



Vision Zero Safety Action Plan

Priority Segment Summary Sheets



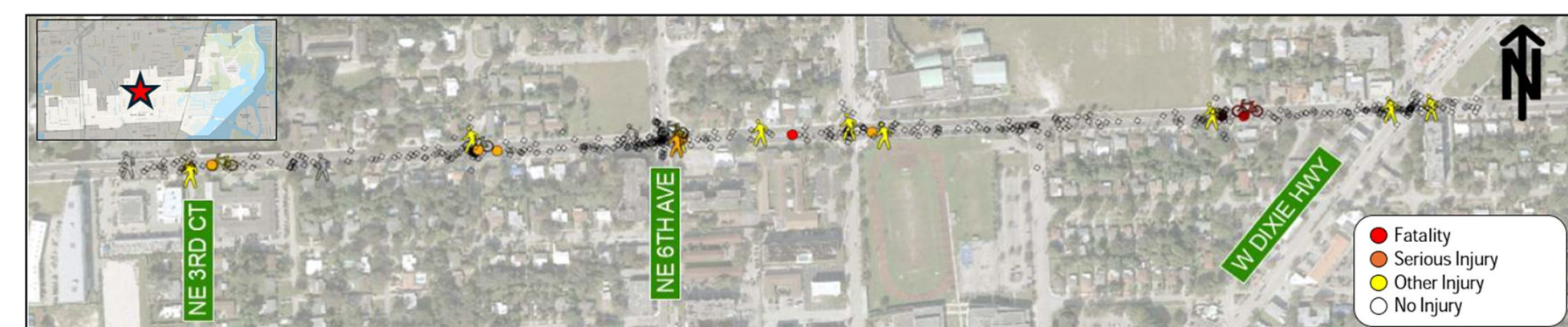
SEGMENT S-1: SR-916/NE 135TH ST

FROM NE 3RD CT TO SR-909/W DIXIE HWY

AADT	37,000	Is Located on an AoPP ¹	Yes - Tract No. 2.18 & 3.09
Length	0.82 Miles		
Speed limit	40 mph		
Func. Class	Minor Arterial	Is Located within 0.25 mi of a school?	Yes - North Miami High School
No. of Lanes	4		

Crash History (2019 - 2024)		Frequent Crash Types	
No. of Crashes	Severity	Rear End (41%)	Sidewalk (15%)
5	Fatality (K)	Left Turn (9%)	
7	Serious Injury (A)		
162	Other Injury		
590	No Injury		
764	Total		

Pedestrian	Motorcyclist	Bicyclist	Nighttime
13 Crashes (2%)	9 Crashes (1%)	4 Crashes (1%)	252 Crashes (33%)
1 KA (8%)	2 KA (17%)	1 KA (8%)	10 KA (83%)



¹ Area of Persistent Poverty

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

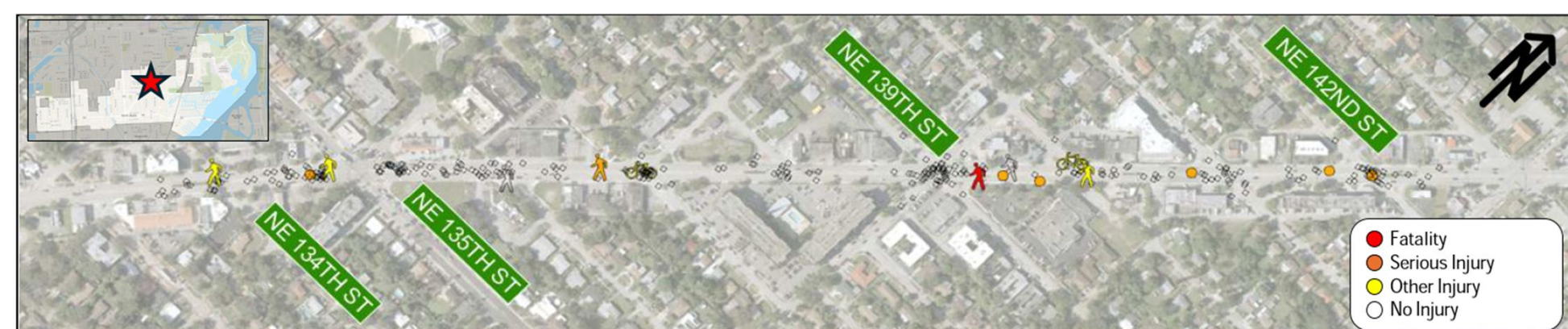
SEGMENT S-2: SR-909/W DIXIE HWY

FROM NE 134TH ST TO NE 142ND ST

AADT	23,500	Is Located on an AoPP ¹	Yes - Tract No. 2.18 & 2.23
Length	0.7 Miles		
Speed limit	40 mph		
Func. Class	Minor Arterial	Is Located within 0.25 mi of a school?	No
No. of Lanes	4		

Crash History (2019 - 2024)		Frequent Crash Types	
No. of Crashes	Severity	Rear End (29%)	Sidewalk (17%)
1	Fatality (K)	Left Turn (8%)	
7	Serious Injury (A)		
84	Other Injury		
265	No Injury		
357	Total		

Pedestrian	Motorcyclist	Bicyclist	Nighttime
7 Crashes (2%)	12 Crashes (3%)	2 Crashes (1%)	108 Crashes (30%)
3 KA (25%)	3 KA (38%)	0 KA (0%)	3 KA (38%)



¹ Area of Persistent Poverty

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

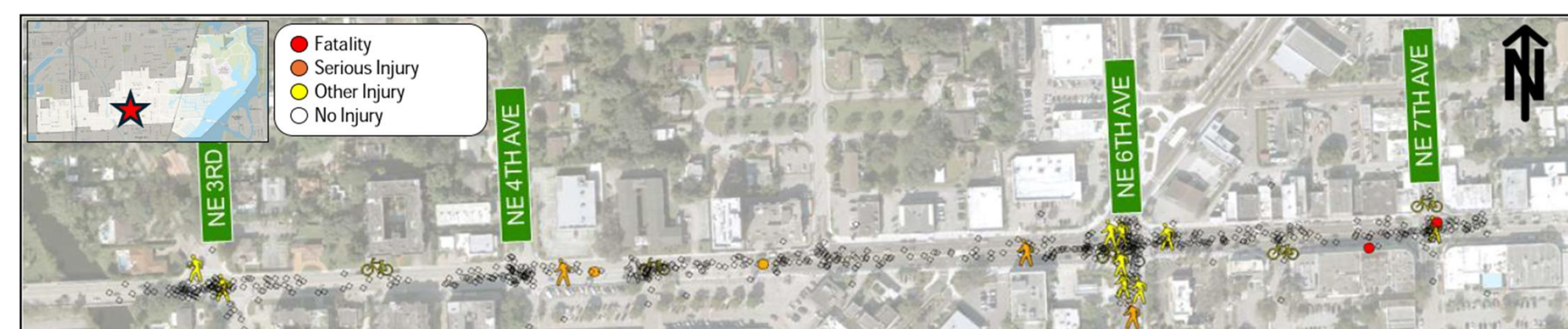
SEGMENT S-3: SR-922/NE 125TH ST

FROM NE 3RD AVE/GRIFFING BLVD TO NE 7TH AVE

AADT	32,500	Is Located on an AoPP ¹	Yes - Tract No. 2.19 & 3.06
Length	0.5 Miles		
Speed limit	35 mph		
Func. Class	Minor Arterial	Is Located within 0.25 mi of a school?	No
No. of Lanes	4		

Crash History (2019 - 2024)		Frequent Crash Types	
No. of Crashes	Severity	Rear End (37%)	Angle (11%)
2	Fatality (K)	Left Turn (7%)	
5	Serious Injury (A)		
163	Other Injury		
746	No Injury		
916	Total		

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%)



¹ Area of Persistent Poverty

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

SEGMENT S-4: SR-915/NE 6TH AVE

FROM NE 121ST ST TO NE 147TH ST

AADT	25,100	Is Located on an AoPP ¹	Yes - Tract No. 2.18 & 3.09
Length	1 Mile		
Speed limit	30 mph		
Func. Class	Minor Arterial	Is Located within 0.25 mi of a school?	Yes - North Miami Elementary
No. of Lanes	4		

Crash History (2019 - 2024)		Frequent Crash Types	
No. of Crashes	Severity	Rear End (26%)	Sidewalk (15%)
5	Fatality (K)	Left Turn (7%)	
7	Serious Injury (A)		
109	Other Injury		
374	No Injury		
495	Total		

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%)



¹ Area of Persistent Poverty

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 north of NE 147th Street (outside North Miami city limits)
- Coordinate with programmed FDOT projects
- Coordinate with transit operators (city and private) to establish designated stops

SEGMENT S-5: SR-922/N MIAMI BLVD

FROM NE 10TH AVE TO NE 16TH AVE

AADT	29,000	Is Located on an AoPP ¹	Yes - Tract No. 2.19 & 12.08
Length	0.78 Miles		
Speed limit	35 mph		
Func. Class	Minor Arterial	Is Located within 0.25 mi of a school?	Yes - W.J. Bryan Elementary
No. of Lanes	4		

Crash History (2019 - 2024)		Frequent Crash Types	
No. of Crashes	Severity	Rear End (34%)	Angle (11%)
2	Fatality (K)	Left Turn (10%)	
7	Serious Injury (A)		
96	Other Injury		
427	No Injury		
532	Total		

Pedestrian	Motorcyclist	Bicyclist	Nighttime
19 Crashes (4%)	12 Crashes (2%)	8 Crashes (1%)	144 Crashes (27%)
3 KA (33%)	3 KA (33%)	0 KA (0%)	7 KA (78%)



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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

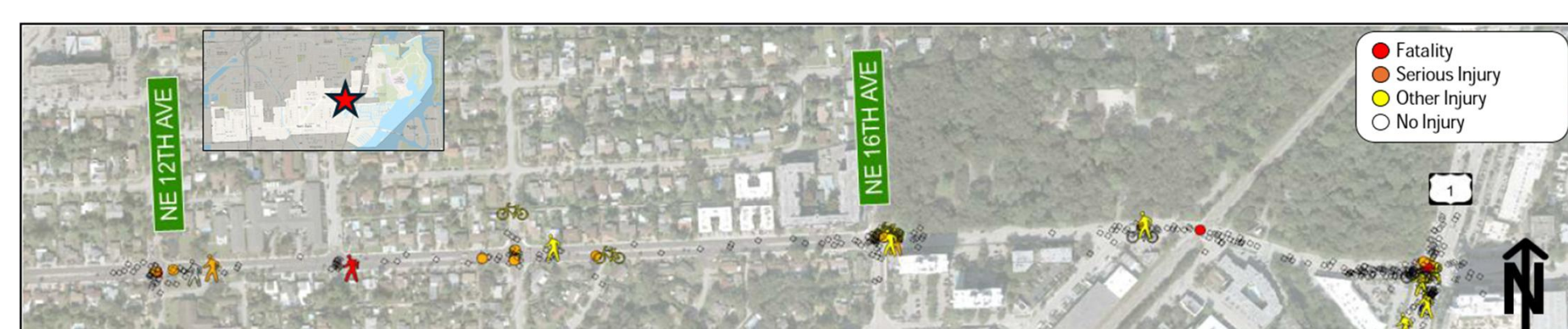
SEGMENT S-6: SR-916/NE 135TH ST

FROM NE 12TH AVE TO US-1/BISCAYNE BLVD

AADT	31,000	Is Located on an AoPP ¹	Yes - Tract No. 2.23 & 2.24
Length	0.87 Miles		
Speed limit	40 mph		
Func. Class	Minor Arterial	Is Located within 0.25 mi of a school?	No
No. of Lanes	4		

Crash History (2019 - 2024)		Frequent Crash Types	
No. of Crashes	Severity	Rear End (35%)	Angle (17%)
4	Fatality (K)	Left Turn (7%)	
14	Serious Injury (A)		
113	Other Injury		
418	No Injury		
549	Total		

Pedestrian	Motorcyclist	Bicyclist	Nighttime
12 Crashes (2%)	14 Crashes (3%)	6 Crashes (1%)	164 Crashes (30%)
3 KA (17%)	7 KA (39%)	0 KA (0%)	10 KA (56%)



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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

SEGMENT S-7: NW 7TH AVE

FROM SR-924/NW 119TH ST TO SR-916/NW 135TH ST

AADT	30,500	Is Located on an AoPP ¹	No
Length	1 Mile		
Speed limit	35 mph		
Func. Class	Minor Arterial	Is Located within 0.25 mi of a school?	Yes - St. James Catholic School
No. of Lanes	4		

Crash History (2019 - 2024)		Frequent Crash Types	
No. of Crashes	Severity	Rear End (27%)	Angle (13%)
8	Fatality (K)	Left Turn (12%)	
9	Serious Injury (A)		
215	Other Injury		
799	No Injury		
1,025	Total		

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%)	6 KA (73%)



¹ Area of Persistent Poverty

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 midblock 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

SEGMENT L-1: NE 143RD ST/SOLE MIA WAY

FROM US-1/BISCAYNE BLVD TO NE 151ST ST

AADT	10,200	Is Located on an AoPP ¹	Yes - Tract No. 1.09
Length	0.97 Miles		
Speed limit	30 mph		
Func. Class	Minor Collector	Is Located within 0.25 mi of a school?	No
No. of Lanes	4		

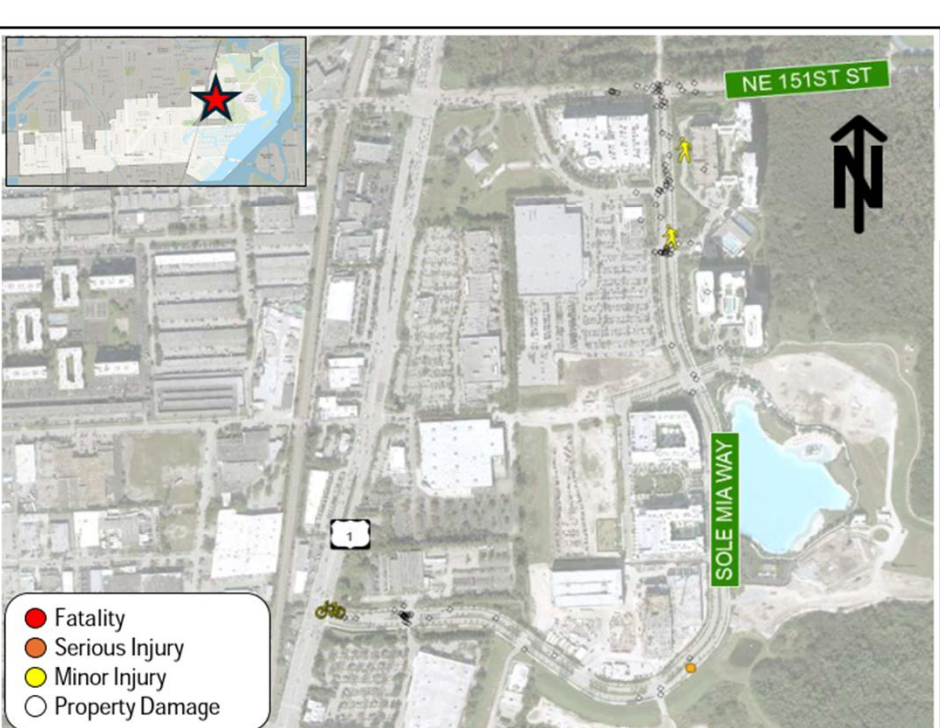
Crash History (2019 - 2024)		Frequent Crash Types	
No. of Crashes	Severity	Left Turn (22%)	Rear End (15%)
0	Fatality (K)	Sideswipe (16%)	Angle (11%)
1	Serious Injury (A)	Frequent Contributing Actions	
16	Other Injury	Failed to Yield Right-of-Way (33%)	
98	No Injury	Careless Driving (24%)	
115	Total	Failed to Keep in Proper Lane (2%)	

Pedestrian	Motorcyclist	Bicyclist	Nighttime
2 Crashes (2%)	1 Crash (1%)	3 Crashes (3%)	14 Crashes (12%)
0 KA (0%)	1 KA (100%)	0 KA (0%)	1 KA (100%)

Motorcyclist	Bicyclist	Teenage driver	Wet Surface
1 KA (100%)	3 Crashes (3%)	19 Crashes (17%)	11 Crashes (10%)
0 KA (0%)	0 KA (0%)	1 KA (100%)	0 KA (0%)

Motorcyclist	Bicyclist	Teenage driver	Wet Surface
1 KA (100%)	3 Crashes (3%)	19 Crashes (17%)	11 Crashes (10%)
0 KA (0%)	0 KA (0%)	1 KA (100%)	0 KA (0%)

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Countermeasure

- Evaluate left-turn sight lines at intersections; relocate trees where needed
- Improve lighting to provide consistent illumination on both sides
- Install Signal Ahead (W3-3) warning signs approaching signalized intersections
- Install curve warning signs and/or RPMs along center/edge lines to delineate curves
- Verify the speed limit of 25 or 30 MPH; add speed limit to electronic speed feedback signs
- Install ladder type special emphasis crosswalk markings at NE 151 Street
- Inspect drainage issues at SW and SE corners at NE 151st Street

SEGMENT L-2: NE 128TH ST

FROM SR-915/NE 6TH AVE TO NE 8TH AVE

AADT	800	Is Located on an AoPP ¹	Yes - Tract No. 2.19
Length	0.25 Miles		
Speed limit	30 mph		
Func. Class	Local	Is Located within 0.25 mi of a school?	No
No. of Lanes	2		

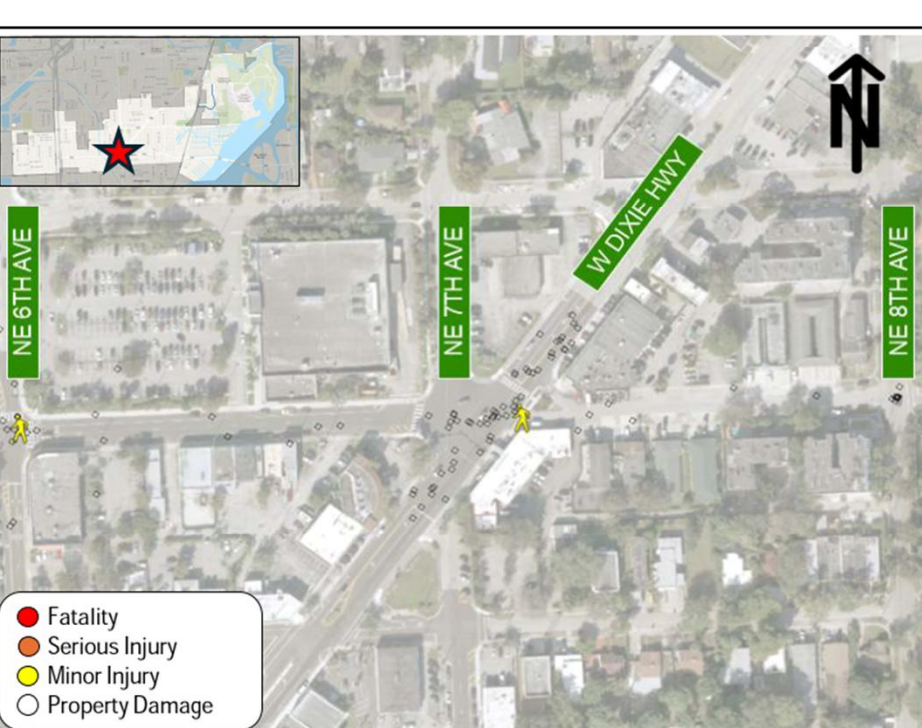
Crash History (2019 - 2024)		Frequent Crash Types	
No. of Crashes	Severity	Sidewalk (20%)	Angle (14%)
0	Fatality (K)	Rear End (14%)	Left Turn (10%)
0	Serious Injury (A)		
19	Other Injury		
83	No Injury		
102	Total		

Pedestrian	Motorcyclist	Bicyclist	Nighttime
3 Crashes (3%)	5 Crashes (5%)	0 Crashes (0%)	23 Crashes (23%)
0 KA (0%)	0 KA (0%)	0 KA (0%)	0 KA (0%)

Motorcyclist	Bicyclist	Teenage driver	Wet Surface
5 Crashes (5%)	0 Crashes (0%)	9 Crashes (9%)	8 Crashes (8%)
0 KA (0%)	0 KA (0%)	0 KA (0%)	0 KA (0%)

Motorcyclist	Bicyclist	Teenage driver	Wet Surface
5 Crashes (5%)	0 Crashes (0%)	9 Crashes (9%)	8 Crashes (8%)
0 KA (0%)	0 KA (0%)	0 KA (0%)	0 KA (0%)

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Countermeasure

- Evaluate lane configuration on NE 128th Street at NE 6 Avenue to provide two left turn lanes and one right turn lane
- Stripe on-street parking spaces between the Public 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 on W Dixie Hwy from going through at NE 128th Street/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