

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# COMPREHENSIVE SAFETY ACTION PLAN

Adopted: August 3, 2022



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**Kreyol Ayisyen:** Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aysiyen, tanpri rele nimewo 772-462-1593.

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## 1.0 ZERO ROADWAY DEATHS OR INJURIES COMMITMENT

The St. Lucie TPO’s approach to traffic safety is that the death or injury of any person is unacceptable. Each year the TPO Board has reaffirmed this commitment by adopting the Florida Department of Transportation (FDOT) goal of zero deaths and injuries. The TPO’s approach to traffic safety also aligns with a nationwide effort known as “Vision Zero”, a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all.

## 2.0 PLAN DEVELOPMENT, IMPLEMENTATION, AND MONITORING

As meeting the target of zero deaths and injuries is a tremendous challenge, the TPO has developed this Comprehensive Safety Action Plan to identify a set of projects and strategies that will address identified safety problems. The prioritization of these projects is based on data, best practices, stakeholder input and equity considerations.

## 3.0 DATA ANALYSIS

The safety data below obtained from FDOT indicates that in the TPO area the vehicle fatalities and fatality rate trended upward while vehicle serious injuries and serious injury rate trended downward. Non-motorized fatalities and serious injuries have been almost stable.

	Fatality	%Δ	VMT (100 million)	%Δ	Fatality Rate*	%Δ	Serious Injury	%Δ	Serious Injury Rate*	%Δ	Non-Motorized Fatality and Serious Injuries	%Δ
2014 5-Year Rolling Average	30		31.14		0.96		174		5.56		28	
2015 5-Year Rolling Average	31	4.0%	32.13	3.2%	0.99	3.5%	167	-4.0%	5.28	-5.0%	27	-3.6%
2016 5-Year Rolling Average	34	9.7%	33.29	3.6%	1.06	7.1%	165	-1.2%	5.24	-0.8%	24	-11.1%
2017 5-Year Rolling Average	36	5.9%	34.15	2.6%	1.13	6.6%	164	-0.6%	5.10	-2.7%	27	12.5%
2018 5-Year Rolling Average	38	5.6%	35.83	4.9%	1.13	0.0%	162	-1.2%	4.91	-3.7%	29	7.4%
2019 5-Year Rolling Average	38	0.0%	34.86	-2.7%	1.09	-3.5%	146	-9.9%	4.20	-14.5%	26	-10.3%
2020 5-Year Rolling Average	41	7.9%	35.65	2.3%	1.15	5.5%	145	-0.7%	4.12	-1.9%	28	7.7%

The TPO recently conducted a Speed Kills Analysis to examine the link between vehicle speed and crash risk and severity on the roadway network in the TPO area. A total of 366 fatal crashes occurred from 2011 through 2021. These crashes were reviewed and analyzed to identify any consistencies.

The St. Lucie TPO Fatal Crash Fact Sheet and Maps summarize the findings and illustrate the distribution of the fatal crashes for vehicles, pedestrians,

and bicyclists in the St. Lucie TPO area. In addition, vehicle and bicycle-pedestrian high crash locations are summarized as follows:

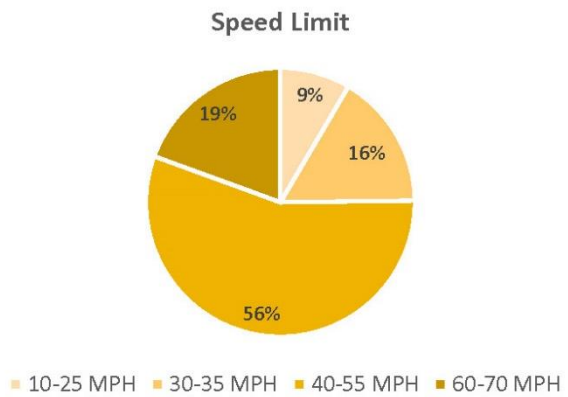
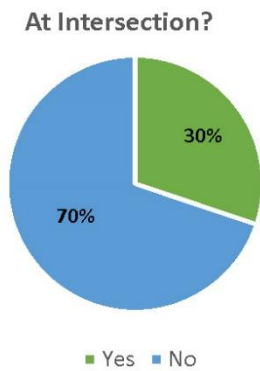
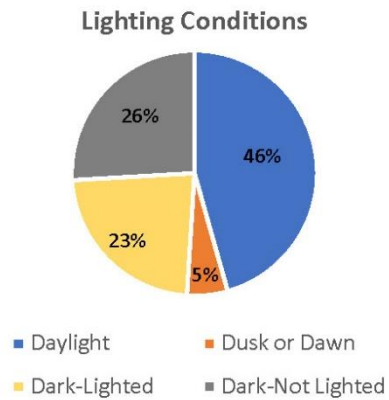
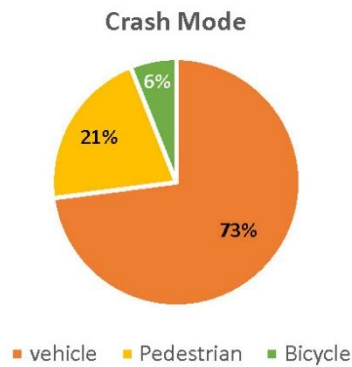
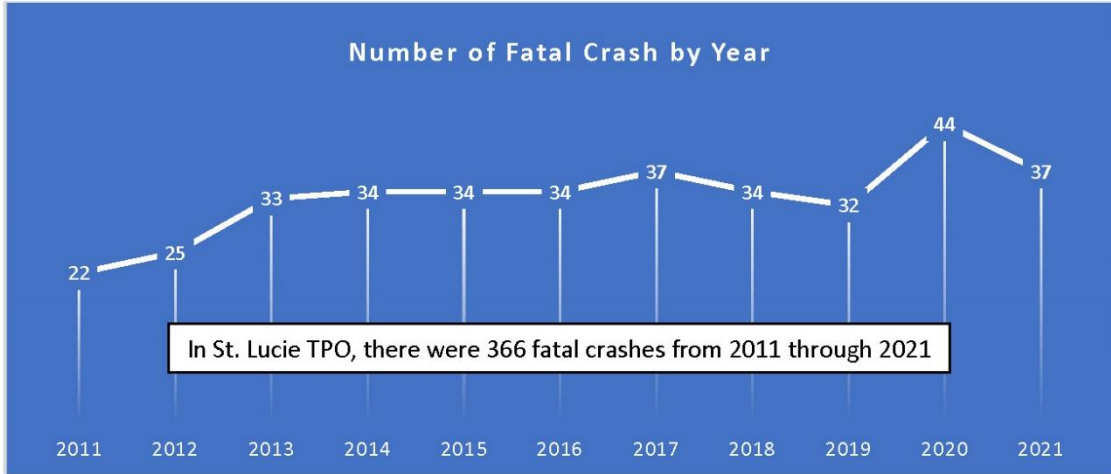
<b>Vehicle High Crash Locations</b>						
<b>Street Name</b>	<b>From</b>	<b>To</b>	<b>Segment Length (miles)</b>	<b>Crash Number</b>	<b>Speed Limit (MPH)</b>	<b>State Highway System</b>
U.S. Highway 1	Edwards Rd	Dixieland Dr	0.74	7	40	Yes
U.S. Highway 1	Brazilian Cir	Prima Vista Blvd	0.8	6	45	Yes
Airoso Blvd	Lakehurst Dr	Prima Vista Blvd	0.66	5	40	No
Port St. Lucie Blvd	Cameo Blvd	Dalton Ave	0.89	5	45	No
St. Lucie West Blvd	Peacock Blvd	California Blvd	0.45	5	45	No

<b>Bicycle-Pedestrian High Crash Locations</b>						
<b>Street Name</b>	<b>From</b>	<b>To</b>	<b>Segment Length (miles)</b>	<b>Crash Number</b>	<b>Speed Limit (MPH)</b>	<b>State Highway System</b>
25th St	Ave G	Nebraska Ave	1.6	8	40	Yes
U.S. Highway 1	Tennessee Ave	Southland Dr	1.8	7	40	Yes

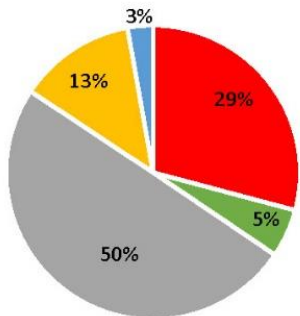
After examining the fatal crashes at the high crash locations, TPO staff did not find any consistencies between the crashes and the specific, identified causes of the crashes. The only consistency identified beyond the specific, identified causes is that these high crash locations are on roadways with posted speeds of 40 miles per hour or higher. In fact, 75 percent of all fatal crashes in the TPO area occur on roadways with posted speeds of 40 miles per hour or higher.

Serious injuries and fatal crashes in the TPO area may be reduced most significantly on these roadways with high crash locations by reducing the speed limits, also known as setting “target speeds”, on these roadways. FDOT is responsible for setting the target speeds on the roadways of the State Highway System, and the local jurisdictions are responsible for setting the target speeds on the local roadways.

### St. Lucie TPO Fatal Crash Fact Sheet

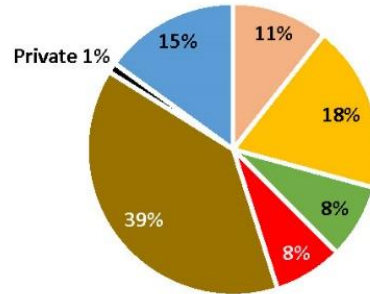


**Vehicle Type**



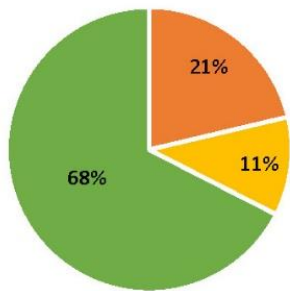
- SUV or Pickup
- Commercial Vehicle
- Passenger Car
- Motorcycle
- Others

**Roadway Type**



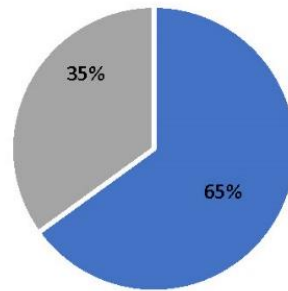
- Interstate
- State
- Turnpike
- U.S.
- Local
- Private
- County

**Driver's Age**



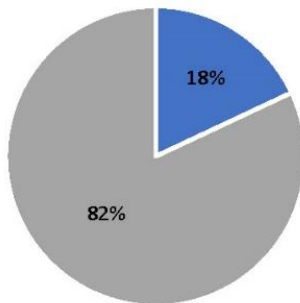
- Senior
- Teenager
- Others

**Distracted/Speeding/Aggressive/Impaired Driving?**



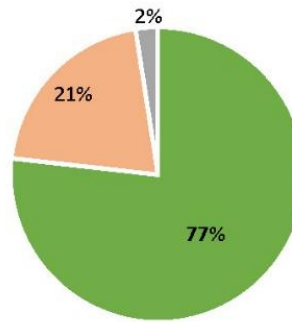
- Yes
- No

**Violation Issued**

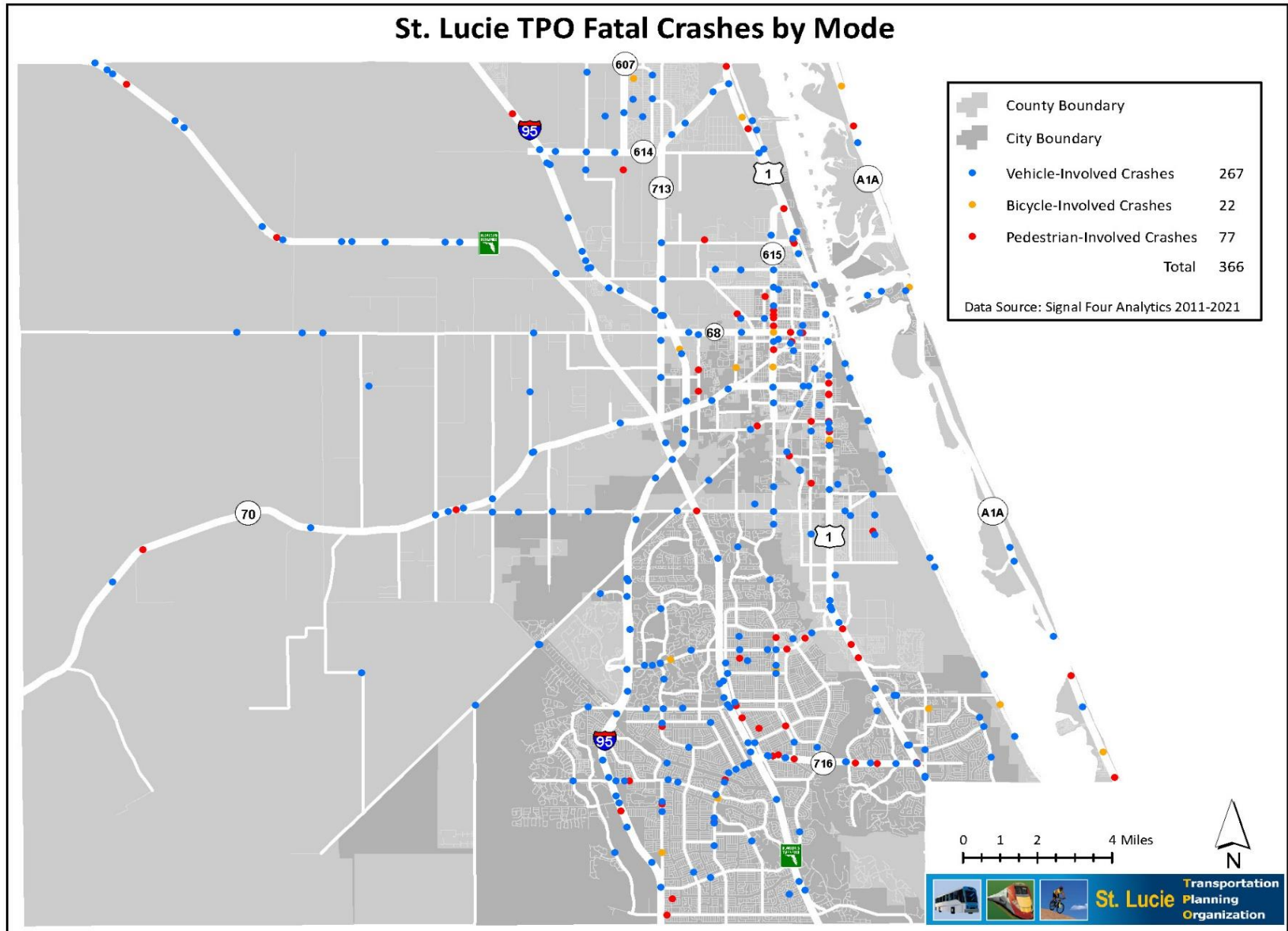


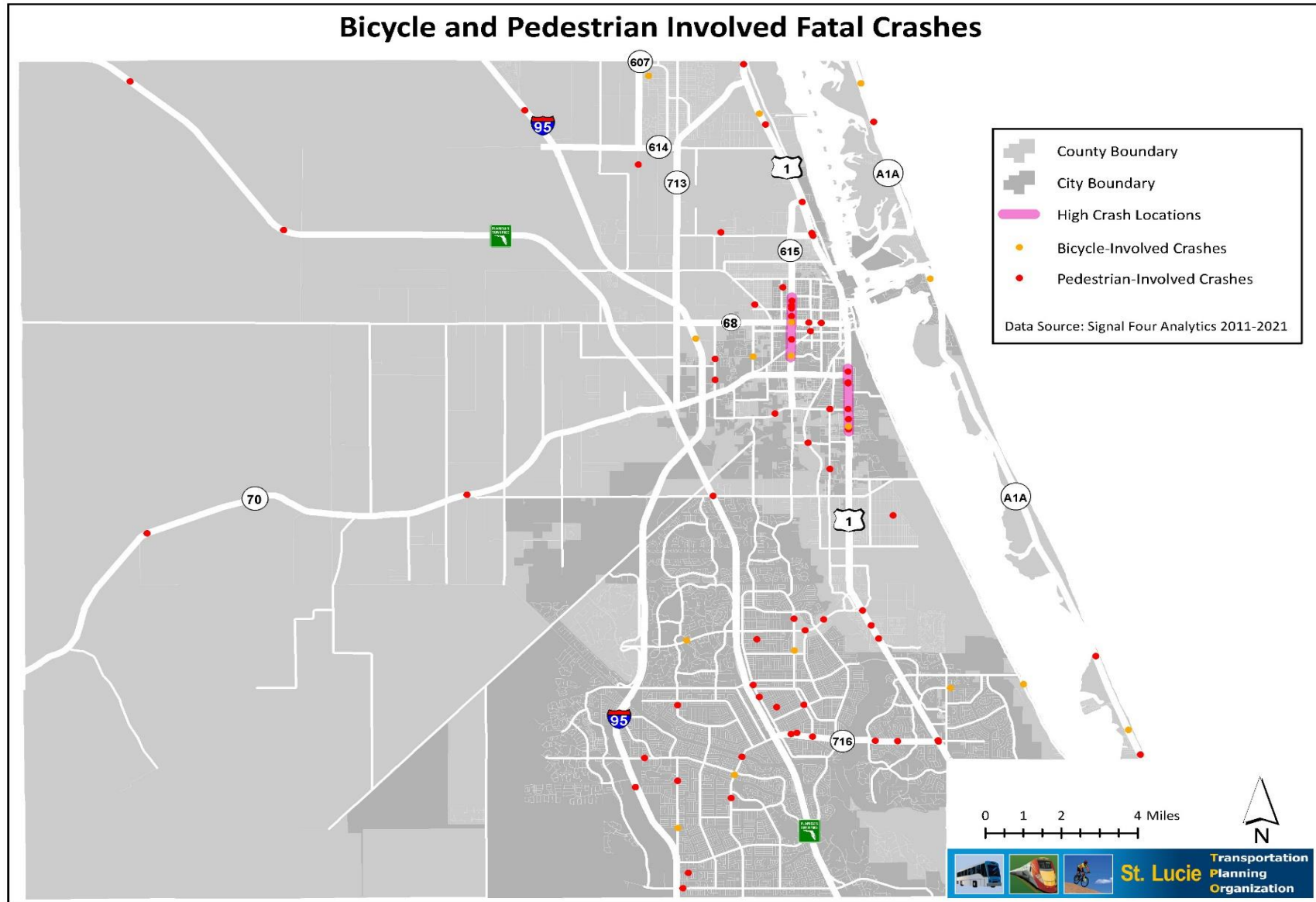
- Yes
- No

**Seat Belt in Use?**

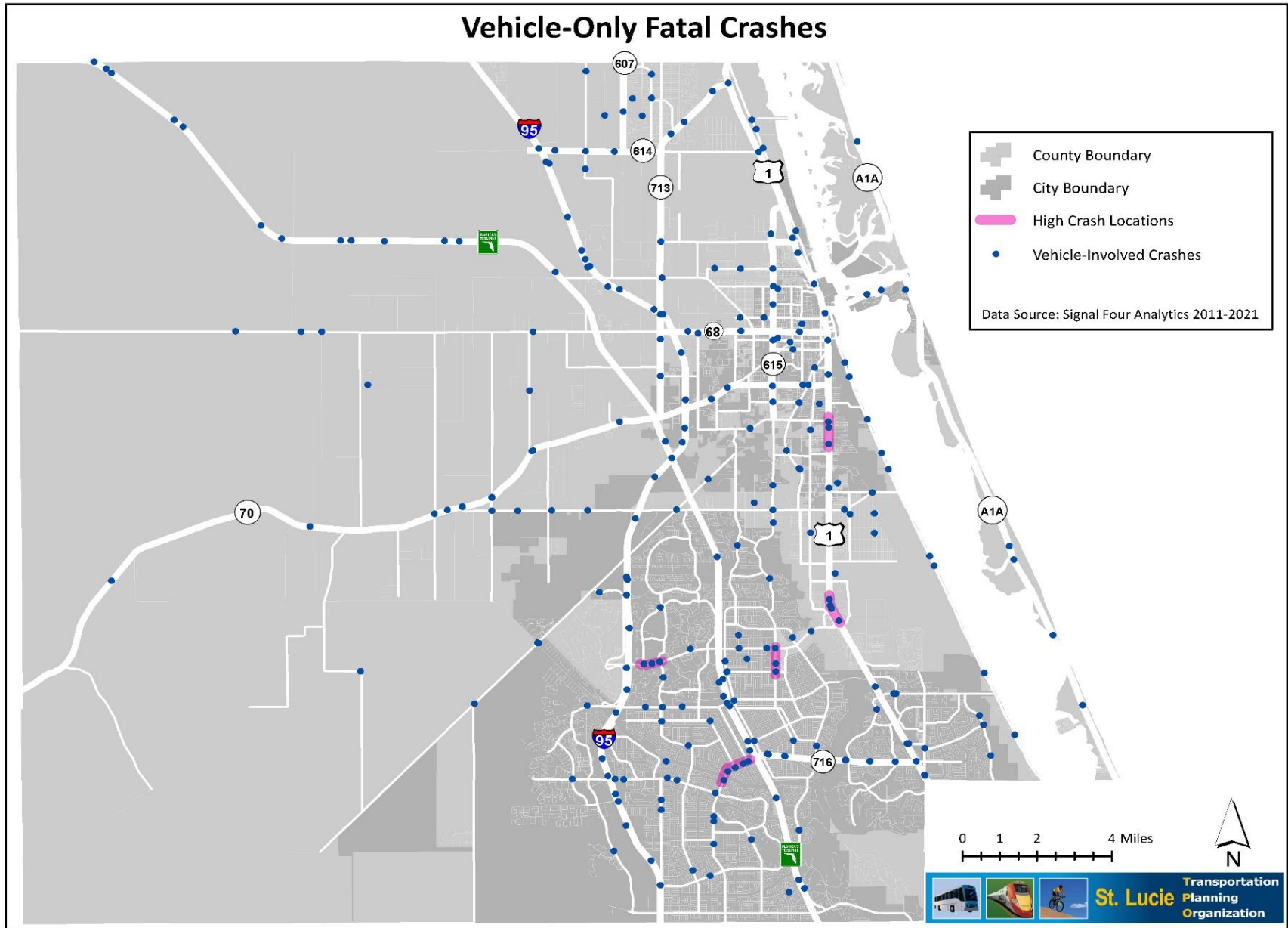


- Yes
- No
- Data N/A









## 4.0 PUBLIC ENGAGEMENT

The TPO's Public Participation Plan (PPP) represents the process the TPO uses to help ensure the greatest degree of public input, involvement, and education when considering transportation priorities and funding. Methods of public outreach are continually evolving. Consequently, the goals and strategies for the TPO's PPP have evolved and are achieved by weaving online efforts with face-to-face engagement.

Prior to review and action by the TPO Board, all plans, programs, and major actions are subject to review and comment by the following standing committees: the Technical Advisory Committee, the Citizens Advisory Committee, and the Bicycle-Pedestrian Advisory Committee. The TPO also serves as the planning agency for the Local Coordinating Board for the Transportation Disadvantaged (LCB).

The public's participation on TPO boards and committees is welcomed and encouraged. Not every meeting conducted by the TPO contains policy actions. Nevertheless, the public is afforded opportunities to participate regardless of the topic of discussion.

The public is notified of TPO Board and Advisory Committee meetings in a variety of ways. Notices of all TPO Board, LCB, and TPO Advisory Committee meetings are posted in front of the TPO office. Calendars for each meeting, agendas, and agenda packages are posted on the TPO website. Agendas for each meeting are transmitted to the public information officers for each local jurisdiction to distribute at their discretion.

In addition, TPO staff makes presentations on major plans or projects to boards and committees of partner agencies. Of particular importance is TPO staff's active participation on the Martin-St. Lucie Community Traffic Safety Team, a locally based, data-driven collaboration of highway safety advocates committed to a common goal of improving traffic safety in their communities.

Most strategies in the Comprehensive Safety Action Plan are derived from the TPO's Jobs Express Terminal Connectivity Study, Speed Kills Analysis, and Micro-Mobility Study. Combined, these three studies resulted from 24 presentations to boards/committees with more than 300 participants and seven outreach efforts with more than 130 completed surveys.



## 5.0 EQUITY ANALYSIS AND CONSIDERATIONS

The principles of nondiscrimination and equity are used in the preparation of all TPO plans and programs and in the development of all TPO activities. The principles of nondiscrimination and equity, also known as environmental justice, are as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

In preparing its Comprehensive Safety Action Plan, the TPO considered the needs of underserved/disadvantaged communities consistent with definitions

used by the Office of Management and Budget's Interim Guidance for the Justice40 Initiative and the Historically Disadvantaged Community designation, which includes:

- U.S. Census tracts identified as Areas of Persistent Poverty or Historically Disadvantaged Communities.
- Tribal lands; or
- Territories or possessions of the United States.

The Historically Disadvantaged Communities within the TPO area are depicted in orange on the following map:



An equity analysis of the benefits of the projects prioritized by the Comprehensive Safety Action Plan that will be received by the Historically Disadvantaged Communities within the TPO area is provided in Section 9.3.

## **6.0 IMPROVING HOW PROCESSES PRIORITIZE SAFETY**

Safety is one of the TPO's annually updated performance targets. The TPO incorporates performance management as a strategic approach that includes performance measurement and target setting to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged.

Each year the TPO sets performance targets and reports these targets to FDOT. The Comprehensive Safety Action Plan will assist the TPO in tracking progress toward meeting data-driven targets by implementing the Action Plan.

## **7.0 COMPREHENSIVE APPROACH TO REDUCE DEATHS AND INJURIES**

Understanding that meeting safety targets is a comprehensive effort and cannot be achieved within a short period, it is expected that the safety projects identified in this Action Plan will ultimately reduce the number of traffic fatalities and injuries. The Action Plan focuses on two strategies: speed management and complete streets.

### **7.1 Speed Management**

As described in the Crash Analysis section, the TPO recently conducted a Speed Kills Analysis to examine the link between vehicle speed and crash risk and severity on the roadway network in the TPO area. After examining the fatal crashes at the high crash locations, TPO staff identified that 75 percent of all fatal crashes in the TPO area occur on roadways with posted speeds of 40 miles per hour or higher. No other consistency was identified in the data between the crashes and the specific, identified causes of the crashes.

The federal government's Safe Streets and Roads for All (SS4A) program that funds projects in support of Vision Zero provides the following illustrative examples of speed management strategies:

- Conducting speed management projects such as implementing traffic calming road design changes and setting appropriate speed limits for all road users.
- Applying low-cost safety treatments such as rumble strips, wider edge lines, flashing beacons, and better signage along high-crash rural corridors.

## 7.2 Complete Streets

A “Complete Street” generally is defined as a street that accommodates all users, regardless of their ages or abilities, in a safe and balanced environment. Users include motorists, bus riders, bicyclists, and pedestrians. As further defined by the TPO Board, complete streets include streets with separate sidewalks and bicycle lanes and streets with wide, multi-use sidewalks but no bike lanes.

The SS4A program provides the following illustrative examples of complete street strategies:

- Implementing improvements along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
- Installing safety enhancements such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.
- Making street design changes informed by culturally competent education and community outreach.

## 8.0 PRIORITIZATION METHODOLOGY

The initial step in the prioritization methodology was to select street segments for analysis. These candidate corridors were derived from TPO Advisory Committee member and TPO Board member input and from the TPO’s Jobs Express Terminal Connectivity Study, Speed Kills Analysis, and Micro-Mobility Study. As mentioned in the Crash Analysis section, issues on state roads identified in the Speed Kills Analysis will be addressed by FDOT. The following candidate corridors were prioritized based on the initial screen.

### 8.1 Candidate Corridors for Analysis

Roadway	To	From	Source
Airoso Blvd	Lakehurst Dr	Prima Vista Blvd	Speed Kills Analysis, non state road
St. Lucie West Blvd	Peacock Blvd	California Blvd	Speed Kills Analysis, non state road

Port St. Lucie Blvd	Cameo Blvd	Gatlin Blvd	Speed Kills Analysis, non state road and TAC* member
N/S 13th Street	Zephyr Ave	Avenue Q	Micro-Mobility Study
Avenue D	N 13th Street	US-1	Micro-Mobility Study
Delaware Avenue	S 13th Street	US-1	Micro-Mobility Study
All of Torino Parkway			Micro-Mobility Study
California Blvd	Torino Parkway	Somerset Prep School	Micro-Mobility Study
California Blvd	Peacock Boulevard	Indian River College	Micro-Mobility Study
Cashmere Blvd	Torino Parkway	Westgate K-8	Micro-Mobility Study
Rosser Boulevard	Paar Drive	Nervia Ave & Lewis Library	Micro-Mobility Study
Savona Boulevard	Paar Drive	Gatlin Boulevard	Micro-Mobility Study
Brescia Street	Gatlin Boulevard	Savage Boulevard	Jobs Express Terminal Connectivity Study
Savage Boulevard	Gatlin Boulevard	Galiano Road	Jobs Express Terminal Connectivity Study
Import Drive	Gatlin Boulevard	Savage Boulevard	Jobs Express Terminal Connectivity Study
Floresta Drive	Crosstown Pkwy	Prima Vista Blvd	TAC
Gatlin Blvd	Port St. Lucie Blvd	Brescia Street	TAC
Midway Road	I-95	SR 70	TAC
Oleander Ave	Beach Ave	SR 70	TAC
St. James Drive	NE Lazy River Parkway	NE Royce Avenue	TAC
Midway Road	US-1	Indian River Drive	Unified Planning Work Program
Delaware Avenue	33rd Street	Hartman Road	TPO Board
Angle Road	Orange Avenue	Kings Highway	TPO Board
Easy Street	US-1	Yucca Drive	TPO Board
Village Green Drive	US-1	Walton Road	TPO Board
25th Street	Juanita Avenue	SR 70	TPO Board

\*St. Lucie TPO Technical Advisory Committee (TAC)

The methodology for prioritizing the candidate corridors for speed management and complete streets improvements consists of assigning points to the candidate corridors based on the following criteria.

## 8.2 Prioritization Criteria

<b>Score (Total=100)</b>	<b>Criterion</b>
<b>10 points</b>	Provides a designated bike lane
<b>10 points</b>	Provides speed management countermeasure
<b>10 points</b>	Provides multi-use path (10 points) or sidewalk (5 points)
<b>10 points</b>	Fills in a gap in the Complete Street or Bike/Ped Network
<b>0 to 6 points</b>	Provides access to major destinations such as existing commercial uses, institutional uses, etc. (2 point per destination with a maximum of 6 points possible)
<b>10 points</b>	Addresses a bicycle/pedestrian accident history
<b>10 points</b>	Addresses a vehicle accident history
<b>0 to 6 points</b>	Located on or adjacent to a roadway with a posted speed limit greater than 25 mph (1 points for every 5-mph increment greater than 25 mph with a maximum of 6 points possible)
<b>10 points</b>	Historically Transportation Disadvantaged Community
<b>10 points</b>	Within 1/2 Mile of a Bus Stop
<b>0 to 8 points</b>	Annual average daily traffic (AADT) (1 point for every 5,000 traffic count with a maximum of 8 points possible)

The points were totaled for each corridor, and the corridors were ranked based on the total points assigned. The results of the prioritization are summarized in the following table.

## 8.3 Prioritized Candidate Corridors

<b>Roadway</b>	<b>To</b>	<b>From</b>	<b>Ranking</b>	<b>Score</b>
25th Street	Juanita Avenue	SR 70	1	60
Midway Road	US-1	Indian River Drive	2	55
Port St. Lucie Blvd	Cameo Blvd	Gatlin Blvd	3	52
Airosa Blvd	Lakehurst Dr	Prima Vista Blvd	4	47
Savona Boulevard	Paar Drive	Gatlin Boulevard	4	47
Village Green Drive	US-1	Walton Road	4	47
Gatlin Blvd	Port St. Lucie Blvd	Brescia Street	7	46
Floresta Drive	Crosstown Pkwy	Prima Vista Blvd	8	45
Avenue D	N 13th Street	US-1	9	43



Delaware Avenue	S 13th Street	US-1	10	42
Delaware Avenue	33rd Street	Hartman Road	10	42
St. Lucie West Blvd	Peacock Blvd	California Blvd	10	42
N/S 13th Street	Zephyr Ave	Avenue Q	13	41
Brescia Street	Gatlin Boulevard	Savage Boulevard	14	40
Import Drive	Gatlin Boulevard	Savage Boulevard	14	40
Savage Boulevard	Gatlin Boulevard	Galiano Road	14	40
Rosser Boulevard	Paar Drive	Nervia Ave & Lewis Library	17	36
Angle Road	Orange Avenue	Kings Highway	18	34
St. James Drive	NE Lazy River Parkway	NE Royce Avenue	19	33
Oleander Ave	Beach Ave	SR 70	20	29
California Blvd	Peacock Boulevard	Indian River College	21	27
Midway Road	I-95	SR 70	21	27
All of Torino Parkway			23	25
Easy Street	US-1	Yucca Drive	24	21
California Blvd	Torino Parkway	Somerset Prep School	25	18
Cashmere Blvd	Torino Parkway	Westgate K-8	25	18

## 9.0 IMPLEMENTATION PLAN

Speed management and complete streets strategies were applied to the prioritized candidate corridors. The Implementation Plan on the following pages was developed.

The complete streets strategies included sidewalks, multi-use paths, buffered bicycle lanes and other ped/bike safety countermeasures. A sidewalk is a paved walkway for pedestrians at the side of a road. A multi-use path is generally defined as a sidewalk wide enough to accommodate two-way travel by non-motorized users: bicyclists, pedestrians, persons in wheelchairs, persons pushing strollers, dog walkers, etc. A buffered bicycle lane has striping separating the on-street bike lane and the adjacent motor vehicle travel lane. Ped/bike safety countermeasures would include crosswalk visibility enhancements, intersection improvements/lighting retrofits, accessible pedestrian signal modifications and leading pedestrian intervals.

### 9.1 Candidate Corridors for Time Band 1 (1-5 years)

Roadway	To	From	Strategy	Ranking
25th Street	Juanita Avenue	SR 70	Speed management	1
Midway Road	US-1	Indian River Drive	Complete streets, speed management	2
Port St. Lucie Blvd	Cameo Blvd	Gatlin Blvd	Speed management	3
Airoso Blvd	Lakehurst Dr	Prima Vista Blvd	Speed management	4
Savona Boulevard	Paar Drive	Gatlin Boulevard	Multi-use path	4
Village Green Drive	US-1	Walton Road	Complete Streets	4
Gatlin Blvd	Port St. Lucie Blvd	Brescia Street	Bike/Ped Safety	7
Floresta Drive	Crosstown Pkwy	Prima Vista Blvd	Complete Streets	8
Avenue D	N 13th Street	US-1	Buffered bike lanes	9
Delaware Avenue	S 13th Street	US-1	Buffered bike lanes	10
Delaware Avenue	33rd Street	Hartman Road	Complete Streets	10
St. Lucie West Blvd	Peacock Blvd	California Blvd	Speed management	10
N/S 13th Street	Zephyr Ave	Avenue Q	Buffered bike lanes	13

### 9.2 Candidate Corridors for Time Band 2 (5-10 years)

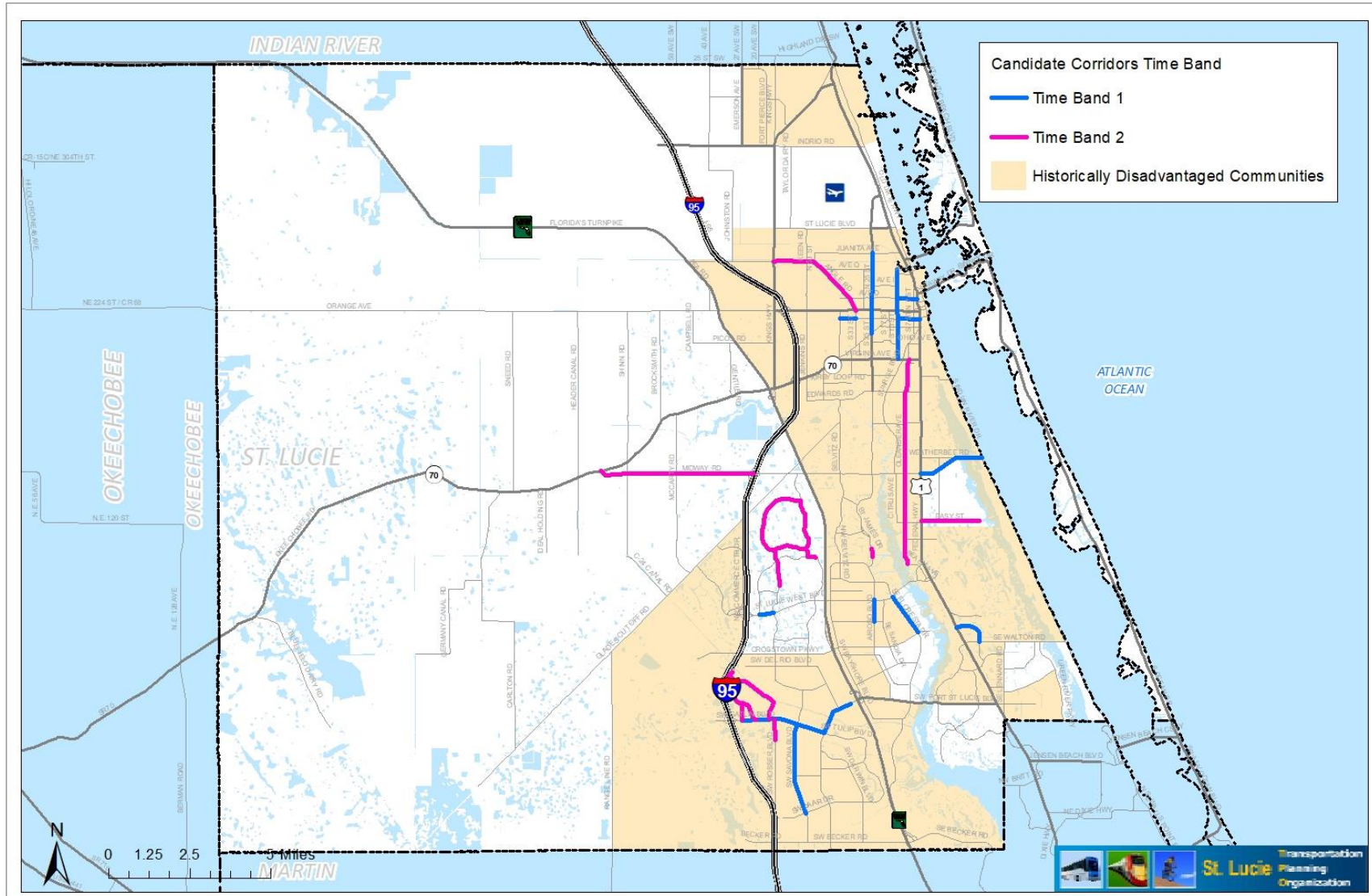
Roadway	To	From	Strategy	Ranking
Brescia Street	Gatlin Boulevard	Savage Boulevard	Sidewalk	14
Import Drive	Gatlin Boulevard	Savage Boulevard	Sidewalk	14
Savage Boulevard	Gatlin Boulevard	Galiano Road	Sidewalk	14
Rosser Boulevard	Paar Drive	Nervia Ave & Lewis Library	Multi-use path	17
Angle Road	Orange Avenue	Kings Highway	Complete Streets	18
St. James Drive	NE Lazy River Parkway	NE Royce Avenue	Sidewalk	19

Oleander Ave	Beach Ave	SR 70	Sidewalk	20
California Blvd	Peacock Boulevard	Indian River College	Multi-use path	21
Midway Road	I-95	SR 70	Complete Streets	21
All of Torino Parkway			Multi-use path	23
Easy Street	US-1	Yucca Drive	Complete Streets	24
California Blvd	Torino Parkway	Somerset Prep School	Multi-use path	25
Cashmere Blvd	Torino Parkway	Westgate K-8	Multi-use path	25

### 9.3 Equity Analysis of Benefits of Projects

A geospatial analysis was conducted to evaluate the extent of the benefits of the projects prioritized in the Implementation Plan that will be realized by the Historically Disadvantaged Communities of the TPO area. The GIS layer of the Candidate Corridors by the time bands was overlaid to the Historically Disadvantaged Communities of the TPO area. Based on the following geospatial analysis, the Historically Disadvantaged Communities of the TPO area will receive significantly greater than 40 percent of the project benefits of the Implementation Plan which exceeds the Justice40 Initiative.

### Historically Disadvantage Community and Candidate Corridors by Time Band



## 10.0 ASSESSMENT OF PROGRESS IN MEETING TARGETS

To comply with federal Transportation Performance Management (TPM) requirements, State DOTs are required to establish statewide targets annually for safety performance measures, and MPOs have the option to support the statewide targets or adopt their own quantifiable targets for the MPO’s planning area. The TPO incorporates TPM into its planning process by dedicating a task to it in the TPO’s Unified Planning Work Program.

FDOT shares the national traffic safety vision, "Toward Zero Deaths," and in 2012 formally adopted its own version of the national vision, "Driving Down Fatalities". Since 2017, FDOT has adopted "0" annually for all five safety performance measures to reflect its goal of zero deaths and injuries, and the TPO Board has adopted the same target as FDOT’s Safety Targets every year to comply with the federal requirements.

For calendar year 2022, FDOT continues to stay with its Vision Zero targets for all five safety performance measures. In February 2022, the TPO Board adopted the same targets as FDOT’s 2022 Safety Performance Targets of "0" and adopted 2022 Safety Performance Interim Benchmarks to monitor the progress in meeting the "0" targets. The TPO Board evaluates its Safety Performance Targets and Safety Performance Benchmarks on an annual basis and as the prioritized candidate corridors are implemented.

The following interim benchmarks will be used to assess the progress of the Implementation Plan projects in meeting the ultimate Vision Zero targets:

<b>Interim Safety Performance Benchmarks</b>					
	Fatalities	Fatality Rate*	Serious Injury	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
Interim Safety Performance Benchmarks	38	1.18	142	4.04	28

\*Rate per 100 million Vehicle Miles Traveled (VMT)

As the Interim Safety Performance Benchmarks are met, the benchmarks will be updated annually to continue to approach the ultimate Vision Zero targets. If the targets are not met after project implementation, alternative approaches and projects will need to be considered as part of the Comprehensive Safety Plan.