



# Vision Zero Safety Action Plan

## Priority Segment Summary Sheets



**SEGMENT S-1: SR-916/NE 135TH ST**  
FROM NE 3RD CT TO SR-909/W DIXIE HWY

AADT	37,000
Length	0.82 Miles
Speed limit	40 mph
Func. Class	Minor Arterial
No. of Lanes	4

**Crash History (2019 - 2024)**

No. of Crashes	Severity
5	Fatality (K)
7	Serious Injury (A)
162	Other Injury
590	No Injury
<b>764</b>	<b>Total</b>

**Countermeasure**

- Corridor access management (e.g., directional median openings, replace TWLTL with median or traffic separator)
- Replace existing corridor lighting with LED lighting
- Improve lighting at signalized intersections
- Install (flexible) backplates with retroreflective border to signal heads
- Add a protected left turn phase for all major road left turns
- Add audible push buttons at signalized intersections near schools or high pedestrian locations

**Frequent Crash Types**

Rear End (41%)	Sidewipe (15%)
Angle (15%)	Left Turn (9%)
Frequent Contributing Actions	
Careless Driving (20%)	
Failed to Yield Right-of-Way (9%)	
Followed Too Closely (9%)	

**Pedestrian Motorcyclist Bicyclist Nighttime**

13 Crashes (2%)	9 Crashes (1%)	4 Crashes (1%)	252 Crashes (3%)
1 KA (8%)	2 KA (17%)	1 KA (8%)	10 KA (83%)

<sup>1</sup> Area of Persistent Poverty

**SEGMENT S-2: SR-909/W DIXIE HWY**  
FROM NE 134TH ST TO NE 142ND ST

AADT	23,500
Length	0.7 Miles
Speed limit	40 mph
Func. Class	Minor Arterial
No. of Lanes	4

**Crash History (2019 - 2024)**

No. of Crashes	Severity
1	Fatality (K)
7	Serious Injury (A)
84	Other Injury
265	No Injury
<b>357</b>	<b>Total</b>

**Countermeasure**

- Corridor access management (e.g., directional median openings, replace TWLTL with median or traffic separator)
- Evaluate reducing the speed limit from 40 MPH to 35 MPH due to closely spaced driveways and skewed intersections
- Replace existing corridor lighting with LED lighting
- Improve lighting at signalized intersections
- Evaluate access management, operational, and safety improvements at NE 137th Street/NE 11th Avenue

**Frequent Crash Types**

Rear End (29%)	Sidewipe (17%)
Angle (20%)	Left Turn (8%)
Frequent Contributing Actions	
Careless Driving (20%)	
Failed to Yield Right-of-Way (6%)	
Failed to Keep in Proper Lane (6%)	

**Pedestrian Motorcyclist Bicyclist Nighttime**

7 Crashes (1%)	12 Crashes (3%)	2 Crashes (1%)	108 Crashes (30%)
2 KA (25%)	3 KA (38%)	0 KA (0%)	3 KA (38%)

<sup>1</sup> Area of Persistent Poverty

**SEGMENT S-3: SR-922/NE 125TH ST**  
FROM NE 3RD AVE/GRIFFING BLVD TO NE 7TH AVE

AADT	32,500
Length	0.5 Miles
Speed limit	35 mph
Func. Class	Minor Arterial
No. of Lanes	4

**Crash History (2019 - 2024)**

No. of Crashes	Severity
2	Fatality (K)
5	Serious Injury (A)
163	Other Injury
746	No Injury
<b>916</b>	<b>Total</b>

**Countermeasure**

- Evaluate traffic calming strategies (raised crosswalk, raised intersection)
- Evaluate lowering the speed limit from 35 MPH to 30 MPH from west of Griffing Blvd to NE 10th Avenue
- Replace existing corridor lighting with LED lighting
- Improve lighting at signalized intersections
- Install (flexible) backplates with retroreflective border to signal heads
- Implement wayfinding signs for downtown North Miami
- Evaluate adding a raised crosswalk at the Presidente Supermarket midblock crosswalk

**Frequent Crash Types**

Rear End (37%)	Angle (11%)
Sidewipe (23%)	Left Turn (7%)
Frequent Contributing Actions	
Careless Driving (22%)	
Failed to Yield Right-of-Way (14%)	
Followed Too Closely (6%)	

**Pedestrian Motorcyclist Bicyclist Nighttime**

14 Crashes (2%)	14 Crashes (2%)	6 Crashes (1%)	226 Crashes (25%)
3 KA (43%)	2 KA (29%)	0 KA (0%)	5 KA (71%)

<sup>1</sup> Area of Persistent Poverty

**SEGMENT S-4: SR-915/NE 6TH AVE**  
FROM NE 131ST ST TO NE 147TH ST

AADT	25,100
Length	1 Mile
Speed limit	30 mph
Func. Class	Minor Arterial
No. of Lanes	4

**Crash History (2019 - 2024)**

No. of Crashes	Severity
5	Fatality (K)
7	Serious Injury (A)
109	Other Injury
374	No Injury
<b>495</b>	<b>Total</b>

**Countermeasure**

- Evaluate the need for additional mid-block crosswalks
- Replace existing corridor lighting with LED lighting
- Improve maintenance of street lighting
- Implement pedestrian-scale lighting in areas of high pedestrian activity
- Install (flexible) backplates with retroreflective border to signal heads
- Add audible push buttons at signalized intersections near schools or high pedestrian locations
- Implement strategies to reduce pedestrians crossing mid-block (e.g., education, barriers, etc.)
- Request FDOT to evaluate reducing speed limit from 40 MPH to 35 MPH on SR 915 between NE 147th Street (outside North Miami city limits) and NE 131st Street
- Coordinate with programmed FDOT projects
- Coordinate with transit operators (city and private) to establish designated stops

**Frequent Crash Types**

Rear End (26%)	Sidewipe (15%)
Angle (18%)	Left Turn (7%)
Frequent Contributing Actions	
Careless Driving (18%)	
Failed to Yield Right-of-Way (15%)	
Followed Too Closely (6%)	

**Pedestrian Motorcyclist Bicyclist Nighttime**

30 Crashes (6%)	5 Crashes (1%)	7 Crashes (1%)	161 Crashes (33%)
7 KA (58%)	2 KA (17%)	0 KA (0%)	10 KA (83%)

<sup>1</sup> Area of Persistent Poverty

**SEGMENT S-5: SR-922/N MIAMI BLVD**  
FROM NE 10TH AVE TO NE 16TH AVE

AADT	29,000
Length	0.78 Miles
Speed limit	35 mph
Func. Class	Minor Arterial
No. of Lanes	4

**Crash History (2019 - 2024)**

No. of Crashes	Severity
2	Fatality (K)
7	Serious Injury (A)
96	Other Injury
427	No Injury
<b>532</b>	<b>Total</b>

**Countermeasure**

- Corridor access management (e.g., directional median openings, replace TWLTL with median or traffic separator)
- Add a protected left turn phase for major road left turns
- Add audible push buttons at signalized intersections near schools or high pedestrian locations
- Install flexible backplates with retroreflective border to signal heads
- Replace existing corridor lighting with LED lighting
- Improve lighting at signalized intersections
- Add a raised median near the existing mid-block crosswalk at WJ Bryan Elementary
- Add shrubs or barriers to the median where possible to deter pedestrians crossing mid-block

**Frequent Crash Types**

Rear End (34%)	Angle (11%)
Sidewipe (20%)	Left Turn (10%)
Frequent Contributing Actions	
Careless Driving (23%)	
Failed to Yield Right-of-Way (21%)	
Failed to Keep in Proper Lane (16%)	

**Pedestrian Motorcyclist Bicyclist Nighttime**

19 Crashes (4%)	12 Crashes (2%)	8 Crashes (2%)	144 Crashes (27%)
3 KA (33%)	3 KA (33%)	0 KA (0%)	7 KA (78%)

<sup>1</sup> Area of Persistent Poverty

**SEGMENT S-6: SR-916/NE 135TH ST**  
FROM NE 12TH AVE TO US-1/BISCAYNE BLVD

AADT	31,000
Length	0.87 Miles
Speed limit	40 mph
Func. Class	Minor Arterial
No. of Lanes	4

**Crash History (2019 - 2024)**

No. of Crashes	Severity
4	Fatality (K)
14	Serious Injury (A)
113	Other Injury
418	No Injury
<b>549</b>	<b>Total</b>

**Countermeasure**

- Evaluate reducing the speed limit from 40 MPH to 35 MPH (residential direct access driveways, public park, RR crossing)
- Replace existing corridor lighting with LED lighting
- Improve lighting at signalized intersections
- Install (flexible) backplates with retroreflective border to signal heads
- Add a protected left turn phase for all major road left turns
- Add audible push buttons at NE 16 Ave intersection near the park
- Implement safety education and enforcement strategies targeting speeding
- Confirm motorcycles are detected at traffic signals

**Frequent Crash Types**

Rear End (35%)	Angle (17%)
Sidewipe (19%)	Left Turn (7%)
Frequent Contributing Actions	
Careless Driving (26%)	
Failed to Yield Right-of-Way (15%)	
Followed Too Closely (5%)	

**Pedestrian Motorcyclist Bicyclist Nighttime**

12 Crashes (2%)	14 Crashes (3%)	6 Crashes (1%)	164 Crashes (30%)
3 KA (17%)	2 KA (39%)	0 KA (0%)	10 KA (56%)

<sup>1</sup> Area of Persistent Poverty

**SEGMENT S-7: NW 7TH AVE**  
FROM SR-924/NW 119TH ST TO SR-916/NW 135TH ST

AADT	30,500
Length	1 Mile
Speed limit	35 mph
Func. Class	Minor Arterial
No. of Lanes	4

**Crash History (2019 - 2024)**

No. of Crashes	Severity
3	Fatality (K)
8	Serious Injury (A)
215	Other Injury
799	No Injury
<b>1,025</b>	<b>Total</b>

**Countermeasure**

- Evaluate converting full access median openings to directional median openings
- Add a protected left turn phase for all major road left turns
- Install (flexible) backplates with retroreflective borders to signal heads
- Replace existing corridor lighting with LED lighting and evaluate adding lighting on both sides of SR 7
- Evaluate installing a mid-block crosswalk at NW 128th Street
- Evaluate converting painted bulb outs to raised bulb outs and adding sod or low-height landscaping
- Coordinate with businesses fronting the sidewalk on east side of SR 7 where door openings (to the outside) present conflicts to pedestrians and cyclists on sidewalk

**Frequent Crash Types**

Rear End (27%)	Angle (13%)
Sidewipe (20%)	Left Turn (12%)
Frequent Contributing Actions	
Careless Driving (21%)	
Failed to Yield Right-of-Way (20%)	
Failed to Keep in Proper Lane (4%)	

**Pedestrian Motorcyclist Bicyclist Nighttime**

29 Crashes (3%)	18 Crashes (2%)	4 Crashes (0%)	318 Crashes (31%)
5 KA (45%)	0 KA (0%)	1 KA (9%)	8 KA (73%)

<sup>1</sup> Area of Persistent Poverty

**SEGMENT L-1: NE 143RD ST/SOLE MIA WAY**  
FROM US-1/BISCAYNE BLVD TO NE 151ST ST

AADT	10,200
Length	0.97 Miles
Speed limit	30 mph
Func. Class	Minor Collector
No. of Lanes	4

**Crash History (2019 - 2024)**

No. of Crashes	Severity
0	Fatality (K)
1	Serious Injury (A)
16	Other Injury
98	No Injury
<b>115</b>	<b>Total</b>

**Countermeasure**

- Evaluate converting full access median openings to directional median openings
- Add a protected left turn phase for all major road left turns
- Install (flexible) backplates with retroreflective borders to signal heads
- Replace existing corridor lighting with LED lighting and evaluate adding lighting on both sides of SR 7
- Evaluate installing a mid-block crosswalk at NW 128th Street
- Evaluate converting painted bulb outs to raised bulb outs and adding sod or low-height landscaping
- Coordinate with businesses fronting the sidewalk on east side of SR 7 where door openings (to the outside) present conflicts to pedestrians and cyclists on sidewalk

**Frequent Crash Types**

Left Turn (22%)	Rear End (15%)
Sidewipe (16%)	Angle (11%)
Frequent Contributing Actions	
Failed to Yield Right-of-Way (33%)	
Careless Driving (24%)	
Failed to Keep in Proper Lane (26%)	

**Pedestrian Motorcyclist Bicyclist Nighttime**

14 Crashes (12%)	1 KA (100%)	41 Crashes (36%)	0 KA (0%)
1 KA (100%)	3 Crashes (3%)	0 KA (0%)	Teenager driver
2 Crashes (2%)	0 KA (0%)	19 Crashes (17%)	1 KA (100%)
Wet Surface	11 Crashes (10%)	0 KA (0%)	

<sup>1</sup> Area of Persistent Poverty

**SEGMENT L-2: NE 128TH ST**  
FROM SR-916/NE 6TH AVE TO NE 8TH AVE

AADT	800
Length	0.25 Miles
Speed limit	30 mph
Func. Class	Local
No. of Lanes	2

**Crash History (2019 - 2024)**

No. of Crashes	Severity
0	Fatality (K)
0	Serious Injury (A)
19	Other Injury
83	No Injury
<b>102</b>	<b>Total</b>

**Countermeasure**

- Evaluate lane configurations on NE 128th Street at NE 6 Street including two left turn lanes and one right turn lane
- Stripe on-street parking spaces between the Publix driveway and NE 7th Avenue
- Signalize the west and north leg crosswalks at NE 128th Street and NE 7th Avenue
- Evaluate modifications to prevent southbound traffic on right turn lane at W Dixie Hwy from going through at NE 128th Street and NE 7th Avenue
- Install advance signage for southbound traffic on W Dixie Highway destined to southbound NE 6th Avenue to turn right onto NE 128th Street
- Evaluate street lighting along NE 128th Street

**Frequent Crash Types**

Rear End (14%)	Angle (14%)
Sidewipe (20%)	Left Turn (10%)
Frequent Contributing Actions	
Failed to Yield Right-of-Way (18%)	
Careless Driving (15%)	
Failed to Keep in Proper Lane (8%)	

**Pedestrian Motorcyclist Bicyclist Nighttime**

23 Crashes (23%)	5 Crashes (5%)	15 Crashes (15%)	Aging driver
0 KA (0%)	3 Crashes (3%)	9 Crashes (9%)	Teenager driver
3 Crashes (3%)	0 KA (0%)	8 Crashes (8%)	Wet Surface

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