Vision Zero Safety Action Plan

Safety Starts With You

NORTH MIAMI
FLORIDA

TABLE OF CONTENTS

VISION ZERO RESOLUTION V
ACKNOWLEDGMENTS VI
KEY TERMS VII
ABBREVIATIONS VIII
CHAPTER 1 – INTRODUCTION 1
How to Use this Safety Action Plan? 1
Safety Starts With You! 1
Safe Streets and Roads for All 2
Safe System Approach 2
CHAPTER 2 – SAFETY ANALYSIS 4
Crash Trends and Severity 4
Crash Types 6
Vulnerable Road Users 7
Contributing Actions 9
Environmental Risk Factors 10
Driver Characteristics and Behaviors 11
Spatial Distribution 12
High-Injury Network 15
Additional Safety Priorities 19
Vulnerable Road User Safety 19
Nighttime Safety 21
School Areas Safety 23
CHAPTER 3 – ENGAGEMENT AND COLLABORATION 27
Steering Committee 27
Public Engagement Events 27
Virtual Engagement 28
Public Feedback 28
Transportation Concerns 29
Priority Intersections and Segments 30
PublicCoordinate Feedback 30
CHAPTER 4 – COMMUNITY FOCUSED SAFETY REVIEW 34
Underserved Communities 34
Crashes Trends in Underserved Community Areas 36
Priority Locations by Community Type 39
CHAPTER 5 – POLICY AND PROCESS CHANGES 43
CHAPTER 6 – STRATEGY AND PROJECT SELECTION 48
HIN-Specific Countermeasures 48
Segment S-1 Overview 49
Segment S-1 Countermeasures 50
HIN Segments Cost Estimates 51
Systemic Countermeasures 52
Systemic Countermeasures for Signalized Intersections 53
Prioritization of HIN Locations 56
Priority Segments and Intersections 56
Implementation 57
Miami-Dade County VZ SAP Priorities 59
FDOT Programmed Projects 60
CHAPTER 7 – PROGRESS AND TRANSPARENCY 62
Monitoring and Reporting 62
Safety Action Plan Updates 64

LIST OF FIGURES

Figure 1: North Miami Vision Zero logo 1
Figure 2: Safe System Approach 2
Figure 3: Annual Crash Frequency by Injury Severity 4
Figure 4: Distribution of Crashes by Injury Severity 5
Figure 5: Distribution of Crashes by Type and Severity 6
Figure 6: Distribution of Crashes Involving Vulnerable Road Users 7
Figure 7: Pedestrian Crashes from 2019 to 2024 in North Miami 8
Figure 8: Roadway and Environmental Risk Factors for Total and FSI Crashes 10
Figure 9: Driver Behavior Characteristics for Total and Severe Crashes 11
Figure 10: Driver Characteristics for Total and Severe Crashes 12
Figure 11: All Crashes Heat Map 13
Figure 12: Fatal and Serious Injury Crashes Heat Map 14
Figure 13: High-Injury Network Priority Road Segments 16
Figure 14: High-Injury Network Priority Intersections (Local Roads) 17
Figure 15: High-Injury Network Priority Intersections (State Roads) 18
Figure 16: Priority Intersections by Number of VRU Crashes 20
Figure 17: Priority Intersections by Number of Nighttime Crashes 22
Figure 18: Fatal and Serious Injury Crashes within 0.25 miles of Schools 25
Figure 19: Online Survey 28
Figure 20: PublicCoordinate Comment Map 31
Figure 21: PublicCoordinate Comment Word Cloud 32
Figure 22: North Miami Census Tracts by Underserved Community Status 35
Figure 23: Severe Crashes Overlaid with Underserved Census Tracts 37
Figure 24: Distribution of Crashes by Underserved Community Status 38
Figure 25: HIN Priority Segments Overlaid with Underserved Census Tracts 40
Figure 26: HIN Priority Intersections Overlaid with Underserved Census Tracts 41
Figure 27: HIN Segment S-1 Overview 49
Figure 28: HIN Segment S-1 Countermeasures Sketch 50
Figure 29: Signalized Intersection Systemic Countermeasure Crash Tree 53
Figure 30: Signalized Intersection Systemic Countermeasures 55
Figure 31: Annual Crash Projection to Zero Traffic-Related Fatalities and Serious Injuries 62
Figure 32: Annual Safety Performance Informational Flyer Template 63
Figure 33: Safety Outcomes Tracker Template 64

LIST OF TABLES

Table 1: Contributing Actions of Fatal and Serious Injury Crashes....9
Table 2: Intersections with the Highest Number of VRU Crashes....19
Table 3: Intersections with the Highest Number of Nighttime Crashes....21
Table 4: Crashes Occurring near Schools within the City of North Miami....24
Table 5: Existing Vision Zero Supportive Policies and Processes....43
Table 6: Suggested Vision Zero Supportive Policies and Processes....45
Table 7: Suggested Vision Zero Supportive Changes to the Land Development Regulations....46
Table 8: Preliminary HIN-Specific Countermeasures Costs....51
Table 9: Signalized Intersection Systemic Countermeasures....54
Table 10: Prioritization Scoring Criteria....56

APPENDICES

Appendix A: Safety Analysis
Appendix B: Public Engagement
Appendix C: Policy and Process Changes
Appendix D: Strategy and Project Selection

VISION ZERO RESOLUTION (TO BE PROVIDED IN FINAL SUBMITTAL)

ACKNOWLEDGMENTS

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- City of North Miami
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- Florida Department of Transportation
- Miami-Dade County Department of Transportation and Public Works
- Miami-Dade Transportation Planning Organization
- Residents and community representatives

Prepared by Kimley-Horn and Associates, Inc.

Kimley»Horn
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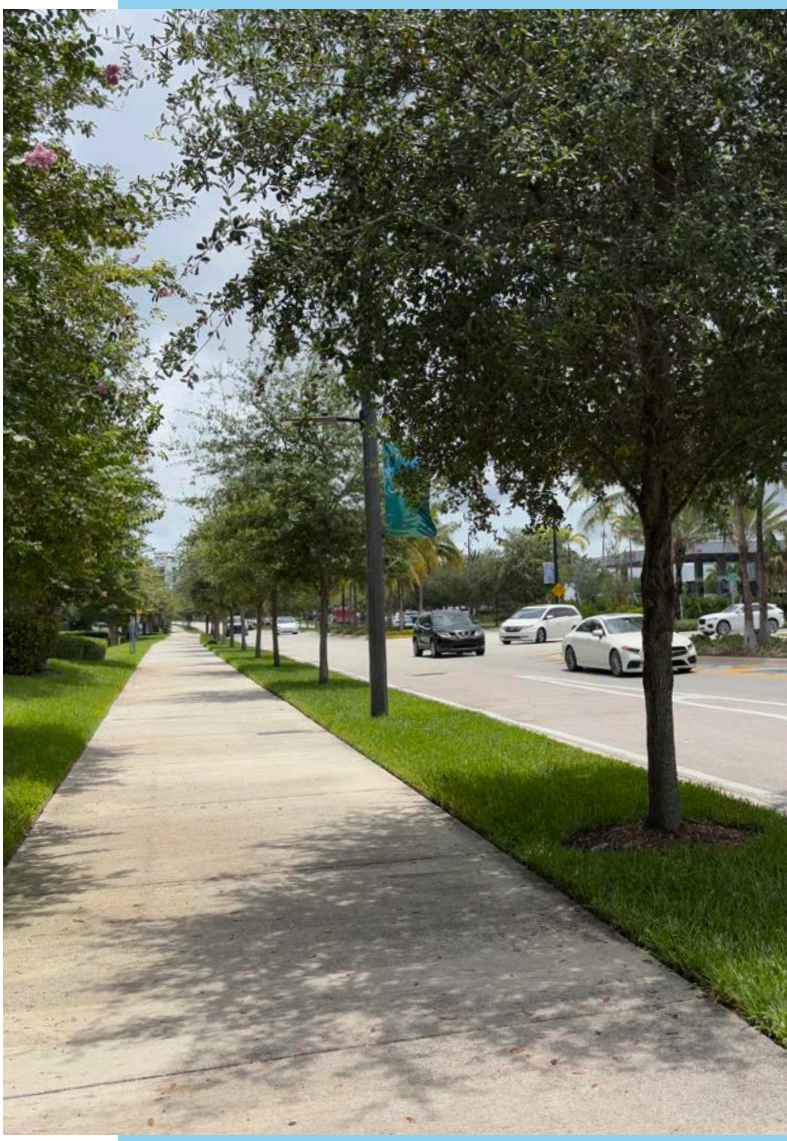


Statement of Protection of Data from Discovery and Admissions

Disclaimer: Reports, surveys, schedules, lists, or data compiled or collection for the purpose of identifying evaluation, or planning matters in relation to the Vision Zero Safety Action Plan shall not be: i) subject to discovery, ii) admissible as evidence in court proceedings, or iii) considered for any purposes in any action for damages arising from occurrences at locations identified or addressed therein. 23 U.S.C.A §407. Further, no implications are intended regarding locations or issues not specifically identified or addressed by the Vision Zero Safety Action Plan.

Prior to the implementation of any recommendations contained herein, which are conceptual in nature, a detailed analysis of specific local conditions should be conducted and reflected as appropriate in relevant design and construction documents.

KEY TERMS

Crash – A collision between a motor vehicle with another roadway user or fixed object. It may result in death, injury, or property damage.

High-Injury Network – Locations throughout a broader system where a disproportionate number of crashes that result in someone being killed or severely injured occur.

Safe System Approach – The USDOT adopted approach to prevent death and serious injuries through proactive, safer transportation planning practices.

Serious Injury – A severe injury that is incapacitating or disabling that typically requires hospitalization and transport to a medical facility.

Underserved Community – Groups that have limited or no access to resources or that are otherwise disenfranchised. An underserved community may include people who are socioeconomically disadvantaged.

Vulnerable Road Users – A person utilizing the transportation network not traveling in a vehicle, and therefore at greater risk of fatality or serious injury in a crash. This includes, but not limited to, bicyclists, pedestrians, people on scooters, and wheelchairs users.

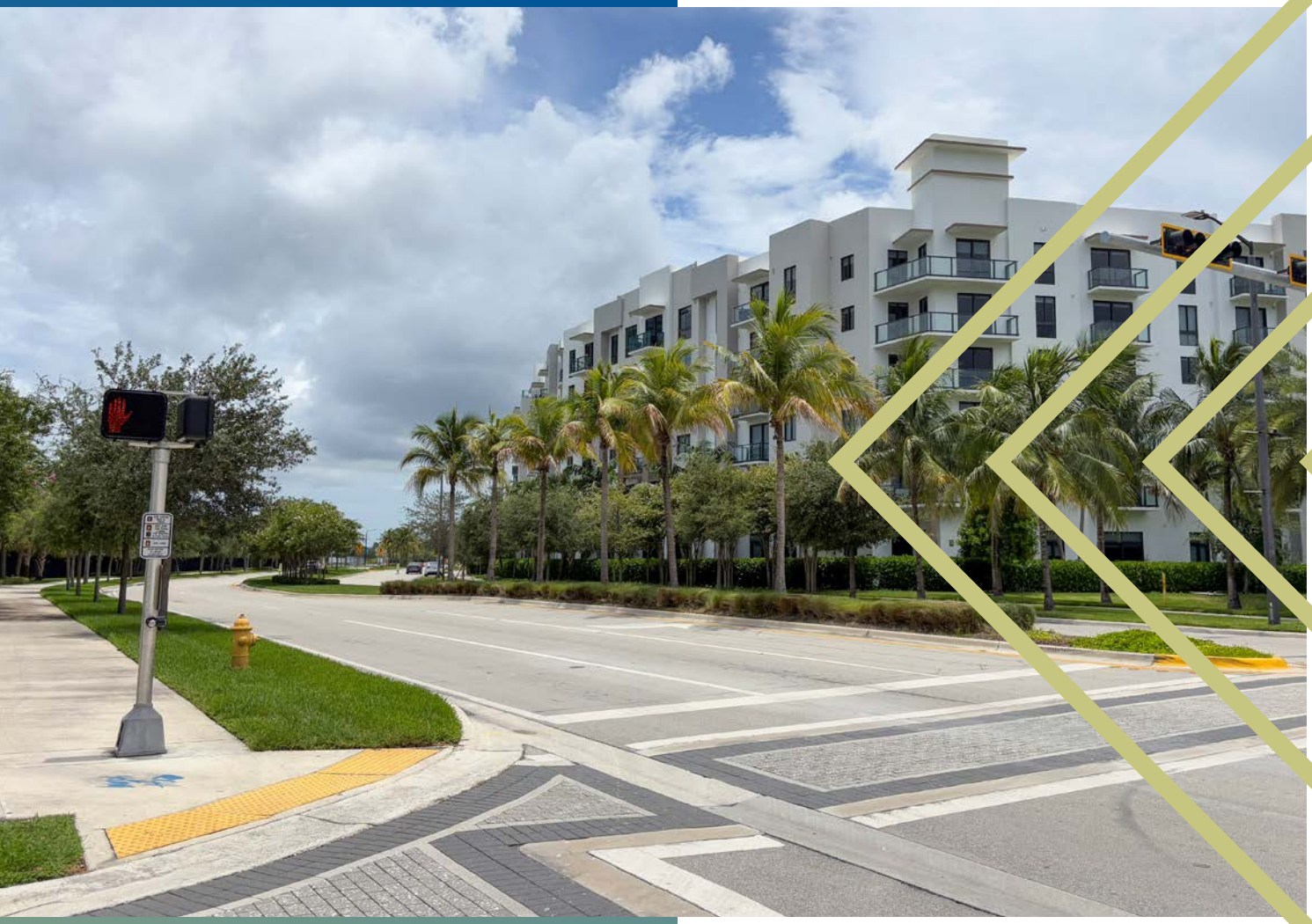
Vision Zero – The strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

ABBREVIATIONS

ADA	Americans with Disabilities Act
APP	Area of Persistent Poverty
APS	Accessible Pedestrian Signals
BIL	Bipartisan Infrastructure Law
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FSI	Fatal or Serious Injury
GIS	Geographic Information System
HIN	High-Injury Network
HOA	Homeowners Association
LPI	Leading Pedestrian Interval
MDC	Miami-Dade County
MDCPS	Miami-Dade County Public Schools
MOT	Maintenance of Traffic
PDO	Property Damage Only
SRTS	Safe Routes to School
SS4A	Safet Streets and Roads for All
S4A	Signal 4 Analytics
TPO	Transportation Planning Organization
USDOT	United States Department of Transportation
VRU	Vulnerable Road Users
VZ SAP	Vision Zero Safety Action Plan

CHAPTER

1



Introduction

CHAPTER 1 – INTRODUCTION

Over the span of six years from 2019 to 2024, there were 35 fatalities and 113 serious injuries from 139 traffic crashes in North Miami streets.

> **The estimated annual societal economic burden of traffic crashes in North Miami streets is $151.7 million.**

This cost includes medical costs, lost productivity, legal and court costs, emergency service costs, insurance administration costs, congestion costs, property damage, and workplace losses. The City of North Miami recognizes traffic crash fatalities and serious injuries as preventable tragedies and a concerted effort involving partnership, planning, education, proactive policies, and implementation of context sensitive safety countermeasures can lead to the reduction and ultimately elimination of such tragedies.

The **North Miami Vision Zero Safety Action Plan** (VZ SAP or "Safety Action Plan" throughout) underscores the City of North Miami's commitment to work toward the goal of zero roadway deaths and serious injuries by year 2050. By adopting a data-driven approach and implementing evidence-based strategies, the VZ SAP seeks to create safer streets for all road users based on the principles of Safe Systems Approach. This plan was developed in collaboration with the North Miami community and stakeholder agencies.

How to Use this Safety Action Plan?

The Safety Action Plan provides a roadmap to work toward the goal of zero roadway deaths and serious injuries by 2050. It identifies priority crash types and locations that should be focused on for developing and implementing strategies. The VZ SAP is multifaceted and includes both engineering and non-engineering strategies. The priority safety issues identified and preliminary strategies proposed in the VZ SAP can be used for the following:

1. Coordinate with partner agencies such as FDOT and Miami-Dade County to explore implementation opportunities
2. Develop grant applications such as FHWA's SS4A Implementation grants
3. Strengthen the City of North Miami's policies and processes to support the VZ SAP
4. Increase community awareness of local safety issues and implement safety initiatives involving schools, HOAs, businesses, etc.

Figure 1: North Miami Vision Zero logo

Safety Starts With You!

The City of North Miami's VZ SAP logo, Safety Starts With You, recognizes the diversity of road users that should be targeted and the shared responsibility of everyone to work toward the goal of zero roadway deaths and serious injuries.

Safe Streets and Roads for All

In 2021, the Bipartisan Infrastructure Law (BIL) created the $5 billion Safe Streets and Roads for All (SS4A) funding program through the United States Department of Transportation (USDOT) to assist communities in developing and implementing strategies and projects to prevent roadway deaths and serious injuries. The City of North Miami secured an SS4A planning grant in 2023 to develop the VZ SAP. The development of the North Miami VZ SAP was initiated and completed in 2025. This plan provides a roadmap for the City of North Miami and its partnering agencies to prioritize, program, and implement safety improvement strategies in a systematic manner to work toward the goal of zero roadway deaths and serious injuries.

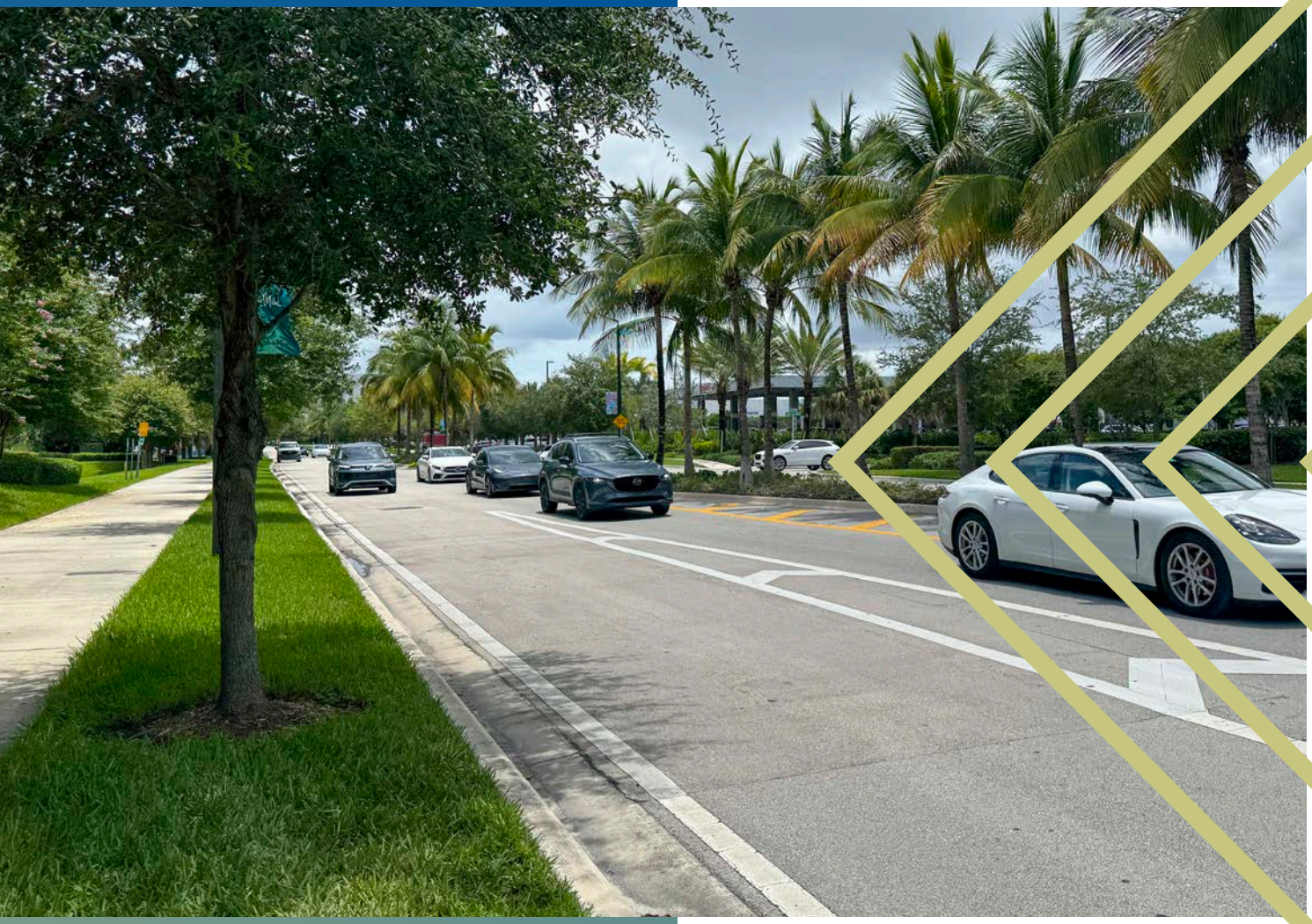
Safe System Approach

The Safe System Approach acknowledges that road users make mistakes that lead to crashes, but the transportation system should be designed, built, and operated in such a way to accommodate certain levels of human errors and thereby prevent roadway deaths and serious injuries. The Safe System Approach focuses on the elimination of crashes that result in roadway deaths and serious injuries. Vision Zero recognizes that no traffic fatality or serious injury resulting from a crash is acceptable. Vision Zero represents the destination, while the Safe System Approach provides the roadmap to reach it. The five key principles of the integrated approach are highlighted in **Figure 2**.

Figure 2: Safe System Approach

CHAPTER

2



Safety Analysis

CHAPTER 2 – SAFETY ANALYSIS

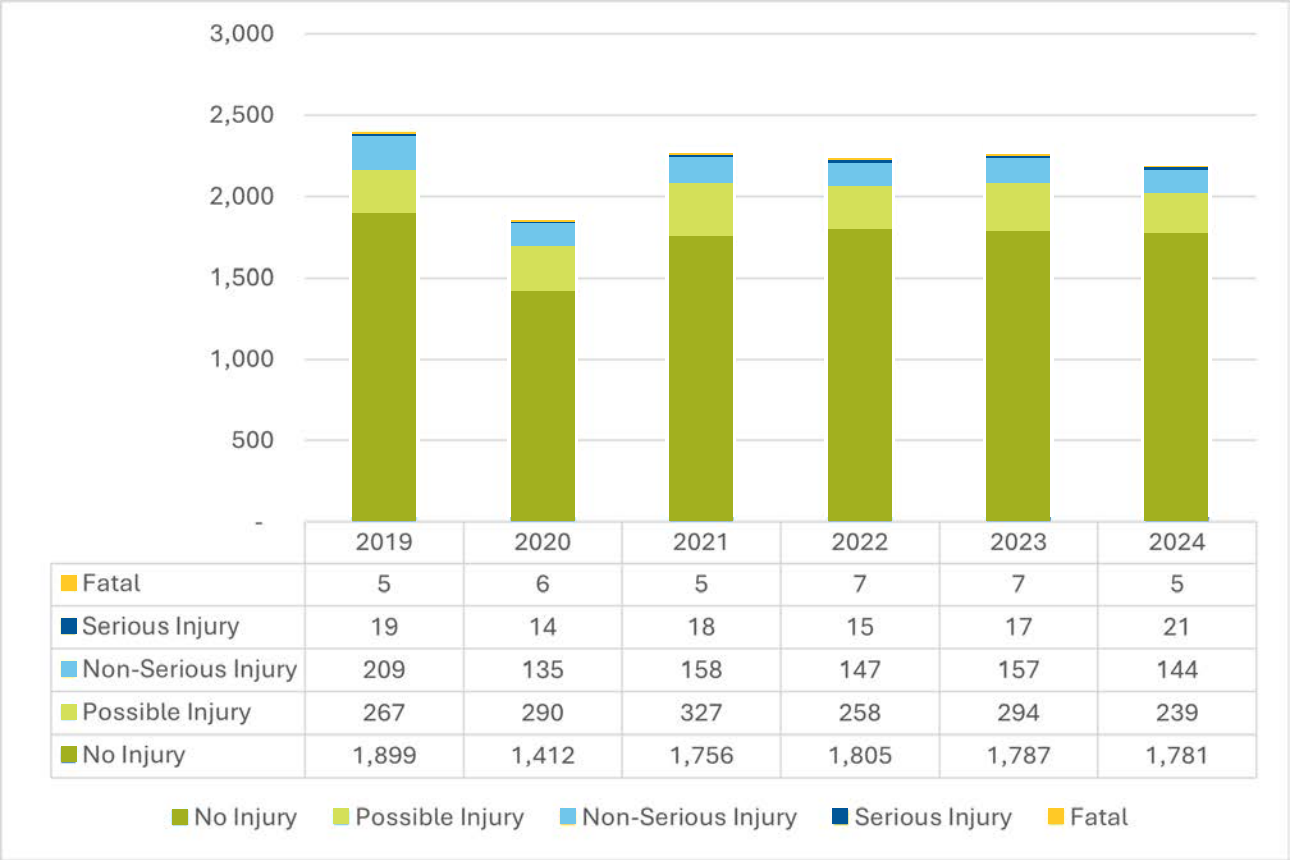
This chapter highlights key crash trends and identifies the High-Injury Network (HIN), a set of priority road segments and intersections where crash-related injuries and fatalities are most prevalent. Historical crash records from 2019 to 2024 were acquired from the Signal 4 Analytics (S4A) database. This VZ SAP focuses on non-limited access roadways; therefore, crashes located on the I-95 freeway were not included in the analysis. Similarly, crashes occurring on private roads and parking lots are outside of the VZ SAP scope.

Crash Trends and Severity

Figure 3 illustrates the number of crashes by crash injury severity from 2019 to 2024. The City of North Miami recorded 13,204 crashes during the 6-year analysis period from 2019 to 2024. These included 35 fatal crashes and 104 serious injury crashes, resulting in 35 fatalities and 113 serious injuries.

> On average, there were 2,201 crashes per year, which is roughly equivalent to one crash every 4 hours.

Importantly, current crash trends do not show a reduction in total crashes or fatal and serious injury (FSI) crashes.



	2019	2020	2021	2022	2023	2024
Fatal	5	6	5	7	7	5
Serious Injury	19	14	18	15	17	21
Non-Serious Injury	209	135	158	147	157	144
Possible Injury	267	290	327	258	294	239
No Injury	1,899	1,412	1,756	1,805	1,787	1,781

Figure 3: Annual Crash Frequency by Injury Severity

The distribution of crashes by injury severity level is shown in **Figure 4**. Crash counts can be converted into economic impacts using average unit crash costs. Based on the FDOT's Comprehensive Crash Cost values, the estimated annual societal economic burden of crashes in North Miami is $151.7 million. Fatal and serious injury crashes, which make up only 1.1% of total crashes, accounted for $80.7 million in annual economic burden.

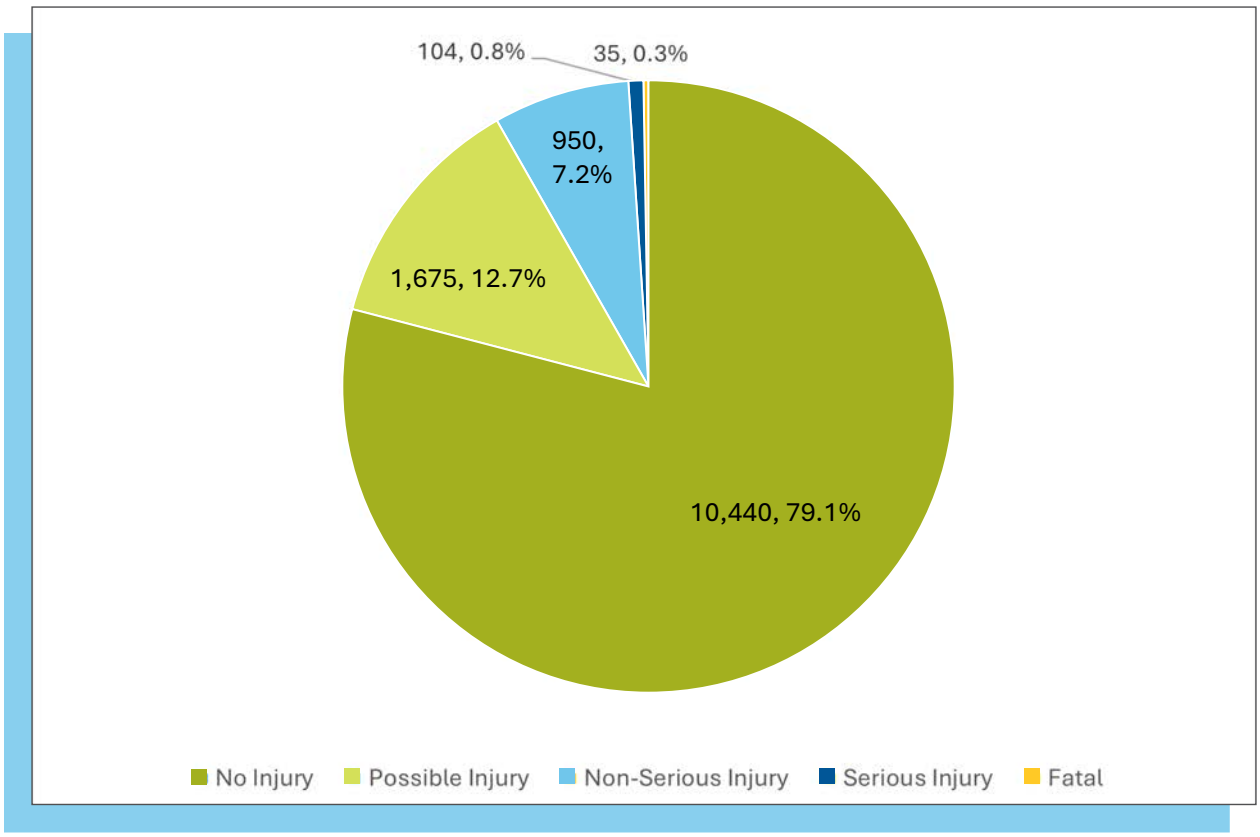
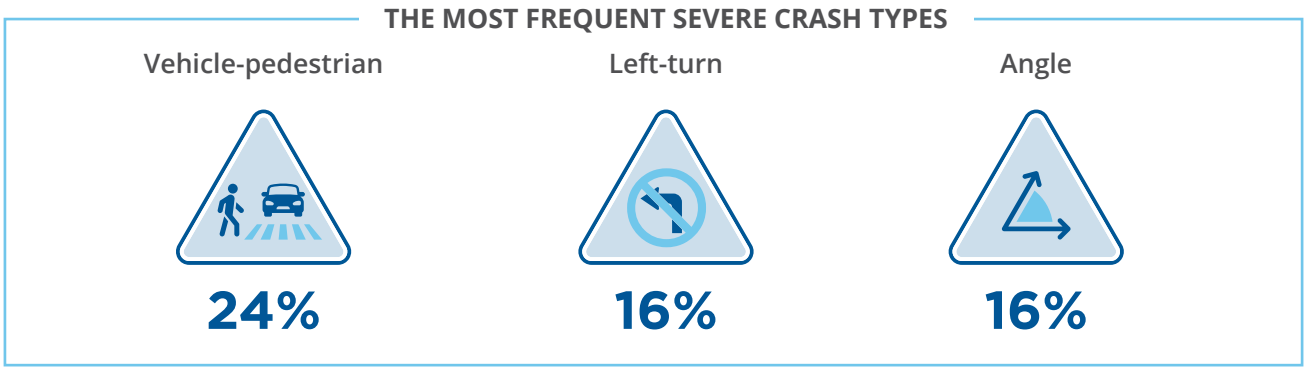


Figure 4: Distribution of Crashes by Injury Severity

Crash Types

Figure 5 breaks down crashes by types for severe and non-severe collisions. Severe crashes correspond to fatal or serious injury incidents while non-severe crashes refer to minor injury or property damage only crashes. There were 139 severe crashes and 13,065 non-severe crashes during the 6-year analysis period. Among the non-severe crashes, the most frequent crash types are rear end (28%), angle (19%), and sideswipe (17%). The most frequent severe crash types include vehicle-pedestrian (24%), left-turn (16%), and angle (16%).



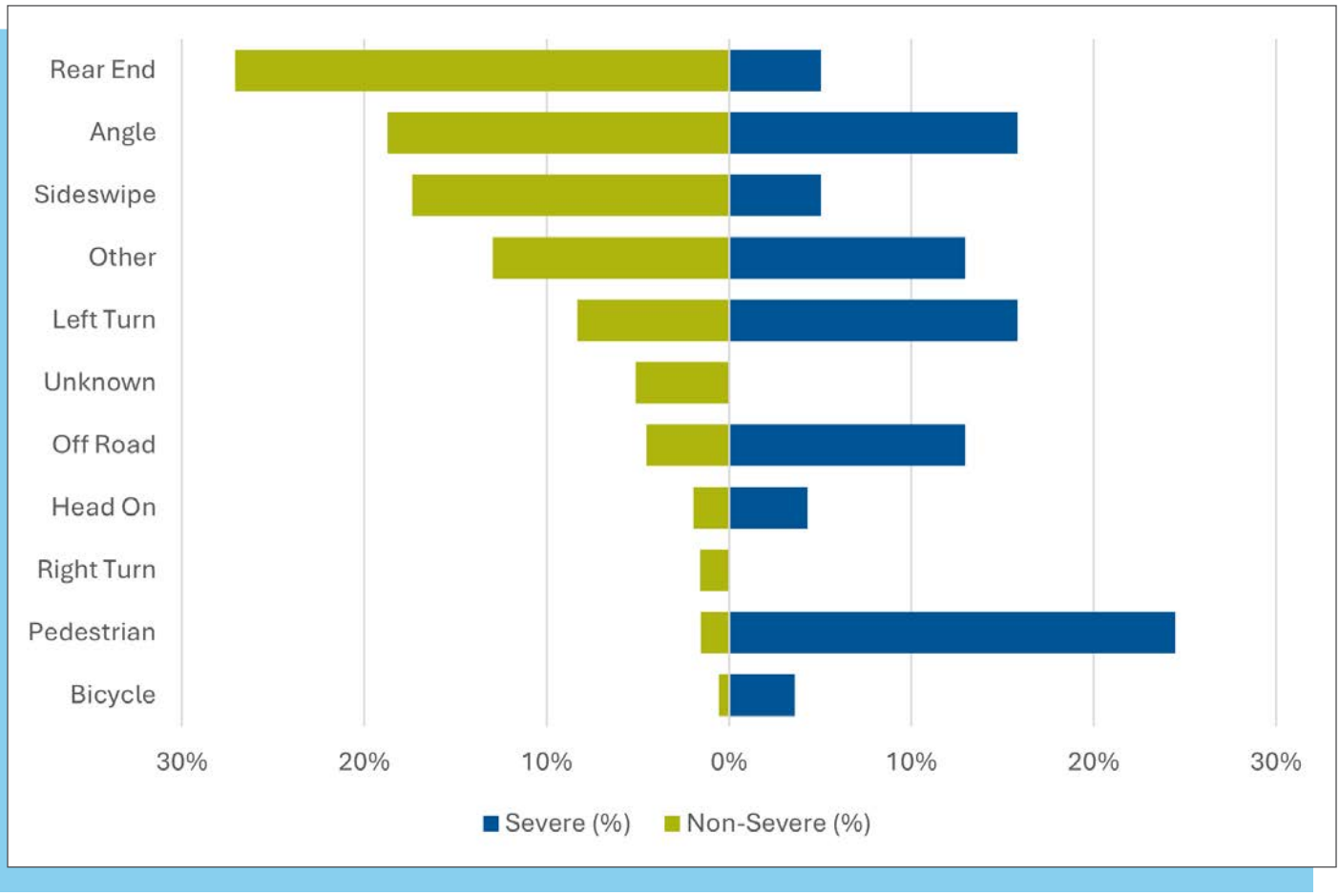


Figure 5: Distribution of Crashes by Type and Severity

Vulnerable Road Users

Vulnerable Road Users (VRUs) are people who use the transportation system without the protection of a motor vehicle, making them more susceptible to serious injury or fatal crashes. VRUs include pedestrians, bicyclists, motorcyclists, and moped riders. **Figure 6** shows that although VRUs made up only 5% of all crashes, they accounted for 55% of FSI crashes and 69% of fatal crashes. Pedestrian-vehicle collisions were 42% of all VRU crashes and 63% of fatal ones, while bicycle crashes were 23% of all VRU crashes but only 4% of fatal VRU crashes. As shown in **Figure 7**, pedestrian crashes rose by an average of 12% annually from 2019 to 2024. These statistics and trends highlight VRUs higher risk for serious injury or fatal crashes.

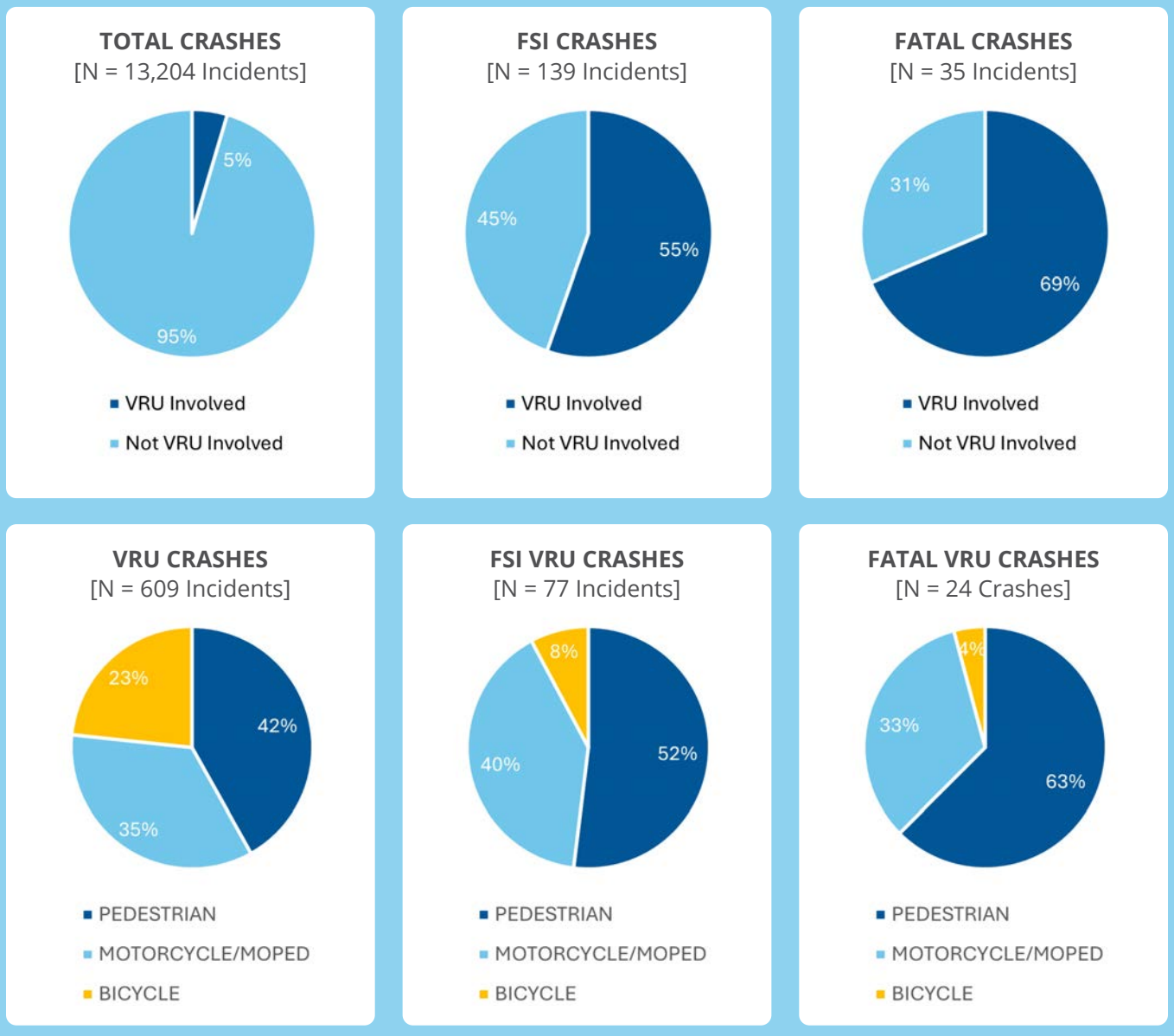


Figure 6: Distribution of Crashes Involving Vulnerable Road Users

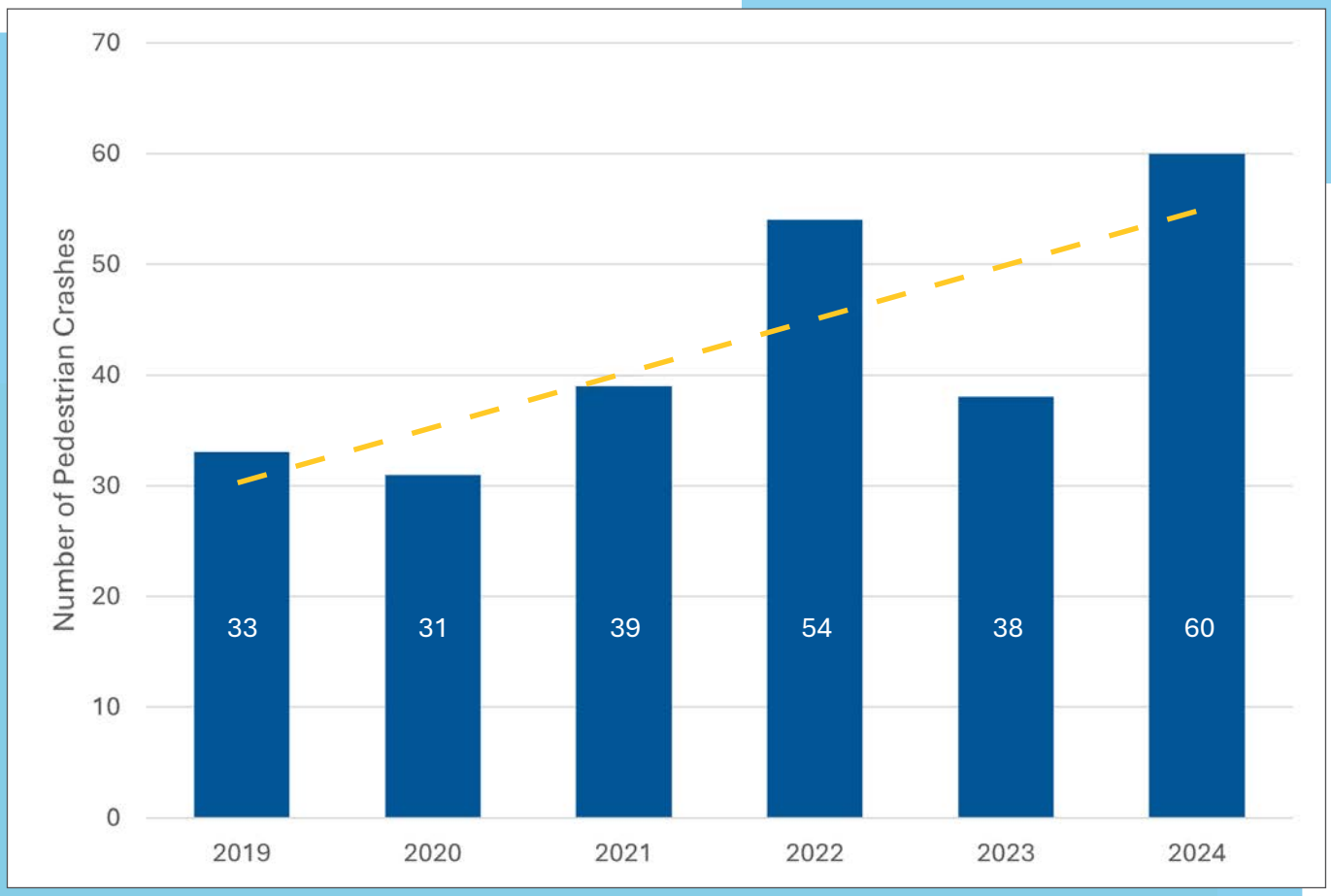


Figure 7: Pedestrian Crashes from 2019 to 2024 in North Miami

Contributing Actions

Table 1 shows the frequency of specific contributing actions for fatal and serious injury crashes involving VRUs and non-VRUs (motor vehicle occupants). Commonly cited contributing causes include failure to yield (23 crashes), careless driving (11 crashes), and driving the wrong way (6 crashes).

CONTRIBUTING ACTION	NON-VRU FSI CRASHES	VRU FSI CRASHES	FSI CRASHES
No Contributing Action	16	43	59
Failed to Yield Right-of-Way	8	15	23
Operated MV in Careless or Negligent Manner	7	4	11
Other Contributing Action	4	4	8
Wrong Side or Wrong Way	6	0	6
Ran Red Light	4	1	5
Ran Stop Sign	1	3	4
Failed to Keep in Proper Lane	2	2	4
Operated MV in Erratic, Reckless or Aggressive Manner	2	2	4
Improper Passing	2	1	3
Ran Off Roadway	2	1	3
Drove Too Fast for Conditions	2	0	2
Improper Turn	2	0	2
Swerved or Avoided	2	0	2
Improper Backing	0	1	1
Disregarded Other Traffic Sign	1	0	1
Followed Too Closely	1	0	1
Total	**62**	**77**	**139**

Table 1: Contributing Actions of Fatal and Serious Injury Crashes

Environmental Risk Factors

A comparison of key environmental crash risk factors for all crashes versus FSI crashes is shown in **Figure 8**. The results indicate that nighttime crashes are more likely to result in fatalities or serious injuries. Conditional on crash occurrence, nighttime collisions are 2.3 times more likely to result in a fatality or serious injury. Meanwhile, rainy weather shows no notable variation between overall and severe crashes.

Nighttime collisions are 2.3 times more likely to result in a fatality or serious injury.

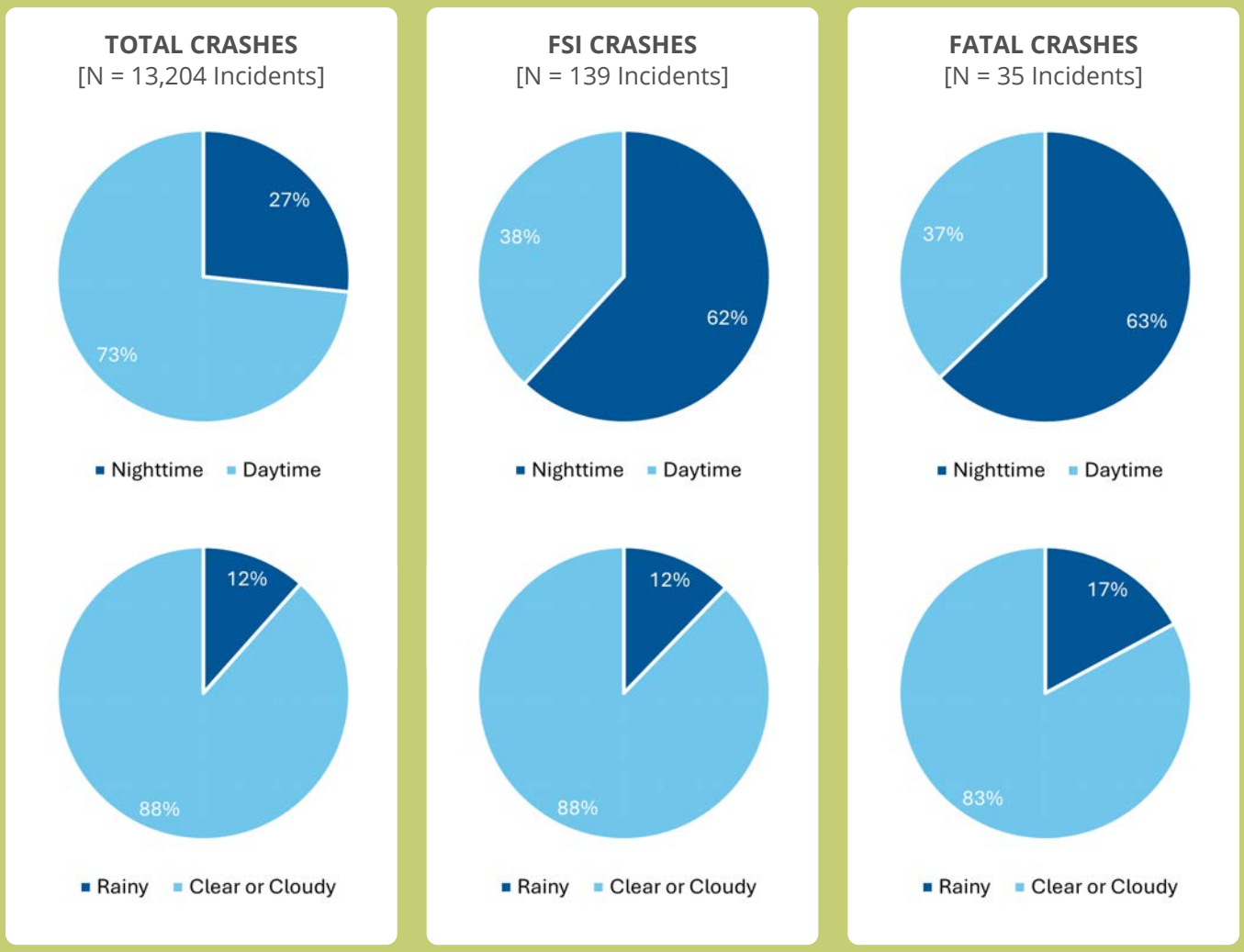


Figure 8: Roadway and Environmental Risk Factors for Total and FSI Crashes

Driver Characteristics and Behaviors

Figure 9 illustrates driver characteristics and behaviors associated with total and FSI crashes: these include aggressive driving, distracted driving, alcohol or drugs impairment while driving, aging driver (65 years or older), and teenage driver (between 15 and 19 years). The driver behaviors disproportionately represented in the FSI crashes include aggressive driving and alcohol/drug use. When severities of crashes involving aging drivers and teenage drivers are considered, there are no clear indications that the FSI crashes are excessively represented among those driver types, shown in **Figure 10**.

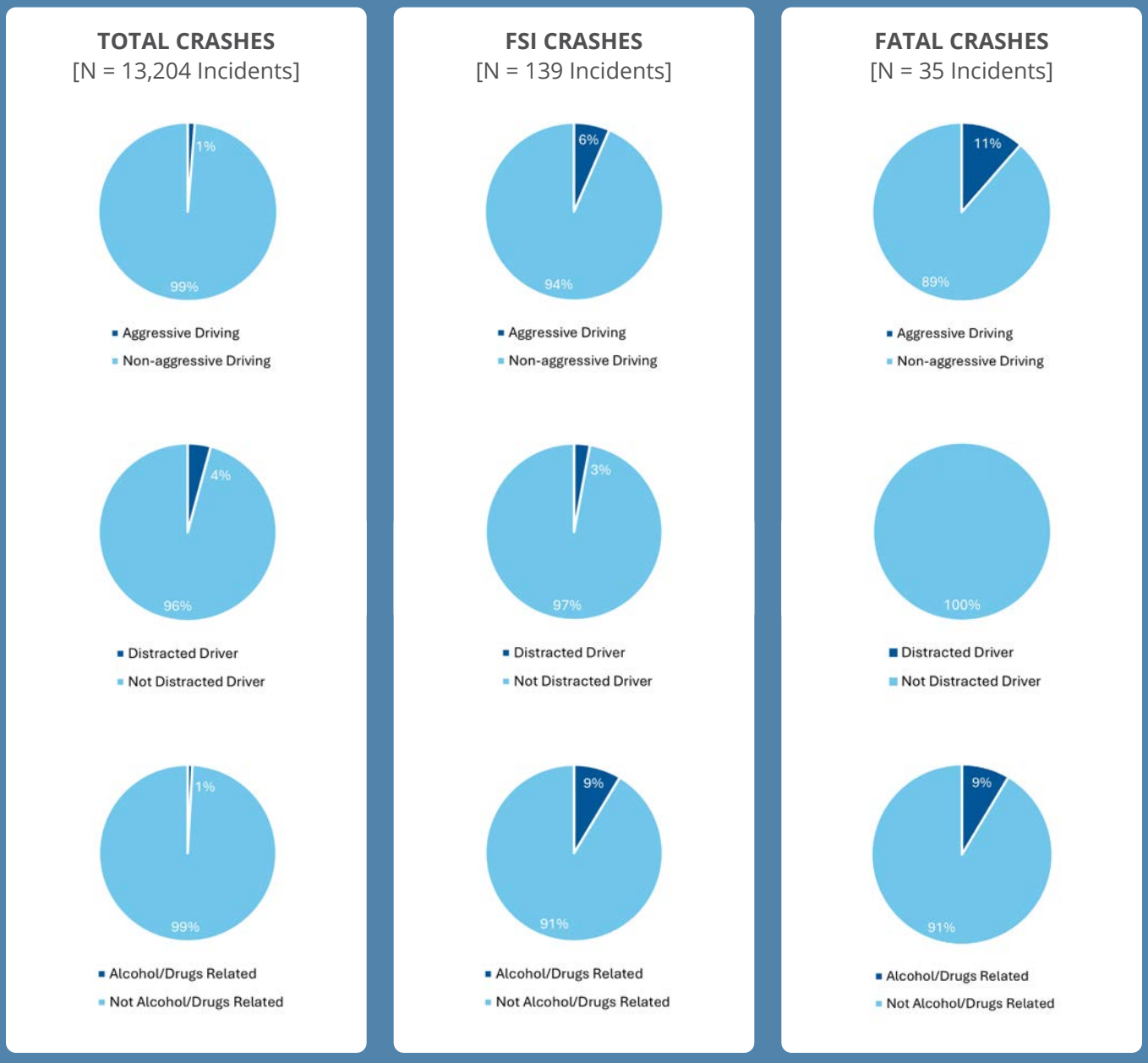


Figure 9: Driver Behavior Characteristics for Total and Severe Crashes

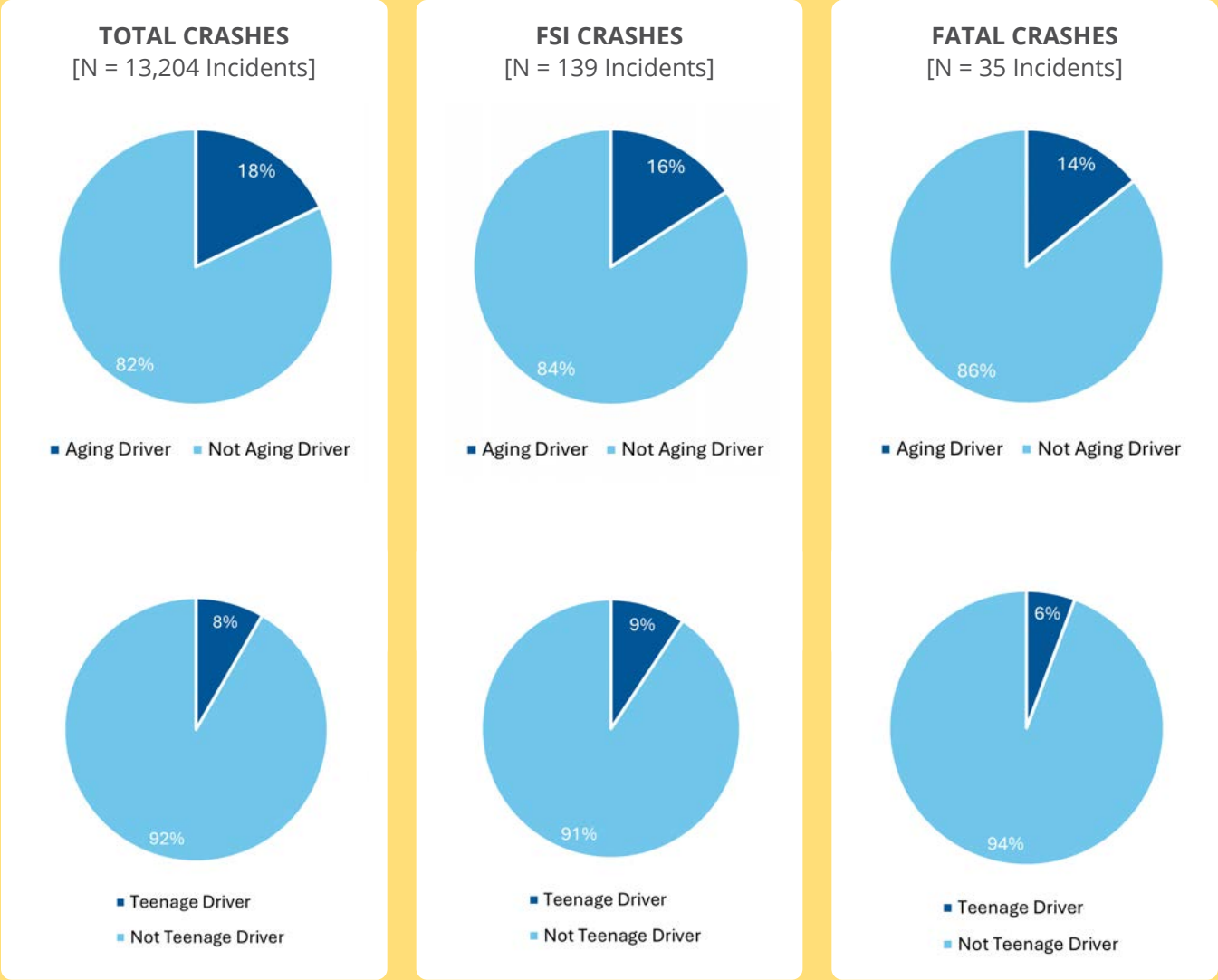


Figure 10: Driver Characteristics for Total and Severe Crashes

Spatial Distribution

A geospatial analysis of North Miami's crash history was conducted. This analysis aims to identify specific locations within the city that experience a disproportionately high crash burden. **Figure 11** presents the citywide crash heat map. Notably, crashes are clustered along high-volume state-maintained corridors such as NE/NW 125th Street, NE/NW 135th Street, NW 7th Avenue, NE 6th Avenue, West Dixie Highway, and Biscayne Boulevard. In addition, **Figure 12** presents the crash heat map for FSI crashes. Higher rates of FSI crashes are observed along the aforementioned state-maintained roads. In general, FSI crashes on local roads are spatially dispersed and less frequent since these are typically lower volume and lower speed roads in comparison to the state roads.

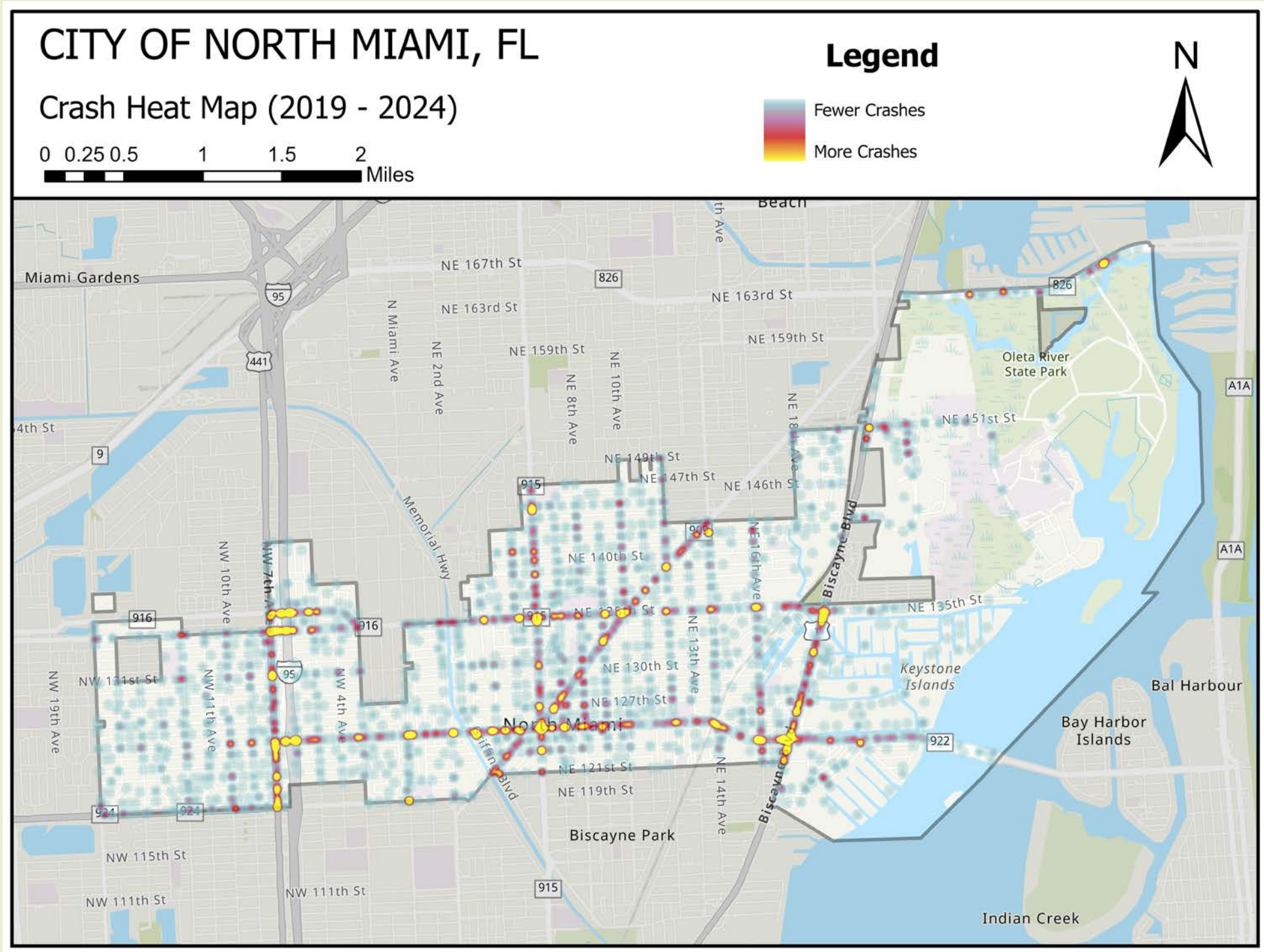


Figure 11: All Crashes Heat Map

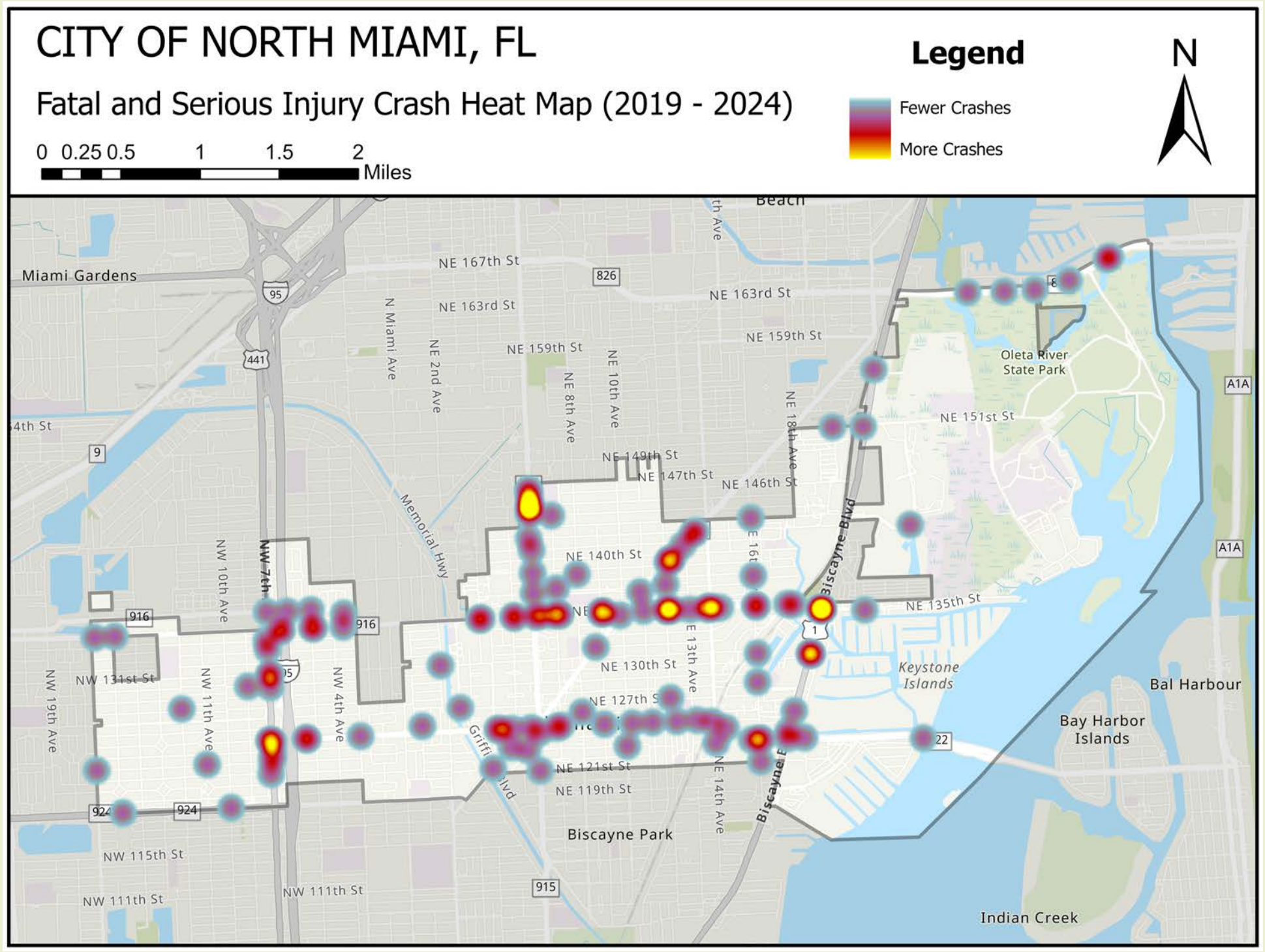


Figure 12: Fatal and Serious Injury Crashes Heat Map

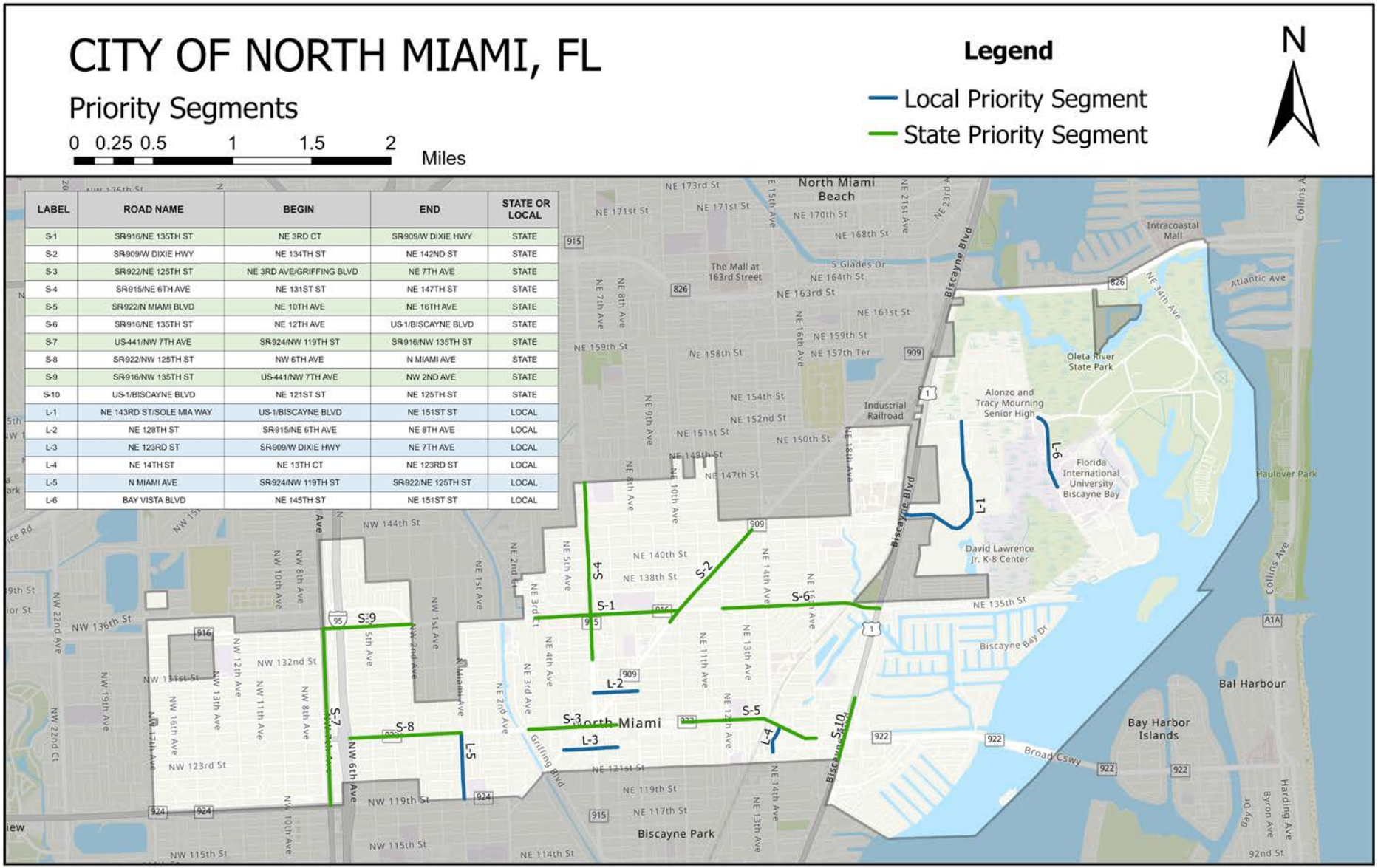
High-Injury Network

A high-injury network (HIN) is a subset of road segments and intersections identified through a data-driven analysis that experience a disproportionately high concentration of fatal and serious injury crashes. By identifying such high-risk locations, the City can formulate and prioritize safety improvements where the return on investment is expected to be the greatest. **Appendix A** details the methodology used to develop North Miami's HIN, including data sources, safety performance metrics, and ranking approach. The resulting HIN distinguishes between state-maintained and other (county or city) road segments and intersections.

North Miami's HIN comprises 10 state-maintained and 6 other (local or county) road segments, with a cumulative distance of approximately 10.8 centerline miles. In addition to HIN segments, 36 priority intersections were identified. These include 20 intersections with at least one state-maintained road and 16 intersections with county or city streets.

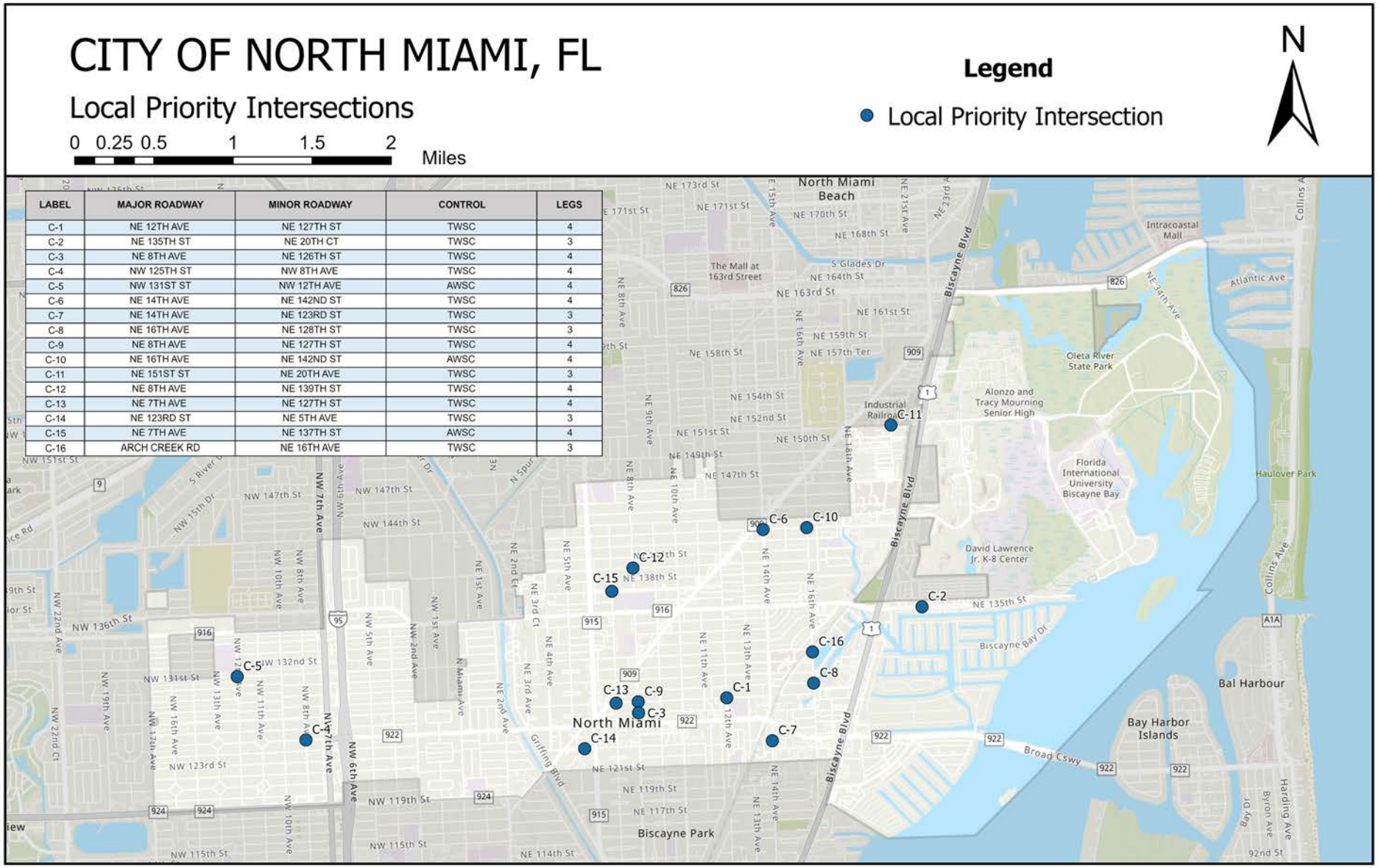
> **Although the HIN represents only 6% of North Miami's roadway network, it accounts for 76% of FSI crashes reported between 2019 and 2024.**

North Miami's HIN segments and intersections are included in **Figures 13-15**.



LABEL	ROAD NAME	BEGIN	END	STATE OR LOCAL
S-1	SR916/NE 135TH ST	NE 3RD CT	SR909/W DIXIE HWY	STATE
S-2	SR909/W DIXIE HWY	NE 134TH ST	NE 142ND ST	STATE
S-3	SR922/NE 125TH ST	NE 3RD AVE/GRIFFING BLVD	NE 7TH AVE	STATE
S-4	SR915/NE 6TH AVE	NE 131ST ST	NE 147TH ST	STATE
S-5	SR922/N MIAMI BLVD	NE 10TH AVE	NE 16TH AVE	STATE
S-6	SR916/NE 135TH ST	NE 12TH AVE	US-1/BISCAYNE BLVD	STATE
S-7	US-441/NW 7TH AVE	SR924/NW 119TH ST	SR916/NW 135TH ST	STATE
S-8	SR922/NW 125TH ST	NW 6TH AVE	N MIAMI AVE	STATE
S-9	SR916/NW 135TH ST	US-441/NW 7TH AVE	NW 2ND AVE	STATE
S-10	US-1/BISCAYNE BLVD	NE 121ST ST	NE 125TH ST	STATE
L-1	NE 143RD ST/SOLE MIA WAY	US-1/BISCAYNE BLVD	NE 151ST ST	LOCAL
L-2	NE 128TH ST	SR915/NE 6TH AVE	NE 8TH AVE	LOCAL
L-3	NE 123RD ST	SR909/W DIXIE HWY	NE 7TH AVE	LOCAL
L-4	NE 14TH ST	NE 13TH CT	NE 123RD ST	LOCAL
L-5	N MIAMI AVE	SR924/NW 119TH ST	SR922/NE 125TH ST	LOCAL
L-6	BAY VISTA BLVD	NE 145TH ST	NE 151ST ST	LOCAL

Figure 13: High-Injury Network Priority Road Segments



LABEL	MAJOR ROADWAY	MINOR ROADWAY	CONTROL	LEGS
C-1	NE 12TH AVE	NE 127TH ST	TWSC	4
C-2	NE 135TH ST	NE 20TH CT	TWSC	3
C-3	NE 8TH AVE	NE 126TH ST	TWSC	4
C-4	NW 125TH ST	NW 8TH AVE	TWSC	4
C-5	NW 131ST ST	NW 12TH AVE	AWSC	4
C-6	NE 14TH AVE	NE 142ND ST	TWSC	4
C-7	NE 14TH AVE	NE 123RD ST	TWSC	3
C-8	NE 16TH AVE	NE 128TH ST	TWSC	3
C-9	NE 8TH AVE	NE 127TH ST	TWSC	4
C-10	NE 16TH AVE	NE 142ND ST	AWSC	4
C-11	NE 151ST ST	NE 20TH AVE	TWSC	3
C-12	NE 8TH AVE	NE 139TH ST	TWSC	4
C-13	NE 7TH AVE	NE 127TH ST	TWSC	4
C-14	NE 123RD ST	NE 5TH AVE	TWSC	3
C-15	NE 7TH AVE	NE 137TH ST	AWSC	4
C-16	ARCH CREEK RD	NE 16TH AVE	TWSC	3

Figure 14: High-Injury Network Priority Intersections (Local Roads)

CITY OF NORTH MIAMI, FL

State Priority Intersections

0 0.25 0.5 1 1.5 2 Miles

Legend

State Priority Intersection

N

LABEL	MAJOR ROADWAY	MINOR ROADWAY	CONTROL	LEGS
T-1	SR 916/NE 135TH ST	NE 9TH AVE	Signal	4
T-2	SR 915/NE 6TH AVE	NE 145TH ST	Signal	4
T-3	SR 916/NE 135TH ST	NE 7TH AVE	Signal	4
T-4	SR 922/NORTH MIAMI BLVD	NE 7TH AVE	Signal	4
T-5	US-1/BISCAYNE BLVD	SR 916/NE 135TH ST	Signal	4
T-6	SR 916/NE 135TH ST	NE 12TH AVE	Signal	4
T-7	US-1/BISCAYNE BLVD	IXORA LN/NE 130TH ST	Signal	4
T-8	SR 916/NE 135TH ST	NW 6TH CT/I-95 SB	Signal	3
T-9	W DIXIE HWY/SR 909	GRIFFING BLVD	Signal	4
T-10	SR 909/W DIXIE HWY	NE 139TH ST/NE 12TH AVE	Signal	5
T-11	SR 922/NORTH MIAMI BLVD	NW 2ND AVE	Signal	4
T-12	US-441/NW 7TH AVE	NW 122ND ST	TWSC	4
T-13	SR 916/NE 135TH ST	NW 6TH AVE	Signal	2
T-14	US 441/NW 7TH AVE	NW 124TH ST	TWSC	4
T-15	US 441/NW 7TH AVE	NW 134TH ST	TWSC	4
T-16	SR 922/NORTH MIAMI BLVD	RAILROAD ST/NE 13TH PL	Signal	4
T-17	SR 916/NE 135TH ST	NW 5TH AVE	TWSC	3
T-18	SR 915/NE 6TH AVE	NE 144TH ST	TWSC	3
T-19	SR 916/NE 135TH ST	NE 13TH AVE	TWSC	4
T-20	SR 915/NE 6TH AVE	NE 141ST ST	TWSC	4

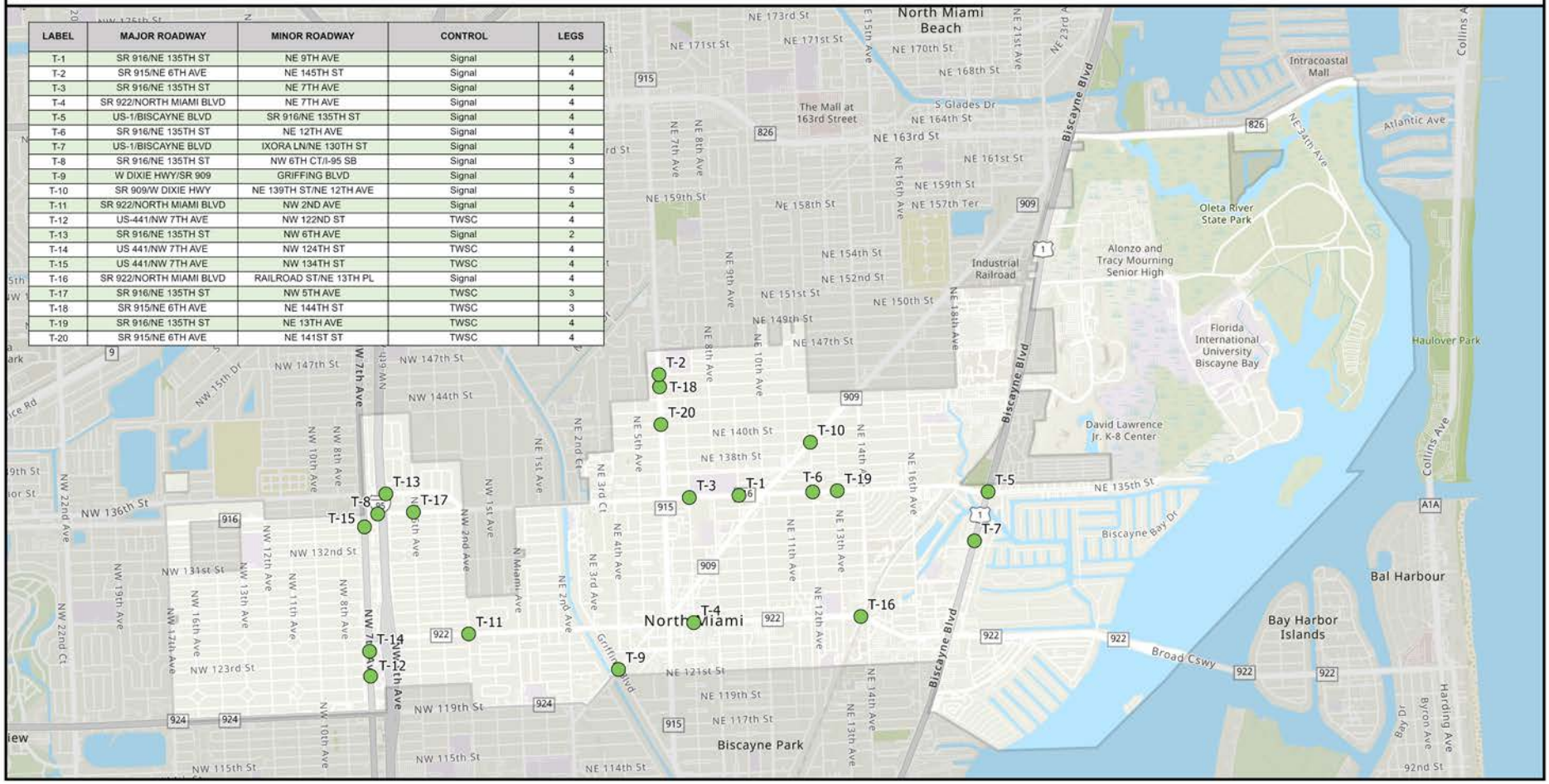


Figure 15: High-Injury Network Priority Intersections (State Roads)

Additional Safety Priorities

In addition to the HIN analysis, this VZ SAP identified other safety priorities by examining specific crash patterns, including:

- VRU crashes
- Nighttime crashes
- Crashes occurring near schools

These analyses complement the HIN by highlighting additional focus areas for targeted safety improvements.

Vulnerable Road User Safety

An analysis of pedestrian, bicycle, and motorcycle (VRU) crashes was performed to identify high crash locations. This review was done due to the high proportion of severe crashes involving VRUs. **Table 2** presents the top 10 intersections ranked by the number of VRU crashes. **Figure 16** shows the location of these intersections along with all VRU crashes citywide.

All the top 10 intersections are on state roads, which are multi-lane facilities with high traffic volumes and speeds. Transit routes and land uses supporting pedestrian and bicycle activity are other characteristics along these corridors.

SITE	MAJOR ROAD	MINOR ROAD	MAINTAINING AGENCY	NUMBER OF LEGS	TRAFFIC CONTROL	IS ON HIN?	VRU CRASHES
1	SR 922/North Miami Blvd	SR 915/NE 6th Ave	FDOT	4	Signal	Yes	15
2	SR 922/North Miami Blvd	NE 16th Ave	FDOT	4	Signal	Yes	14
3	US-1/Biscayne Blvd	NE 126th St	FDOT	4	Signal	No	12
4	US-1/Biscayne Blvd	SR 916/NE 135th St	FDOT	4	Signal	Yes	11
5	SR 915/NE 6th Ave	NE 145th St	FDOT	4	Signal	Yes	11
6	US-1/Biscayne Blvd	SR 922/NE 123rd St	FDOT	4	Signal	Yes	9
7	US 441/NW 7th Ave	NW 131st St	FDOT	4	Signal	Yes	8
8	SR 922/North Miami Blvd	NE 9th Ave	FDOT	4	Signal	No	8
9	SR 915/NE 6th Ave	NE 147th St	FDOT	4	Signal	Yes	8
10	US 441/NW 7th Ave	SR 916/NE 135th St	FDOT	3	Signal	Yes	8

Table 2: Intersections with the Highest Number of VRU Crashes

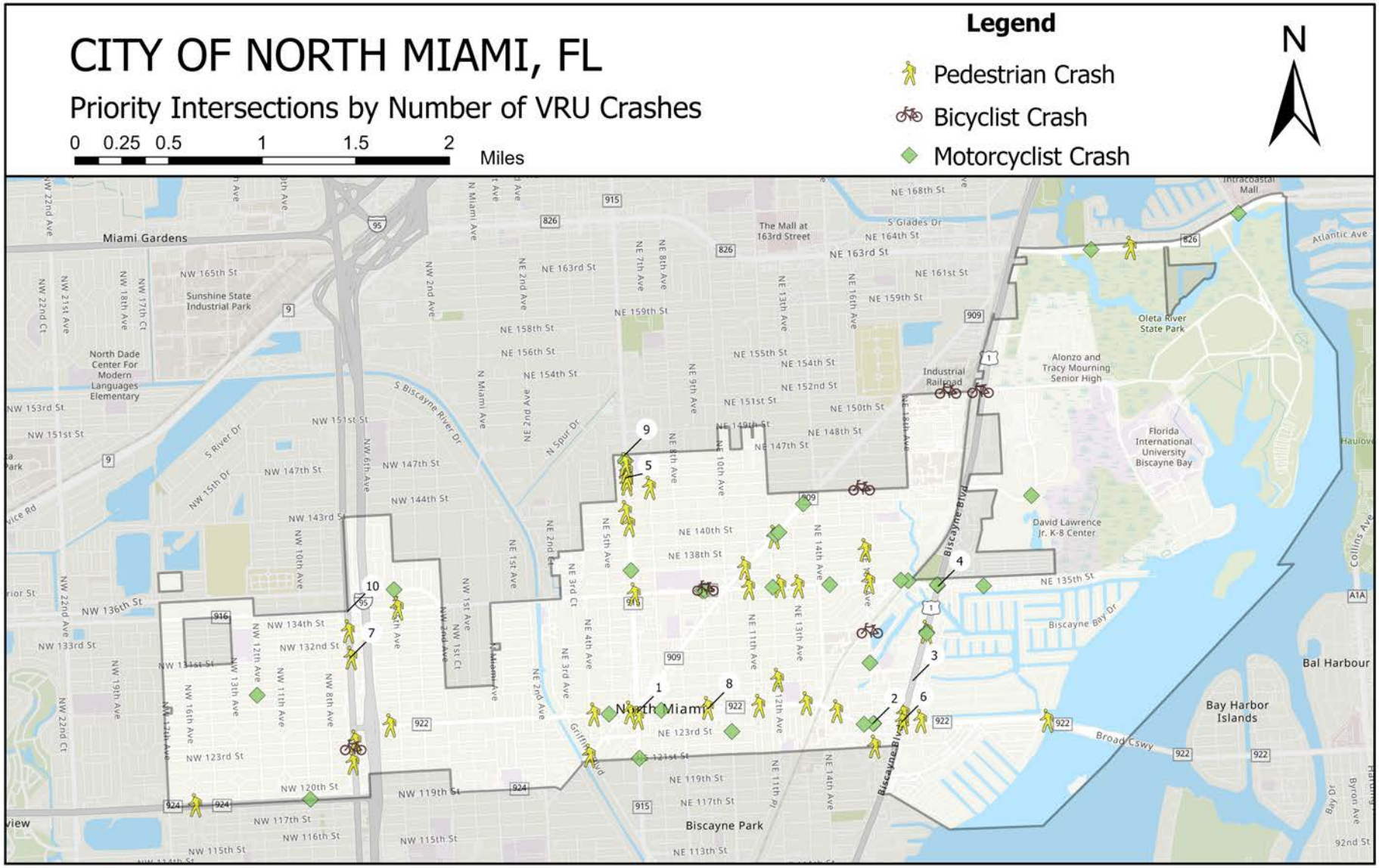


Figure 16: Priority Intersections by Number of VRU Crashes

Nighttime Safety

An analysis of nighttime crashes was performed to identify high crash locations. This review was done due to the high proportion of severe crashes during nighttime. **Table 3** presents the top 10 intersections ranked by nighttime crash frequency while **Figure 17** shows the location of these intersections along with severe nighttime crashes. The top 10 intersections for nighttime crashes are located along state roads and are signalized.

SITE	MAJOR ROAD	MINOR ROAD	MAINTAINING AGENCY	NUMBER OF LEGS	TRAFFIC CONTROL	IS ON HIN?	VRU CRASHES
1	SR 916/NE 135th St	NW 6th Ave	FDOT	2	Signal	Yes	91
2	SR 922/NE North Miami Blvd	SR 915/NE 6th Ave	FDOT	4	Signal	Yes	90
3	SR 916/NE 135th St	SR 915/NE 6th Ave	FDOT	4	Signal	Yes	87
4	SR 922/North Miami Blvd	NW 6th Ave	FDOT	4	Signal	Yes	84
5	SR 916/NE 135th St	SR 909/W Dixie Hwy	FDOT	4	Signal	Yes	70
6	US-1/Biscayne Blvd	SR 922/NE 123rd St	FDOT	4	Signal	Yes	66
7	SR 922/NW 125th St	US 441/NW 7th Ave	FDOT	4	Signal	Yes	61
8	US-1/Biscayne Blvd	SR 916/NE 135th St	FDOT	4	Signal	Yes	54
9	SR 922/North Miami Blvd	NE 16th Ave	FDOT	4	Signal	Yes	54
10	US 441/NW 7th Ave	SR 916/NE 135th St	FDOT	3	Signal	Yes	52

Table 3: Intersections with the Highest Number of Nighttime Crashes

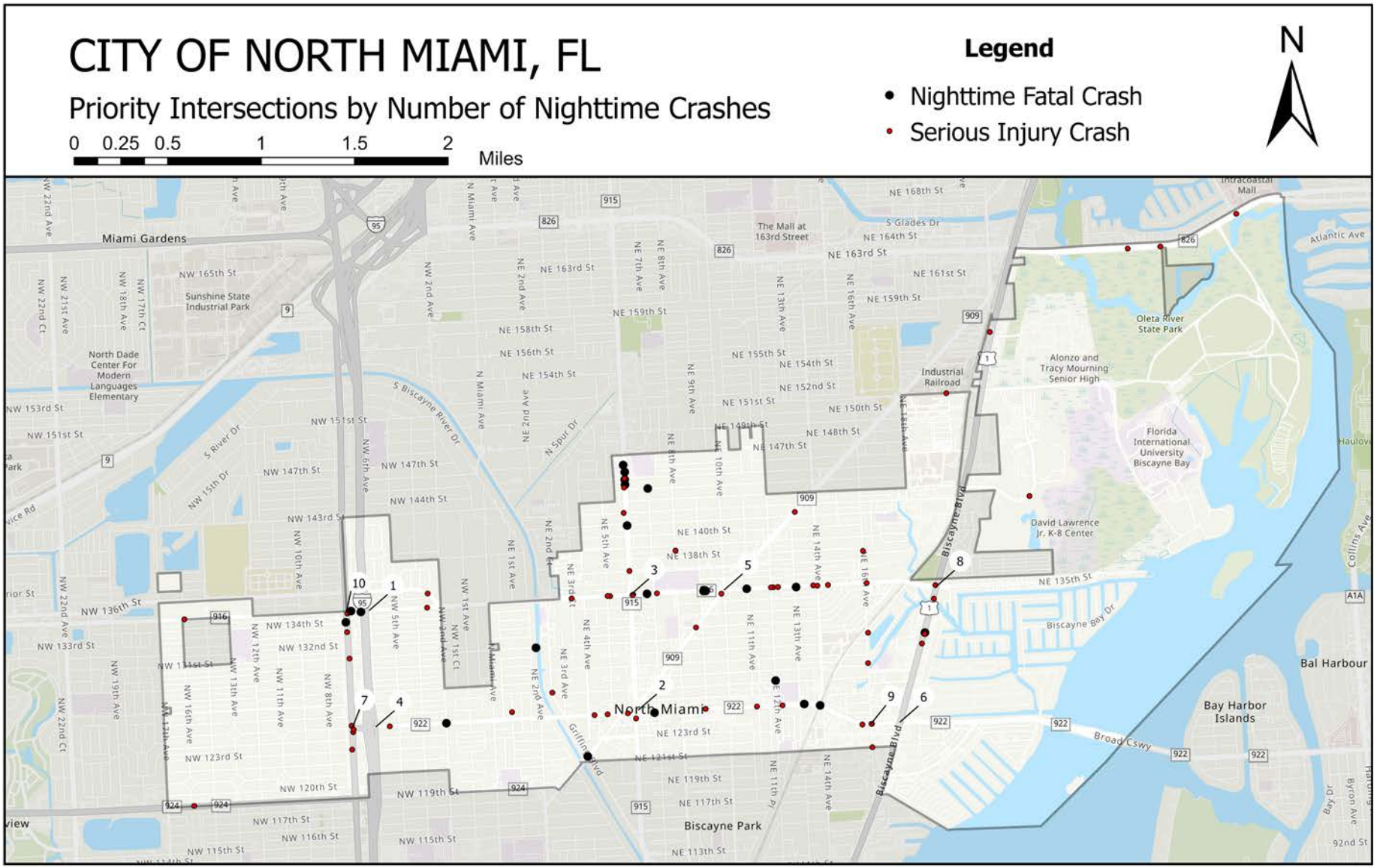


Figure 17: Priority Intersections by Number of Nighttime Crashes

School Areas Safety

School areas present unique safety challenges due to the combination of high pedestrian and bicycle activity, school drop-off and pick-up traffic, and the changing traffic operations during arrival and dismissal hours. Crashes occurring within 0.25 miles of a school were assigned to the nearest individual school area and are summarized in **Table 4** and **Figure 18**.

The most notable area is in the central part of the city where a cluster of four schools are located: Holy Cross Lutheran, Arch Creek Elementary, North Miami Senior High, and North Miami Middle North Miami Elementary. Collectively, the 0.25-mile area had 13 fatal and serious injury crashes and 37 crashes involving pedestrians and bicyclists during the study period from 2019 to 2024.

LOCATION	SCHOOL NAME	GRADES	TYPE	STUDENTS	CRASHES	FSI	VRU	PED/ BIKE	NIGHT
1	St James Catholic School	PK-8	Private	419	584	7	24	21	199
2, 5, 9, 13*	Holy Cross Lutheran, Arch Creek Elementary, North Miami Senior High, and North Miami Middle	PK-12	Private/ Public	3,352	1,226	13	50	37	353
3	Miami Union Academy	PK-12	Private	280	472	3	8	6	147
4	Mater Academy Biscayne Elementary	K-5	Charter	496	422	5	45	22	87
6	W.J. Bryan Elementary	PK-5	Public	622	341	5	20	16	71
7	North Miami Elementary	PK-5	Public	423	255	10	27	24	93
8	ASPIRA Raul Arnaldo Martinez Charter	6-8	Charter	613	225	3	9	6	56
10	Beth Moshe Early Childhood Center	PK-1	Private	37	160	1	13	8	28
11	Cristo Rey Miami High School	9-12	Private	210	136	0	10	7	34
12	Benjamin Franklin K-8 Center	PK-8	Public	510	119	1	3	1	35
14	Holy Family Catholic School	PK-8	Private	214	104	0	1	1	31
15	Natural Bridge Elementary	PK-5	Public	386	83	2	6	4	25
16	David Lawrence Jr. K-8 Center PLC South Campus	PK-8	Public	1,282	27	1	2	2	9
17	Alonzo and Tracy Mourning Senior High	9-12	Public	1,597	23	0	2	2	3
18	David Lawrence Jr. K-8 Center	PK-8	Public	1,276	15	0	2	2	1
19	MAST @ FIU Biscayne Bay Campus	9-12	Public	471	5	0	1	1	1

* Combined due to proximity of schools

Table 4: Crashes Occurring near Schools within the City of North Miami

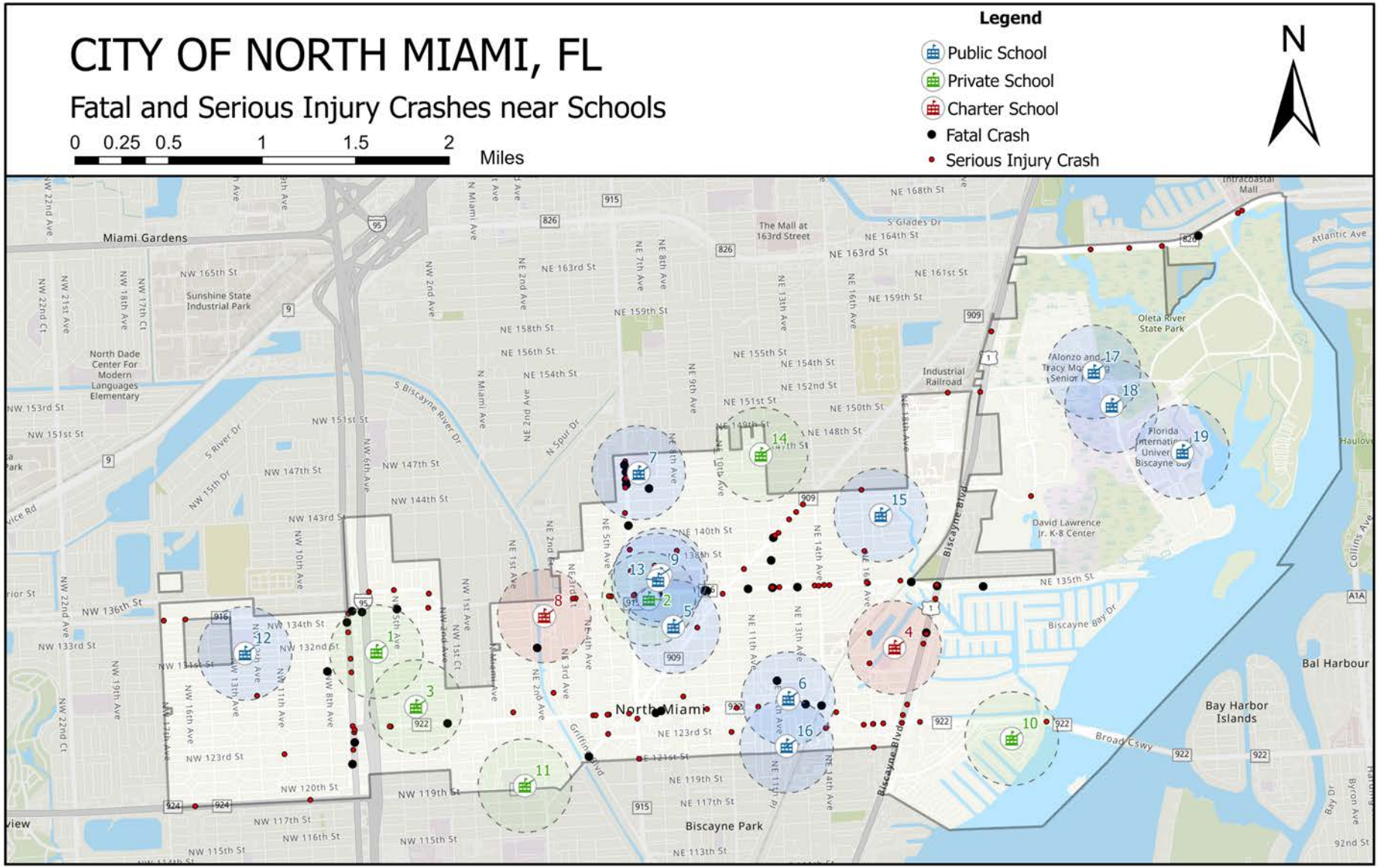
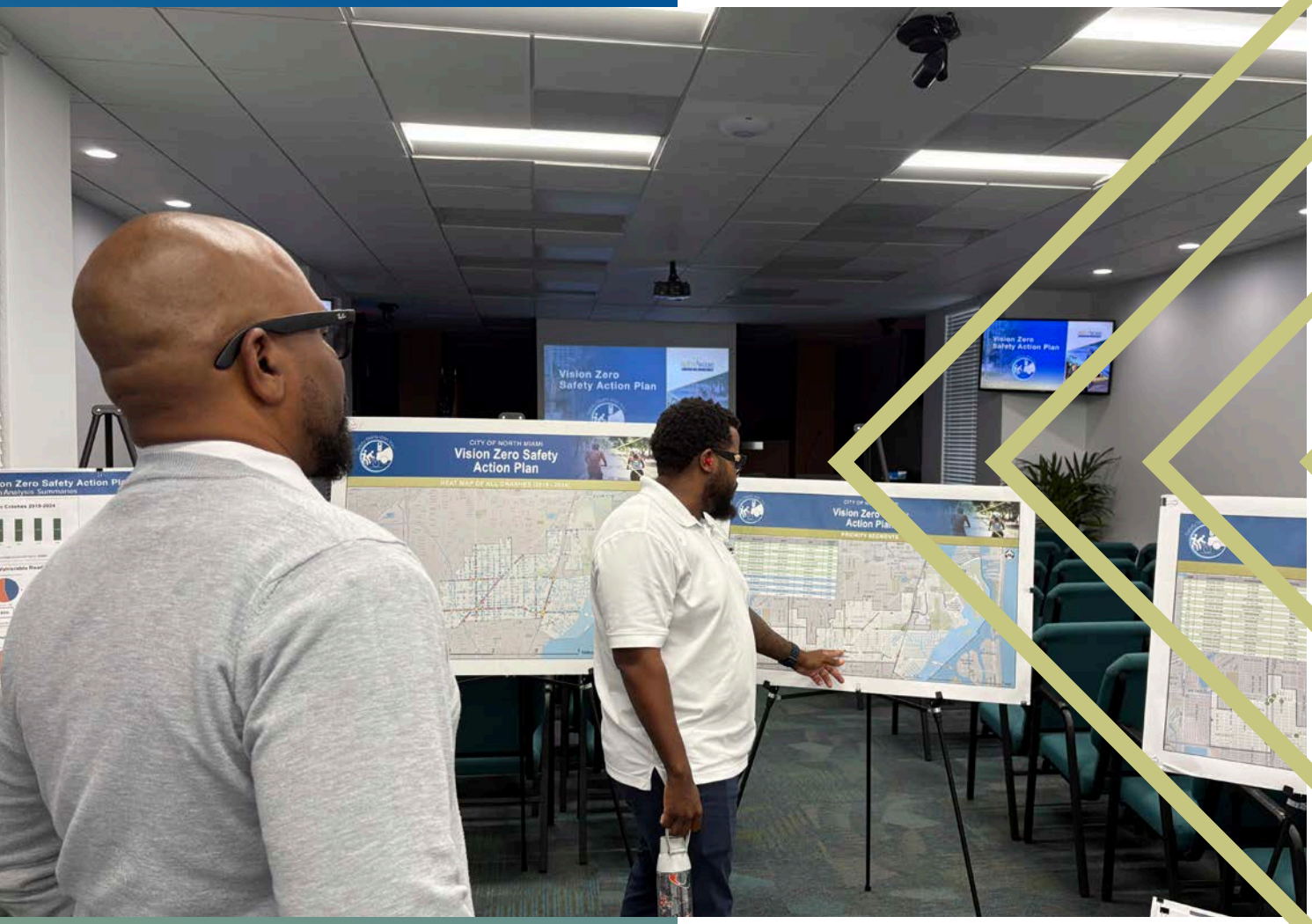


Figure 18: Fatal and Serious Injury Crashes within 0.25 miles of Schools

CHAPTER 3



Engagement and Collaboration

CHAPTER 3 – ENGAGEMENT AND COLLABORATION

Public and stakeholder engagement were an integral part of the VZ SAP development. This input helped to identify safety issues and develop strategies. Input from the public and stakeholders were incorporated into project prioritization, described in Chapter 6.

Steering Committee

The Steering Committee consisted of 19 members from partner agencies and members of the public. Three meetings were held with the Steering Committee throughout the development of VZ SAP. Their diverse expertise helped to review and identify safety concerns from unique perspectives, develop targeted strategies, and facilitate inter-agency coordination. Steering Committee meeting presentations and meeting summaries are included in **Appendix B**. Below is a list of all Steering Committee participants:

- City of North Miami (Public Works, Development Services, Neighborhood Services, Police, Communications, Vice Mayor's Office)
- Miami-Dade County Department of Transportation and Public Works
- Miami-Dade Transportation Planning Organization
- Florida Department of Transportation
- City of North Miami Beach
- Residents' representatives

Public Engagement Events

Various forms of public engagement events were held to provide opportunities for feedback. These included pop-up events held during community events, workshops, City Council meetings, and Homeowners Associations (HOA) meetings. Below is a list of the public engagement events held as part of this VZ SAP:

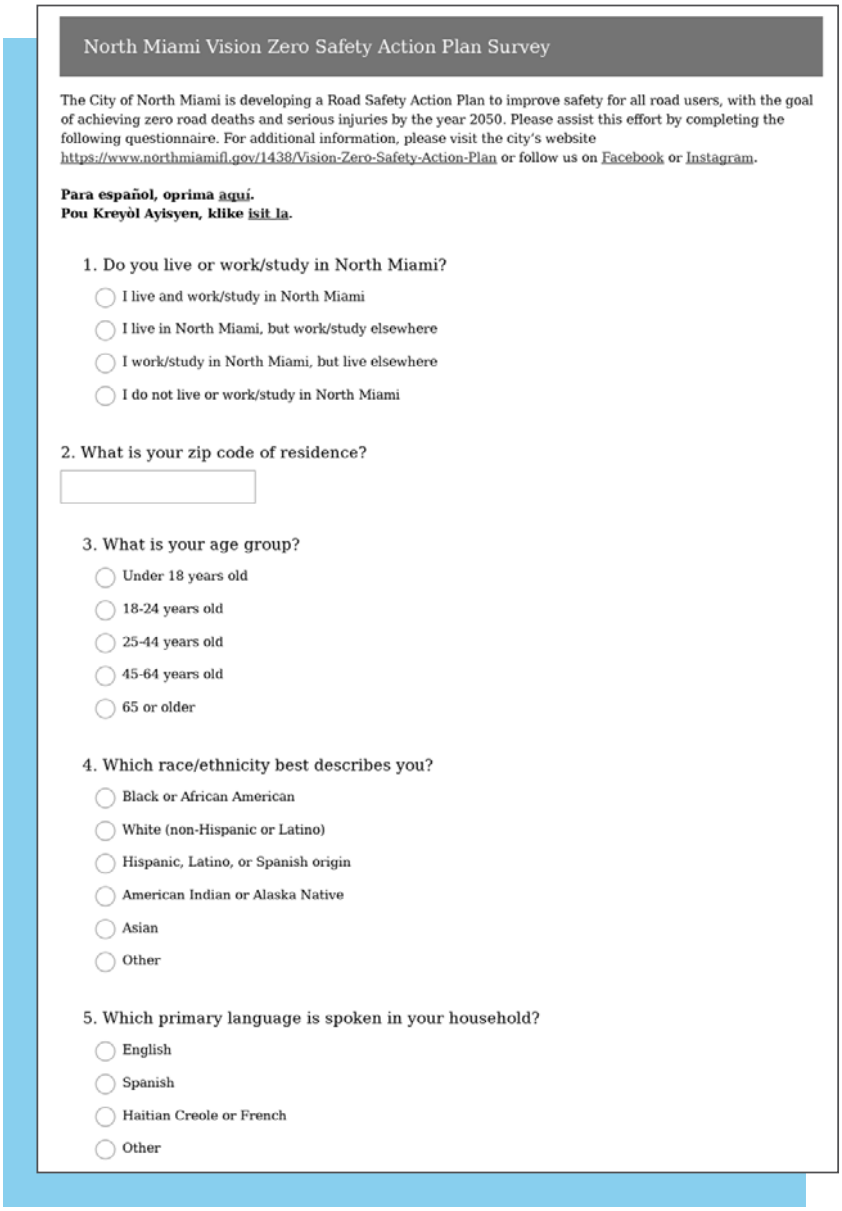
- **Spring Egg Hunt and Earth Fair – April 19, 2025**
- **HOA meetings (Alhambra Heights HOA, Iron Manor/Central HOA)**
- **City Council – April 22, 2025**
- **Back to School Block Party – August 11, 2025**
- **Open House – August 25, 2025**

Virtual Engagement

A project specific landing page was created on the City's website **www.northmiamifl.gov/visionzero**. Announcements of public meetings, presentations, key safety analysis results, and Vision Zero resources were posted to the webpage. An online survey was conducted during the needs assessment stage, and the survey was made available in English, Spanish, and Creole languages. PublicCoordinate, an interactive mapping tool, was created to allow the public to post geolocated comments identifying specific safety issues and suggestions. Announcements were made using Facebook, Instagram, digital and printed flyers, and emails.

Public Feedback

The comments received during public engagement activities were reviewed and summarized to identify common themes related to safety issues and recommended strategies. These results are summarized in **Appendix B**. A summary of the public feedback responses is highlighted below. These responses include information on the demographics of respondents and key safety concerns and priorities. A total of 99 responses were received during the survey period.



North Miami Vision Zero Safety Action Plan Survey

The City of North Miami is developing a Road Safety Action Plan to improve safety for all road users, with the goal of achieving zero road deaths and serious injuries by the year 2050. Please assist this effort by completing the following questionnaire. For additional information, please visit the city's website https://www.northmiamifl.gov/1438/Vision-Zero-Safety-Action-Plan or follow us on Facebook or Instagram.

Para español, oprima aquí.
Pou Kreyòl Ayisyen, klike isit la.

1. Do you live or work/study in North Miami?
   - I live and work/study in North Miami
   - I live in North Miami, but work/study elsewhere
   - I work/study in North Miami, but live elsewhere
   - I do not live or work/study in North Miami

2. What is your zip code of residence?

3. What is your age group?
   - Under 18 years old
   - 18-24 years old
   - 25-44 years old
   - 45-64 years old
   - 65 or older

4. Which race/ethnicity best describes you?
   - Black or African American
   - White (non-Hispanic or Latino)
   - Hispanic, Latino, or Spanish origin
   - American Indian or Alaska Native
   - Asian
   - Other

5. Which primary language is spoken in your household?
   - English
   - Spanish
   - Haitian Creole or French
   - Other

Figure 19: Online Survey

Overview of Survey Respondents

58% live and work/study in North Miami; **32%** live in North Miami but work/study elsewhere. **10%** do not live in North Miami.

40% were 65 years or older; **39%** were 45-64 years old. The remaining **21%** was made up of respondents under the age of 44.

40% were Black or African American; **34%** were White (non-Hispanic or Latino). **19%** were Hispanic , Latino, or Spanish; **7%** were another race/ethnicity.

83% indicated English as the primary household language.

90% use a private motor vehicle as the primary mode of transportation.

Transportation Concerns

54%

Identified speeding as the top safety concern, followed by traffic congestion (16%).

42%

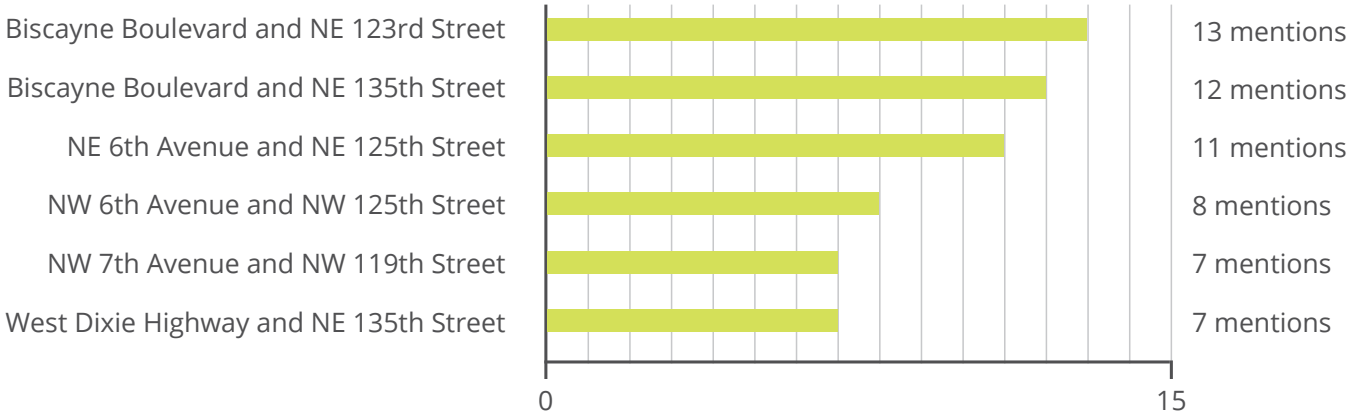
Identified pedestrians as the most important road user group to focus on road safety improvements, followed by motorists (36%).

38%

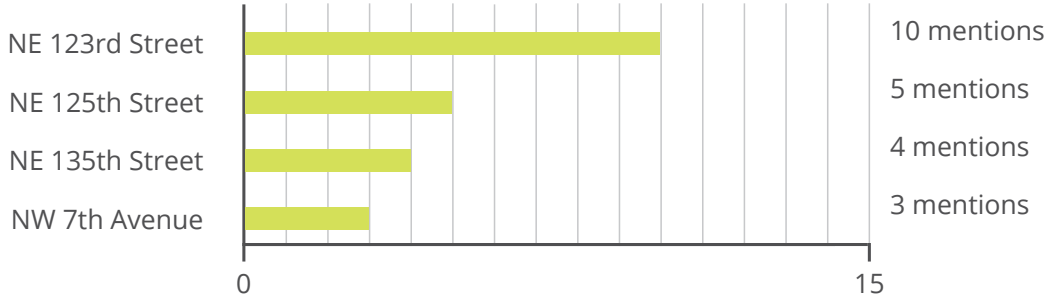
Identified traffic calming measures as the most important countermeasure to improve safety, followed by increased police enforcement (25%), and additional crosswalks (11%).

Priority Intersections and Segments

The most cited intersections for safety issues:



The most cited roadway segments for safety issues:



PublicCoordinate Feedback

A total of 80 comments were posted to the PublicCoordinate map made available via the Vision Zero page. Common safety concerns noted included speeding, lack of dedicated bicycle lanes, narrows sidewalks, drivers not yielding to pedestrians, vehicles performing illegal maneuvers, and poor roadway lighting. The following word cloud graphic shown in **Figure 21** identifies the most cited safety and mobility concerns.

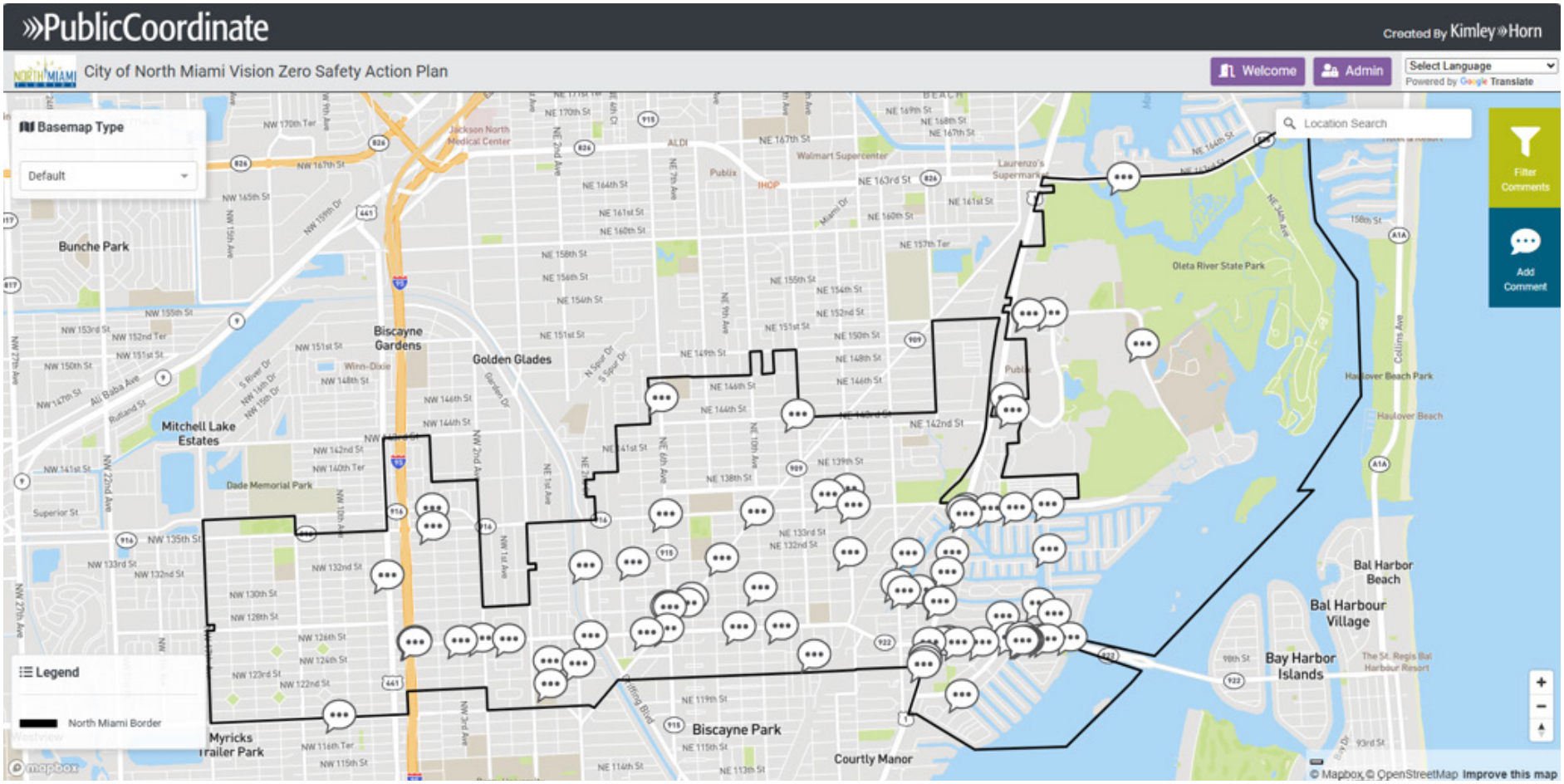


Figure 20: PublicCoordinate Comment Map

traffic
drivers
cars
intersection
crossing
people
park
bus
pedestrians
street lighting
biscayne blvd
left turns
w dixie hwy
speed
exiting
speeding
dangerous
residential streets
lanes
bicycles
signs
stop signs
school zones
city
roundabout
way
turning
parking
ne 6th ave
bike lanes
ne 125th st
ne 135th st
road
vehicles
ne 127th st
south
signals
crosswalks
sidewalks
blocking
safety
protection
congestion
driving
center
eastbound
speed limit
bus route
pass-through
unsafe
noise
office
backup
corner
enforcement
cyclists
east
transit
thoroughfares
midblock crossings
ne 142nd st
ne 131st st
ne 123rd st
ne 151st st
ne 126th st
ne 16th ave
ne 14th ave
ne 7th ave
nw 125th st
nw 2nd ave
nw 6th ave
north miami
north miami ave
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signage
crashes
confusion
middle school
kids
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dutch-style
island
laws
bumps
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city
signs
stop signs
lanes
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cameras
racing
visitor
business
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children
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pass-through
unsafe
noise
office
backup
corner
enforcement
night
arch creek rd
effective
elementary school
love
difficult
riding
residential streets
speeding
westbound
southbound
dangerous
comfortable pavement
25 mph
visitor
weekends
racing
cameras
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post office
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left turns
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connect
ne 125th st
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merging
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bumps
high-speed
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clogs
ne 151st st
calming
trees
repurposing
surveillance
north miami pl
community
overdevelopment
ne 135th st
flooding
flashing
4-way stop
road
turning
bike lanes
parking
accidents
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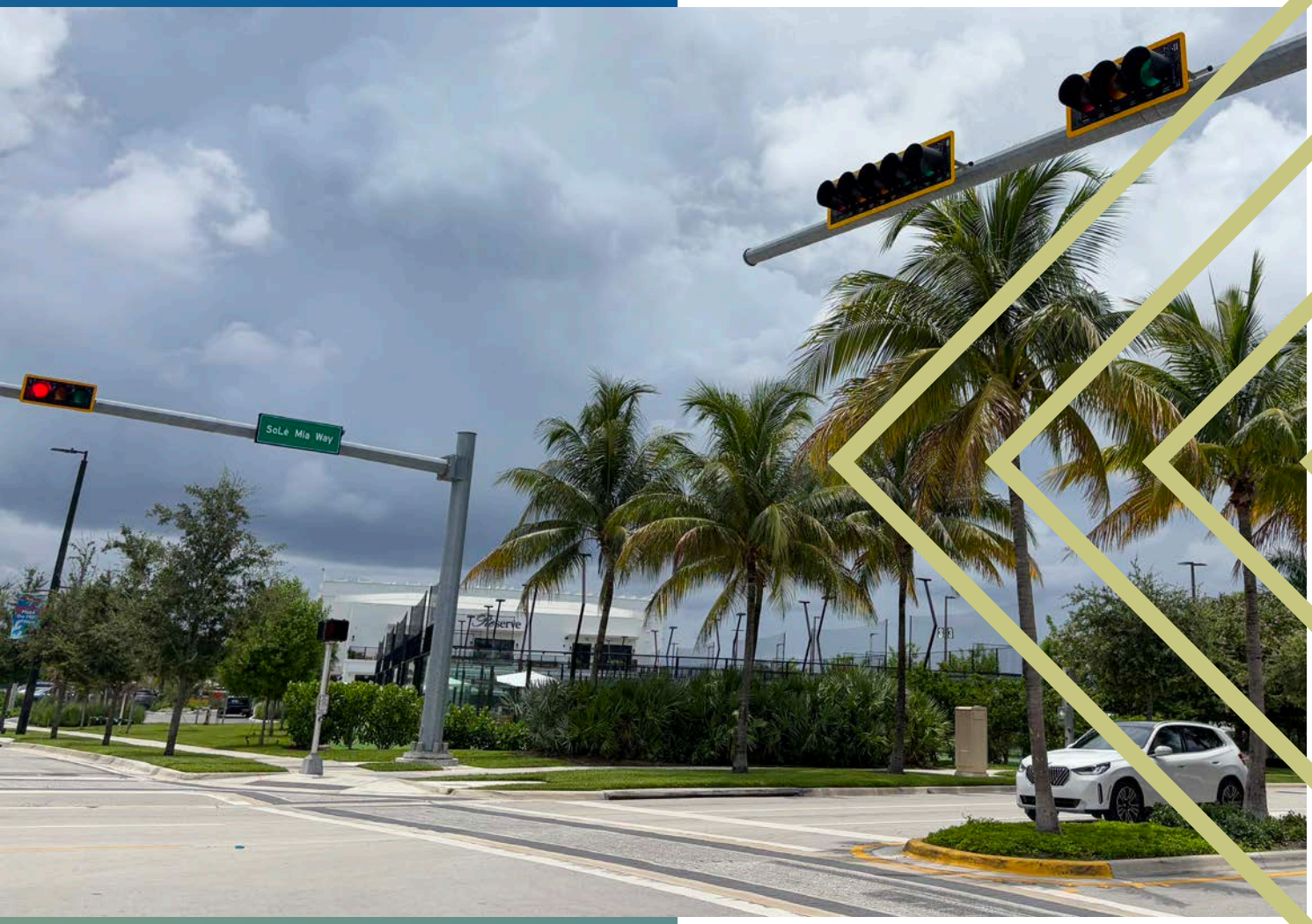
traffic
street lighting

CHAPTER

4



Community Focused Safety Review

CHAPTER 4 – COMMUNITY FOCUSED SAFETY REVIEW

The VZ SAP development focused on the areas that have historically experienced persistent socioeconomic, transportation safety, and access to mobility challenges. These considerations provide important context for both the proposed safety improvements and the project prioritization framework. This chapter identifies designated underserved communities in the City of North Miami and traffic safety in those areas.

Underserved Communities

The USDOT **Underserved Communities Tool** was used to identify whether individual census tracts within the City of North Miami were categorized as underserved communities. Underserved communities are defined consistent with the definition of an Area of Persistent Poverty (APP). The applicable definition of an APP is a Census Tract in which 20 percent or more of the population continually live in poverty, measured from the American Community Survey of the Bureau of Census. A map of census tracts in North Miami with underserved communities is provided in **Figure 22**. Of the City's 17 census tracts, 10 were identified as underserved communities. A total of 38,413 reside (approx. 55% of the city's population) in census tracts identified as underserved. These areas also exhibit a higher average population density of 10,233 people per square mile, compared to 7,854 in non-underserved census tracts.

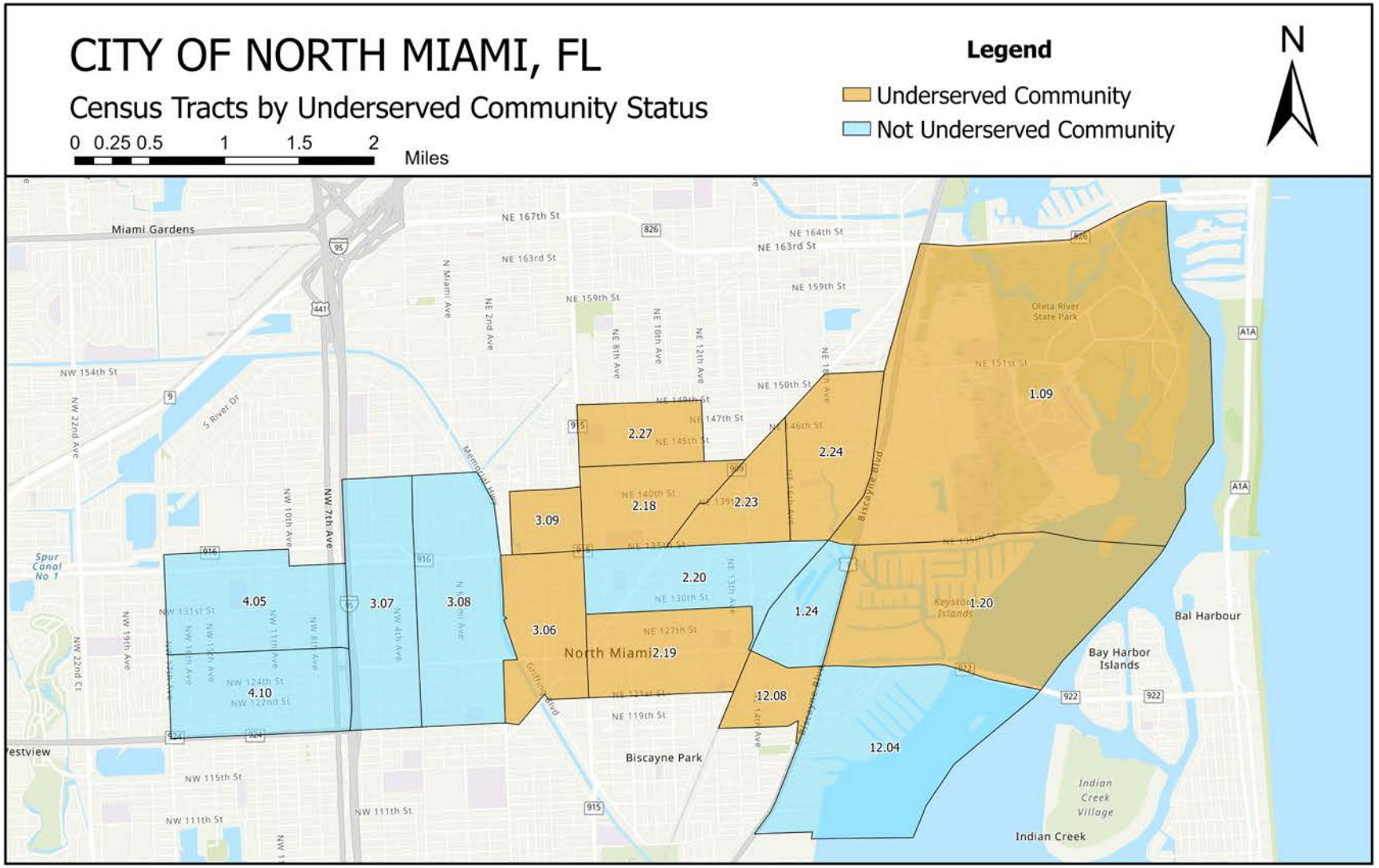


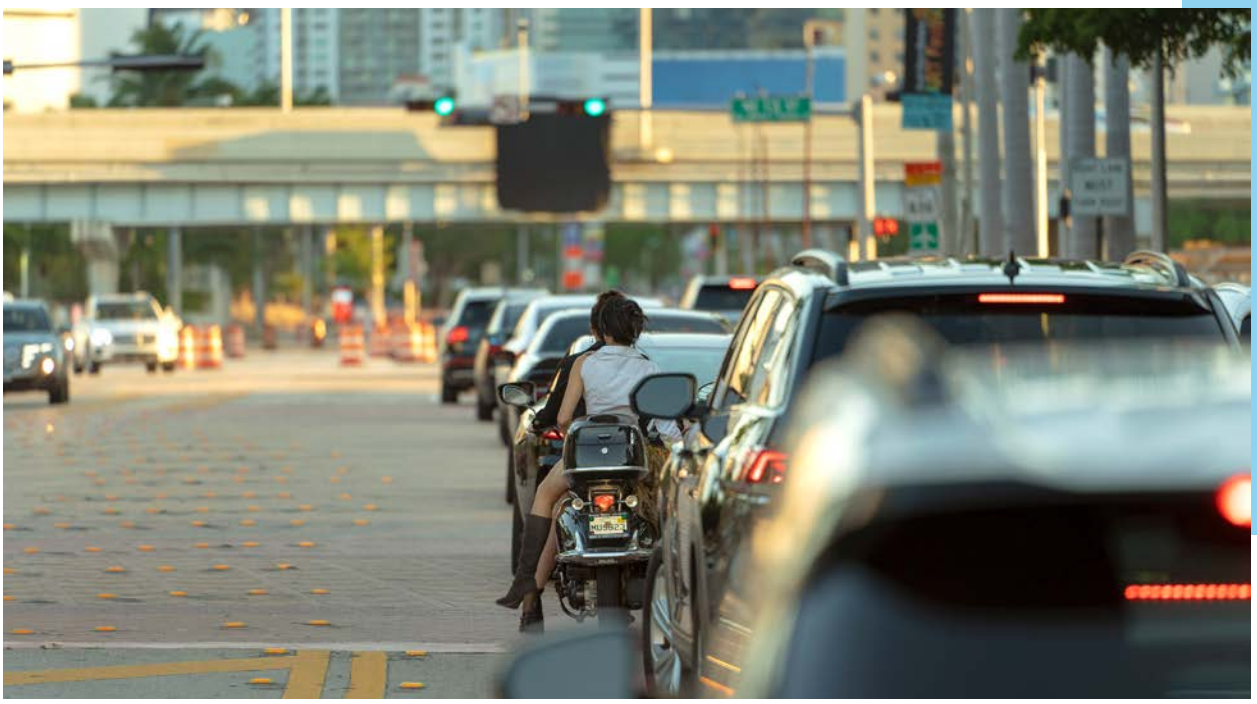
Figure 22: North Miami Census Tracts by Underserved Community Status

Crashes Trends in Underserved Community Areas

Each crash between 2019 to 2024 was assigned to one of the city's 17 census tracts as shown in **Figure 23**. Crashes on road segments that are partially within an underserved census tract were classified as part of the underserved community. **Figure 24** shows the distribution of crashes by underserved status, injury severity, and nighttime crashes.

- 8,264 out of 13,204 crashes were within an underserved community census tract.
- 101 out of 139 severe crashes were within an underserved community census tract.
- 27 out of 35 fatal crashes were within an underserved community census tract.
- 63% of all crashes, 73% of severe crashes, and 77% of fatal crashes occurred within underserved communities.
- 70% of all VRUs crashes and 87% of fatal VRU crashes occurred within underserved communities.
- 57% of all nighttime crashes and 82% of fatal nighttime crashes occurred within underserved communities.

When adjusted for population, measured as crashes per 1,000 residents, underserved communities continue to bear a higher safety burden, with a crash rate of 35 crashes per 1,000 residents, compared to 25 crashes per 1,000 residents in non-underserved communities. These results indicate that fatal and serious injury crashes are overrepresented in underserved communities.



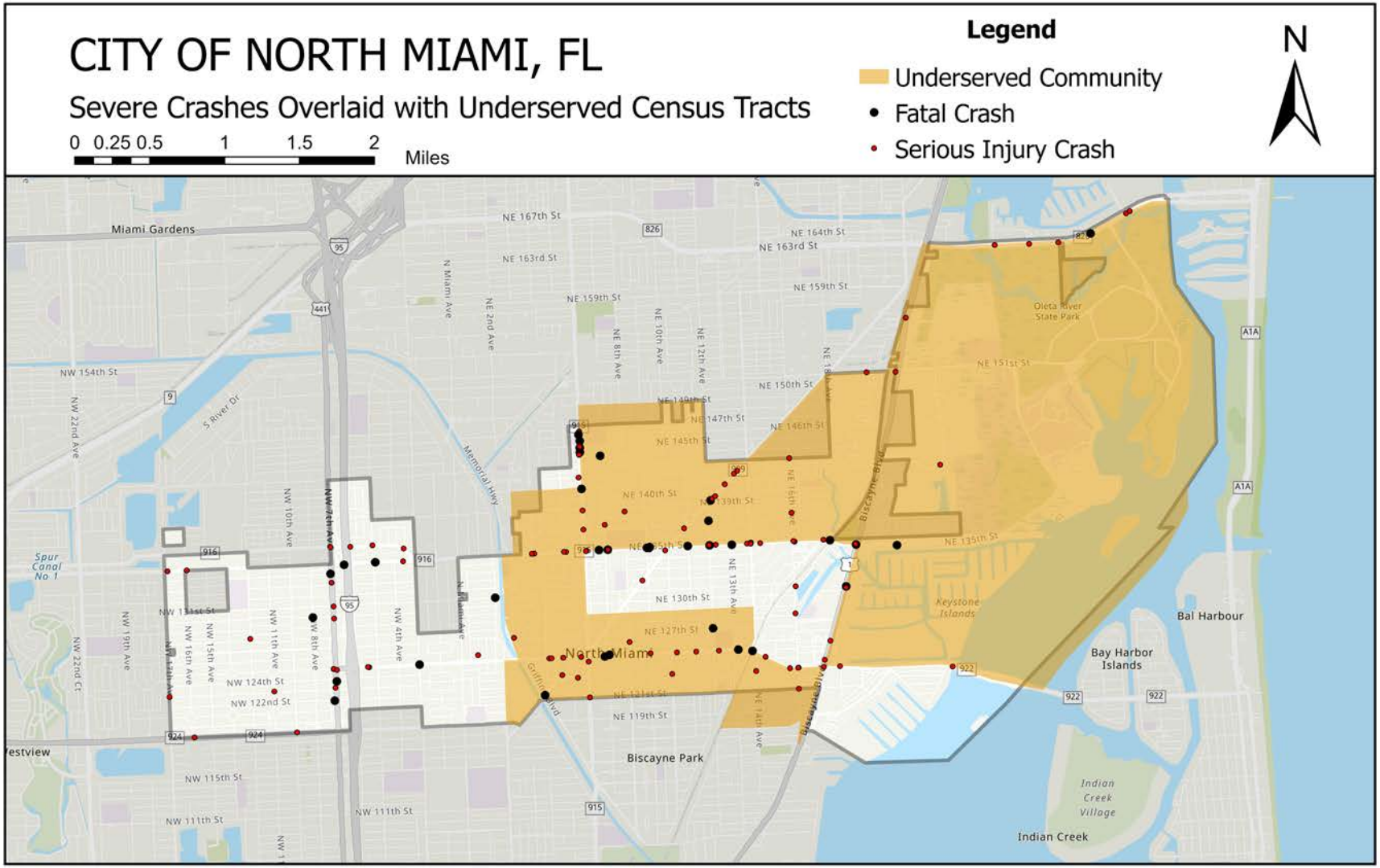


Figure 23: Severe Crashes Overlaid with Underserved Census Tracts

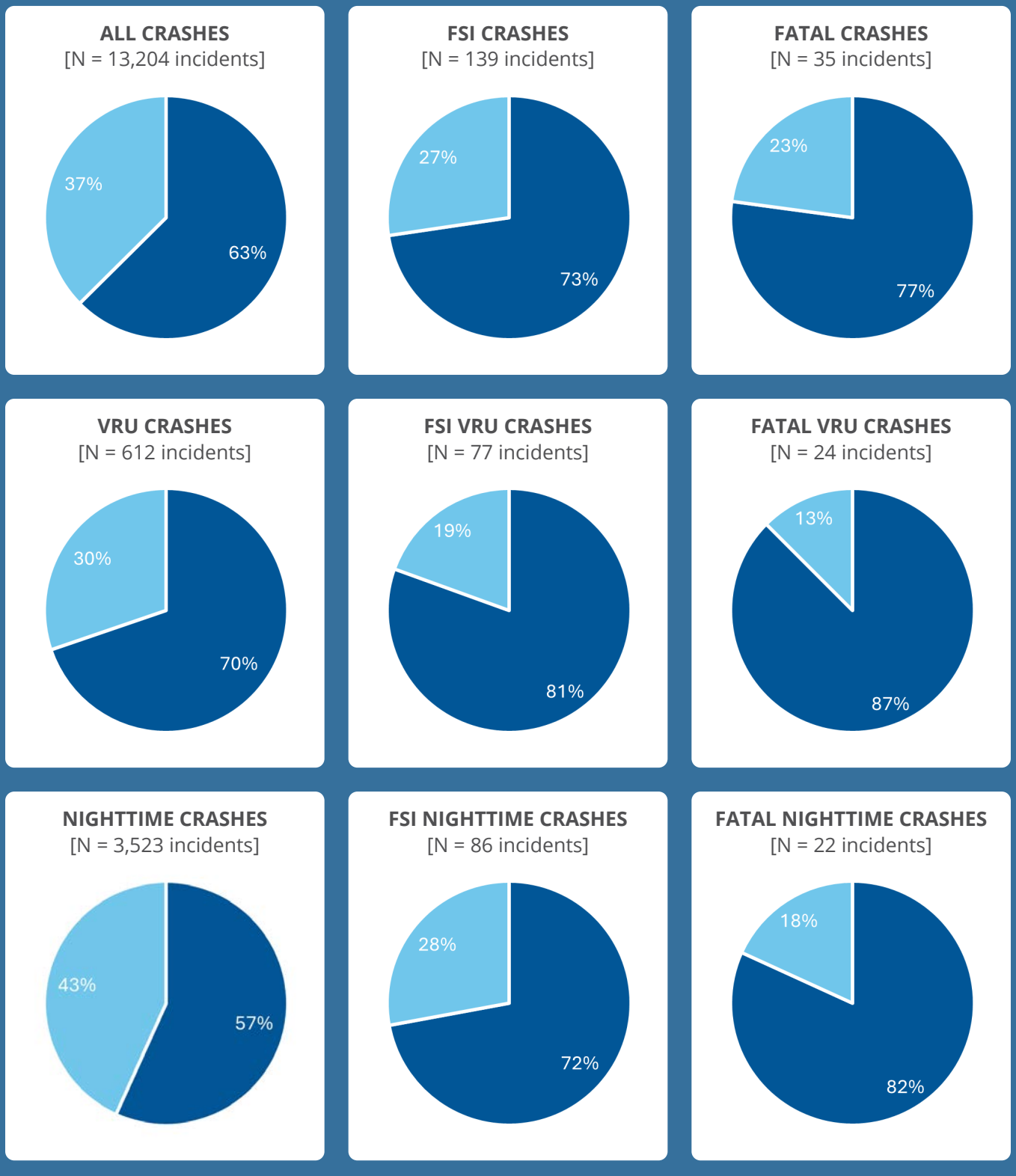


Figure 24: Distribution of Crashes by Underserved Community Status

Priority Locations by Community Type

Figures 25 and **26** show the priority road segments and intersections from the City's High-Injury Network (HIN) along with underserved communities. Of the 16 HIN road segments, 12 are located within or adjacent to an underserved census tract, including 7 state road segments and 5 local road segments. Similarly, 25 out of 36 priority intersections are located within underserved census tracts.

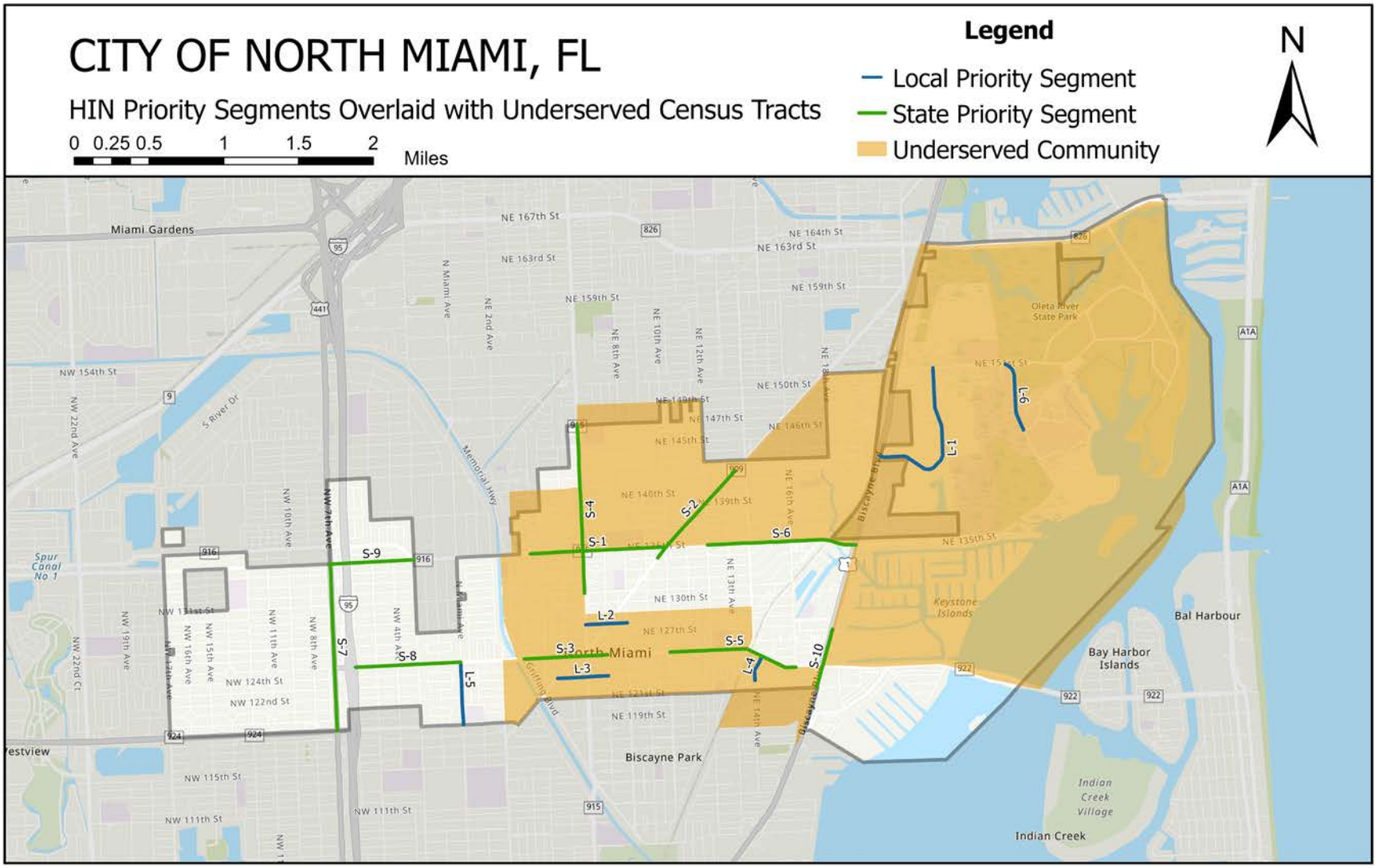


Figure 25: HIN Priority Segments Overlaid with Underserved Census Tracts

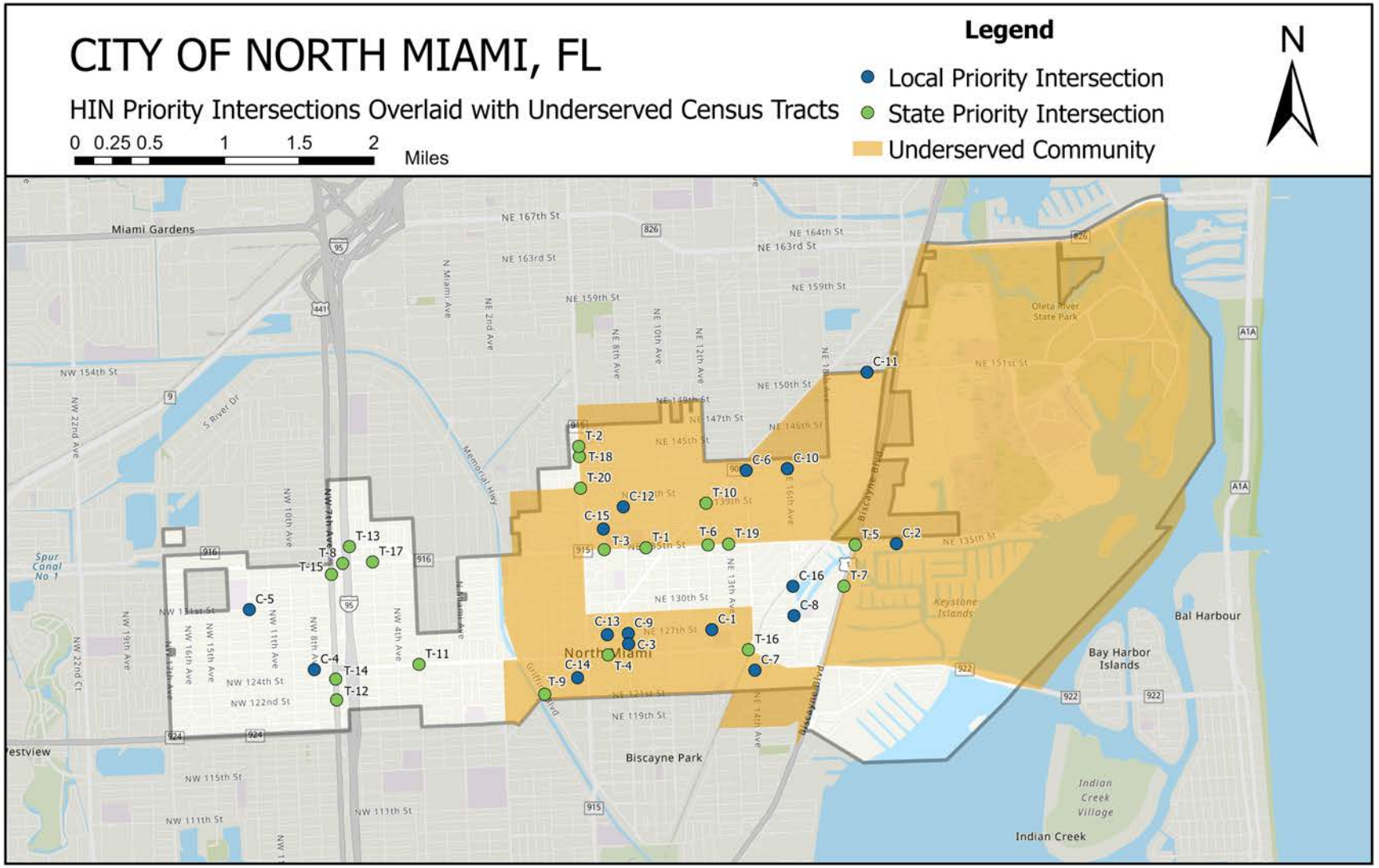
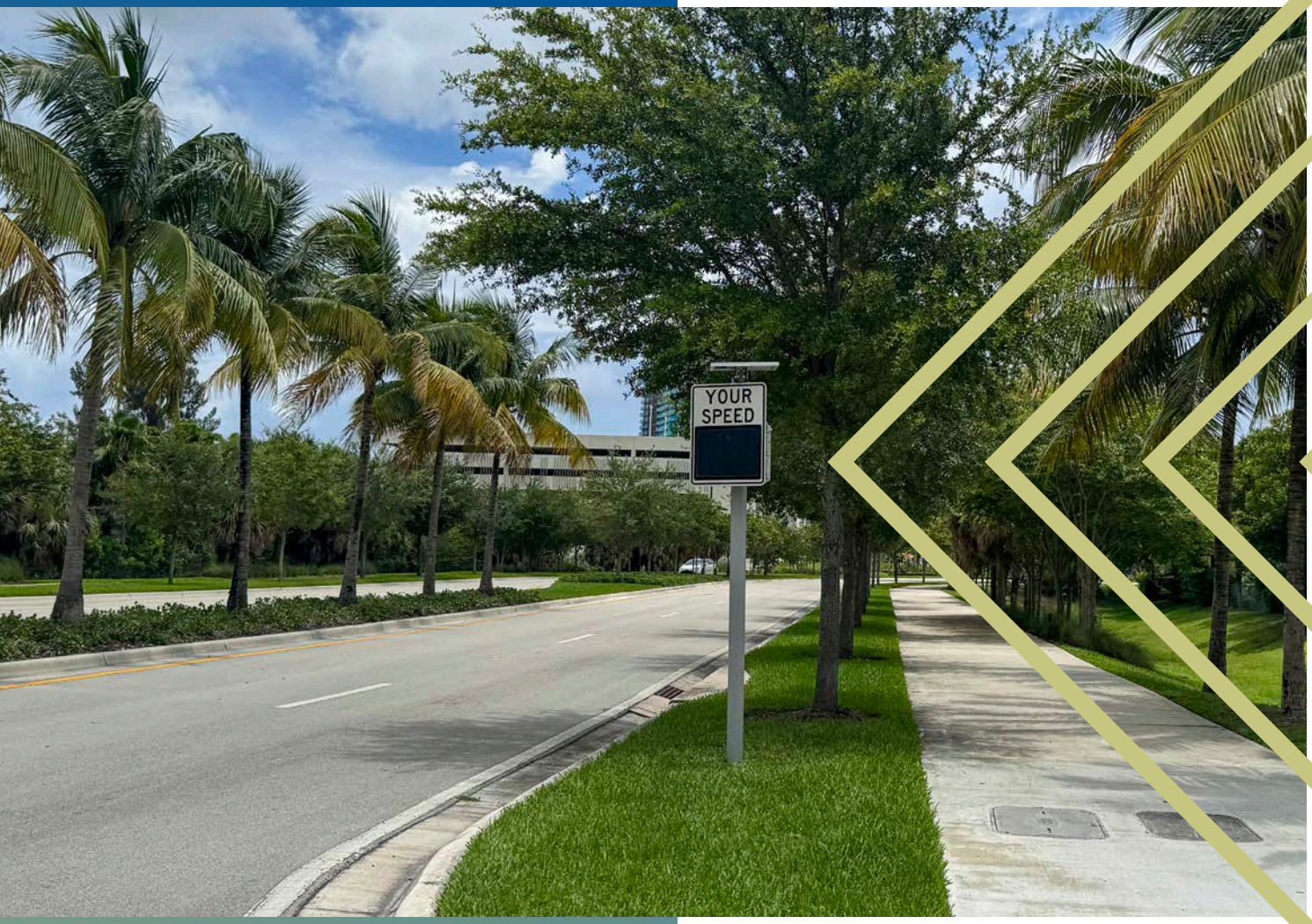


Figure 26: HIN Priority Intersections Overlaid with Underserved Census Tracts

CHAPTER 5



Policy and Process Changes

CHAPTER 5 – POLICY AND PROCESS CHANGES

The policies and processes included in the City's Comprehensive Plan, Land Development Regulations, Applications, and Mobility Action Plan and Mobility Fee were reviewed to identify Vision Zero supportive existing policies and processes. This review helped to identify opportunities to expand or strengthen existing policies and processes to make strides toward the goal of Vision Zero. Documented existing Vision Zero policies and processes are shown in **Table 5** and detailed research is included in **Appendix C**.

REFERENCE	GOALS, OBJECTIVES, AND POLICIES
Comprehensive Plan – Future Land Use Element	Objective 1.1: Promotes walkable and connected communities, compact development, and a multimodal transportation system, including pedestrian, bicycle, and transit.
	Policy 1.3.2: Prepares a Complete Streets plan for primary and secondary arterials.
	Policy 1.3.6: Enhances façade and streetscape within the Planned Corridor Development (PCD) Overlay to support multimodal and pedestrian-friendly environments.
Comprehensive Plan – Transportation Element	Goal 2A: Provides a safe, convenient, effective, and efficient multimodal transportation system with an emphasis on public transportation.
	Policy 2A.2.7: Implements recommendations from the Transportation Master Plan and Downtown and Major Corridors Master Plan to improve sidewalks and develop a well-connected bicycle network.
	Policy 2A.6.1: Maintains an inventory of existing sidewalks that is updated annually.
	Policy 2A.7.4: Requires pedestrian access in redeveloped areas and new developments.
	Policy 2A.8.4: Requires bicycle parking facilities in all new developments and as part of redevelopment of non-residential uses.

Table 5: Existing Vision Zero Supportive Policies and Processes

The policy and process recommendations including changes to the land development regulations outlined in **Tables 6** and **7** are intended to help daily decision-making to lead future transportation planning and land development (including redevelopment) in a direction that enhances the City's efforts to make strides toward the goal of zero fatal or serious injury crashes. Recommendations are outlined with additional context in **Appendix C**.

FOCUS	RECOMMENDATION
Vision Zero Program Implementation	Designate a Vision Zero Champion. A staff person knowledgeable of the Vision Zero goals and initiatives. The role of the VZ Champion includes advocating to ensure the VZ SAP implementation and coordination with stakeholders.
Pedestrian/Bicycle	Provide standards/regulations within the Land Development Regulations to require continuous landscaping within the medians to discourage pedestrians from crossing midblock (example next page).
	Coordinate with Miami-Dade County DTPW and FDOT to install Accessible Pedestrian Signals and/or passive pedestrian detection at signalized crosswalks near schools and high pedestrian locations to improve utilization of pedestrian facilities and compliance.
Street Lighting	Implement a policy to expand the use of Light Emitting Diode (LED) lighting for all new and retrofit projects throughout the City (i.e., replacing existing High-Pressure Sodium (HPS) fixtures).
	Provide at minimum one streetlight per residential street intersection.
	Consider the use of Smart Lighting Technology (adaptive lighting techniques) in high nighttime crash locations to notify the maintaining agencies when the lights are not functioning properly.
Neighborhood Streets	Mark centerlines on all residential streets.
	Provide crosswalk connections and ADA facilities on residential street intersections.
	Consider a 25-mph neighborhood speed limits in residential districts based on street classification.
School Areas	Consider adding/modifying the existing Mobility Action Plan to identify the best practices for improving road safety for students.
	Coordinate with MDCPS, local schools, TPO, and DTPW to develop SRTS infrastructure grant applications to improve safety of students walking and biking.
	Review adequacy of crossing guards and locations.
Bus Stops	Utilize best practices to minimize distance of crosswalks to designated bus stops.
	Promote safety messages at bus stops and within buses by coordinating with County, Miami-Dade TPO, and municipality's community outreach services.
	Identify desired bus stop amenities and safety features such as sidewalk width, bike racks, shelters, lighting, ADA facilities and coordinate with transit providers and developers to make enhancements.

FOCUS	RECOMMENDATION
Rail Crossings	Coordinate with Miami-Dade County DTPW, FDOT, and rail operators to evaluate rail crossings for safety improvements.
	Review traffic signal preemption phases for near-by signalized intersections to ensure conflicting movements are cleared before gate closure and curtailed during rail gate closures.
Micromobility	Promote safety messaging of the usages (i.e., bikes, scooters, etc.)
	Consider incorporating Miami-Dade County's Micromobility Network into the City's Mobility Action Plan.

Table 6: Suggested Vision Zero Supportive Policies and Processes

Top:
Well-maintained continuous shrubs that prevent pedestrians from crossing outside the crosswalk (Image: Google)

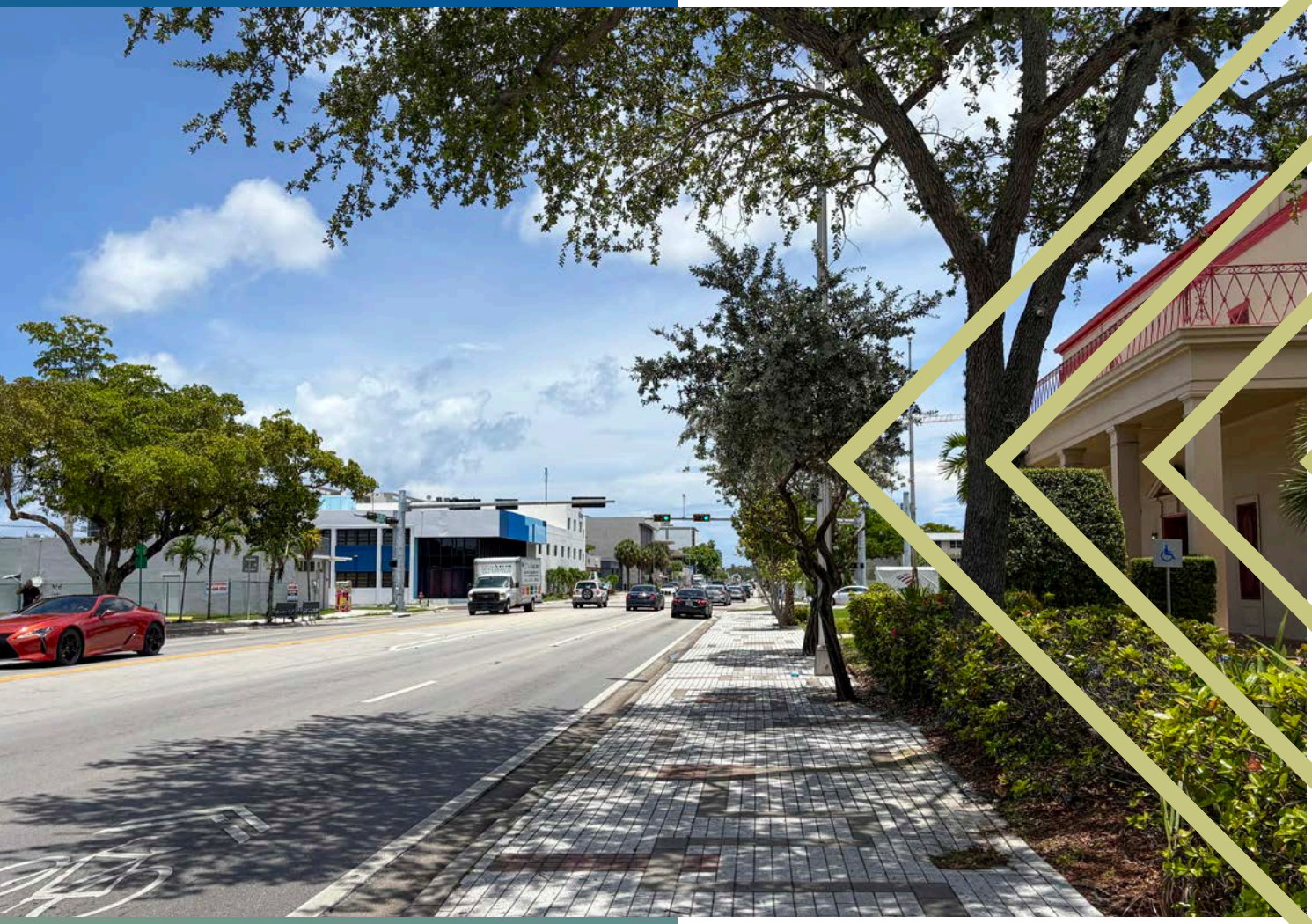
Right:
A uniformly lit intersection (Source: FHWA)

FOCUS	RECOMMENDATION
Article 3. Development Review – Gen-eral Development Review Procedures. Application	Implement safety features outlined in the Mobility Action Plan that will become regulations/code standards to effectively meet the goal of zero fatalities and severe injuries on public roads.
Article 5. Development Standards – Minimum Landscaping and Buffering Requirements.	Enhance the code section to improve use of crosswalks by de-terring midblock crossing by requiring medians to have con-tinuous landscape material that is thick and low lying so as to not restrict vehicular visibility.
Article 5. Development Standards – Minimum Landscaping and Buffering Requirements. General standards	Enhance the code section to require irrigation systems to not off-shoot into sidewalks, bicycle paths, and/or roadways.
Article 5. Development Standards – Minimum Landscaping and Buffering Requirements. Safe sight distance triangle	Enhance and emphasize – "A. Safe sight distance triangle. The safe sight distance triangle area shall not contain obstructions to cross-visibility at a height of two and one half feet to seven feet above grade, in order to minimize traffic hazards at street or driveway intersections. Potential obstructions include, but are not limited to, structures, grass, ground covers, shrubs, vines, hedges, trees, rocks, walls and fences."
Article 5. Development Standards – Parking and Loading. General criteria	Enhance and emphasize – "(K)(1)(a)…Configurations which re-quire backing directly onto a street, excluding alleys, from a parking or loading space are prohibited…"

Table 7: Suggested Vision Zero Supportive Changes to the Land Development Regulations

CHAPTER

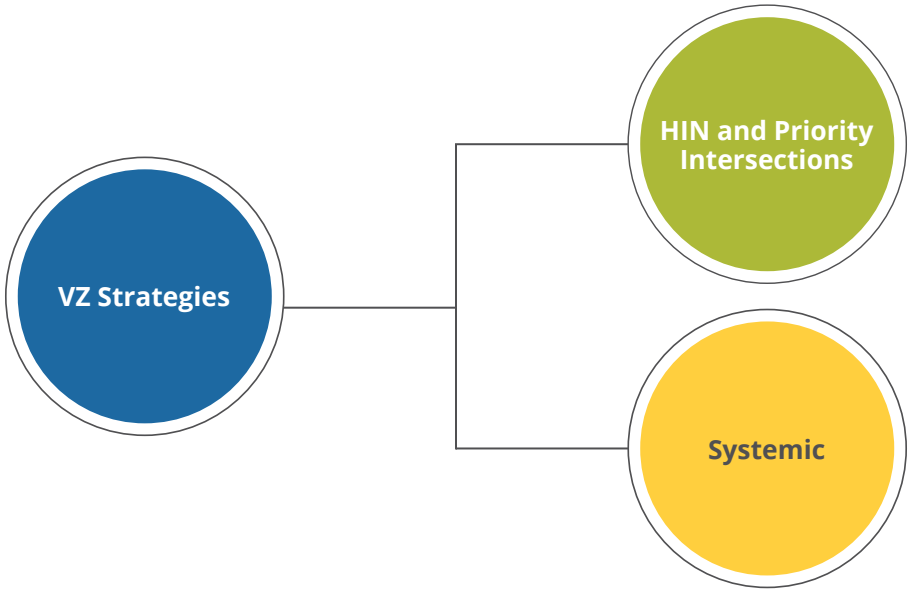
6



Strategy and Project Selection

CHAPTER 6 – STRATEGY AND PROJECT SELECTION

Safety countermeasures and strategies were identified through a combination of historical safety analysis, on-site field observations, best practices research, and feedback from the Steering Committee members and public. A primary consideration of strategy selection is the ability to support the objectives of the VZ SAP and effectiveness at reducing fatal and serious injury crashes. Both engineering and non-engineering countermeasures were considered. The proposed safety countermeasures are divided into two groups: location-specific (HIN segments and priority intersections) and systemic countermeasures.



HIN-Specific Countermeasures

The HIN-segments and intersections are listed in Chapter 2. In coordination with City staff, field reviews were conducted to assess a total of 28 HIN locations to identify planning-level countermeasures.

> These included nine HIN segments (7 state and 2 local) and 14 HIN priority intersections that were within the HIN segments.

Another five priority intersections that were outside of the HIN segments were reviewed. Therefore, a total of 9 HIN segments and 19 priority intersections were reviewed to identify location specific countermeasures. Detailed information of countermeasures proposed for the nine selected HIN roadway segments are included in **Appendix D**. The following subsections provide an example of countermeasures proposed for the HIN Segment S-1 (SR 916/NE 135th Street from NE 3rd Court to SR 909/W Dixie Highway).

Segment S-1 Overview

Figure 27 summarizes notable crash trends, roadway characteristics, and planning-level countermeasures for Segment S-1 (SR 916/NE 135th Street from NE 3rd Court to SR 909/W Dixie Highway). The HIN segment is 0.82 miles long and experienced 764 crashes between 2019 and 2024, which included five fatal crashes and seven serious injury crashes. There were 13 crashes involving pedestrians, including one fatal crash; nine crashes involving motorcyclists, including two fatal crashes; and four crashes involving bicyclists, including one fatal crash. There were 252 nighttime crashes, which resulted in 10 severe crashes (fatal or serious injury).

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

Is Located on an AoPP[1]
Yes - Tract No. 2.18 & 3.09

Is Located within 0.25 mi of a school?
Yes - North Miami High School

Crash History (2019 - 2024)	
No. of Crashes	Severity
5	Fatality (K)
7	Serious Injury (A)
162	Other Injury
590	No Injury
764	**Total**

Frequent Crash Types	
Rear End (41%)	Sideswipe (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 (33%)
1 KA (8%)	2 KA (17%)	1 KA (8%)	10 KA (83%)

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

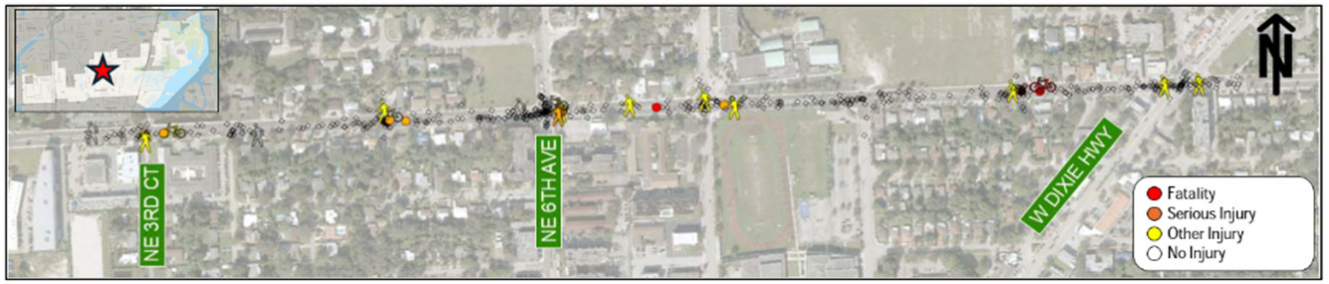


Figure 27: HIN Segment S-1 Overview

Segment S-1 Countermeasures

Figure 28 presents conceptual countermeasures for Segment S-1 (SR 916/NE 135th Street from NE 3rd Court to SR 909/W Dixie Highway). The preliminary countermeasures include:

- Corridor access management
- Lighting improvements
- Protected left turn phases
- Backplates with retroreflective border added to signal heads
- Pedestrian facility enhancements at signalized intersections

Note that further studies and coordination are needed to refine these countermeasures and determine feasibility. The preliminary construction cost estimate of proposed countermeasures is **$1,980,000.**

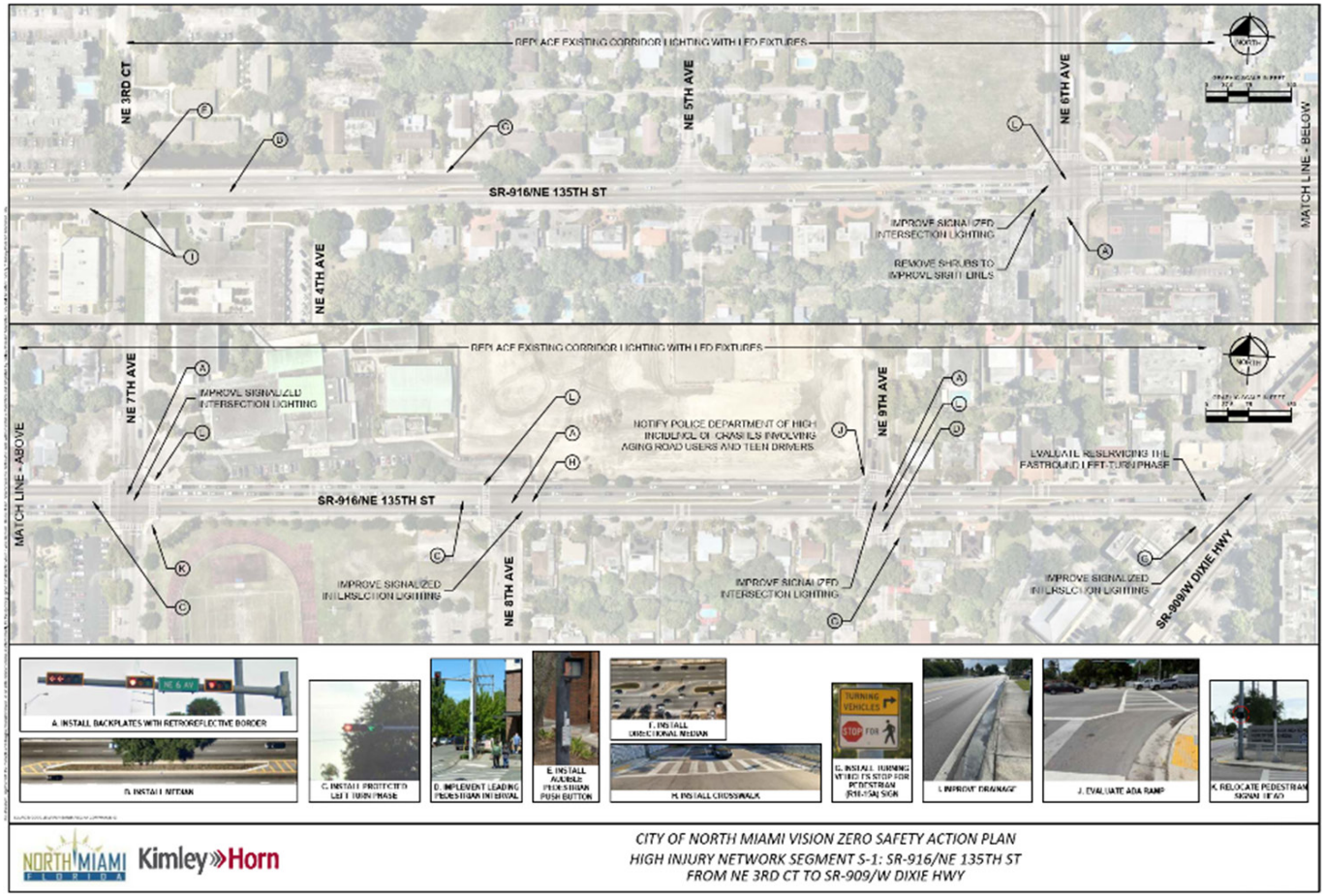


Figure 28: HIN Segment S-1 Countermeasures Sketch

HIN Segments Cost Estimates

Planning level cost estimates were developed for the nine HIN roadway segments listed in **Table 8**. The total preliminary cost to implement the proposed countermeasures is approximately **$13 million**, which includes construction, MOT, mobilization, and contingency cost, not including design fees. These costs are preliminary and further studies and coordination with partner agencies are needed to refine the countermeasures and cost estimates.

SEGMENT NUMBER	ROADWAY	BEGIN	END	MAINTAINING AGENCY	PRELIMINARY COST
S-1	SR-916/NE 135TH ST	NE 3RD CT	SR-909/W DIXIE HWY	FDOT	$1,980,000
S-2	SR-909/W DIXIE HWY	NE 134TH ST	NE 142ND ST	FDOT	$1,740,000
S-3	SR-922/NE 125TH ST	NE 3RD AVE/ GRIFFING BLVD	NE 7TH AVE	FDOT	$680,000
S-4	SR-915/NE 6TH AVE	NE 131ST ST	NE 147TH ST	FDOT	$940,000
S-5	SR-922/NE MIAMI BLVD	NE 10TH AVE	NE 16TH AVE	FDOT	$2,080,000
S-6	SR-916/NE 135TH ST	NE 12TH AVE	US-1/BISCAYNE BLVD	FDOT	$1,980,000
S-7	US-441/NW 7TH AVE	SR-924/NW 119TH ST	SR-916/NW 135TH ST	FDOT	$1,730,000
L-1	NE 143RD ST/SOLE MIA WAY	US-1/BISCAYNE BLVD	NE 151ST ST	City/Private	$1,470,000
L-2	NE 128TH ST	SR-915/NE 6TH AVE	NE 8TH AVE	City	$500,000
Preliminary Construction Total (does not include design fees)					**$13,100,000**

Table 8: Preliminary HIN-Specific Countermeasures Costs

Systemic Countermeasures

Systemic countermeasures are engineering treatments or strategic initiatives that have widespread applicability. The systemic approach identifies locations with similar roadway characteristics and risk factors and typically applies low-to-moderate cost countermeasures. Systemic improvements target safety challenges within various focus areas throughout the City. Systemic countermeasures were identified for six safety focus areas.

- SIGNALIZED INTERSECTIONS
- 2-LANE LOCAL STREETS
- MULTI-LANE ROADS
- NIGHTTIME CONDITIONS
- VULNERABLE ROAD USERS
- SCHOOL AREAS

The following section provides an example of systemic countermeasures for signalized intersections. Detailed systemic countermeasures for all six focus areas are included in **Appendix D**.

Systemic Countermeasures for Signalized Intersections

The crash tree in **Figure 29** provides the justification for developing systemic countermeasures for signalized intersections. Overall, 43% of total crashes within the city occurred at signalized intersections. Further, 46% of fatal/serious injury crashes, 45% of other injury crashes occurred at signalized intersections.

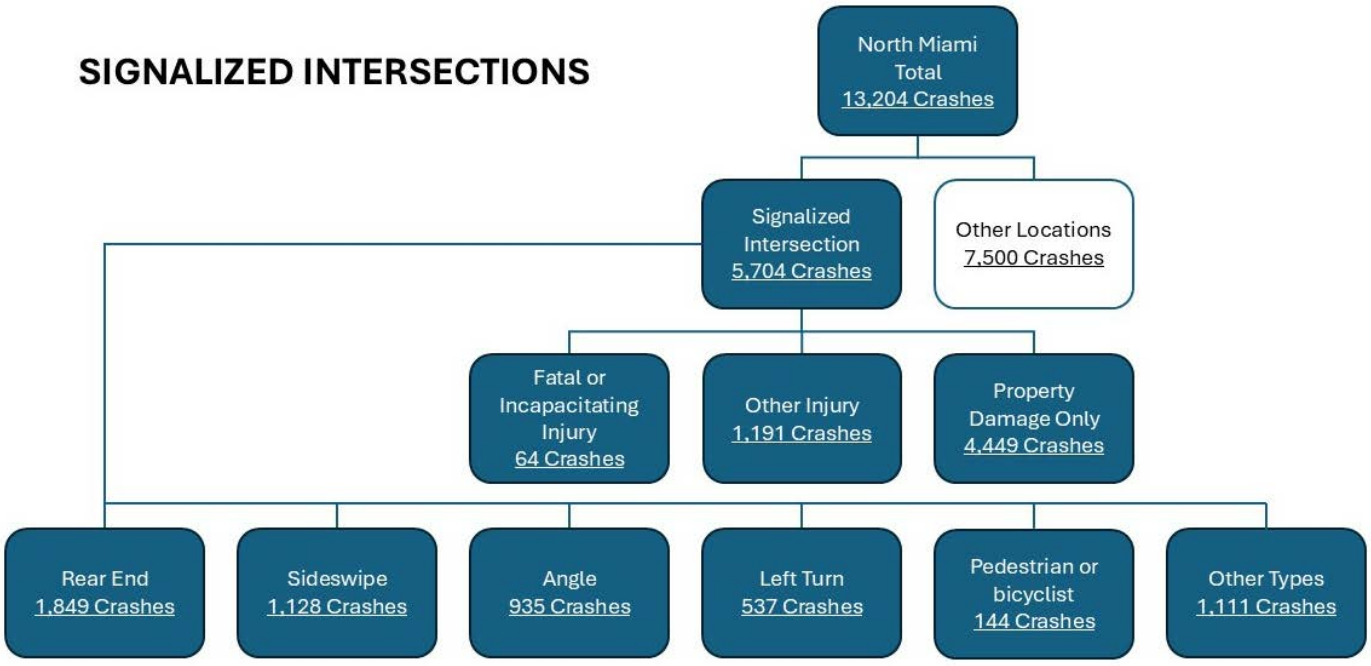


Figure 29: Signalized Intersection Systemic Countermeasure Crash Tree

Table 9 summarizes the systemic countermeasures for signalized intersections.

RISK FACTOR	COUNTERMEASURE	NOTES
Inadequate visibility of traffic signals	Install (flexible) backplates with retroreflective border	
	Provide one signal head per through lane	Applicable to multi-lane roads.
Conflicts involving left turning vehicles	Install a protected left turn phase	On major roads with a dedicated left turn lane
	Install left-turn guide pavement markings	Prioritize skewed intersections and intersections with undivided roads
	Offset left turn lanes to improve sight lines	
Red light running	Evaluate the adequacy of All Red clearance interval	
Traffic weaving/ lane changing	Install advance Next Signal signs	
Inadequate intersection lighting	Improve intersection lighting	
Vehicle-pedestrian conflicts at crosswalks	Install special emphasis crosswalk markings	
	Evaluate adequacy of pedestrian clearance intervals	
Pedestrians crossing against the signal	Reduce pedestrian wait times/ prioritize ped calls	
	Implement Accessible Pedestrian Signals (APS)	Prioritize locations with low use of pedestrian signals, near schools, and pedestrians with disabilities
Pedestrian crashes with turning vehicles	Implement Leading Pedestrian Interval (LPI)	Further analysis is needed
	Implement curb extension	
Pedestrian crashes with left turning vehicles	Install hardened centerlines	
Vehicle-bicycle conflicts	Implement bike boxes at priority locations	
Delays for bicycles	Provide bike-activated signal detection	
Delays for motorcyclists	Verify traffic signal actuation by motorcycles	

Table 9: Signalized Intersection Systemic Countermeasures

The following graphic was developed to illustrate potential systemic countermeasures identified for signalized intersections.

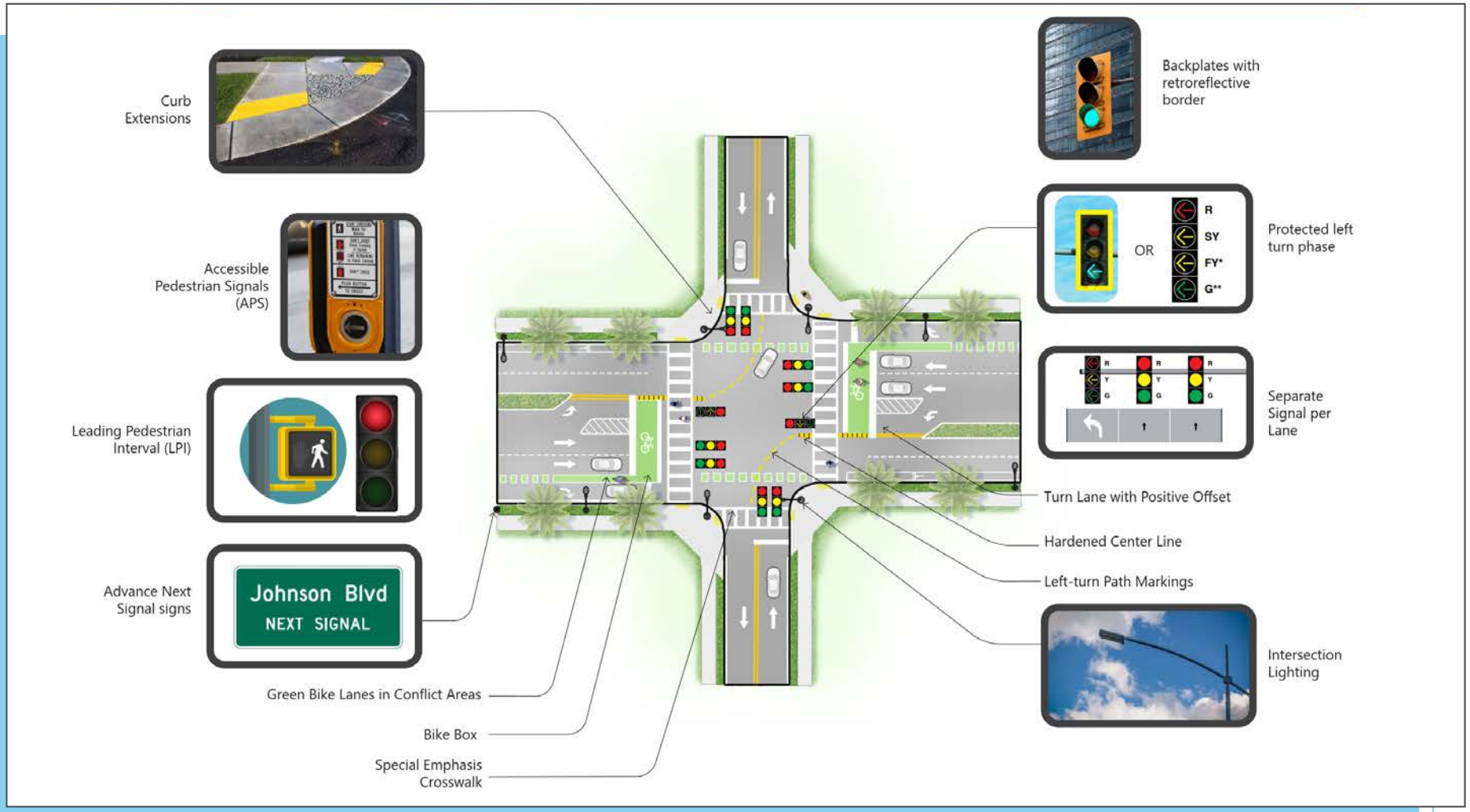


Figure 30: Signalized Intersection Systemic Countermeasures

Prioritization of HIN Locations

The criteria outlined in **Table 10** were used to prioritize the HIN segments and intersections for implementation purposes. Three main categories of prioritization are Safety, Community, and Public/Stakeholder Feedback. Each category had subcategories that were allotted a specific number of points. The more points a location received, the higher it was placed in the ranking.

CATEGORY	SUB-CATEGORY	MEASURE	POINTS
Safety	Crash History - Fatal	Occurrence of a fatal crash during the past 6 years (2019-2024)	4 per crash
	Crash History - Serious Injury	Occurrence of a serious injury crash during the past 6 years	2 per crash
	Crash History - Bike/Ped/Motorcycle	Occurrence of a bicycle, pedestrian, or motorcy-cle crash during the past 6 years	2 per crash
Community	Underserved Community	Located inside of an Underserved Community (NOFO, 2025)	5
	School Proximity	Located within 0.25-mi of a school	10
Public /Stakeholder Feedback	Steering Committee Feedback	Steering Committee Identified Specific Con-cern(s)	0-3*
		Community Identified Specific Concern(s)	1 per comment

Table 10: Prioritization Scoring Criteria

Note: The Steering Committee categorized segments into three tiers: top (3 points), middle (2 points), and low (1 point). Intersections within these segments received the same values. Intersections outside these segments were assigned 0 points.

Priority Segments and Intersections

Using the scoring criteria outlined in **Table 10**, the following top 5 priority intersections and segments were identified. Complete location prioritization and scoring results for the HIN intersections and segments are provided in **Appendix D**. Since all priority segments and intersections are along state roads, coordination with FDOT is required for feasibility assessments and identify studies/projects that FDOT has already developed.

Segments

1. US-441/NW 7th Avenue from SR-924/NW 119th Street to SR-916/NW 135th Street – 161 points
2. SR-915/NE 6th Avenue from NE 131st Street to NE 147th Street – 148 points
3. SR-922/NE 125th Street from NE 3rd Avenue/Griffing Blvd to NE 7th Avenue – 127 points
4. SR-922/N Miami Blvd from NE 10th Avenue to NE 16th Avenue – 124 points
5. SR-916/NE 135th Street from NE 12th Avenue to US-1/Biscayne Blvd – 123 points

Intersections

1. US-1/Biscayne Blvd at SR 916/NE 135th Street – 57 points
2. SR 915/NE 6th Avenue at NE 145th Street – 55 points
3. SR 916/NE 135th Street at NE 9th Avenue – 41 points
4. US-1/Biscayne Blvd at Ixora Ln/NE 130th Street – 40 points
5. SR 916/NE 135th Street at NE 7th Avenue – 37 points

Implementation

Implementation efforts are essential in the pursuit of zero roadway deaths and serious injuries by 2050 as they transform a long-term goal into a structured and achievable strategy. A project implementation plan provides a roadmap with defined milestones, timelines, and responsibilities. Without a clear plan, efforts can become fragmented and ineffective. Coordination efforts with partner agencies such as FDOT, Miami-Dade County, and Miami-Dade TPO are necessary since most of the high-crash risk locations are on state- and county-maintained roads. The following list of recommendations are intended to help the City with its implementation efforts.

Consider potential funding opportunities such as USDOT's Safe Streets and Roads for All (SS4A) Implementation grants and FDOT's Transportation Alternatives Program funds.

Consider potential funding opportunities such as USDOT's Safe Streets and Roads for All (SS4A) Implementation grants and FDOT's Transportation Alternatives Program funds.

Implement the City's Neighborhood Traffic Calming Plan on local streets.

Prioritize low-cost safety systemic countermeasures that can be implemented system-wide to treat locations with similar risk factors.

Use education, enforcement, and policy/process changes to support engineering countermeasures outlined in this VZ SAP..

Collaborate with schools, homeowner associations , transit operators, and major employers. For example, FDOT's Safe Routes to School (SRTS) infrastructure grants can be used to improve infrastructure near schools to encourage students to walk and bike to school.

Designate a city staff member as the Vision Zero Champion to coordinate implementation actions.

The implementation plan should prioritize mitigating crash trends at the leading crash locations including vulnerable road users and crash patterns associated with an increased probability of resulting in a serious injury or fatality. Based on the data analysis and stakeholder coordination the following priorities are identified:

- The HIN segments (10 state road segments and 6 local/county road segments) approximately 10 miles in length experienced 76% of fatal and serious injury crashes between 2019 and 2024, identified in Chapter 2.
- Crashes involving VRUs (pedestrians, motorcyclists, and cyclists) accounted for 69% of fatal crashes between 2019 and 2024, identified in Chapter 2.
- Nighttime crashes accounted for 62% of fatal crashes between 2019 and 2024, identified in Chapter 2.
- Other safety focus areas identified include signalized intersections, muti-lane roadways, two-lane local streets, and areas near schools, identified in Chapter 6.
- The projects in areas designated as Underserved Communities should be considered for prioritization due to overrepresentation of fatal and serious injury crashes, identified in Chapter 4.
- Policy and process changes identified in Chapter 5.

In addition to city-led implementation efforts, key priorities have been identified for both Miami-Dade County and the Florida Department of Transportation. These include roadway improvements and programmed projects anticipated to enhance safety within the City of North Miami's transportation network. Ongoing coordination and proactive monitoring of county- and state-initiated initiatives are recommended to ensure alignment and maximize safety outcomes.

Miami-Dade County VZ SAP Priorities

Miami-Dade County's Vision Zero Safety Action Plan (2024) identifies three priority segments within the City of North Miami.

- **Priority #1:** NE 9th Avenue between NE 125th Street and NE 131st Street

  Description: Speeding along segment meets the criteria for traffic calming devices.
- **Priority #2:** NE 118th Avenue at Sans Souci Boulevard

  Description: Traffic calming devices such as traffic circles are recommended.
- **Priority #3:** NE 10th Avenue from NE 137th Avenue to NE 143rd Street

  Description: Traffic calming measures are justified along the segment.

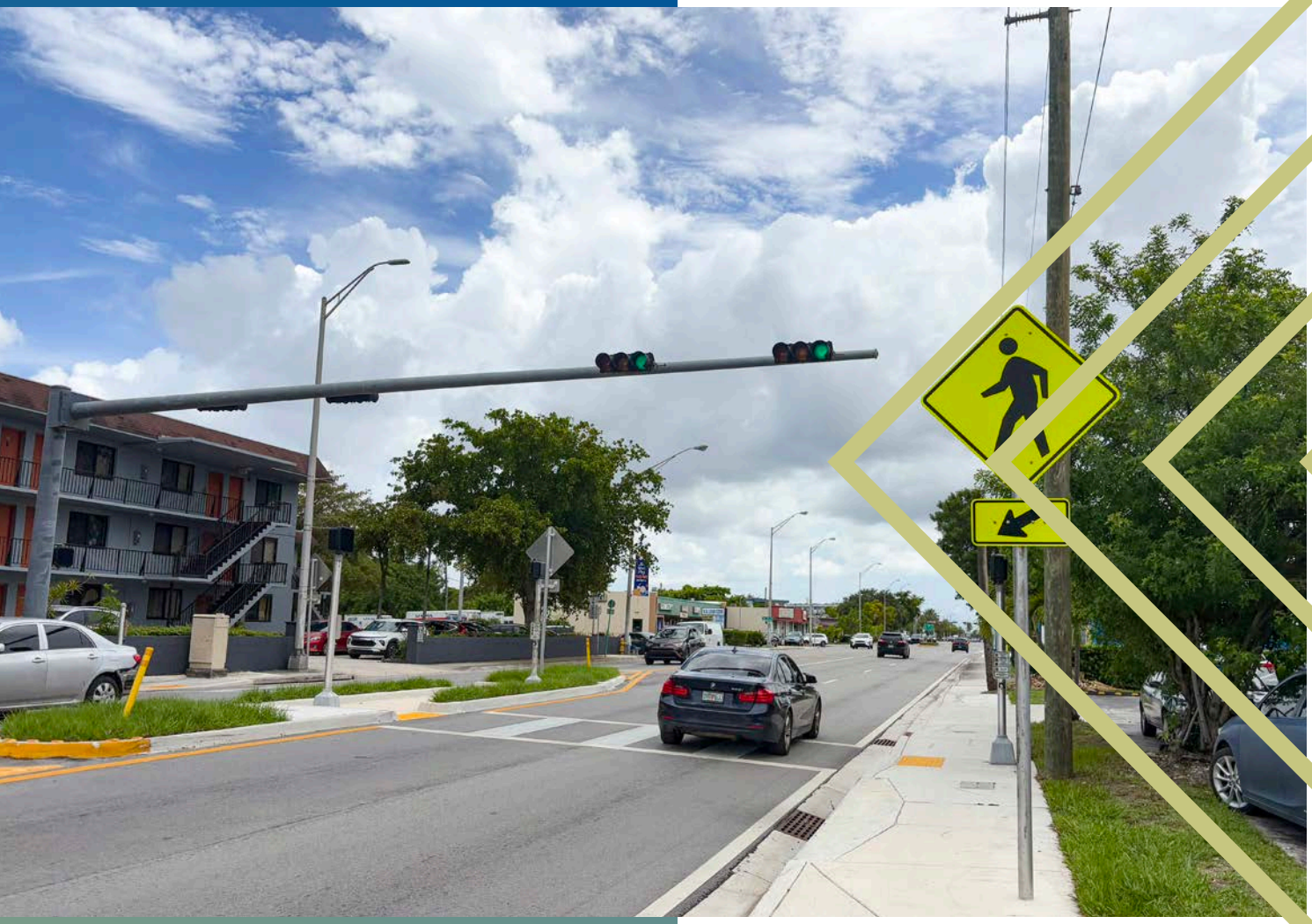
FDOT Programmed Projects

Future programmed projects in the FDOT Five-Year Work Program serve as potential opportunities to explore implementation of strategies identified in the VZ SAP. The Five-Year Work Program for Fiscal Years 2026-30 identifies the following resurfacing, safety, and planning projects within the City of North Miami:

- **FM 452559-1:** Resurfacing – SR 916 at I-95 and SR 922 from NW 5th Avenue to NW 4th Avenue. Construction in 2027.
- **FM 452562-1:** Resurfacing - SR 826/NE 163rd Street from east of US-1/ Biscayne Boulevard to east of NE 35th Avenue. Construction in 2028
- **FM 452293-1:** Pedestrian Safety Improvement – SR 915/NE 6th Avenue from NE 125th Street to NE 135th Street. Preliminary engineering in 2028.
- **FM 451123-1:** Pedestrian Safety Improvement – US-1/Biscayne Boulevard from NE 123rd Street to NE 163rd Street. Construction in 2029.
- **FM 449270-1:** Transportation Planning – US-1/Biscayne Boulevard grade separation at NE 163rd Street. Planning funds in 2029.

CHAPTER

7



Progress and Transparency

CHAPTER 7 – PROGRESS AND TRANSPARENCY

The City of North Miami will continue to maintain the Vision Zero web page, **www.northmiamifl.gov/visionzero**. A copy of the VZ SAP report will be posted on the website. The website will be updated regularly with the status of projects/actions identified in the VZ SAP as they advance toward implementation. This ensures the public can follow the progress, understand implementation timelines, and engage with the City's and stakeholders' efforts toward safer streets for all road users. Progress toward Vision Zero goals will be tracked and annually reported as explained below.

Monitoring and Reporting

Figure 31 illustrates a projection of annual crashes aligned with the City of North Miami's aspiration of zero traffic-related fatalities and serious injuries by 2050. This trend includes an interim goal of a 50% reduction in fatal and serious injury crashes by 2035.

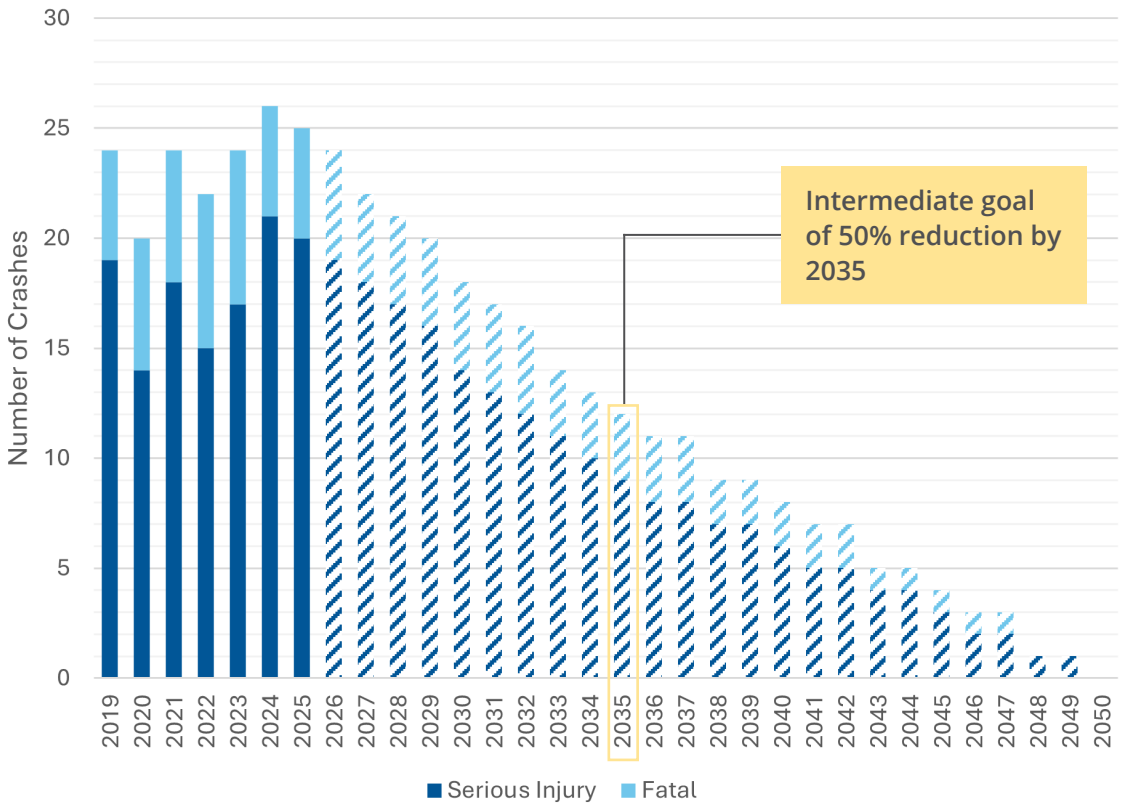


Figure 31: Annual Crash Projection to Zero Traffic-Related Fatalities and Serious Injuries

A Safety Performance Informational Flyer and Safety Outcomes Tracker will be developed each year using regularly updated crash data through the University of Florida's Signal 4 Analytics (S4A). Crash records are typically accessible via S4A approximately eight weeks after a crash. To maintain consistency and allow timely evaluation, it is recommended that the report be completed each March or April. Key performance metrics outlined in these concise publications will help communicate the progress toward Vision Zero goals.

City of North Miami Vision Zero Safety Action Plan
Annual Progress Report

NORTH MIAMI FLORIDA

REPORTING YEAR: 2025

PERFORMANCE MEASURE	SOURCE	2020-2024 AVERAGE	2019-2023 AVERAGE	% INCREASE/ DECREASE
MONITORING KEY SAFETY OUTCOMES				
Number of Fatal Crashes (2020-2024)	Signal 4 Analytics	5.8	5.6	+3%
Number of Serious Injury Crashes (2020-2024)	Signal 4 Analytics	16.0	15.8	+1%
Number of Total Crashes (2020-2024)	Signal 4 Analytics	2,122.6	2,138.0	-1%
Number of Pedestrian Crashes (2020-2024)	Signal 4 Analytics	42.4	38.0	+10%
Number of Bicycle Crashes (2020-2024)	Signal 4 Analytics	24.8	22.0	+11%
Number of Motorcycle Crashes (2020-2024)	Signal 4 Analytics	35.6	31.2	+12%
Number of Nighttime Crashes (2020-2024)	Signal 4 Analytics	562.2	550.8	+2%
VISION ZERO IMPLEMENTATION TRACKER				
Number of Corridor Safety Projects Planned/Implemented	City Records			
Number of Intersection Safety Projects Planned/Implemented	City Records			
Number of Traffic Calming Projects Planned/Implemented	City Records			
Number of Midblock Crosswalks Planned/Implemented	City Records			
Number of Safe Routes to School Projects Planned/Implemented	City Records			
Number of Safety Grant Applications Submitted	City Records			
Number of Safety Education Campaigns Conducted	City Records			
Number of Safety Enforcement Campaigns Conducted	City Records			
Number of Community Engagement Events Planned/Implemented	City Records			
Number of Safety Social Media Posts	City Records			
Number of Policies/Process Changes Planned/Implemented	City Records			

Key Project Highlights:

Figure 32: Annual Safety Performance Informational Flyer Template

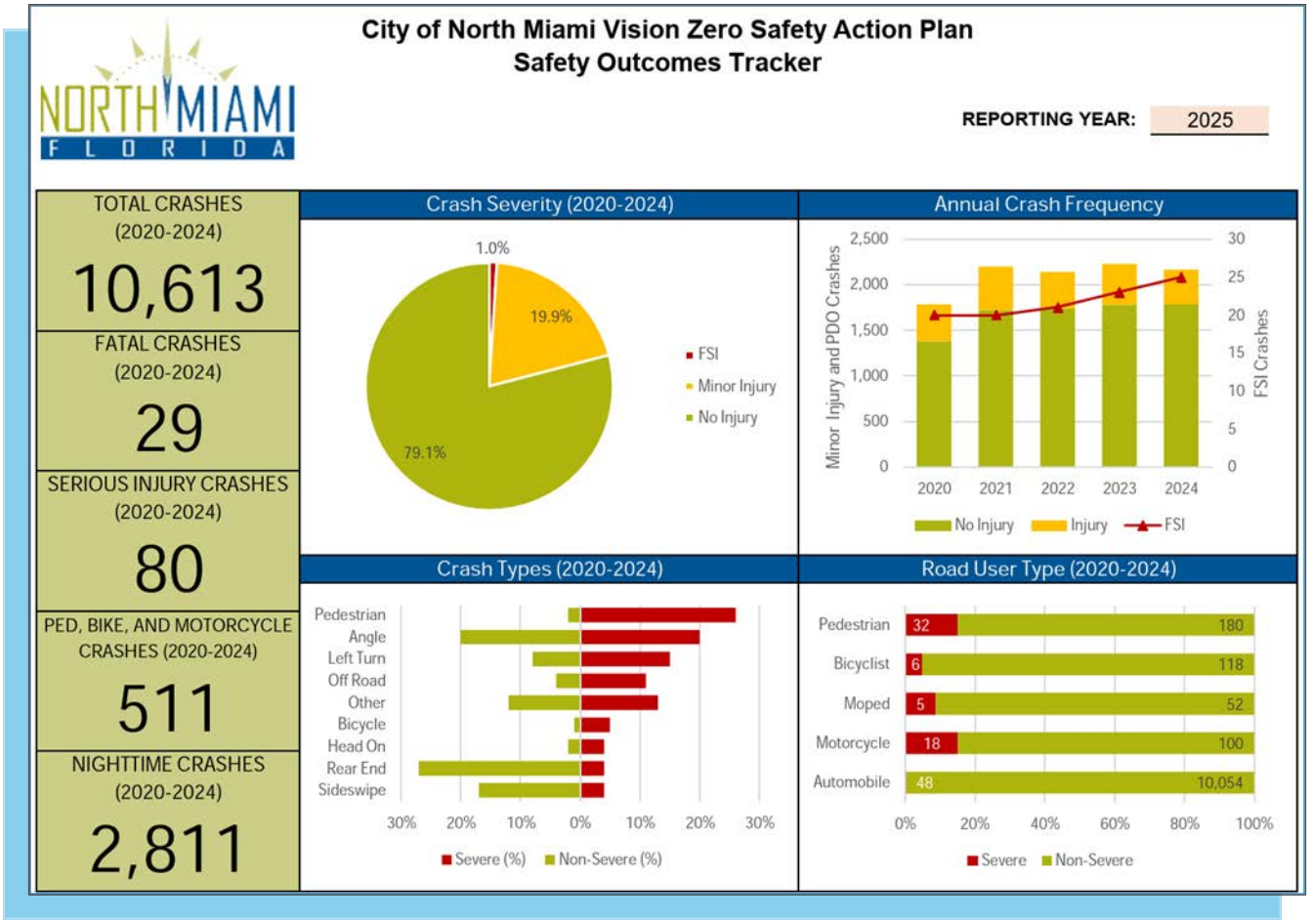


Figure 33: Safety Outcomes Tracker Template

Safety Action Plan Updates

The Vision Zero Safety Action Plan is intended to be a living document that evolves in response to the changing safety needs of North Miami's transportation network. As the City continues its progress toward Vision Zero goal, periodic updates may be necessary to incorporate new data, emerging best practices, and new insights from community engagement. As a best practice, the Safety Action Plan should be reviewed every **five years** and implement necessary updates.

Safety Starts With You

APPENDIX

A

SAFETY ANALYSIS

TABLE OF CONTENTS

SAFETY ANALYSIS 1

Crash Trends and Severity 1
Crash Types 3
Vulnerable Road Users 4
Contributing Actions 6
Environmental Risk Factors 7
Driver Characteristics and Behaviors 8
Temporal Crash Patterns 9

- Crashes by Month 10
- Crashes by Day of the Week 11
- Crashes by Time of Day 12

Spatial Distribution 12
High-Injury Network 15

- Data Formulation 15
- Intersection Safety Performance Metrics 16
- Segment Safety Performance Metrics 16
- Segment Prioritization Approach 17
- Intersection Prioritization Approach 17
- Summary of High-Injury Network 17

Safety Focus Areas 24

- Signalized Intersections 25
- Two-lane Local Streets 26
- Multi-lane Highway Segments 27
- Nighttime Crashes 28
- Vulnerable Road Users 31
- School Areas 34

LIST OF FIGURES

Figure 1: Distribution of Crashes by Injury Severity 1
Figure 2: Annual Crash Frequency by Injury Severity 2
Figure 3: Distribution of Crashes by Type and Severity 3
Figure 4: Distribution of Crashes Involving Vulnerable Road Users 4
Figure 5: Pedestrian Crashes from 2019 to 2024 in North Miami 5
Figure 6: Roadway and Environmental Risk Factors for Total and FSI Crashes 7
Figure 7: Driver Behavior Characteristics for Total and Severe Crashes 8
Figure 8: Driver Behavior Characteristics for Total and Severe Crashes 9
Figure 9: Distribution of Crashes by Month 10
Figure 10: Distribution of Crashes by Day of the Week 11
Figure 11: Distribution of Crashes by Day of the Week 12
Figure 12: All Crashes Heat Map 13
Figure 13: Fatal and Serious Injury Crash Heat Map 14
Figure 14: High Injury Network Priority Road Segments 18
Figure 15: High Injury Network Priority Intersections (Local Roads) 20
Figure 16: High Injury Network Priority Intersections (State Roads) 22
Figure 17: Signalized Intersections Crash Tree for North Miami 25
Figure 18: Two-Lane Local Streets Crash Tree for North Miami 26
Figure 19: Multi-Lane Highways Crash Tree for North Miami 27
Figure 20: Nighttime Crash Tree for North Miami 28
Figure 21: Priority Intersections by Number of Nighttime Crashes 30
Figure 22: Vulnerable Road Users Crash Tree for North Miami 31
Figure 23: Priority Intersections by Number of VRU Crashes 33
Figure 24: School Areas Crash Tree for North Miami 34
Figure 25: Fatal and Serious Injury Crashes within 0.25 miles of Schools 36

LIST OF TABLES

Table 1: FDOT Comprehensive Crash Costs 2
Table 2: Contributing Actions of Fatal and Serious Injury Crashes 6
Table 3: Crash Costs and Equivalent Values by Severity Level 16
Table 4: Intersections with the Highest Number of Nighttime Crashes 19
Table 5: HIN Priority Intersections (Local Roads 21
Table 6: HIN Priority Intersections (State Roads) 23
Table 7: Intersections with the Highest Number of Nighttime Crashes 29
Table 8: Intersections with the Highest Number of VRU Crashes 32
Table 9: Crashes Occurring near Schools within the City of North Miami 35

SAFETY ANALYSIS

The City of North Miami Vision Zero Safety Action Plan (VZ SAP) is data-driven, with historical crash records guiding decisions on safety investments. This appendix highlights key crash trends, including contributing actions, temporal patterns, driver behavior, and spatial distribution of crashes. The development of North Miami's High-Injury Network (HIN), a set of priority road segments and intersections where traffic crash injuries and fatalities occur at elevated rates, is also documented. This VZ SAP focuses on non-limited access roadways; therefore, crashes on the I-95 freeway were not included in the analysis. Similarly, crashes on private roads and parking lots are outside of the VZ SAP scope.

Crash Trends and Severity

The City of North Miami recorded 13,204 crashes from 2019 to 2024, according to data from the University of Florida's Signal 4 Analytics (S4A) database. These included 35 fatal crashes and 104 serious injury crashes, resulting in 35 fatalities and 113 serious injuries. As shown in **Figure 1**, fatal and serious injury (FSI) crashes accounted for approximately 1.1% of all crashes, and these crashes are a primary focus of the City's VZ SAP.

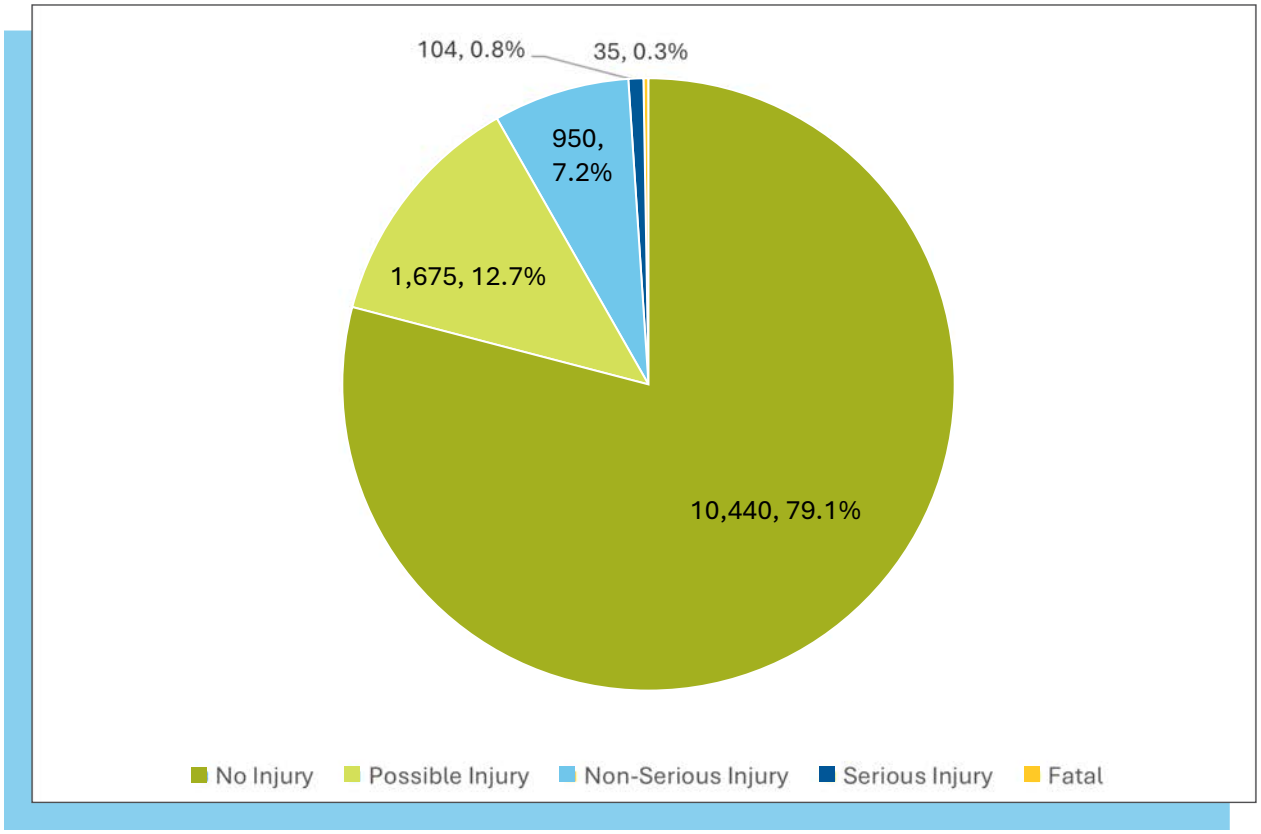
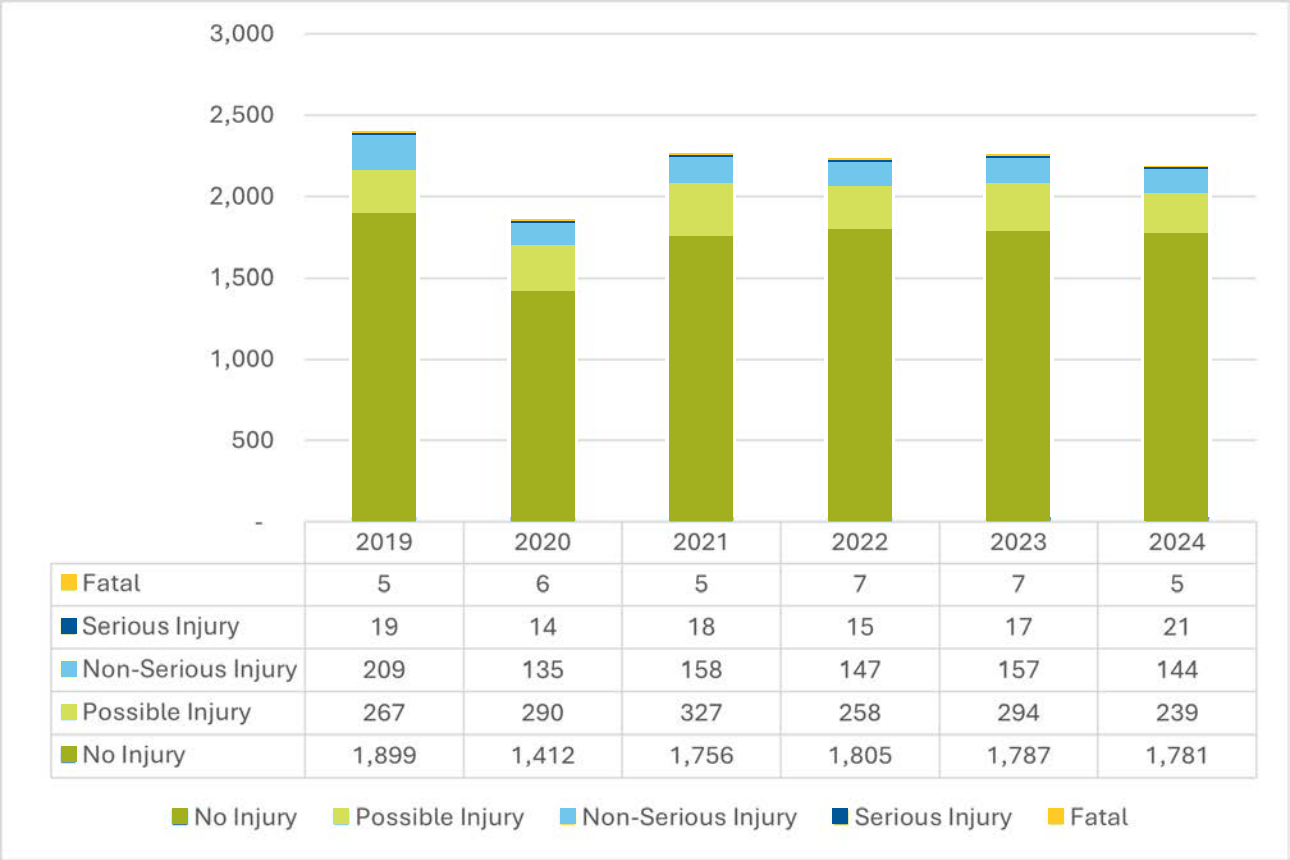


Figure 1: Distribution of Crashes by Injury Severity

Figure 2 illustrates the number of crashes by crash injury severity from 2019 to 2024.

On average, there were 2,201 crashes per year, which is roughly equivalent to one crash every 4 hours.

Importantly, crash trends do not show a reduction in total crashes or fatal and serious injury (FSI) crashes.



	2019	2020	2021	2022	2023	2024
Fatal	5	6	5	7	7	5
Serious Injury	19	14	18	15	17	21
Non-Serious Injury	209	135	158	147	157	144
Possible Injury	267	290	327	258	294	239
No Injury	1,899	1,412	1,756	1,805	1,787	1,781

Figure 2: Annual Crash Frequency by Injury Severity

Based on the FDOT's Comprehensive Crash Cost values in **Table 1**, the estimated annual societal economic burden of crashes in North Miami is $151.7 million. FSI crashes, which make up only 1.1% of total crashes, accounted for $80.7 million in annual societal economic burden. Crashes involving vulnerable road users (VRUs), which include pedestrians, bicyclists, motorcyclists, and moped users, accounted for $60.7 million in annual societal economic burden.

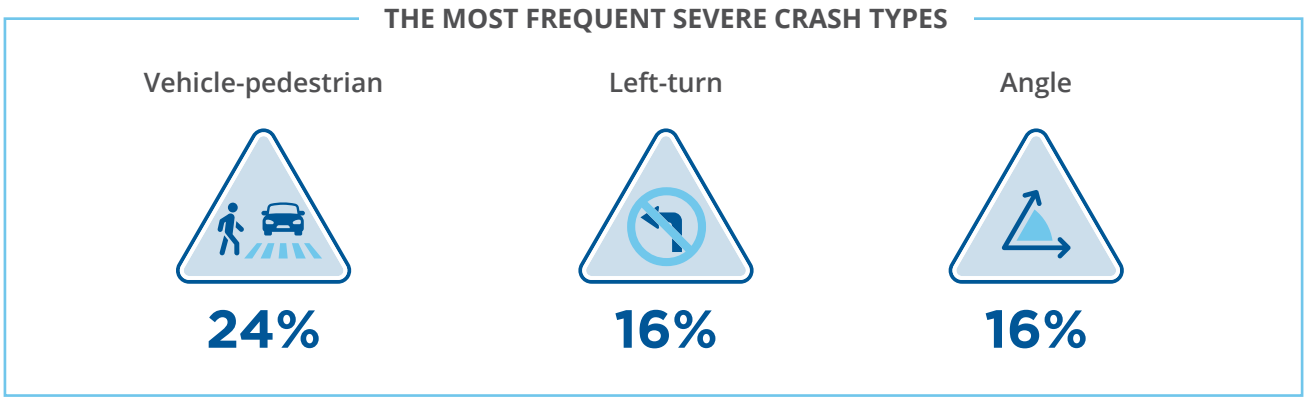
Source: *Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2015 through 2019. Published by FDOT State Safety Office on 2/23/2022.*

Table 1: FDOT Comprehensive Crash Costs

CRASH SEVERITY	COMPREHENSIVE CRASH COST
Fatal (K)	$10,890,000
Severe Injury (A)	$ 888,030
Moderate Injury (B)	$ 180,180
Minor Injury (C)	$ 103,950
Property Damage Only (O)	$ 7,700

Crash Types

Figure 3 breaks down crashes by types for severe and non-severe collisions. Severe crashes correspond to fatal or serious injury incidents while non-severe crashes refer to minor injury or property damage only crashes. There were 139 severe crashes and 13,065 non-severe crashes during the 6-year analysis period from 2019 to 2024. Among the non-severe crashes, the most frequent current crash types are rear end (28%), angle (19%), and sideswipe (17%).



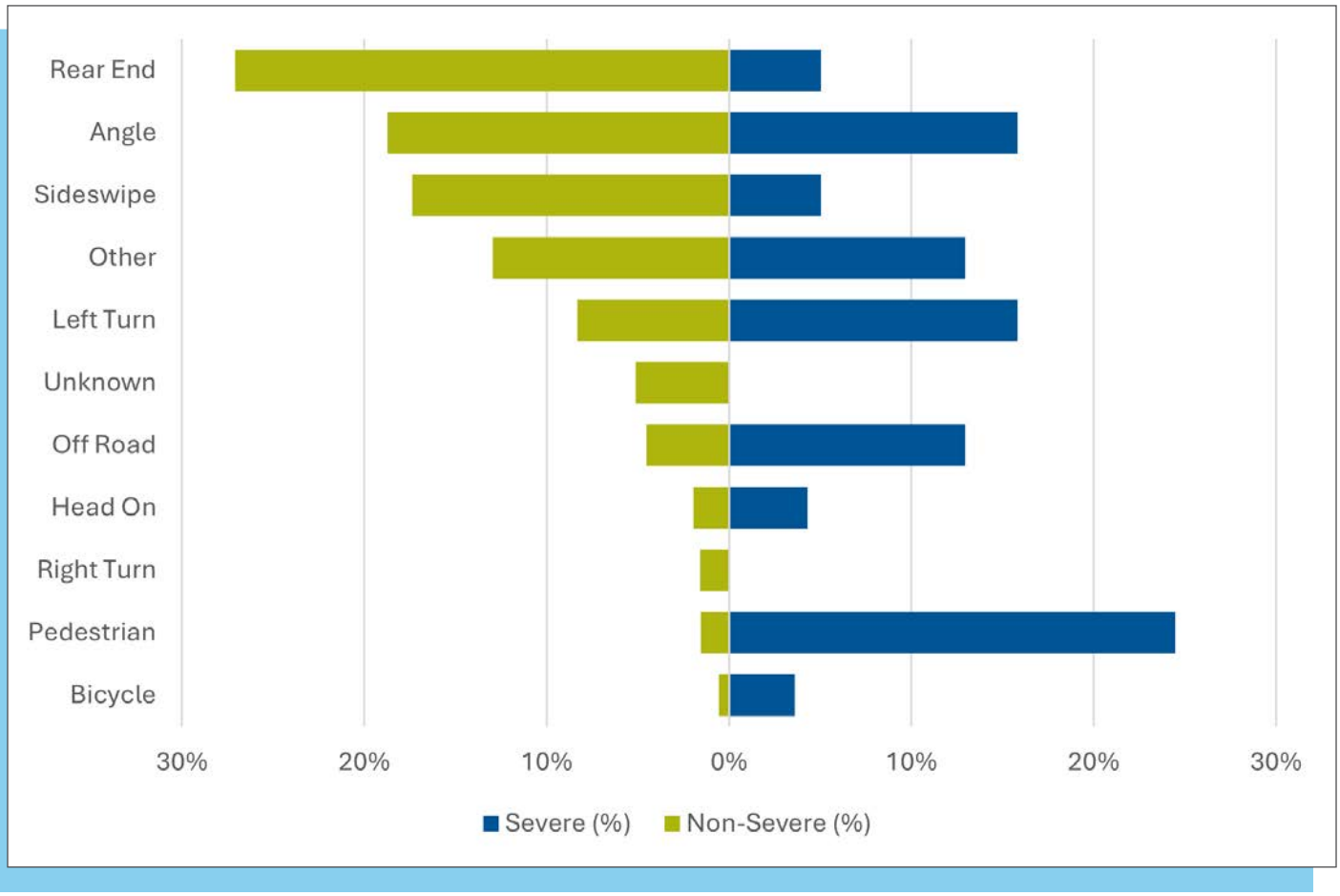


Figure 3: Distribution of Crashes by Type and Severity

Vulnerable Road Users

Vulnerable Road Users (VRUs) are people who use the transportation system without the protection of a motor vehicle, making them more susceptible to serious injury or fatal crashes. VRUs include pedestrians, bicyclists, motorcyclists, and moped riders. **Figure 4** shows that although VRUs made up only 5% of all crashes, they accounted for 55% of FSI crashes and 69% of fatal crashes. Pedestrian crashes were 42% of all VRU crashes and 63% of fatal ones, while bicycle crashes were 23% of all VRU crashes but only 4% of fatal VRU crashes. Motorcycle/moped involved crashes were 35% of all VRU crashes and 33% of fatal VRU crashes. Therefore, among the VRUs, pedestrians experienced the highest risk of fatal crashes.

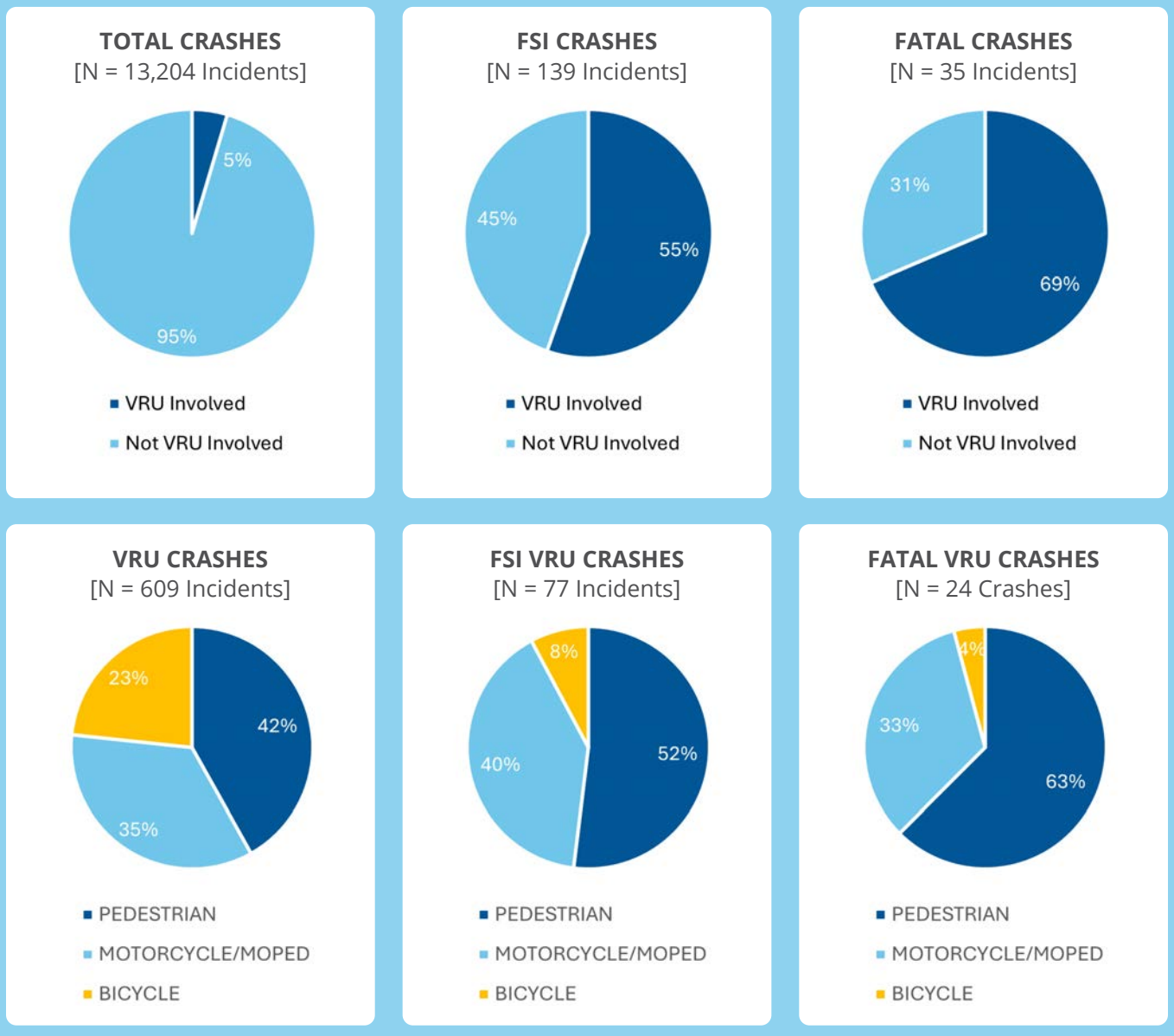


Figure 4: Distribution of Crashes Involving Vulnerable Road Users

The number of traffic crashes involving pedestrians from 2019 to 2024 is presented in **Figure 5**. Pedestrian crashes rose by an average of 12% annually from 2019 to 2024.

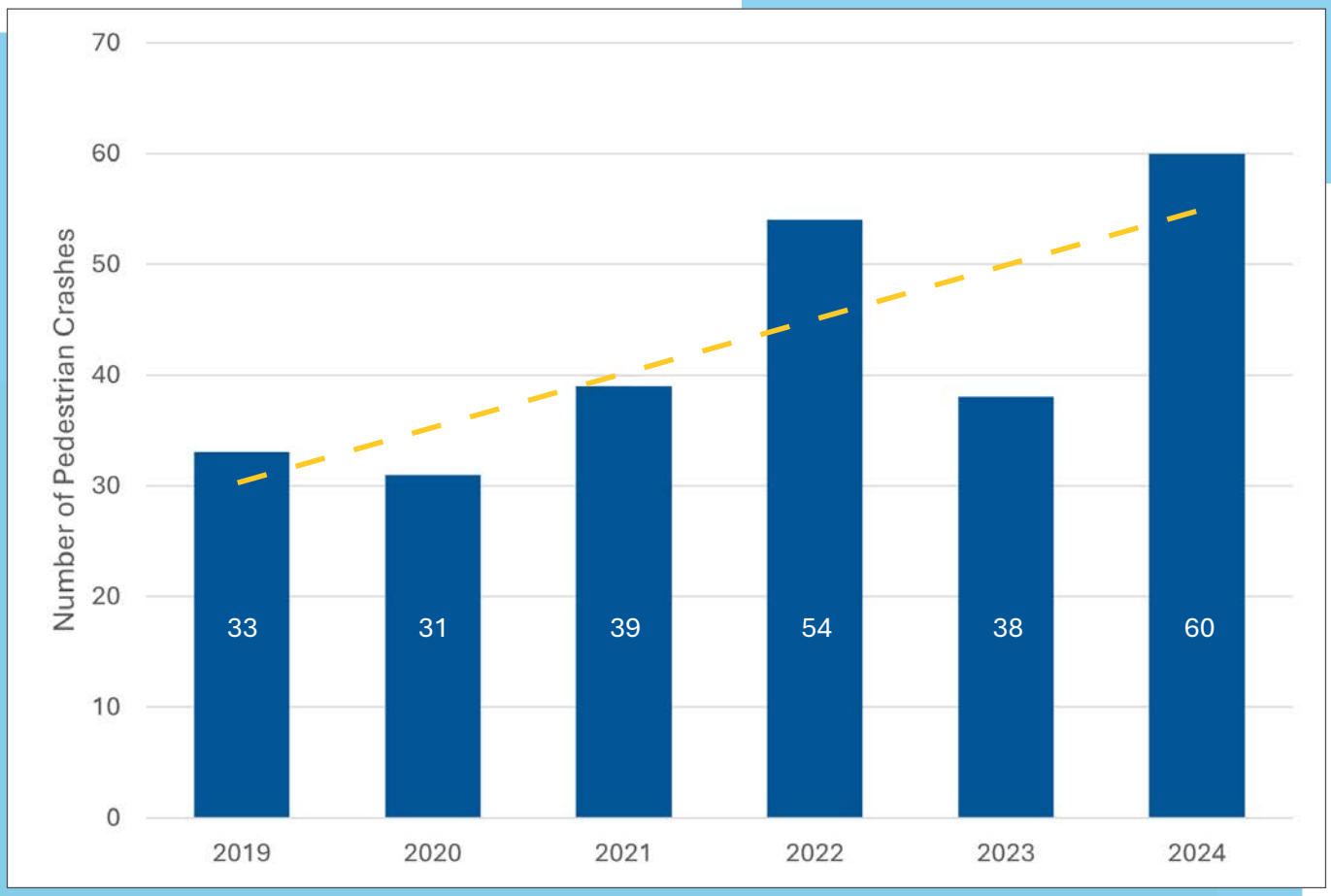


Figure 5: Pedestrian Crashes from 2019 to 2024 in North Miami

Contributing Actions

Table 2 shows the frequency of specific contributing actions for fatal and serious injury crashes involving VRUs and non-VRUs (motor vehicle occupants). Commonly cited contributing causes include failure to yield (23 crashes), careless driving (11 crashes), and driving the wrong way (6 crashes).

CONTRIBUTING ACTION	NON-VRU FSI CRASHES	VRU FSI CRASHES	FSI CRASHES
No Contributing Action	16	43	59
Failed to Yield Right-of-Way	8	15	23
Careless Driving	7	4	11
Other Contributing Action	4	4	8
Wrong Side or Wrong Way	6	0	6
Ran Red Light	4	1	5
Ran Stop Sign	1	3	4
Failed to Keep in Proper Lane	2	2	4
Aggressive Diving	2	2	4
Improper Passing	2	1	3
Ran Off Roadway	2	1	3
Drove Too Fast for Conditions	2	0	2
Improper Turn	2	0	2
Swerved or Avoided	2	0	2
Improper Backing	0	1	1
Disregarded Other Traffic Sign	1	0	1
Followed Too Closely	1	0	1
Total	**62**	**77**	**139**

Table 2: Contributing Actions of Fatal and Serious Injury Crashes

Environmental Risk Factors

A comparison of key environmental crash risk factors for all crashes versus FSI crashes is shown in **Figure 6**. The results indicate that nighttime crashes are more likely to result in fatalities or serious injuries. Conditional on crash occurrence, nighttime collisions are 2.3 times more likely to result in a fatality or serious injury. Meanwhile, rainy weather shows no notable variation between overall and severe crashes.

Nighttime collisions are 2.3 times more likely to result in a fatality or serious injury.

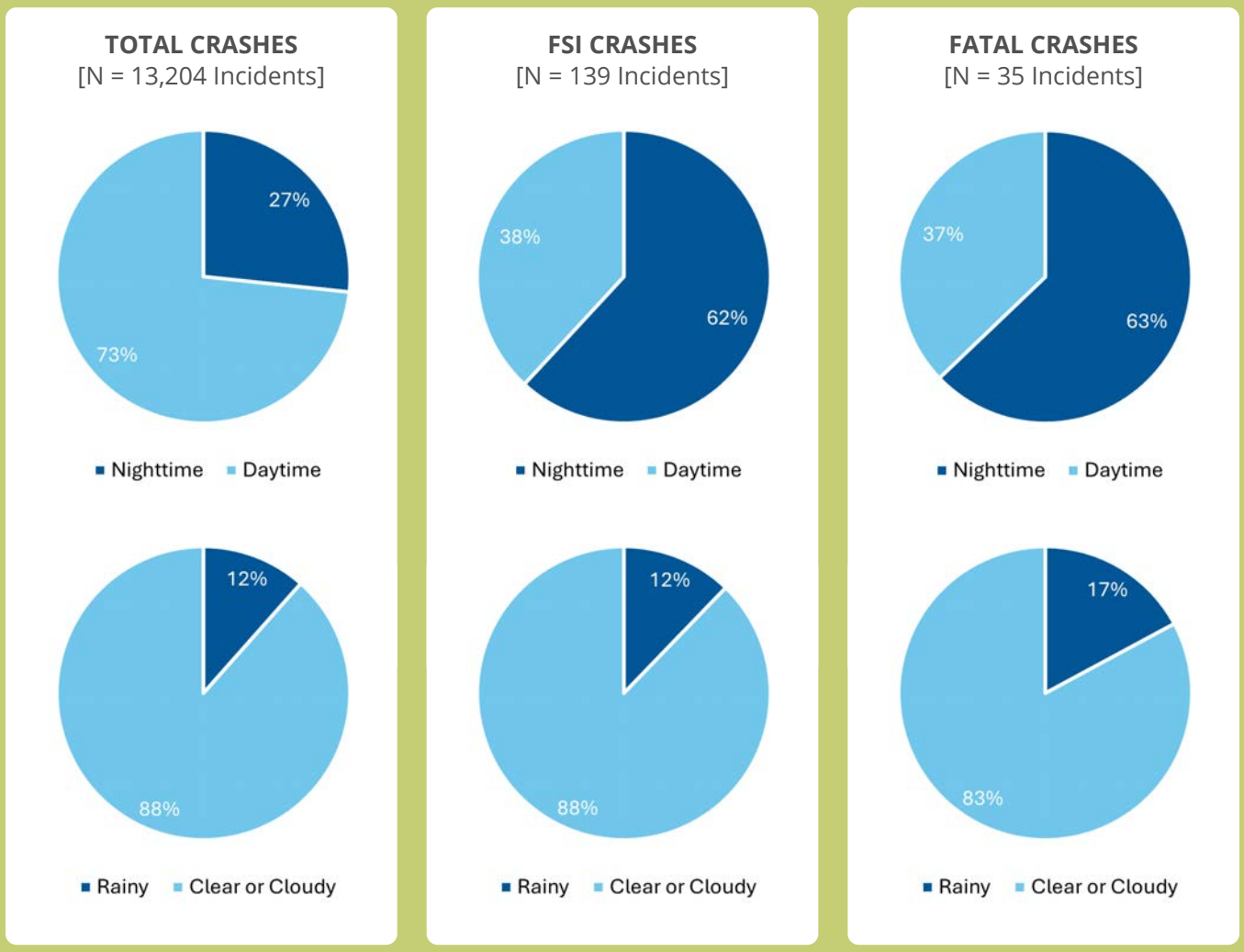


Figure 6: Roadway and Environmental Risk Factors for Total and FSI Crashes

Driver Characteristics and Behaviors

Figures 7 and 8 illustrate driver characteristics and behaviors associated with total and FSI crashes: these include aggressive driving, distracted driving, alcohol or drugs impairment while driving, aging driver (65 years or older), and teenage driver (between 15 and 19 years). The driver behaviors disproportionately represented in the FSI crashes include aggressive driving and alcohol/drug use. When severities of crashes involving aging drivers and teenage drivers are considered, there are no clear indications that the FSI crashes are excessively represented among those driver types.

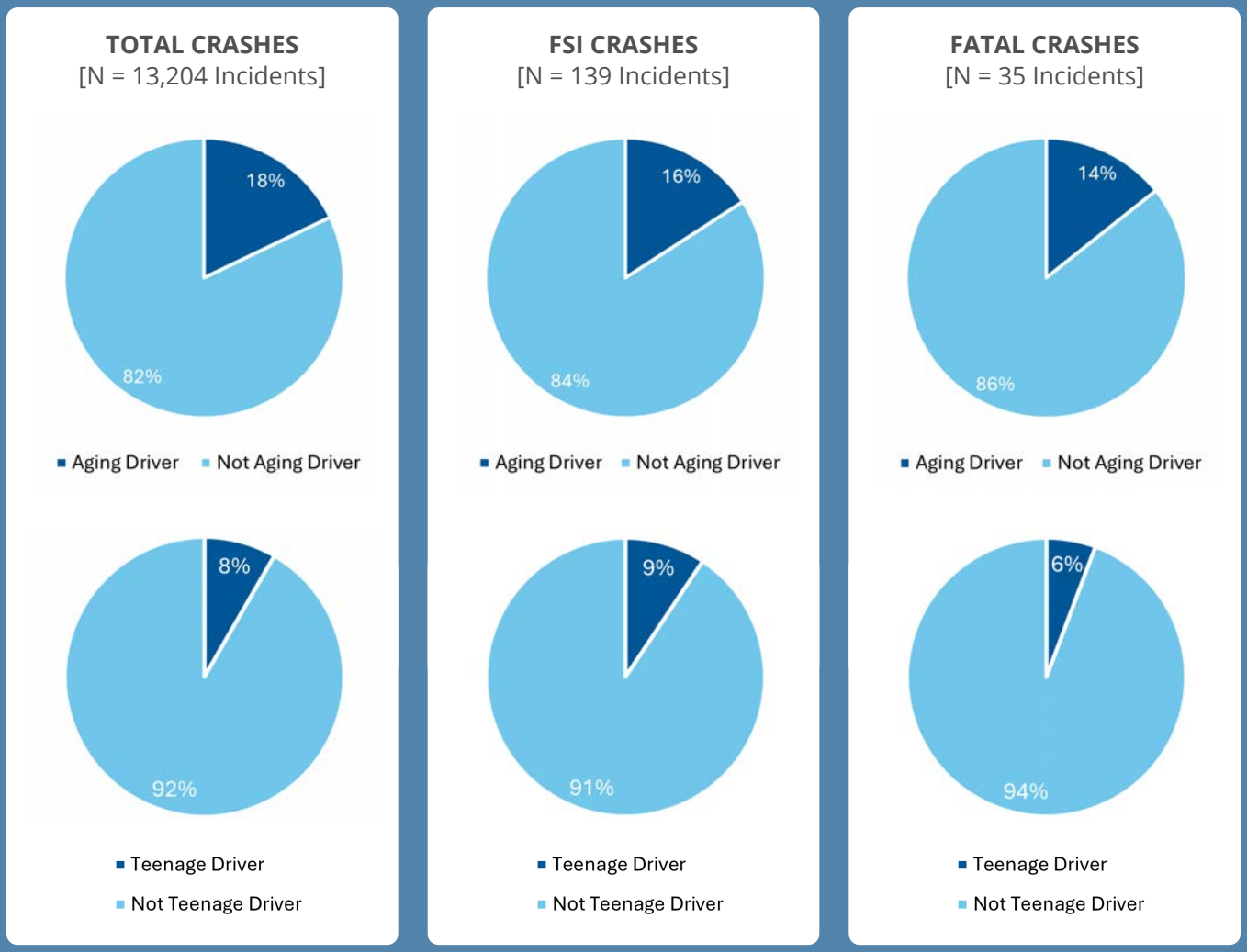


Figure 7: Driver Behavior Characteristics for Total and Severe Crashes

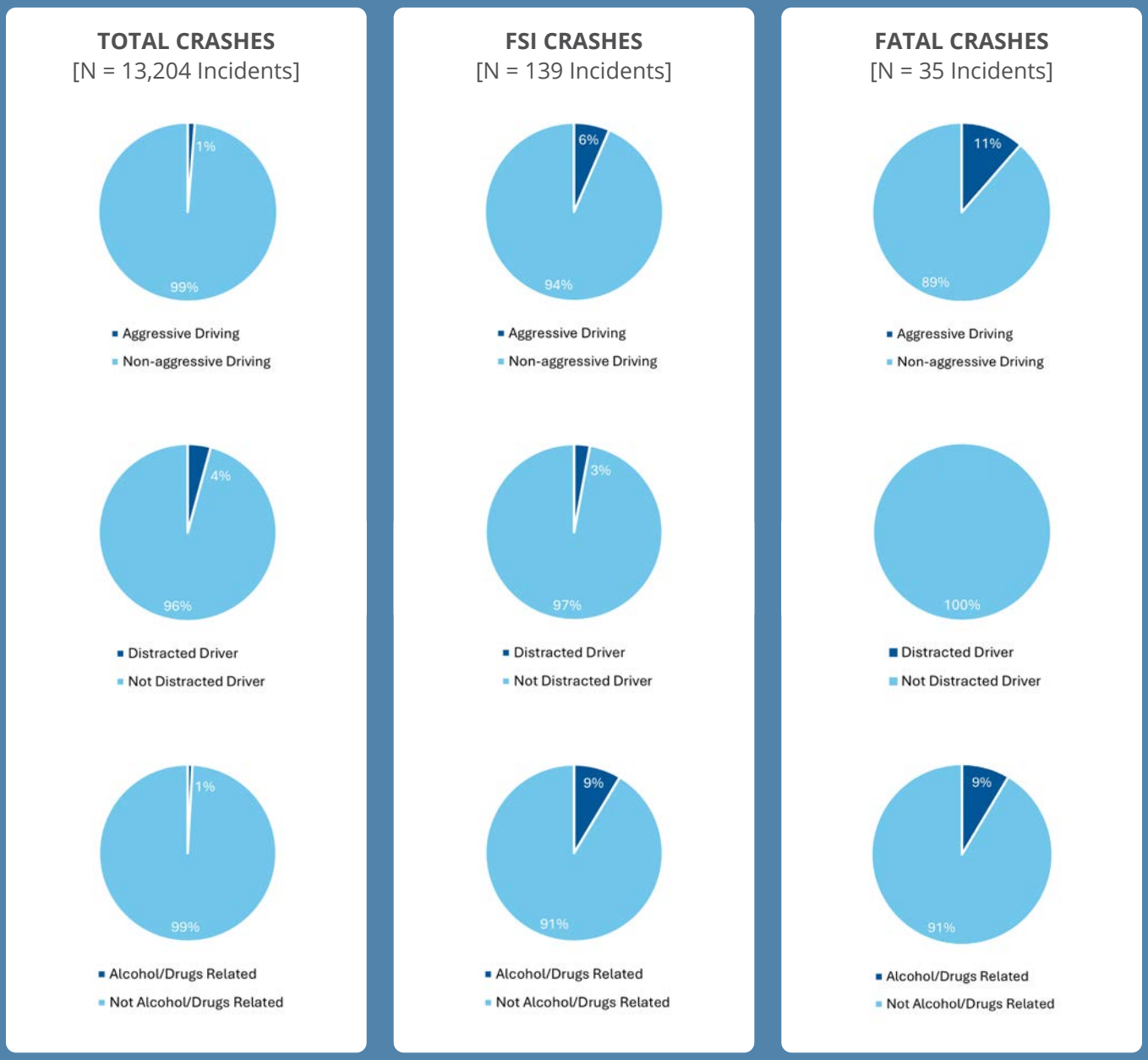


Figure 8: Driver Behavior Characteristics for Total and Severe Crashes

Temporal Crash Patterns

Crash frequency was examined across time of day, day of week, and month. While total crash counts generally followed patterns of daily, weekly, and yearly traffic activity, this analysis helped uncover specific periods with elevated crash injury risk. These temporal patterns can inform strategic law enforcement deployment and the timing of targeted safety countermeasures at high-risk locations.

Crashes by Month

Figure 9 shows the distribution of total and FSI crashes per month occurring during the six-year analysis period. Total crashes are slightly more frequent in March but relatively constant throughout the rest of the year. The months with the highest concentration of FSI crashes are March, June, and September.

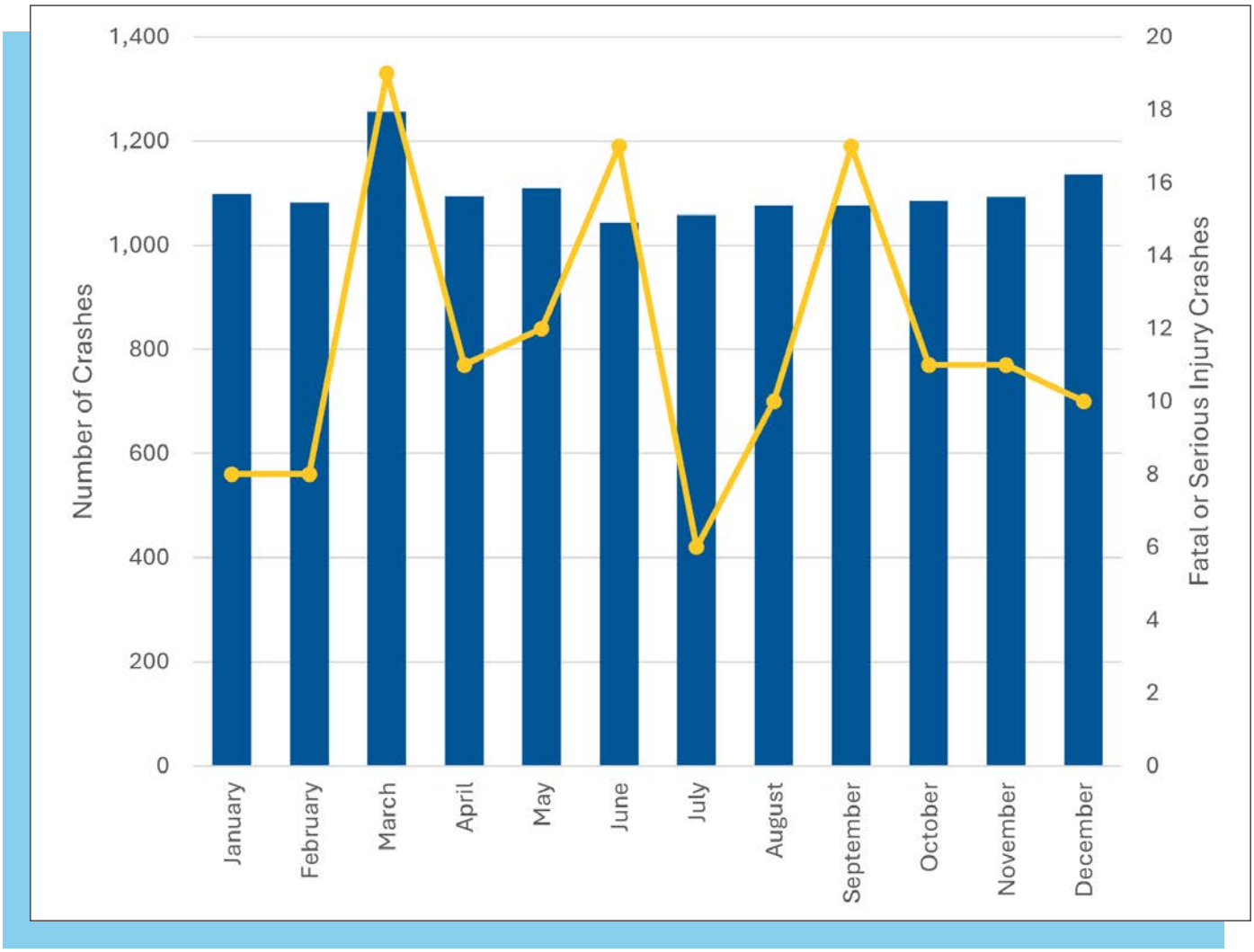


Figure 9: Distribution of Crashes by Month

Crashes by Day of the Week

The distribution of crashes by day of the week from 2019 to 2023 is illustrated in **Figure 10**. Saturday and Sunday present the lowest crash frequency overall likely due to a reduction in commuting traffic volume. FSI crashes peak towards the middle of the week particularly from Tuesday to Thursday.

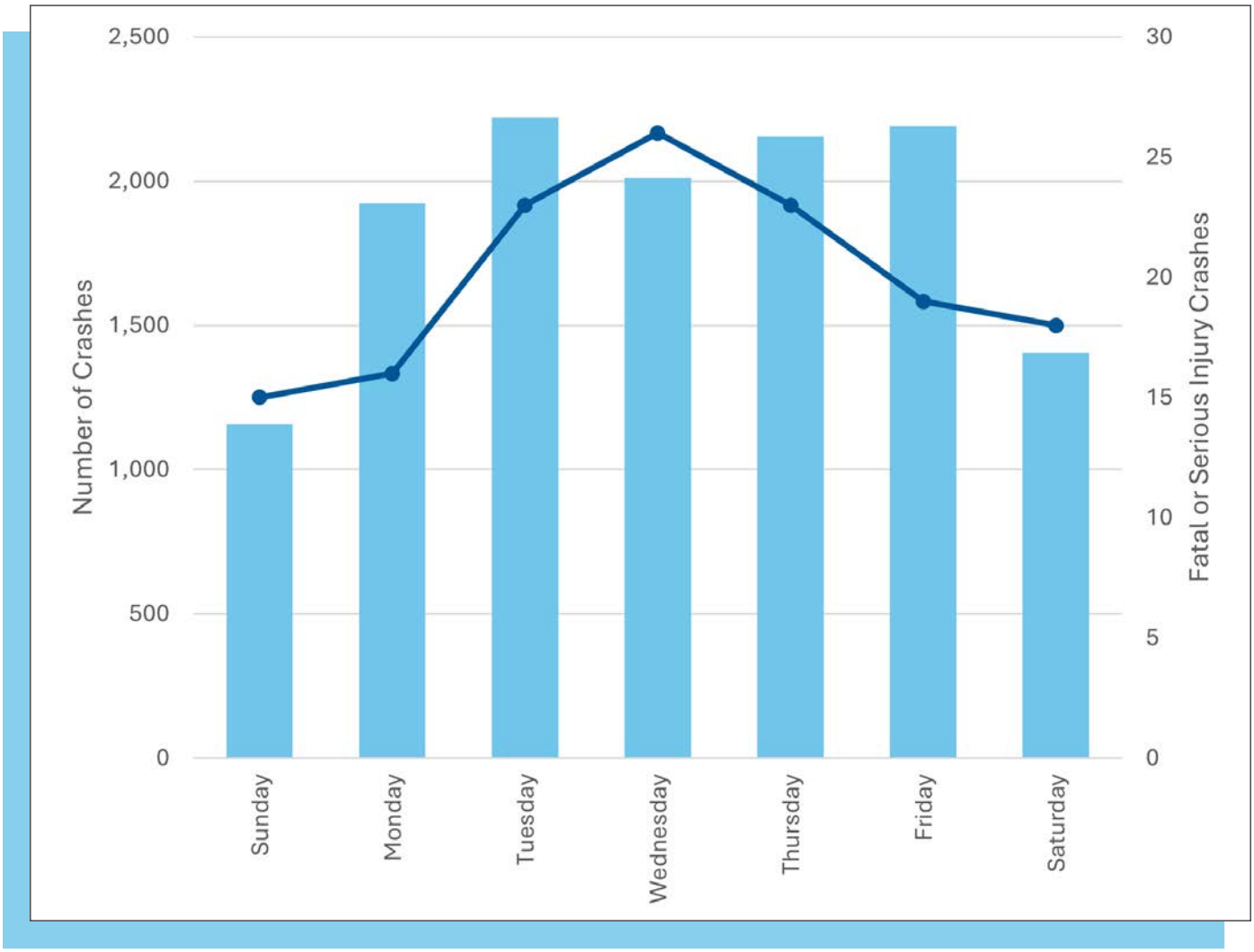


Figure 10: Distribution of Crashes by Day of the Week

Crashes by Time of Day

Figures 11 shows the distribution of crashes by time of day. Weekday crashes peak during afternoon peak traffic hours (2:00–6:00 pm), with a second peak in the morning (7:00–10:00 am). Crash frequency is highest on Tuesdays between 2:00 and 6:00 pm, which aligns with afternoon traffic volume surges. On weekends, crashes concentrate in the early afternoon (12:00–4:00 pm).

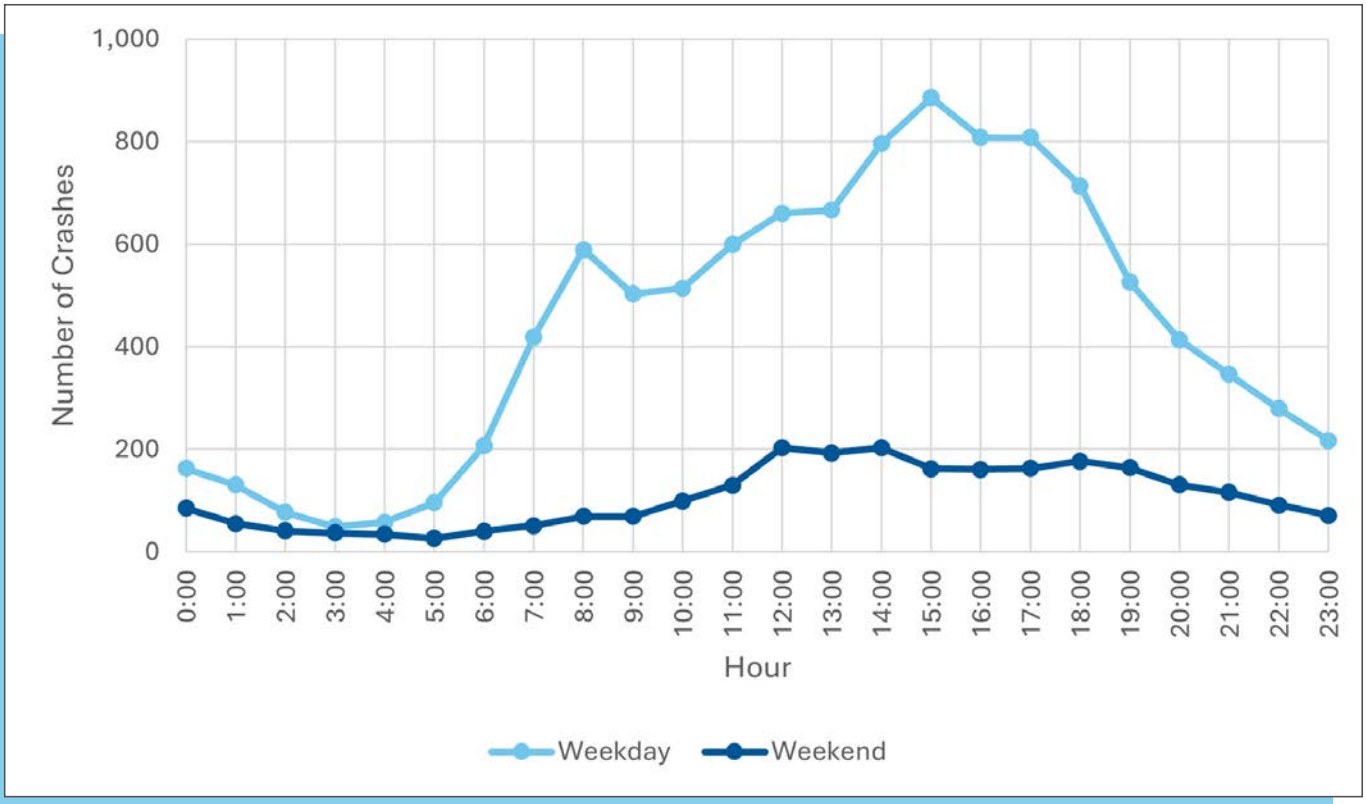


Figure 11: Distribution of Crashes by Day of the Week

Spatial Distribution

A geospatial analysis of North Miami's crash history was conducted. This analysis aims to identify specific locations within the city that experience disproportionately high crash trends. **Figure 12** presents the citywide crash heat map. Notably, crashes are clustered along high-volume state-maintained corridors such as NE/NW 125th Street, NE/NW 135th Street, NW 7th Avenue, NE 6th Avenue, West Dixie Highway, and Biscayne Boulevard. In addition, **Figure 13** presents the crash heat map for FSI crashes. Higher rates of FSI crashes are observed along the aforementioned state-maintained roads. In general, FSI crashes on local roads are spatially dispersed and less frequent since these are typically lower volume and lower speed roads in comparison to the state roads.

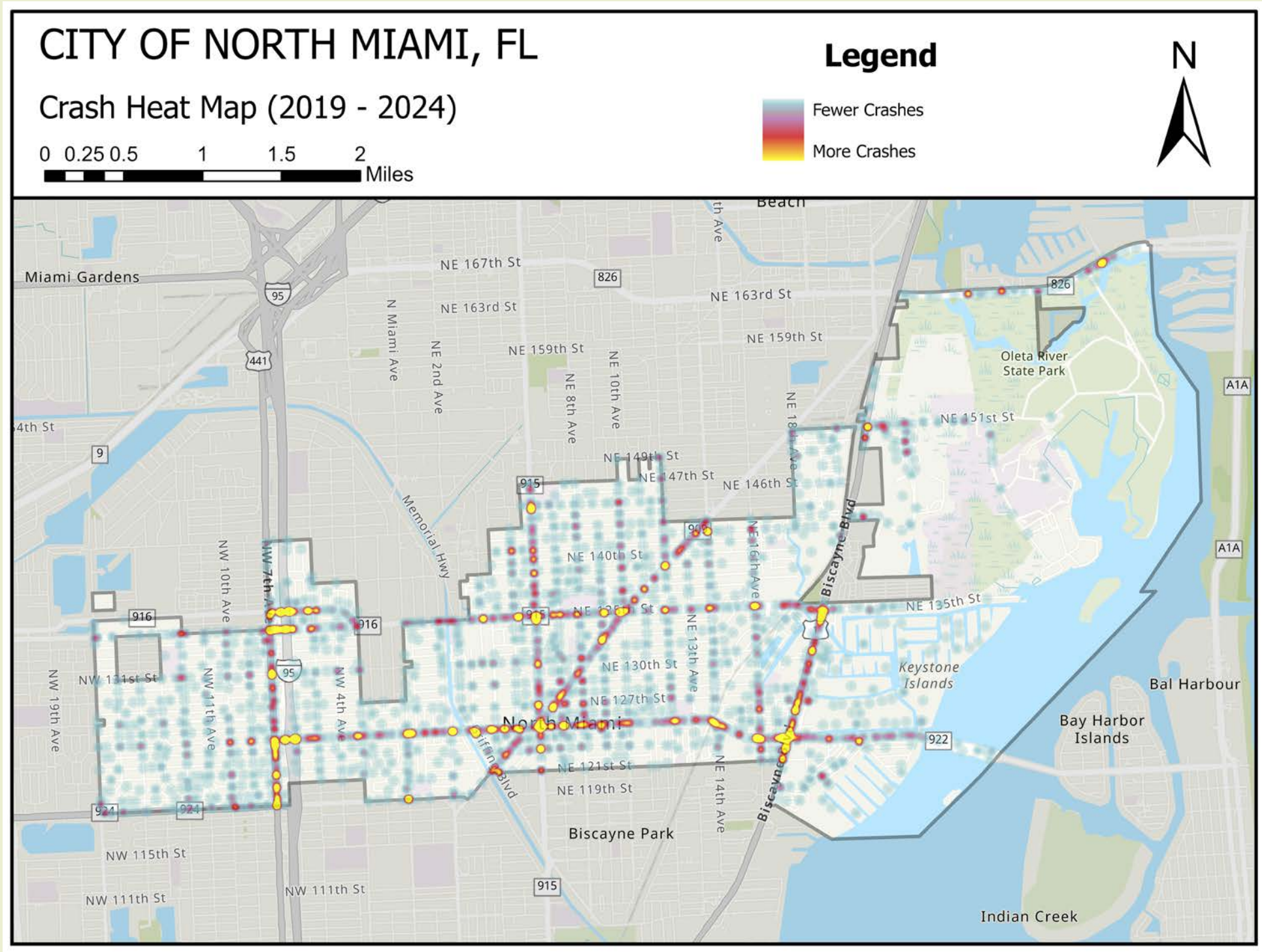


Figure 12: All Crashes Heat Map

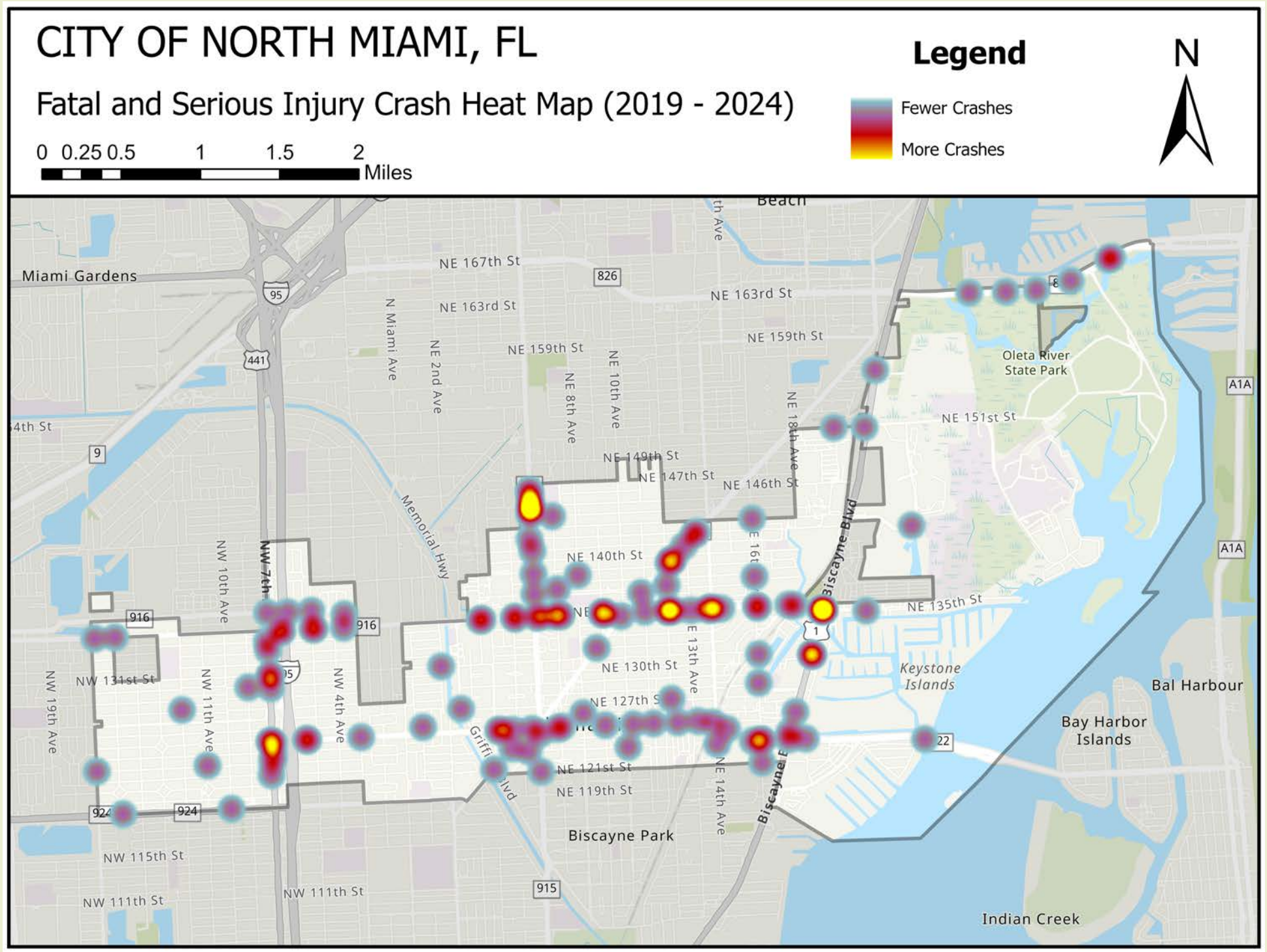


Figure 13: Fatal and Serious Injury Crash Heat Map

High-Injury Network

A high-injury network (HIN) is a subset of road segments and intersections identified through a data-driven analysis that experience a disproportionately high concentration of fatal and serious injury crashes. By identifying such high-risk locations, the City can formulate and prioritize safety improvements where the return on investment is expected to be the greatest. This section details the methodology used to develop North Miami's HIN, including data sources, safety performance metrics, and ranking approach. The resulting HIN distinguishes between state-maintained and other (county or city) road segments and intersections.

Data Formulation

Priority lists were developed using a Geographic Information System (GIS) database that compiles historical crash records, roadway inventory data, and other relevant information.

Historical crash data was obtained from January 1, 2019, to December 31, 2024, using Florida Signal4 Analytics, a statewide web-based geospatial crash repository and analytical tool supported by the University of Florida. The crash data includes location, injury severity, crash types, road users involved, and information about the circumstances, vehicles, and conditions surrounding each crash, as recorded by the law enforcement officers.

The City of North Miami provided the most recent roadway inventory data, which includes street names, posted speed limits, functional classifications, and maintaining agencies. Additionally, Average Annual Daily Traffic (AADT) volumes were obtained from Replica and confirmed against Florida Department of Transportation (FDOT) traffic counts available in Florida Traffic Online. These AADT volumes were then assigned to the nearest roadway segment using GIS tools.

Intersection locations were automatically extracted in GIS by creating points at all the locations where roadways intersected within the roadway segmentation provided by the City. These intersection points were reviewed for accuracy. Additionally, intersecting street names, traffic control type, and number of legs were input for intersections on the priority lists using historical imagery from Google Street View and Nearmap.

Traffic activity generators within the City of North Miami were identified. Specifically, the location of public, private, and charter schools was added to the geodatabase to perform a proximity analysis between crashes and schools.

Crashes were assigned to specific intersections using a 250-foot buffer around each intersection. If a crash is within 250 feet of multiple intersections, it would be assigned to the nearest one. Crashes on interstate freeways, ramps, parking lots, and private roadways were excluded from the analysis.

Similarly, crashes were assigned to specific road segments using a 250-foot buffer around each segment. If a collision occurred within 250 feet of multiple segments, it was linked to the nearest one. Additionally, crashes within a 75-foot buffer of an intersection were assumed to be caused by characteristics present at the intersection and were not considered for the segment priority lists.

Due to their importance within the VZSAP study, the crash type and location of fatal and incapacitating injury crashes was reviewed using the narratives and diagrams available in the police crash reports. Crash types and locations were updated when discrepancies were found.

Intersection Safety Performance Metrics

The number of crashes at each intersection was normalized by the severity level using the relative total crash cost. Using data from the FDOT State Safety Office's Crash Analysis Reporting System, each crash severity level was assigned a cost. These cost values were then used to find the total crash cost compared to the crash cost of a single property damage only and minor/possible injury crash. Two safety performance metrics are introduced for this analysis: the Equivalent Property Damage Only (EPDO) value and the Equivalent Possible Injury (EPOSINJ) value. **Table 3** summarizes unit crash costs by severity level and their corresponding equivalent values, used for calculating safety performance and prioritizing intersections.

KABCO INDEX	CRASH SEVERITY	COMPREHENSIVE CRASH COST[1]	EQUIVALENT PROPERTY DAMAGE ONLY (EPDO)	EQUIVALENT POSSIBLE INJURY (EPOSINJ)
K	Fatal	$10,890,000	1,414	105
A	Incapacitating Injury	$888,030	115	9
B	Non-Incapacitating Injury	$180,180	23	2
C	Possible/Minor Injury	$103,950	14	1
O	Property Damage Only	$7,700	1	0

Table 3: Crash Costs and Equivalent Values by Severity Level

[1]Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2015 through 2019. Published by FDOT State Safety Office on 2/23/2022

Segment Safety Performance Metrics

To evaluate the safety performance of individual road segments, three key metrics were employed: crash frequency, crash rate, and the equivalent possible/minor injury (EPOSINJ) value. Each of these metrics is described below.

CRASH FREQUENCY

Crash frequency is the total number of crashes within a specified analysis period. It can be disaggregated by injury severity levels to offer more detailed insights. This metric relies on historical crash data and does not incorporate roadway or traffic characteristics, making it a descriptive measure rather than a predictive one.

CRASH RATE

Crash rate is a safety performance metric that builds off the crash frequency by accounting for road segment length and traffic exposure, typically quantified using Average Annual Daily Traffic (AADT). It is expressed as the number of crashes per 100 million vehicle-miles traveled (MVMT), providing a standardized measure for comparing road segments with varying lengths and traffic volumes. The crash rate was calculated using the formula below.

$$Crash\ Rate = \frac{C \times 100{,}000{,}000}{V \times 365 \times N \times L}$$

Equation 1

Where C is the number of crashes within the analysis period, V is the two-way AADT volume in vehicles per day, N is the number of years of crash data, and L is the road segment length in miles.

EQUIVALENT POSSIBLE INJURY

The number of crashes at each segment was normalized using the relative total crash cost by assigning each crash an EPOSINJ value in the same manner that was described above for intersections. **Table 3** included previously summarizes the EPOSINJ crash costs assigned for each severity level for the segment crashes.

Segment Prioritization Approach

Road segments were ranked using three safety metrics: crash frequency, crash rate, and EPOSINJ. These metrics were calculated for three categories of crashes: fatal or incapacitating injury (KA) crashes, fatal or all injury (KABC) crashes, and overall crashes. Segments were prioritized from highest to lowest safety concerns based on each metric. In cases where segments had the same number or rate of KA crashes, those with higher KABC frequency or rate were ranked higher. Similarly, segments with equal KABC crashes were further ranked by their overall crash frequency or rate. To provide a comprehensive perspective, a combined safety ranking was developed using the average rank from the three metrics.

Two priority lists were created: one for state-maintained segments and one for locally maintained segments. To qualify for inclusion, road segments needed to meet a minimum crash frequency threshold of six crashes during the six-year analysis period. The segment priority lists also included columns for a school being within 0.25-mile of a segment, how many VRU crashes occurred on the segment, and if the crash was reported as being at night. Values exceeding the citywide average for these factors are highlighted for emphasis.

Intersection Prioritization Approach

After calculating equivalent crash costs for intersections in North Miami, two separate prioritization lists were created: one for state-maintained road intersections and another for locally maintained road intersections. Intersections were ranked based on their EPDO and EPOSINJ values, with higher equivalent crash values showing a higher priority on the list. To qualify for inclusion, intersections needed to meet a minimum crash frequency threshold of six crashes during the six-year analysis period. The priority lists include three columns for specific crash factors found in the citywide historical crash analysis. The first was school proximity to the intersection, which determined if there was a school within half a mile of each intersection on the priority lists. The second was the number of crashes that involved a VRU at an intersection. The last specific crash factor was how many crashes at the intersection were reported as occurring at night.

Summary of High-Injury Network

North Miami's HIN comprises 10 state-maintained and 6 other (local or county) road segments, with a cumulative distance of approximately 10.8 centerline miles. In addition to the HIN segments, 36 priority intersections were identified. These include 20 intersections with at least one state-maintained road and 16 intersections with county or city streets. Although HIN represents only 6% of North Miami's roadway network, it accounts for 76% of FSI crashes reported between 2019 and 2024. North Miami's HIN segments and intersections are included in **Figures 14-16** and **Tables 4-6**.

CITY OF NORTH MIAMI, FL

Priority Segments

0 0.25 0.5 1 1.5 2 Miles

Legend

- Local Priority Segment
- State Priority Segment

N

LABEL	ROAD NAME	BEGIN	END	STATE OR LOCAL
S-1	SR916/NE 135TH ST	NE 3RD CT	SR909/W DIXIE HWY	STATE
S-2	SR909/W DIXIE HWY	NE 134TH ST	NE 142ND ST	STATE
S-3	SR922/NE 125TH ST	NE 3RD AVE/GRIFFING BLVD	NE 7TH AVE	STATE
S-4	SR915/NE 6TH AVE	NE 131ST ST	NE 147TH ST	STATE
S-5	SR922/N MIAMI BLVD	NE 10TH AVE	NE 16TH AVE	STATE
S-6	SR916/NE 135TH ST	NE 12TH AVE	US-1/BISCAYNE BLVD	STATE
S-7	US-441/NW 7TH AVE	SR924/NW 119TH ST	SR916/NW 135TH ST	STATE
S-8	SR922/NW 125TH ST	NW 6TH AVE	N MIAMI AVE	STATE
S-9	SR916/NW 135TH ST	US-441/NW 7TH AVE	NW 2ND AVE	STATE
S-10	US-1/BISCAYNE BLVD	NE 121ST ST	NE 125TH ST	STATE
L-1	NE 143RD ST/SOLE MIA WAY	US-1/BISCAYNE BLVD	NE 151ST ST	LOCAL
L-2	NE 128TH ST	SR915/NE 6TH AVE	NE 8TH AVE	LOCAL
L-3	NE 123RD ST	SR909/W DIXIE HWY	NE 7TH AVE	LOCAL
L-4	NE 14TH ST	NE 13TH CT	NE 123RD ST	LOCAL
L-5	N MIAMI AVE	SR924/NW 119TH ST	SR922/NE 125TH ST	LOCAL
L-6	BAY VISTA BLVD	NE 145TH ST	NE 151ST ST	LOCAL

Figure 14: High Injury Network Priority Road Segments

S-1	SR-916/NE 135TH ST	NE 3RD CT	SR-909/W DIXIE HWY	FDOT	0.82	19,000	278	57	7	81
S-2	SR-909/W DIXIE HWY	NE 134TH ST	NE 142ND ST	FDOT	0.70	14,700	127	29	11	41
S-3	SR-922/NE 125TH ST	NE 3RD AVE/GRIFFING BLVD	NE 7TH AVE	FDOT	0.50	24,600	254	39	10	56
S-4	SR-915/NE 6TH AVE	NE 131ST ST	NE 147TH ST	FDOT	1.00	10,500	147	36	12	53
S-5	SR-922/N MIAMI BLVD	NE 10TH AVE	NE 16TH AVE	FDOT	0.78	27,800	131	22	10	23
S-6	SR-916/NE 135TH ST	NE 12TH AVE	US-1/BISCAYNE BLVD	FDOT	0.87	13,500	198	36	8	53
S-7	US-441/NW 7TH AVE	SR-924/NW 119TH ST	SR-916/NW 135TH ST	FDOT	1.00	18,700	229	42	10	71
S-8	SR-922/NW 125TH ST	NW 6TH AVE	N MIAMI AVE	FDOT	0.63	24,600	118	22	1	31
S-9	SR-916/NW 135TH ST	US-441/NW 7TH AVE	NW 2ND AVE	FDOT	0.51	10,900	113	24	4	41
S-10	US-1/BISCAYNE BLVD	NE 121ST ST	NE 125TH ST	FDOT	0.36	46,000	291	43	13	48
L-1	NE 143RD ST/SOLE MIA WAY	US-1/BISCAYNE BLVD	NE 151ST ST	City	0.97	8,200	58	10	5	8
L-2	NE 128TH ST	SR-915/NE 6TH AVE	NE 8TH AVE	City	0.25	600	18	4	1	4
L-3	NE 123RD ST	SR-909/W DIXIE HWY	NE 7TH AVE	City	0.31	6,300	34	11	2	2
L-4	NE 14TH AVE/NE 14TH AVE RD	NE 13TH CT	NE 123RD ST	City	0.16	4,700	13	3	1	3
L-5	N MIAMI AVE	SR-924/NW 119TH ST	SR-922/NE 125TH ST	County	0.37	6,100	26	4	3	3
L-6	BAY VISTA BLVD	NE 145TH ST	NE 151ST ST	County	0.43	5,400	15	4	2	1

Table 4: Intersections with the Highest Number of Nighttime Crashes

CITY OF NORTH MIAMI, FL

Local Priority Intersections

0 0.25 0.5 1 1.5 2 Miles

Legend

● Local Priority Intersection

N

LABEL	MAJOR ROADWAY	MINOR ROADWAY	CONTROL	LEGS
C-1	NE 12TH AVE	NE 127TH ST	TWSC	4
C-2	NE 135TH ST	NE 20TH CT	TWSC	3
C-3	NE 8TH AVE	NE 126TH ST	TWSC	4
C-4	NW 125TH ST	NW 8TH AVE	TWSC	4
C-5	NW 131ST ST	NW 12TH AVE	AWSC	4
C-6	NE 14TH AVE	NE 142ND ST	TWSC	4
C-7	NE 14TH AVE	NE 123RD ST	TWSC	3
C-8	NE 16TH AVE	NE 128TH ST	TWSC	3
C-9	NE 8TH AVE	NE 127TH ST	TWSC	4
C-10	NE 16TH AVE	NE 142ND ST	AWSC	4
C-11	NE 151ST ST	NE 20TH AVE	TWSC	3
C-12	NE 8TH AVE	NE 139TH ST	TWSC	4
C-13	NE 7TH AVE	NE 127TH ST	TWSC	4
C-14	NE 123RD ST	NE 5TH AVE	TWSC	3
C-15	NE 7TH AVE	NE 137TH ST	AWSC	4
C-16	ARCH CREEK RD	NE 16TH AVE	TWSC	3

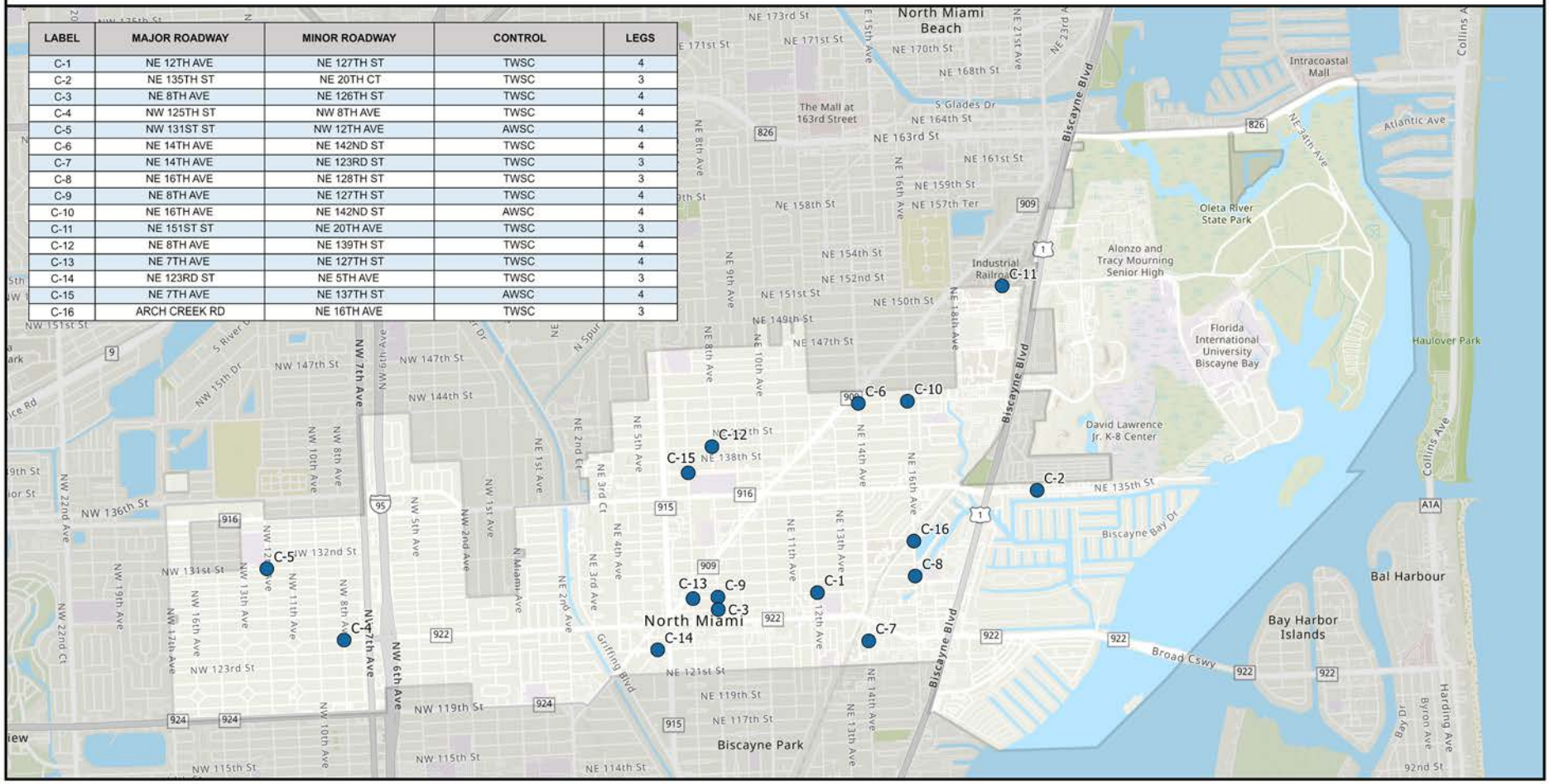


Figure 15: High Injury Network Priority Intersections (Local Roads)

Intersection Number	Major Roadway	Minor Roadway	Traffic Control[1]	Major Road Maintaining Agency	Number of Legs	All Crashes (2019-2024)	Fatal/Injury Crashes (2019-2024)	Crashes Involving VRUs	Crashes during Nighttime
C-1	NE 12TH AVE	NE 127TH ST	TWSC	County	4	15	5	1	2
C-2	NE 135TH ST	NE 20TH CT	TWSC	City	3	8	1	1	1
C-3	NE 8TH AVE	NE 126TH ST	TWSC	City	4	19	10	1	5
C-4	NW 125TH ST	NW 8TH AVE	TWSC	City	4	35	14	2	4
C-5	NW 131ST ST	NW 12TH AVE	AWSC	City	4	26	12	1	4
C-6	NE 14TH AVE	NE 142ND ST	TWSC	City	4	67	12	0	14
C-7	NE 14TH AVE	NE 123RD ST	TWSC	City	3	13	4	0	4
C-8	NE 16TH AVE	NE 128TH ST	TWSC	County	3	12	3	4	8
C-9	NE 8TH AVE	NE 127TH ST	TWSC	City	4	27	9	0	5
C-10	NE 16TH AVE	NE 142ND ST	AWSC	County	4	22	10	0	5
C-11	NE 151ST ST	NE 20TH AVE	TWSC	County	3	13	3	1	1
C-12	NE 8TH AVE	NE 139TH ST	TWSC	City	4	12	3	0	3
C-13	NE 7TH AVE	NE 127TH ST	TWSC	City	4	35	8	1	8
C-14	NE 123RD ST	NE 5TH AVE	TWSC	City	3	16	3	0	1
C-15	NE 7TH AVE	NE 137TH ST	AWSC	City	4	13	2	1	3
C-16	NE 16TH AVE	ARCH CREEK RD	TWSC	County	3	9	2	2	2

Table 5: HIN Priority Intersections (Local Roads

CITY OF NORTH MIAMI, FL

State Priority Intersections

0 0.25 0.5 1 1.5 2 Miles

Legend

State Priority Intersection

N

LABEL	MAJOR ROADWAY	MINOR ROADWAY	CONTROL	LEGS
T-1	SR 916/NE 135TH ST	NE 9TH AVE	Signal	4
T-2	SR 915/NE 6TH AVE	NE 145TH ST	Signal	4
T-3	SR 916/NE 135TH ST	NE 7TH AVE	Signal	4
T-4	SR 922/NORTH MIAMI BLVD	NE 7TH AVE	Signal	4
T-5	US-1/BISCAYNE BLVD	SR 916/NE 135TH ST	Signal	4
T-6	SR 916/NE 135TH ST	NE 12TH AVE	Signal	4
T-7	US-1/BISCAYNE BLVD	IXORA LN/NE 130TH ST	Signal	4
T-8	SR 916/NE 135TH ST	NW 6TH CT/I-95 SB	Signal	3
T-9	W DIXIE HWY/SR 909	GRIFFING BLVD	Signal	4
T-10	SR 909/W DIXIE HWY	NE 139TH ST/NE 12TH AVE	Signal	5
T-11	SR 922/NORTH MIAMI BLVD	NW 2ND AVE	Signal	4
T-12	US-441/NW 7TH AVE	NW 122ND ST	TWSC	4
T-13	SR 916/NE 135TH ST	NW 6TH AVE	Signal	2
T-14	US 441/NW 7TH AVE	NW 124TH ST	TWSC	4
T-15	US 441/NW 7TH AVE	NW 134TH ST	TWSC	4
T-16	SR 922/NORTH MIAMI BLVD	RAILROAD ST/NE 13TH PL	Signal	4
T-17	SR 916/NE 135TH ST	NW 5TH AVE	TWSC	3
T-18	SR 915/NE 6TH AVE	NE 144TH ST	TWSC	3
T-19	SR 916/NE 135TH ST	NE 13TH AVE	TWSC	4
T-20	SR 915/NE 6TH AVE	NE 141ST ST	TWSC	4

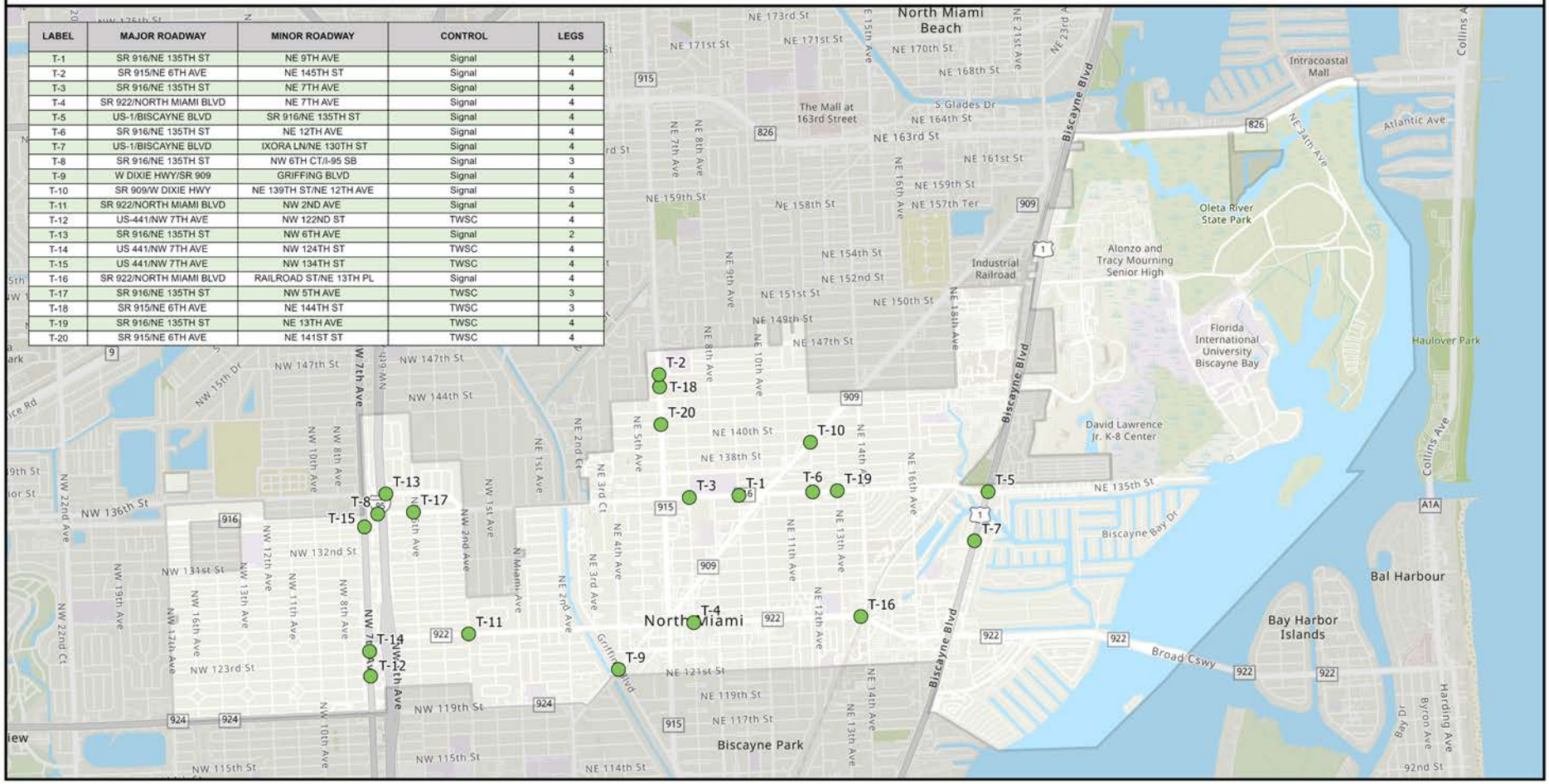


Figure 16: High Injury Network Priority Intersections (State Roads)

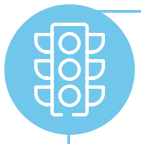
Intersection Number	Major Roadway	Minor Roadway	Traffic Control	Number of Legs	All Crashes (2019-2024)	Fatal/Injury Crashes (2019-2024)	Crashes Involving VRUs	Crashes during Nighttime	Site is within 0.5 miles of a School
T-1	SR 916/NE 135TH ST	NE 9TH AVE	Signal	4	84	18	4	26	Y
T-2	SR 915/NE 6TH AVE	NE 145TH ST	Signal	4	116	32	11	44	Y
T-3	SR 916/NE 135TH ST	NE 7TH AVE	Signal	4	79	21	2	23	Y
T-4	SR 922/NORTH MIAMI BLVD	NE 7TH AVE	Signal	4	104	13	4	18	Y
T-5	US-1/BISCAYNE BLVD	SR 916/NE 135TH ST	Signal	4	228	40	11	54	Y
T-6	SR 916/NE 135TH ST	NE 12TH AVE	Signal	4	59	21	3	34	N
T-7	US-1/BISCAYNE BLVD	IXORA LN/NE 130TH ST	Signal	4	83	21	6	22	Y
T-8	SR 916/NE 135TH ST	NW 6TH CT/I-95 SB	Signal	3	99	24	2	41	N
T-9	W DIXIE HWY/SR 909	GRIFFING BLVD	Signal	4	75	21	7	17	N
T-10	SR 909/W DIXIE HWY	NE 139TH ST/NE 12TH AVE	Signal	5	68	21	3	22	N
T-11	SR 922/NORTH MIAMI BLVD	NW 2ND AVE	Signal	4	68	18	1	24	N
T-12	US-441/NW 7TH AVE	NW 122ND ST	TWSC	4	66	16	4	16	N
T-13	SR 916/NE 135TH ST	NW 6TH AVE	Signal	2	245	79	3	91	N
T-14	US 441/NW 7TH AVE	NW 124TH ST	TWSC	4	57	12	1	15	N
T-15	US 441/NW 7TH AVE	NW 134TH ST	TWSC	4	33	11	4	18	N
T-16	SR 922/NORTH MIAMI BLVD	RAILROAD ST/NE 13TH PL	Signal	4	77	9	3	18	Y
T-17	SR 916/NE 135TH ST	NW 5TH AVE	TWSC	3	46	5	1	19	N
T-18	SR 915/NE 6TH AVE	NE 144TH ST	TWSC	3	10	5	1	4	Y
T-19	SR 916/NE 135TH ST	NE 13TH AVE	TWSC	4	19	10	2	4	N
T-20	SR 915/NE 6TH AVE	NE 141ST ST	TWSC	4	37	9	2	12	Y

Table 6: HIN Priority Intersections (State Roads)

Safety Focus Areas

Based on a comprehensive review of historical crash data trends, six strategic safety focus areas were identified. These safety focus areas reflect recurring patterns in crash types and contributing factors across various roadway environments and user contexts. The focus areas encompass specific facility types, environmental conditions, and road user types, providing a targeted framework for systemic safety interventions.

North Miami VZ SAP Focus Areas:



Signalized Intersections
These are intersections controlled by a traffic signal. Signalized intersections tend to be high crash frequency locations due to turning conflicts, red-light violations, traffic exposure, and non-motorized users.

2-Lane Local Streets
Two-lane roads are often characterized by narrow lanes, cut-through traffic, pedestrians and cyclists, frequent driveways, on-street parking, and in-consistent lighting.

Multi-Lane Roads
Multi-lane roads carry large volumes of traffic and have higher posted speed limits. Driveways, median openings, and intersections cause conflicting traffic.

Nighttime Conditions
Crashes under dark, dawn, and dusk conditions are generally defined as nighttime crashes. The road users experience challenges at night due to reduced visibility, inconsistent street lighting, impaired road users, poor visibility of signs, markings and signals, and glare.

Vulnerable Road Users
Crashes involving pedestrians, bicyclists, motorcyclists and mopeds tend to have severe outcomes because of lack of protection and unpredictable maneuvers.

School Areas
Safety of students is paramount. The school areas are characterized by pedestrian activity, inexperienced drivers, frequent crossings, and peak-hour congestion, and reduced speed limits.

Signalized Intersections

The City of North Miami has more than 890 intersections, of which 88 are signalized. Despite making up only about 10% of the city's intersections, over 43% of all reported crashes from 2019 to 2024 occurred within 250 feet of a signalized intersection (see **Figure 17**). Further, 64 of the city's 139 FSI crashes occurred at or near a signalized intersection.

Signalized intersections are typically located along major corridors that carry higher traffic volumes. Pedestrian midblock signals were not included in this analysis.

Rear-end, sideswipe, and angle collisions are the most common crash types, reflecting operational and design challenges at busy, signal-controlled locations. In addition, there were 144 crashes involving pedestrians or cyclists.

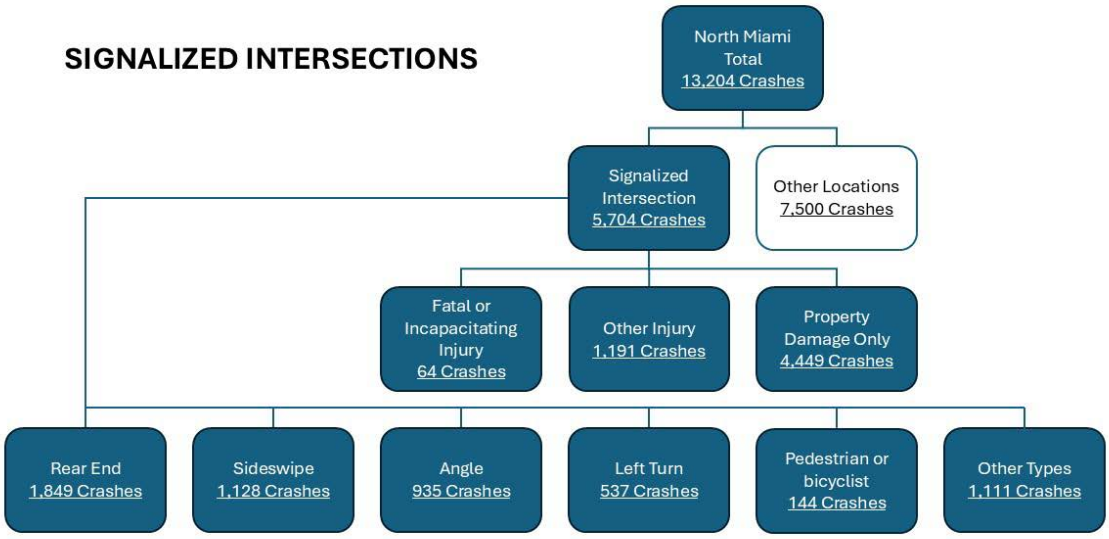


Figure 17: Signalized Intersections Crash Tree for North Miami

Two-lane Local Streets

Two-lane streets (city or county maintained) make up the vast majority of the roadway network in North Miami. Of the city's approximately 173 total centerline miles (based on the city's GIS layer of roads), about 150 miles (approx. 87 %) are two-lane facilities. While these roadways primarily serve local access functions, they also play a critical role in neighborhood connectivity.

Between 2019 and 2024, 10 FSI crashes were reported on two-lane streets in North Miami. The most frequent crashes on these facilities include rear-end, sideswipe, and lane depar-ture (off-road) crashes. In addition, there were 51 crashes involving pedestrians or cyclists.

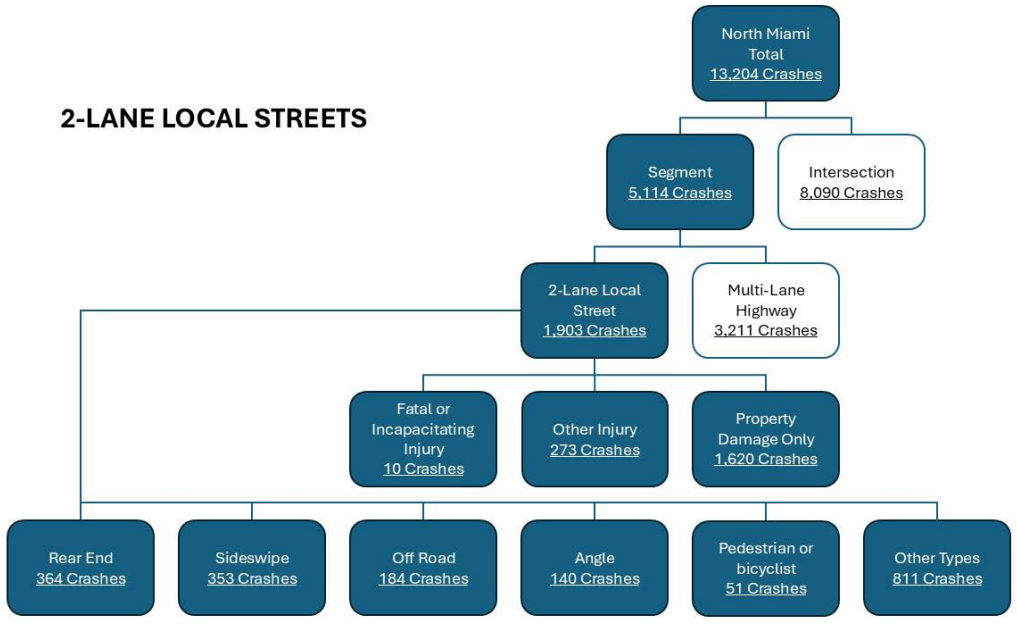


Figure 18: Two-Lane Local Streets Crash Tree for North Miami

Multi-lane Highway Segments

North Miami has approximately 23 miles of multi-lane highways. These corridors are designed primarily for mobility, carrying high traffic volumes at higher speeds compared to two-lane local streets. Other than the mobility function, these highways often provide access to schools, parks, shopping centers, and other community destinations thus increasing the potential for conflicts.

From 2019 to 2024, 41 FSI crashes were reported along multi-lane highways in North Miami. The most frequent crash types include rear-end, sideswipe, and roadway departure (off-road) crashes. In addition, there were 86 crashes involving pedestrians or cyclists.

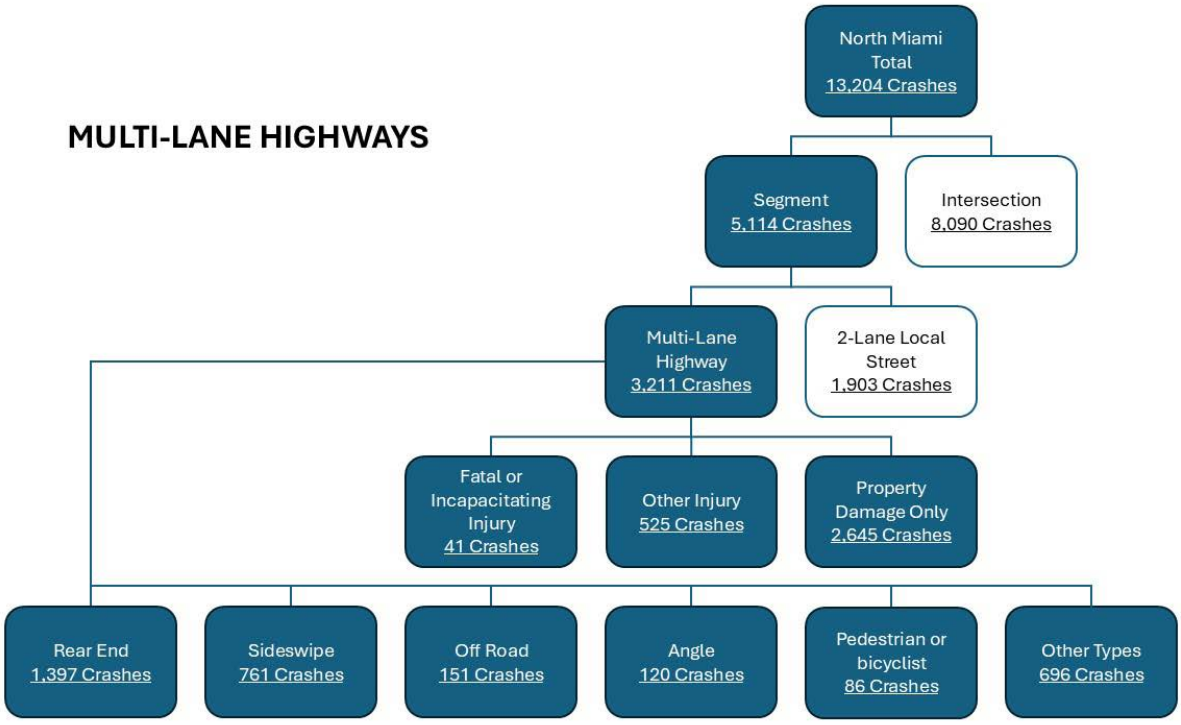


Figure 19: Multi-Lane Highways Crash Tree for North Miami

Nighttime Crashes

Nighttime conditions present unique safety challenges. Reduced visibility for pedestrians and bicyclists, inconsistent street lighting, higher speeds, and driver-related factors such as fatigue, visual impairment, operating under influence of alcohol or drugs all contribute to elevated crash injury risks.

Although only 27% of all reported crashes occurred during nighttime hours, these crashes accounted for over 62% of all FSI crashes between 2019 and 2024.

The most frequent nighttime crash types include rear-end, angle, sideswipe, and left turn. In addition, there were 111 crashes involving pedestrians or cyclists.

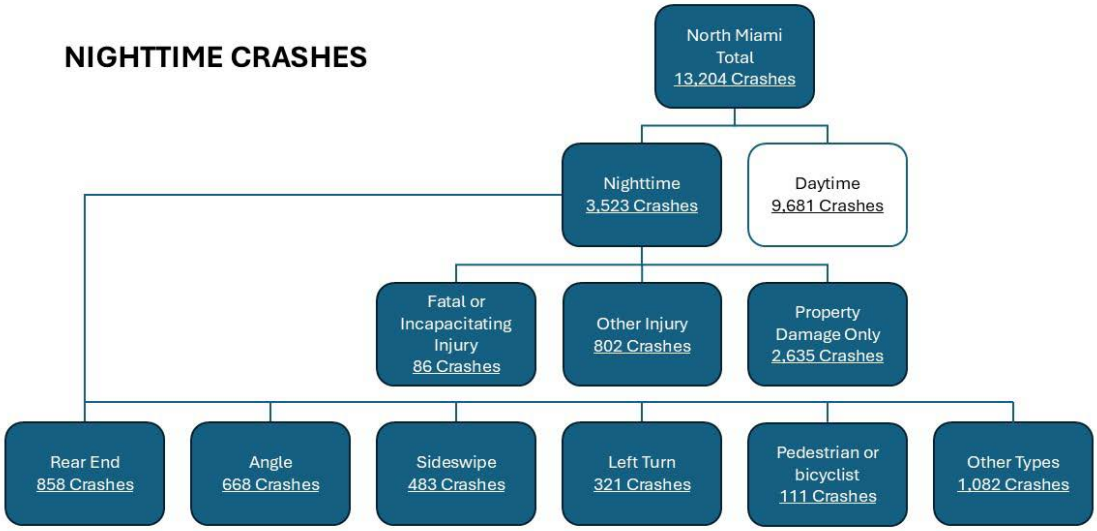


Figure 20: Nighttime Crash Tree for North Miami

Table 7 presents the top 10 intersections ranked by nighttime crash frequency while **Figure 21** shows the location of these intersections along with severe nighttime crashes. The top 10 intersections for nighttime crashes are located along state roads and are signalized.

SITE	MAJOR ROAD	MINOR ROAD	MAINTAINING AGENCY	NUMBER OF LEGS	TRAFFIC CONTROL	IS ON HIN?	NIGHTTIME CRASHES
1	SR 916/NE 135th St	NW 6th Ave	FDOT	2	Signal	Yes	91
2	SR 922/NE North Miami Blvd	SR 915/NE 6th Ave	FDOT	4	Signal	Yes	90
3	SR 916/NE 135th St	SR 915/NE 6th Ave	FDOT	4	Signal	Yes	87
4	SR 922/North Miami Blvd	NW 6th Ave	FDOT	4	Signal	Yes	84
5	SR 916/NE 135th St	SR 909/W Dixie Hwy	FDOT	4	Signal	Yes	70
6	US-1/Biscayne Blvd	SR 922/NE 123rd St	FDOT	4	Signal	Yes	66
7	SR 922/NW 125th St	US 441/NW 7th Ave	FDOT	4	Signal	Yes	61
8	US-1/Biscayne Blvd	SR 916/NE 135th St	FDOT	4	Signal	Yes	54
9	SR 922/North Miami Blvd	NE 16th Ave	FDOT	4	Signal	Yes	54
10	US 441/NW 7th Ave	SR 916/NE 135th St	FDOT	3	Signal	Yes	52

Table 7: Intersections with the Highest Number of Nighttime Crashes

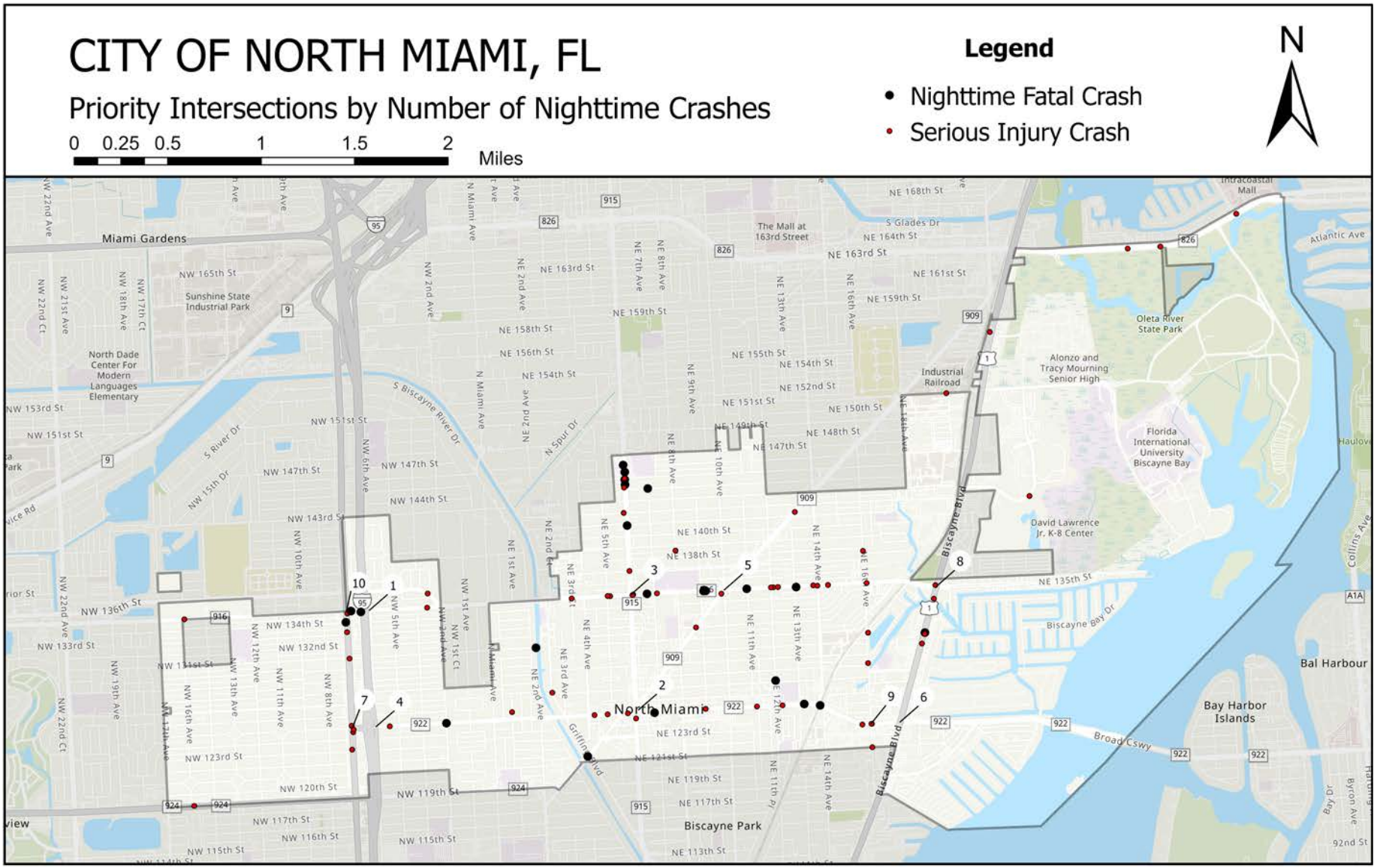


Figure 21: Priority Intersections by Number of Nighttime Crashes

Vulnerable Road Users

Although VRU crashes occur less frequently than motor vehicle collisions, they are more likely to result in fatal or serious injury outcomes.

Between 2019 and 2024, there were 609 crashes in North Miami involving at least one VRU. Of these, 77 resulted in a fatality or serious injury. Among VRUs, pedestrians were the most frequently involved, followed by motorcyclists, bicyclists, and finally moped riders.

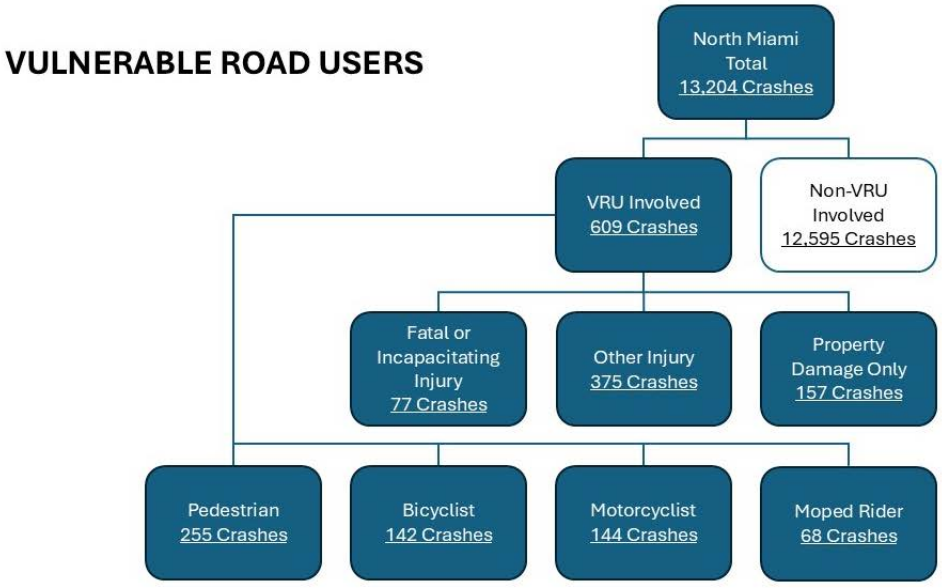


Figure 22: Vulnerable Road Users Crash Tree for North Miami

Table 8 presents the top 10 intersections ranked by the number of VRU crashes. **Figure 23** shows the location of these intersections along with all VRU crashes citywide. All the top 10 intersections are on state roads, which are multi-lane facilities with high traffic volumes and speeds. Transit routes and land uses supporting pedestrian and bicycle activity are other characteristics along these corridors.

SITE	MAJOR ROAD	MINOR ROAD	MAINTAINING AGENCY	NUMBER OF LEGS	TRAFFIC CONTROL	IS ON HIN?	VRU CRASHES
1	SR 922/North Miami Blvd	SR 915/NE 6th Ave	FDOT	4	Signal	Yes	15
2	SR 922/North Miami Blvd	NE 16th Ave	FDOT	4	Signal	Yes	14
3	US-1/Biscayne Blvd	NE 126th St	FDOT	4	Signal	No	12
4	US-1/Biscayne Blvd	SR 916/NE 135th St	FDOT	4	Signal	Yes	11
5	SR 915/NE 6th Ave	NE 145th St	FDOT	4	Signal	Yes	11
6	US-1/Biscayne Blvd	SR 922/NE 123rd St	FDOT	4	Signal	Yes	9
7	US 441/NW 7th Ave	NW 131st St	FDOT	4	Signal	Yes	8
8	SR 922/North Miami Blvd	NE 9th Ave	FDOT	4	Signal	No	8
9	SR 915/NE 6th Ave	NE 147th St	FDOT	4	Signal	Yes	8
10	US 441/NW 7th Ave	SR 916/NE 135th St	FDOT	3	Signal	Yes	8

Table 8: Intersections with the Highest Number of VRU Crashes

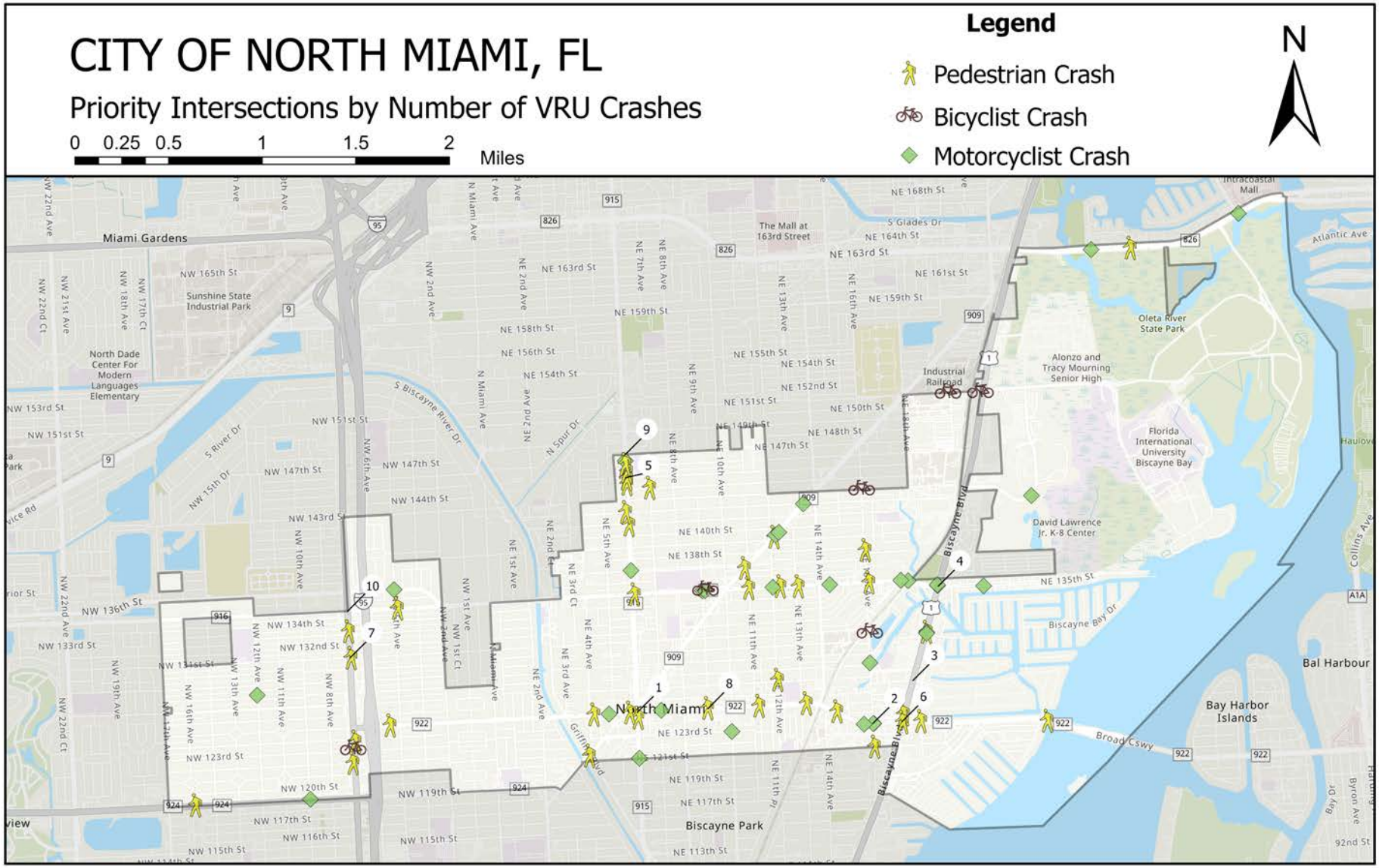


Figure 23: Priority Intersections by Number of VRU Crashes

School Areas

School areas present unique safety challenges due to the combination of high pedestrian and bicycle activity, school drop-off and pick-up traffic, and the changing traffic operations during school arrival and dismissal periods. For this analysis, crashes occurring within 0.25 miles of a school were assigned to individual school areas. Public, private, and charter schools were included.

The crash tree shown in **Figure 24** highlights several common contributing causes for school area crashes, including careless driving, failure to yield the right-of-way, and following too closely.

Table 9 along with **Figure 25** summarize historical safety outcomes within 0.25 miles of specific schools, ranked by frequency. A cluster of schools are located in the general vicinity of intersection of NE 6 Avenue and NE 135 Street. Collectively, 13 FSI crashes and 50 VRU occurred in that area.

It is important to note that due to the close proximity of some schools, their areas of influence may overlap.

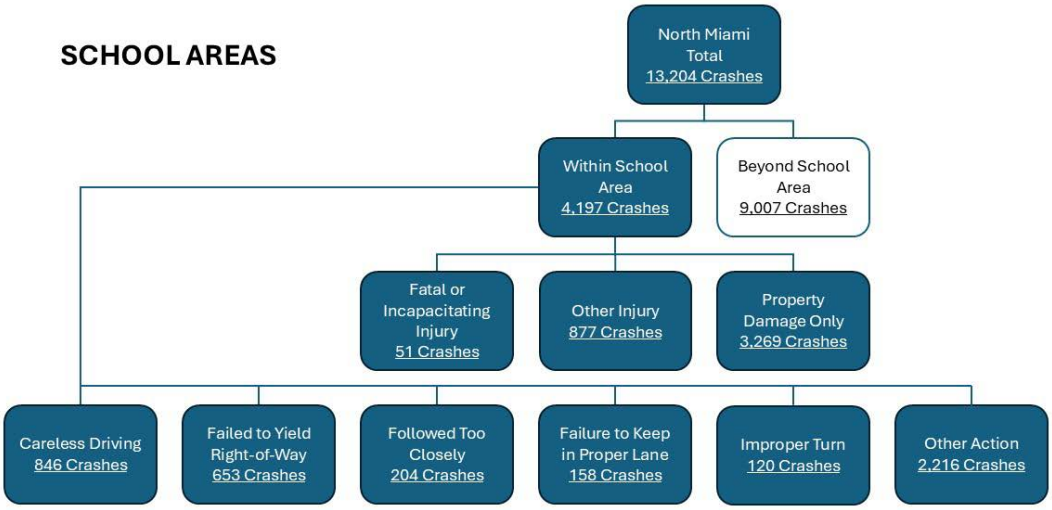


Figure 24: School Areas Crash Tree for North Miami

LOCATION	SCHOOL NAME	GRADES	TYPE	STUDENTS	CRASHES	FSI	VRU	PED/ BIKE	NIGHT
1	St James Catholic School	PK-8	Private	419	584	7	24	21	199
2, 5, 9, 13*	Holy Cross Lutheran, Arch Creek Elementary,	PK-12	Private/ Public	3,352	1,226	13	50	37	353
3	North Miami Senior High, and North Miami Middle	PK-12	Private/ Public	3,352	1,226	13	50	37	353
4	Miami Union Academy	PK-12	Private	280	472	3	8	6	147
6	Mater Academy Biscayne Elementary	K-5	Charter	496	422	5	45	22	87
7	W.J. Bryan Elementary	PK-5	Public	622	341	5	20	16	71
8	North Miami Elementary	PK-5	Public	423	255	10	27	24	93
10	ASPIRA Raul Arnaldo Martinez Charter	6-8	Charter	613	225	3	9	6	56
11	Beth Moshe Early Childhood Center	PK-1	Private	37	160	1	13	8	28
12	Cristo Rey Miami High School	9-12	Private	210	136	0	10	7	34
14	Benjamin Franklin K-8 Center	PK-8	Public	510	119	1	3	1	35
15	Holy Family Catholic School	PK-8	Private	214	104	0	1	1	31
16	Natural Bridge Elementary	PK-5	Public	386	83	2	6	4	25
17	David Lawrence Jr. K-8 Center PLC South Campus	PK-8	Public	1,282	27	1	2	2	9
18	Alonzo and Tracy Mourning Senior High	9-12	Public	1,597	23	0	2	2	3
19	David Lawrence Jr. K-8 Center	PK-8	Public	1,276	15	0	2	2	1
	MAST @ FIU Biscayne Bay Campus	9-12	Public	471	5	0	1	1	1

Table 9: Crashes Occurring near Schools within the City of North Miami

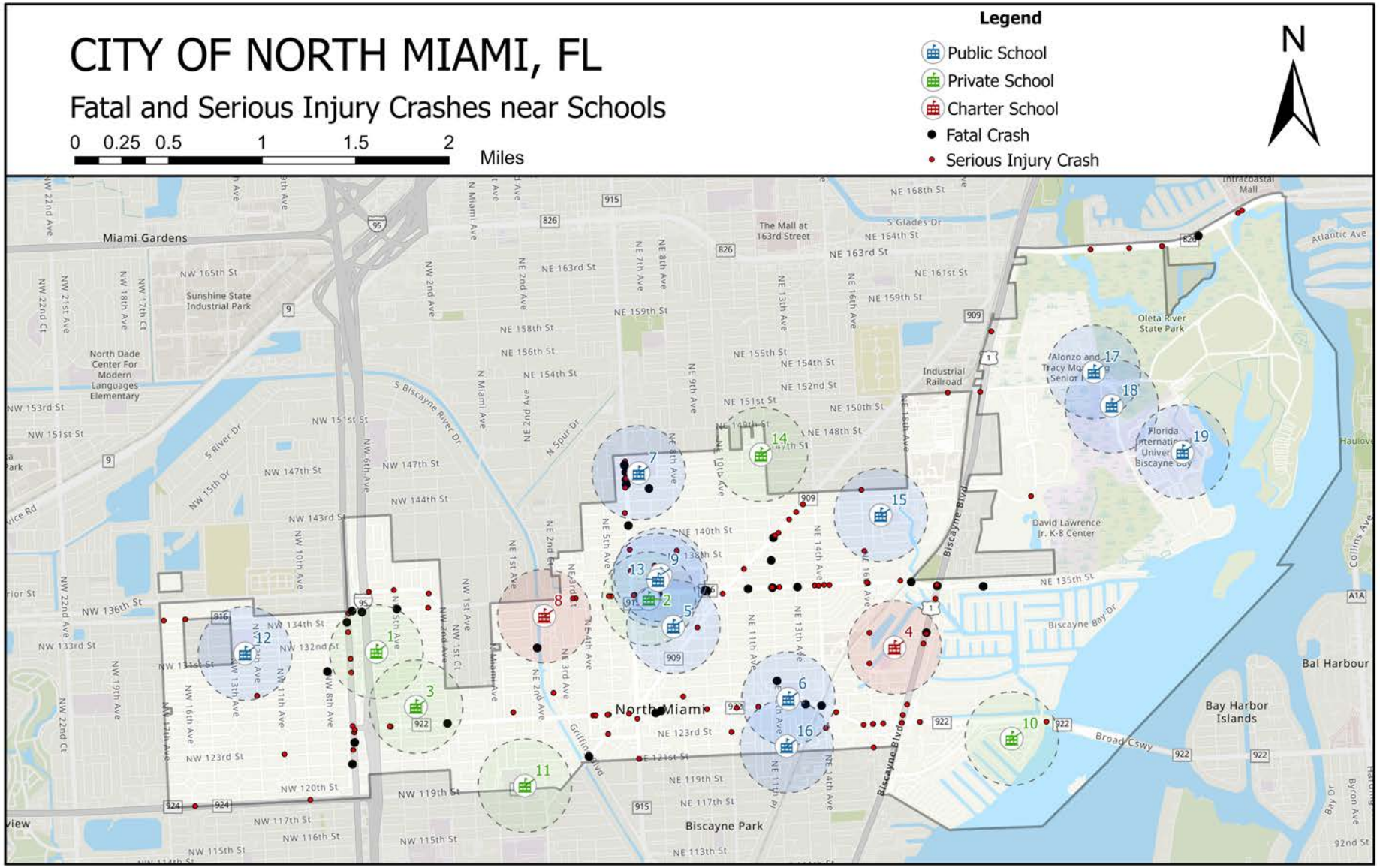
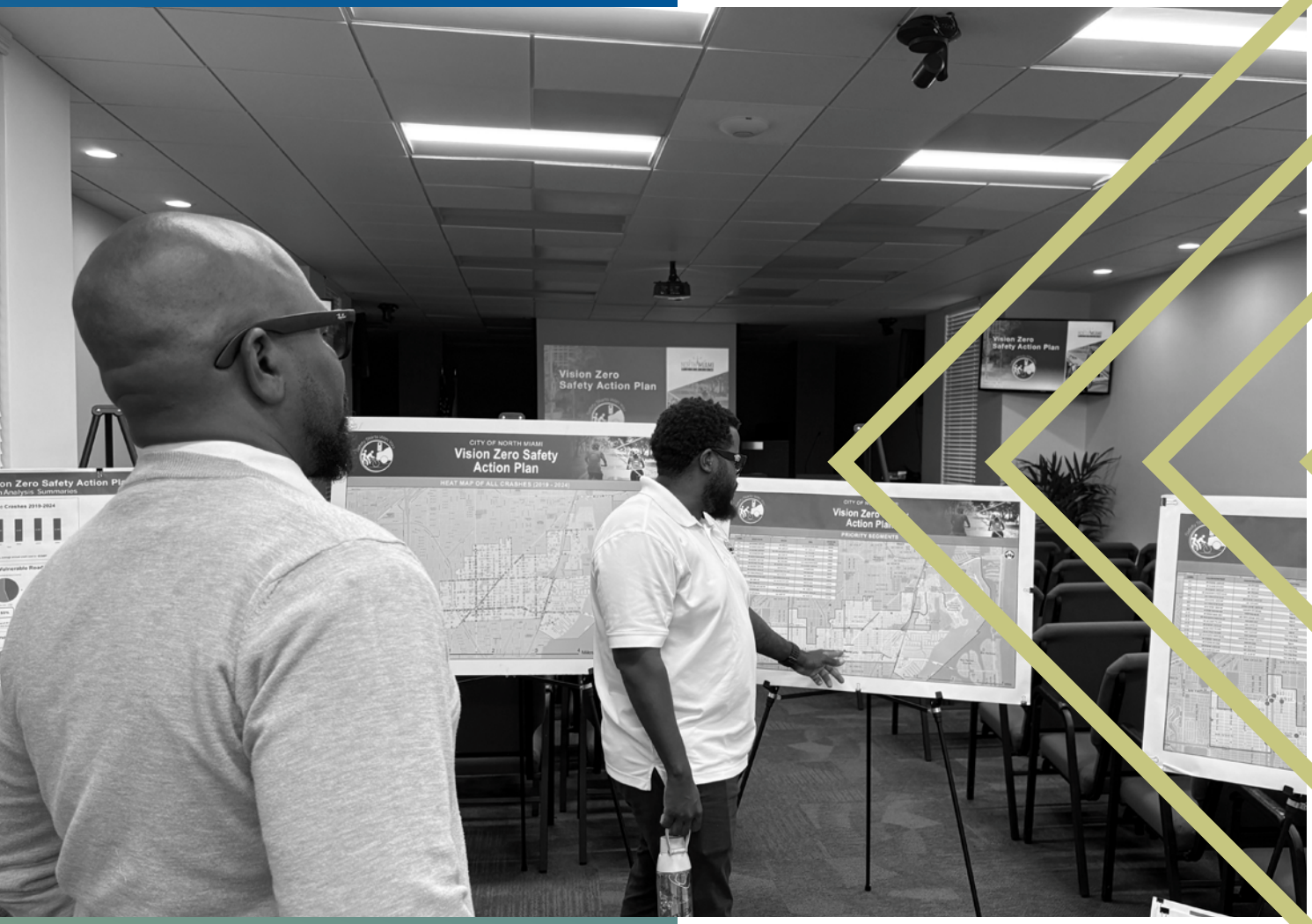


Figure 25: Fatal and Serious Injury Crashes within 0.25 miles of Schools

APPENDIX

B



Public Engagement

TABLE OF CONTENTS

PUBLIC ENGAGEMENT 1

Steering Committee 1

Virtual Engagement 2

Project Website 2

Announcements 3

Survey 3

PublicCoordinate Interactive Map 4

Public Engagement Events 7

Community Event #1 (North Miami Spring Egg Hunt and Earth Day Event) 7

Community Event #2 (Back to School Block Party) 7

Community Event #3 (Open House at North Miami Council Chambers) 8

City Council Meetings 8

Homeowners Association (HOA) Meetings 8

PUBLIC ENGAGEMENT

Public and stakeholder engagement were an integral part of the VZ SAP development. This input helped to identify safety issues, develop strategies, and prioritize High-Injury Network (HIN) locations. A summary of the stakeholder and community engagement events including feedback received is summarized below.

Steering Committee

The Steering Committee consisted of members from partner agencies and members of the public. Three meetings were held during the development of VZ SAP. Their diverse expertise helped to review and identify safety concerns from unique perspectives, develop targeted strategies, and facilitate inter-agency coordination. The Steering Committee consisted of representatives from the following departments / agencies and local residents:

CITY OF NORTH MIAMI

- Steven Marcellus (Transportation Manager)
- Jeff Geimer (Assistant Public Works Director)
- Whitney Padote (Capital Project Manager)
- Debbie Love (City Development Services Director)
- Officer Jose Urbizo (Police Department Traffic Safety Unit)
- Gabrielle Leon (Constituent Services Coordinator for District 2)
- Kassandra Timothe (Vice Mayor)

KIMLEY-HORN (CONSULTANT TEAM)

- Ravi Wijesundera (Project Manager)
- Alex Iliev
- Raul Pineda Mendez

FDOT DISTRICT SIX

- Misleidys Leon (District Safety Engineer)
- Yenia Morales (District Safety Specialist)

MIAMI-DADE TPO

- Kevin Walford (Transportation Planner)
- Jesús Fuentes (In-house Consultant)

MIAMI-DADE DTPW

- Mark Brown (Vision Zero Program Manager)

NORTH MIAMI RESIDENTS

- Brand Gonzalez
- Adrien Rappoport
- Raul Alfaro

CITY OF NORTH MIAMI BEACH

- Stephanie Jarret (Transportation Analyst)

Key topics covered in each Steering Committee meeting are listed below.

- February 27, 2025
  - Project introduction, scope, and schedule
  - Crash data overview
  - Draft HIN
  - Public outreach efforts
- April 29, 2025
  - Safety analysis update
  - HIN intersections and segments
  - School area safety data
  - Community engagement update
  - Discussion of grant opportunities
  - August 25, 2025
  - Safety strategies (systemic, corridor specific, policy/process changes)
  - Concepts
  - Public engagement update
  - Coordination with FDOT on existing/ completed safety projects

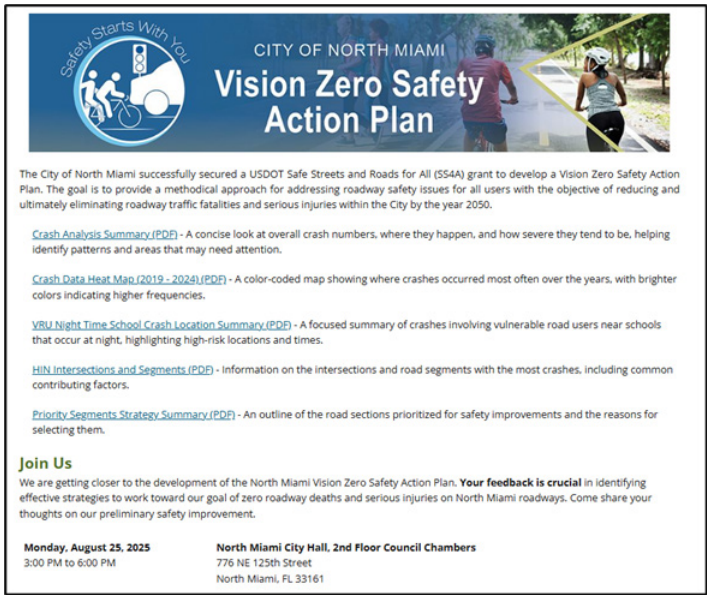
Steering Committee presentations are included in **Attachment A** and meeting minutes are included in **Attachment B**.

Virtual Engagement

Virtual engagement provided a valuable medium to solicit feedback and help identify transportation safety concerns.

Project Website

A project specific landing page was created within the City's website **www.northmiamifl.gov/visionzero**. Announcements of public meetings, presentations, key safety analysis results, and Vision Zero resources were posted to the webpage. The website provided public access to project updates, meeting announcements, documentation, and links to the survey and interactive map.

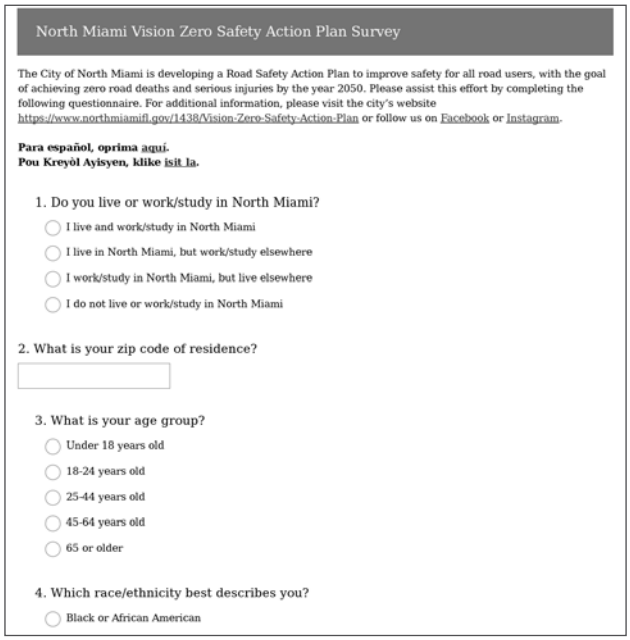


Announcements

Announcements were made using Facebook, Instagram, project webpage, digital and printed flyers, and emails.

Survey

An online survey was conducted during the needs assessment stage, and the survey was made available in English, Spanish, and Creole languages. The 14-question survey which included fill in the blank, multiple choice, and ranking questions was used to identify transportation safety concerns within the city. A total of 99 completed surveys were received. The following sections summarize the survey results. A complete summary of survey results is provided in **Attachment C.**


North Miami Vision Zero Safety Action Plan Survey

The City of North Miami is developing a Road Safety Action Plan to improve safety for all road users, with the goal of achieving zero road deaths and serious injuries by the year 2050. Please assist this effort by completing the following questionnaire. For additional information, please visit the city's website https://www.northmiamifl.gov/1438/Vision-Zero-Safety-Action-Plan or follow us on Facebook or Instagram.

Para español, oprima aquí.
Pou Kreyòl Ayisyen, klike isit la.

1. Do you live or work/study in North Miami?
- I live and work/study in North Miami
- I live in North Miami, but work/study elsewhere
- I work/study in North Miami, but live elsewhere
- I do not live or work/study in North Miami

2. What is your zip code of residence?

3. What is your age group?
- Under 18 years old
- 18-24 years old
- 25-44 years old
- 45-64 years old
- 65 or older

4. Which race/ethnicity best describes you?
- Black or African American

OVERVIEW OF SURVEY RESPONDENTS

- 58% live and work/study in North Miami; 32% live in North Miami but work/study elsewhere; 10% do not live in North Miami.
- 40% were 65 years or older; 39% were 45-64 years old. The remaining 21% was made up for respondents under the age of 44.
- 40% were Black or African American; 34% were White (non-Hispanic or Latino); 19% were Hispanic, Latino, or Spanish; 7% were another race/ ethnicity.
- 83% indicated English as the primary household language.
- 90% use a private motor vehicle as the primary mode of transportation.

TRANSPORTATION CONCERNS AND SUGGESTIONS

The top transportation safety concerns identified by the public included the following:

- 54% identified speeding as the top safety concern, followed by traffic congestion (16%).
- 42% identified pedestrians as the most important road user group to focus on road safety improvements, followed by motorists (36%).
- 38% identified traffic calming measures as the most important countermeasure to improve safety, followed by increased police enforcement (25%), and additional crosswalks (11%).

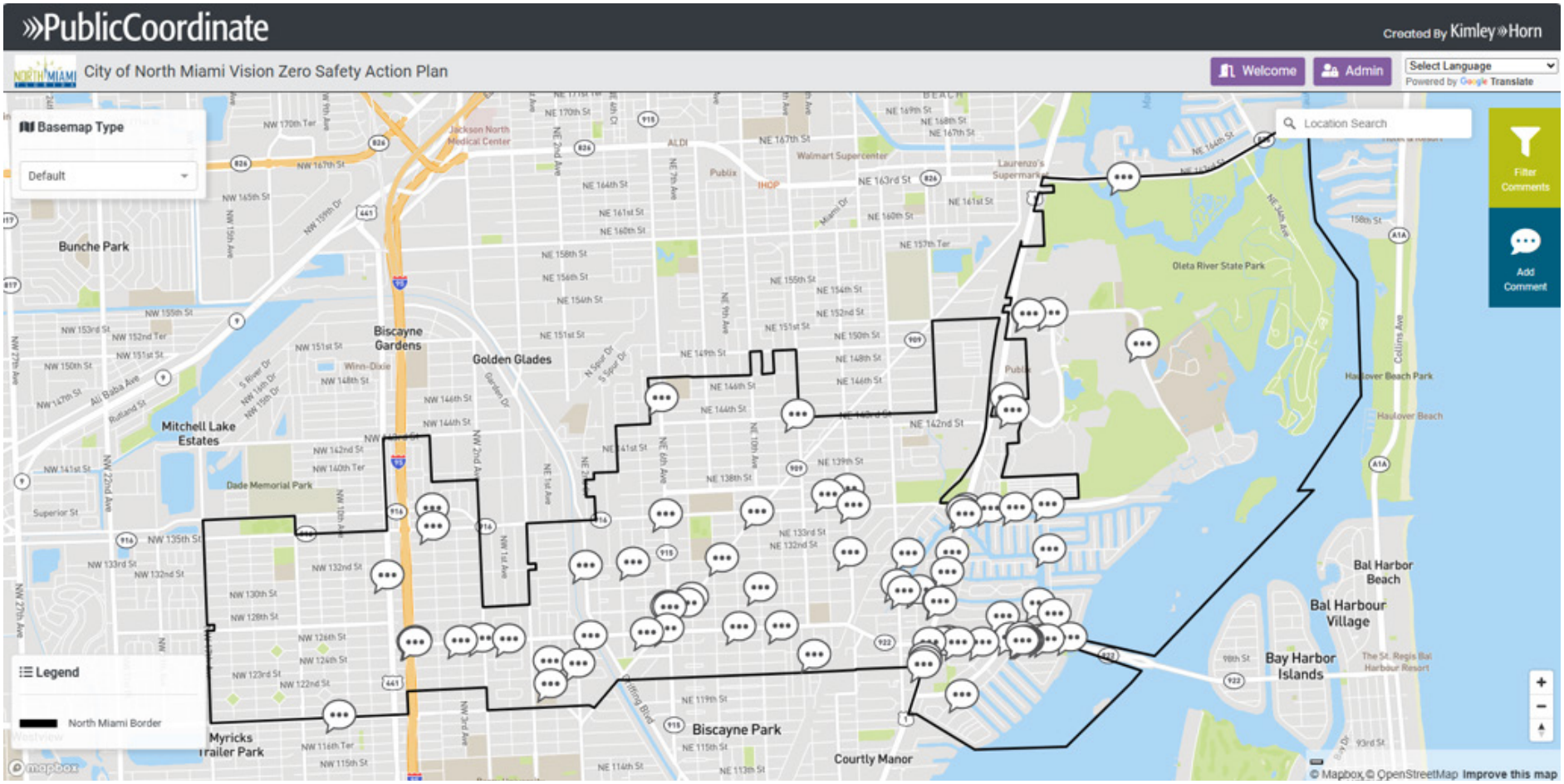
PRIORITY INTERSECTIONS/SEGMENTS

The top intersections and segments perceived as experiencing transportation safety issues are below.

- Intersections
  - Biscayne Boulevard and NE 123rd Street (mentioned 13 times)
  - Biscayne Boulevard and NE 135th Street (mentioned 12 times)
  - NE 6th Avenue and NE 125th Street (mentioned 11 times)
  - NW 6th Avenue and NW 125th Street (mentioned 8 times)
  - NW 7th Avenue and NW 119th Street (mentioned 7 times)
  - West Dixie Highway and NE 135th Street (mentioned 7 times)
- Segments
  - NE 123rd Street (mentioned 10 times)
  - NE 125th Street (mentioned 5 times)
  - NE 135th Street (mentioned 4 times)
  - NW 7th Avenue (mentioned 3 times)

PublicCoordinate Interactive Map

PublicCoordinate, an interactive mapping tool, was created to allow the public to post geolocated comments identifying specific safety issues and suggestions. A total of 80 comments were posted to the PublicCoordinate map. Common safety concerns noted included speeding, lack of dedicated bicycle lanes, narrows sidewalks, drivers not yielding to pedestrians, vehicles performing illegal maneuvers, and poor roadway lighting. The following word cloud graphic identifies the most cited safety and mobility concerns. A list of all map comments is provided in **Attachment D**.



PublicCoordinate Comment Map

PublicCoordinate Comment Map

Public Engagement Events

Various forms of public engagement events were held to provide opportunities for feedback. These included pop-up events held during community events, workshops, City Council meetings, and Homeowners Associations (HOA) meetings. Below is a list of the Public engagment events held as a part of this VZ SAP:

Community Event #1 (North Miami Spring Egg Hunt and Earth Day Event)

The first community outreach event was held on Saturday, April 19th, 2025. A Vision Zero booth was set up and used the opportunity to introduce the project to the public, share traffic crash hot spots, and gather input on existing transportation safety concerns. Patrons that visited the booth were encouraged to complete the virtual survey and provide comments on the PublicCoordinate map. The survey and interactive map remained open for comments for two weeks following the event to allow more community members the opportunity to enter their feedback.

Community Event #2 (Back to School Block Party)

The second community outreach event was held on Monday, August 11th, 2025. A Vision Zero booth was set up and used the opportunity to present the HIN segments, safety focus areas, and gather feedback on prioritization of HIN locations. The public feedback on priority HIN segments was one of the scoring criteria used in the project prioritization.

Community Event #3 (Open House at North Miami Council Chambers)

The third community outreach event was held on Monday, August 25th, 2025. The purpose of the event was to present the safety improvement strategies developed for HIN locations, systemic countermeasures, and proposed policy and process changes to support the implementation of Vision Zero Safety Action Plan.

Homeowners Association (HOA) Meetings

The project team attended two HOA meetings (Alhambra Heights and Iron Manor/Central) to introduce the project to community members and solicit feedback on transportation safety concerns. The attendees completed a physical version of the virtual survey.

City Council Meetings

The project was presented to the City Council on April 22nd, 2025. The purpose of the meeting was to share the project goals, schedule, tasks, and seek the council's support to encourage public participation. Initial results of safety analysis and community engagement were shared during the meeting. The City Council Members supported the project, and a council member noted that FDOT should review the improvements implemented at the intersection of NE 125th Street and NE 6th Avenue. The public was provided with an opportunity to view safety analysis results prior to the meeting outside the Council Chambers and provide input.

ATTACHMENT

A

Steering Committee Presentations

Steering Committee Presentation #1

Vision Zero Safety Action Plan

Safety Starts With You

Steering Committee Meeting #1
February 27, 2025

NORTH MIAMI
FLORIDA

Agenda

- Introductions
- Vision Zero Safety Action Plan (VZ SAP)
- Components of VZ SAP
- Schedule
- Steering Committee
- Activities
- Discussion
- Next steps

Introduction to VZ SAP

- USDOT Safe Streets and Roads for All (SS4A) grant
- Reduce and eliminate fatalities and serious injuries for all road users
- Vision Zero target year is 2050
- Collaborative effort with partner agencies

Components of VZ SAP

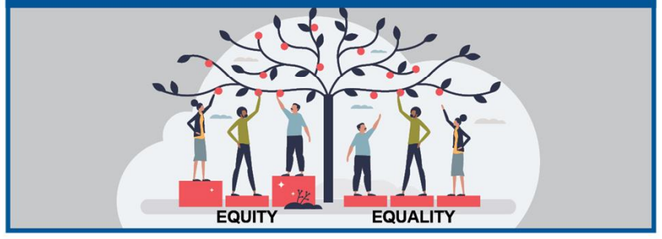
Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Equity



Policy and Process Changes

Strategy and Project Selections

Progress and Transparency

Safety Action Plan

Schedule

	1	2	3	4	5	6	7	8	9
	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25
Project Kick-off									
Project Management and Coordination									
Leadership Commitment and Goal Setting									
Planning Structure		S		S, C		S		S	
Safety Analysis									
Engagement and Collaboration				P		C		P	
Equity Considerations									
Policy and Process Changes									
Strategy and Project Selections									
Progress and Transparency									
Safety Action Plan									C, D

Legend:

P - Public Workshop or Pop-Up Event

C - City Council

S - Steering Committee

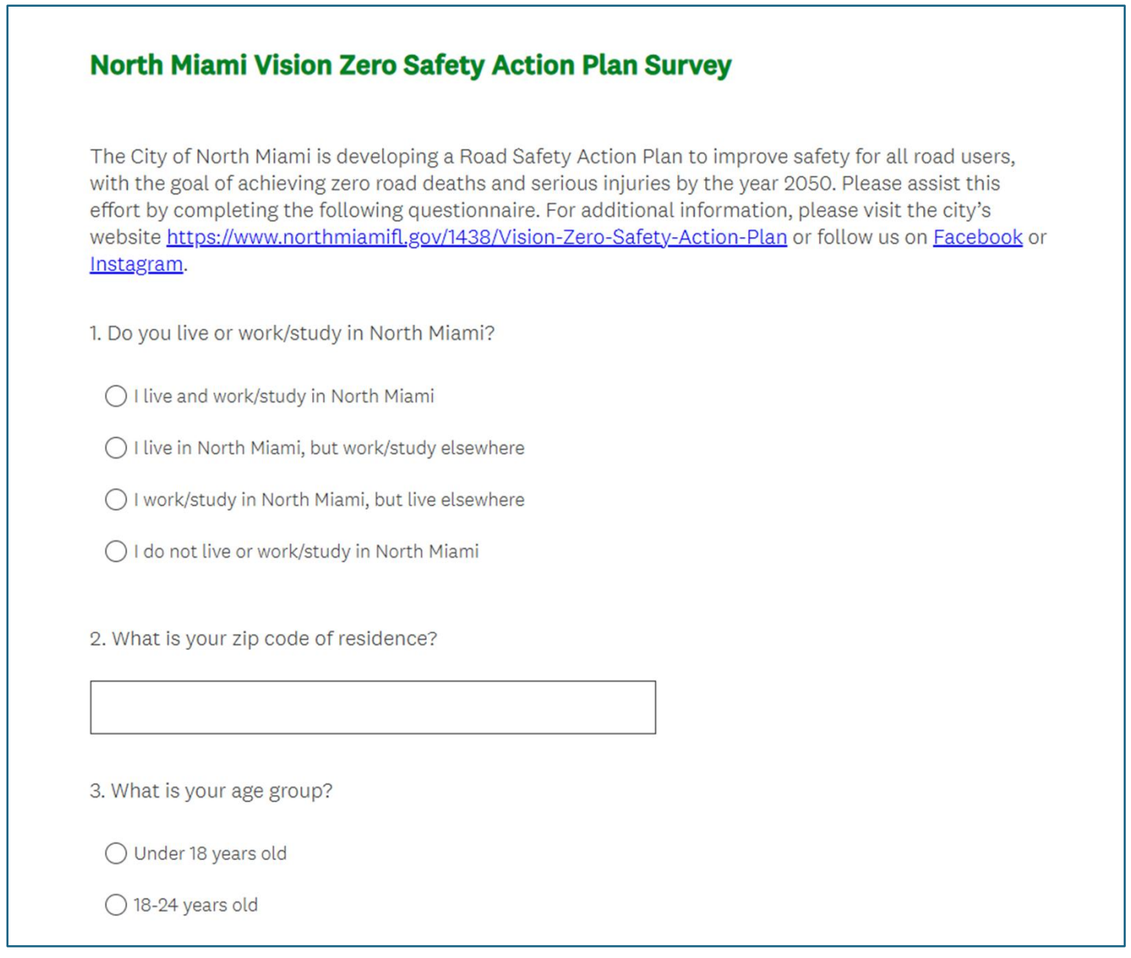
D - Action Plan Submittal

Role of Steering Committee

- Provide guidance to VZ SAP development process
- Review draft results
- Assist to increase public involvement and awareness
- Identify opportunities for collaboration to implement safety projects
- Meet every 2 months (~3 more meetings)

Current Activities

- VZ SAP logo and webpage
- Tri-lingual online survey
- Identifying public events for pop-up meetings
- Safety analysis



North Miami Vision Zero Safety Action Plan Survey

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- ◯ I live in North Miami, but work/study elsewhere
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- ◯ I do not live or work/study in North Miami

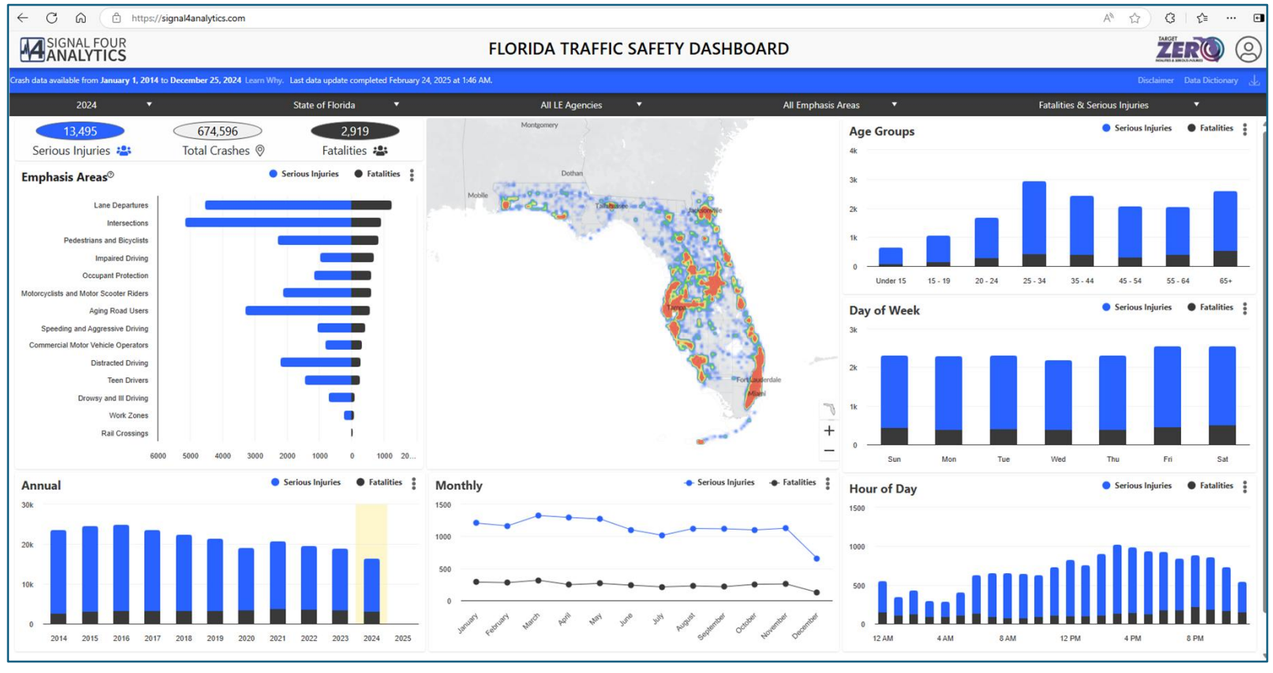
2. What is your zip code of residence?

3. What is your age group?

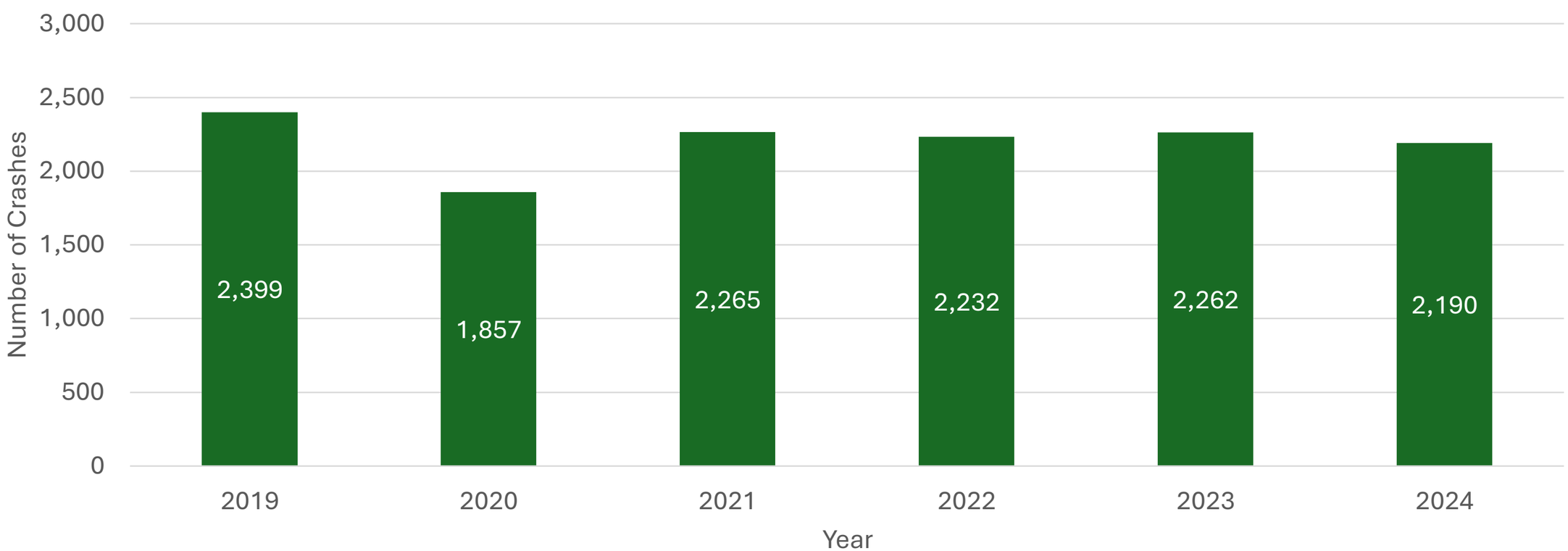
- ◯ Under 18 years old
- ◯ 18-24 years old

Safety Analysis

- Crash data from Signal Four Analytics database.
- Year 2019 – 2024 (6 years)
- Crashes on I-95 and private properties were removed.
- GIS methods to remove incorrectly geolocated crashes.
- Fatal and serious injury crash reports were reviewed to verify accuracy.

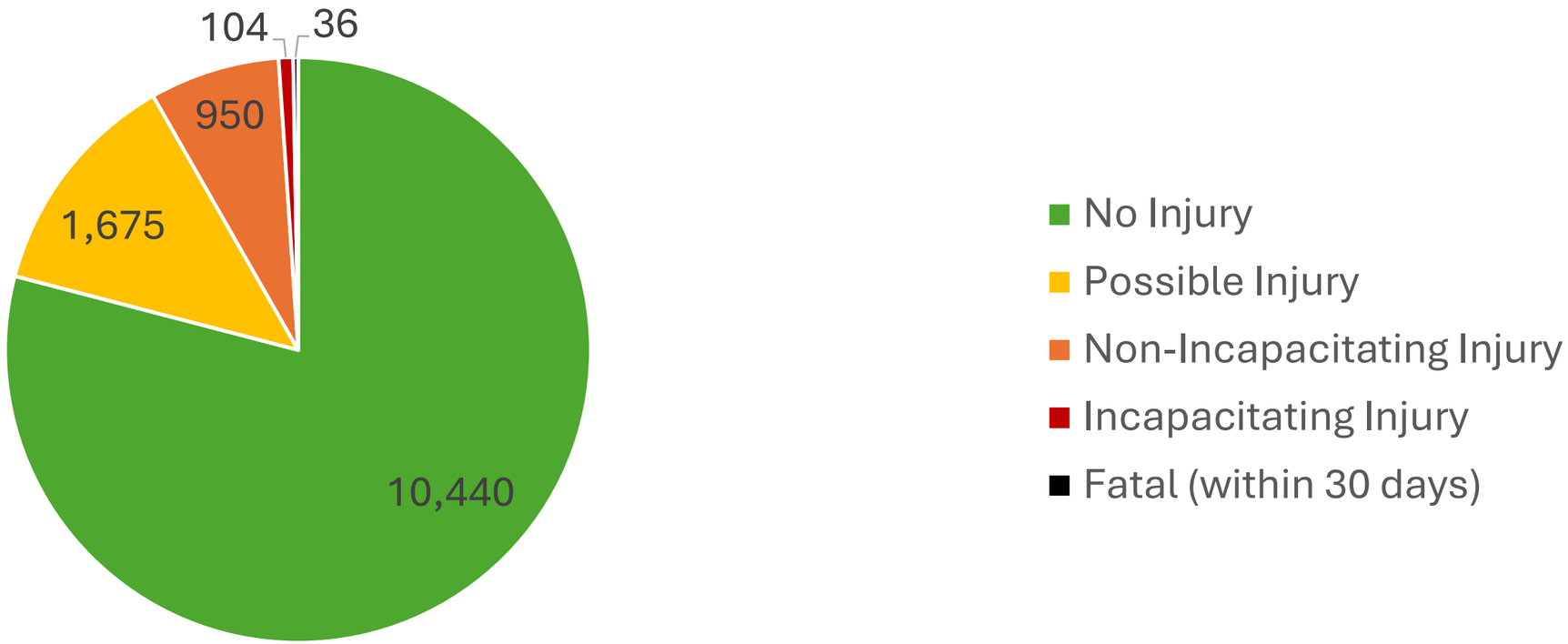


Crash Data

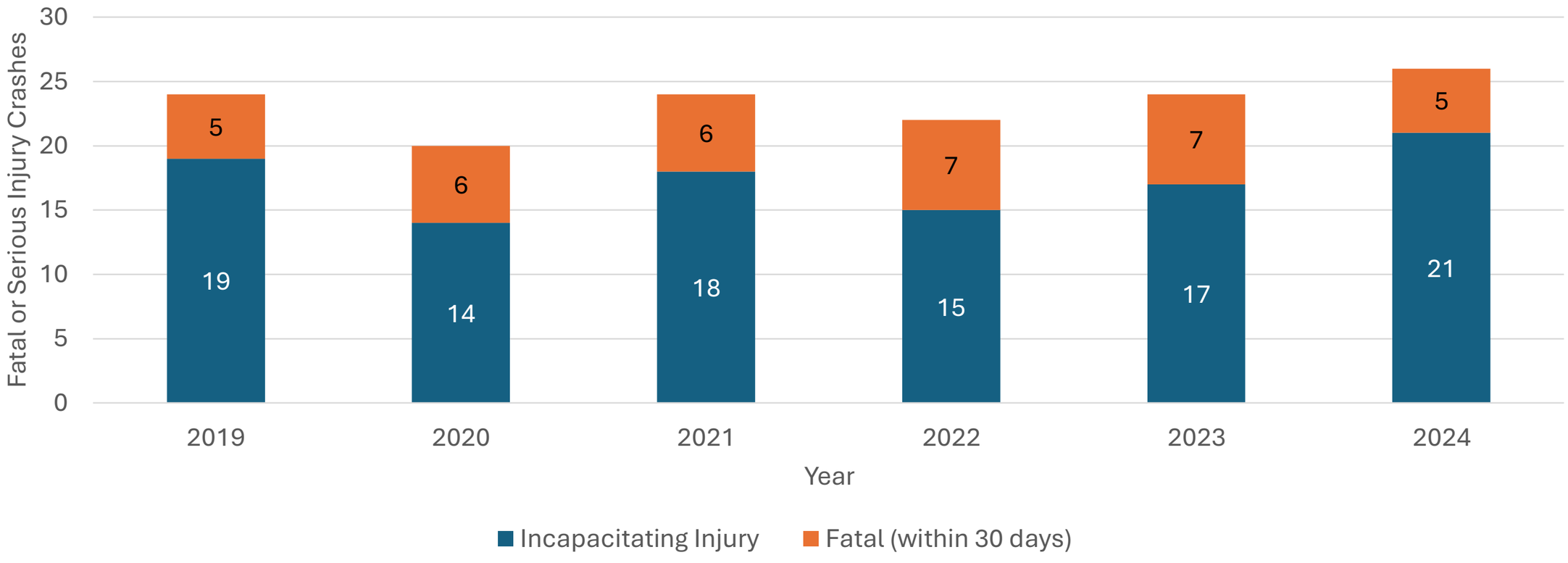


Using FDOT's comprehensive unit crash costs, the average annual crash cost is ***$151.6M***

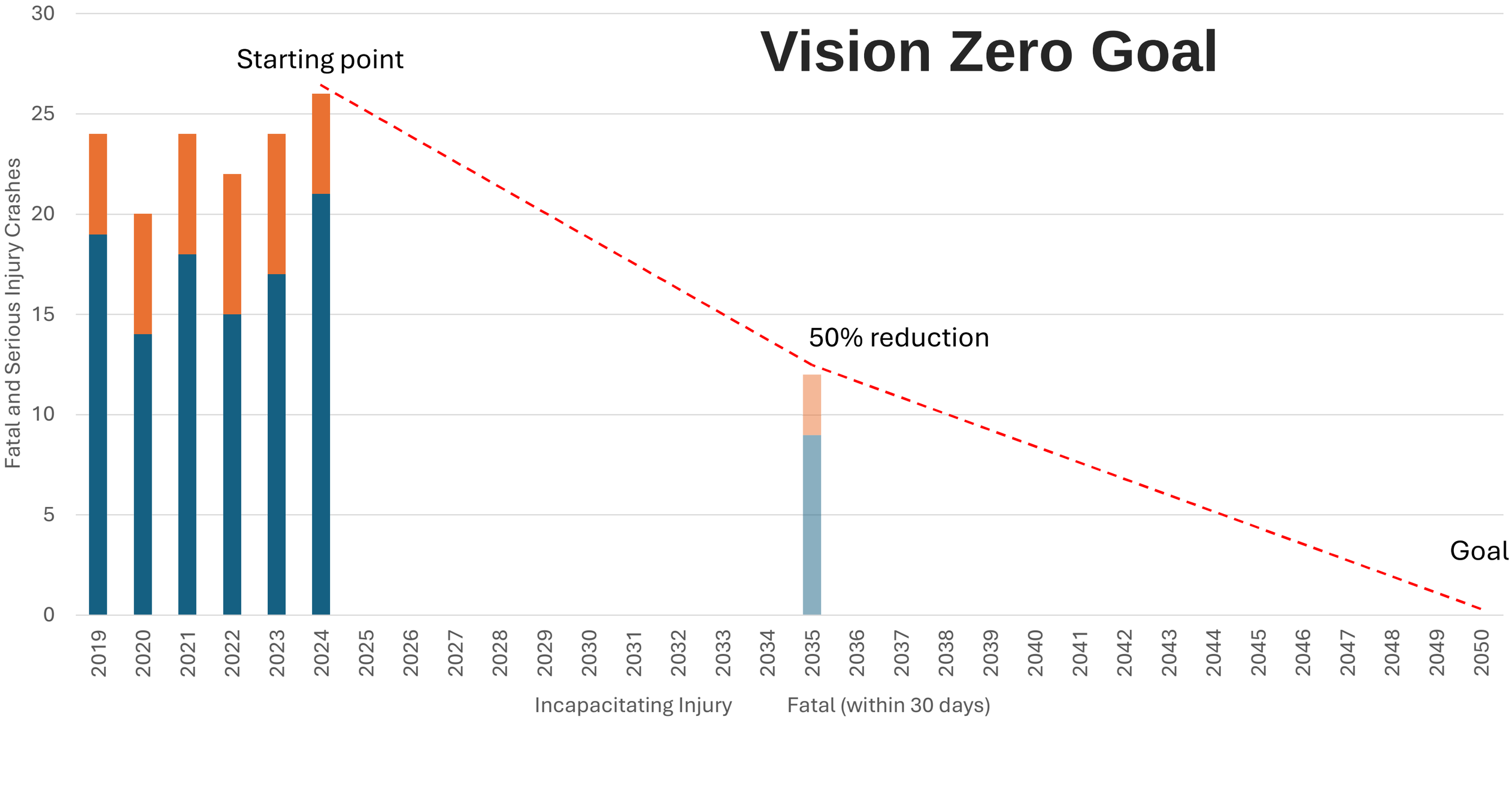
Crash Severity Distribution



Severe Crashes

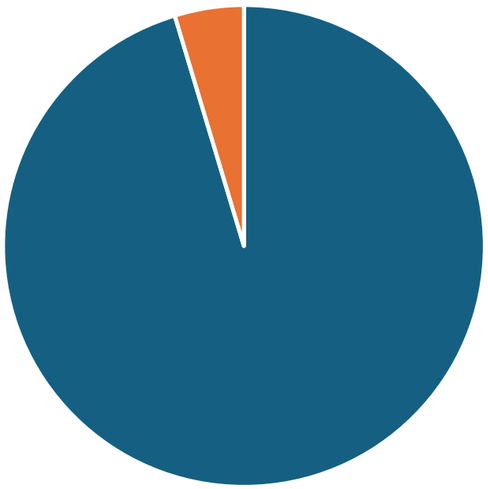


Vision Zero Goal



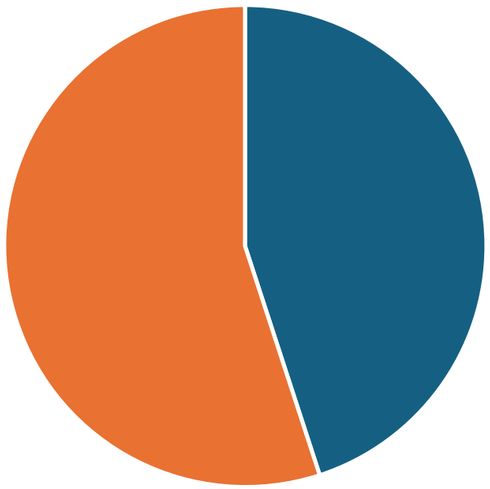
Crashes Involving Vulnerable Road Users

All Crashes



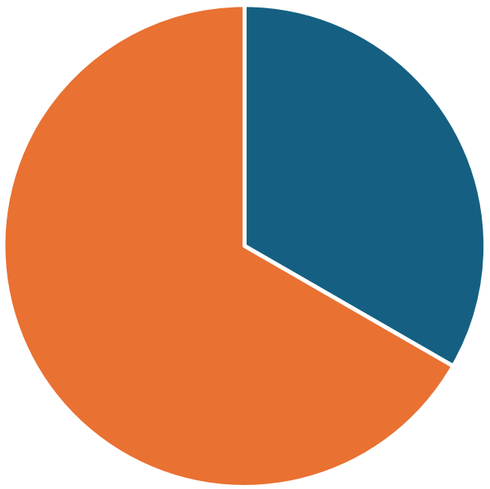
5%

Fatal or Incapacitating Injury Crashes



55%

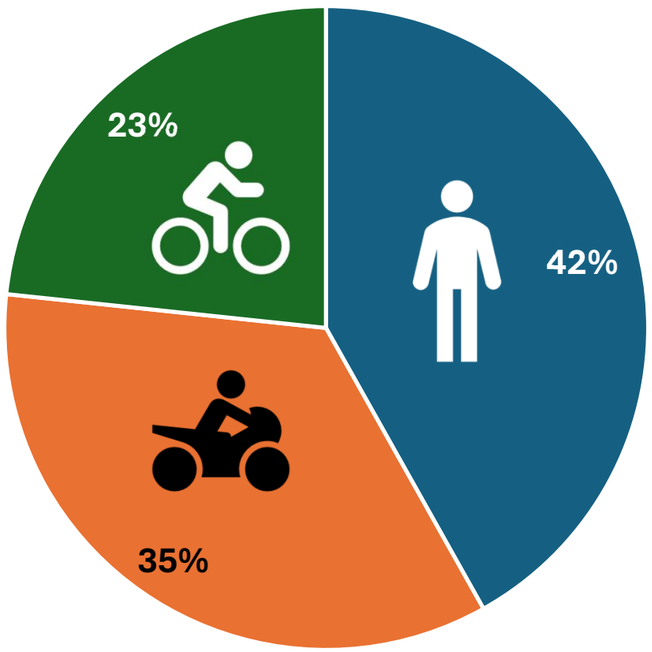
Fatal Crashes Only



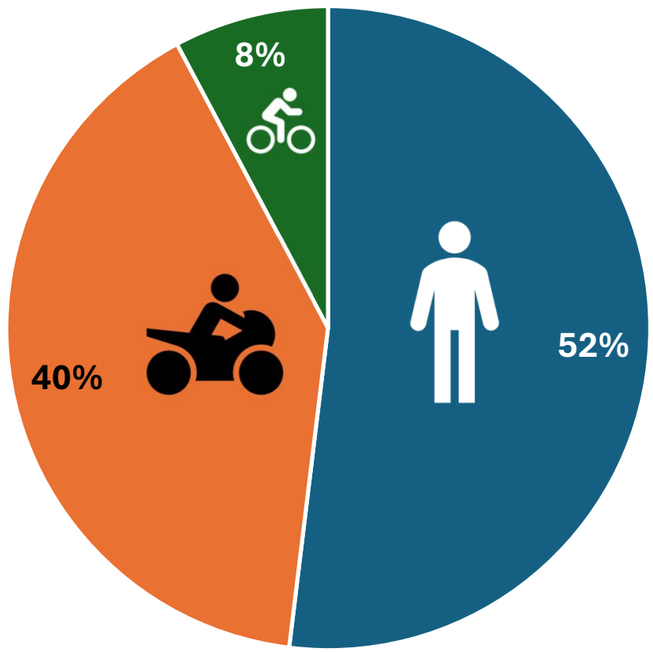
67%

VRU Crashes by Mode Type

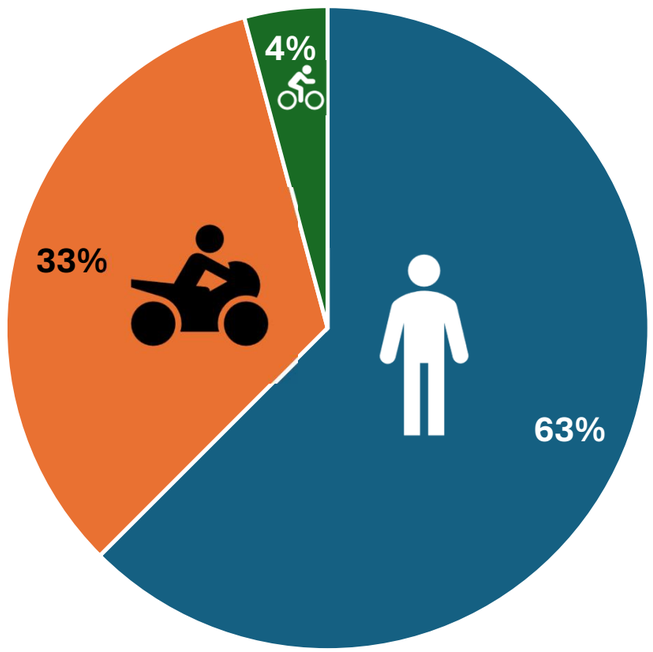
All Crashes (609)



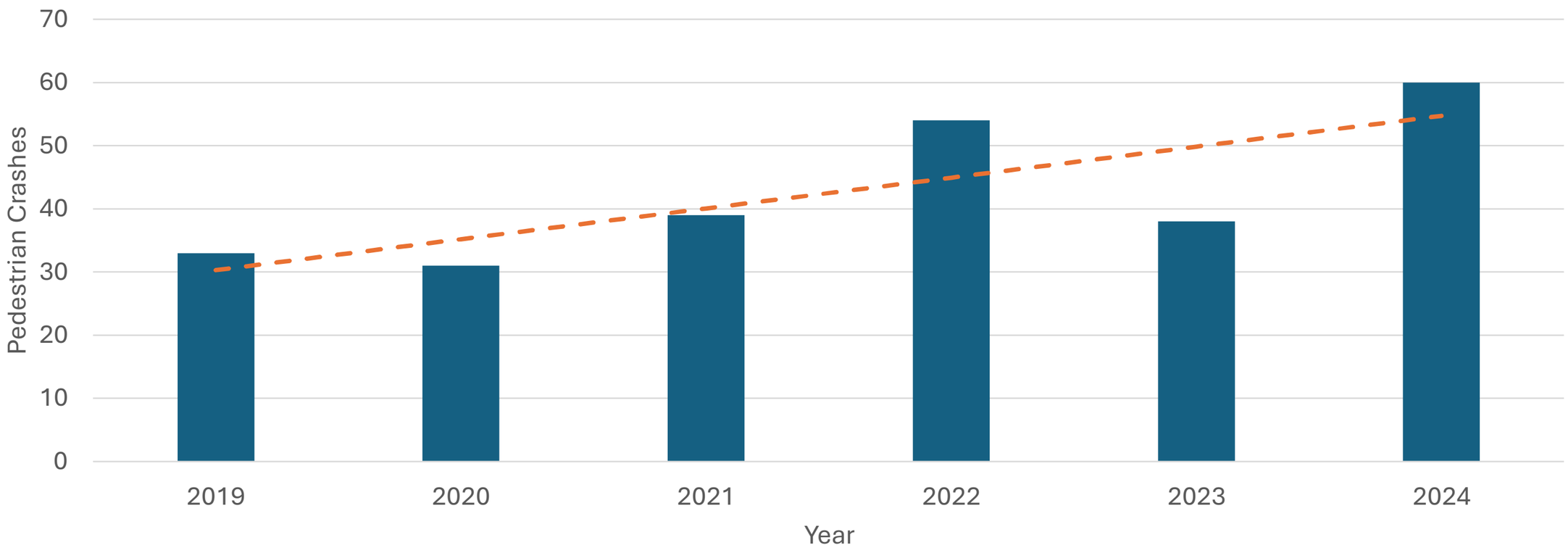
Fatal or serious injury (77)



Fatal Crashes (24)



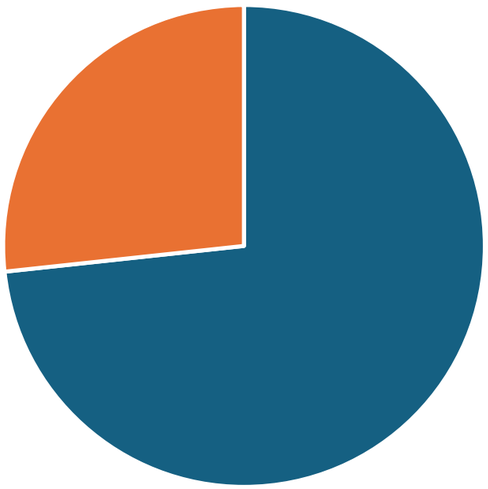
Pedestrian Crash Trend



Pedestrian crashes are increasing at an average annual rate of ***12%***.

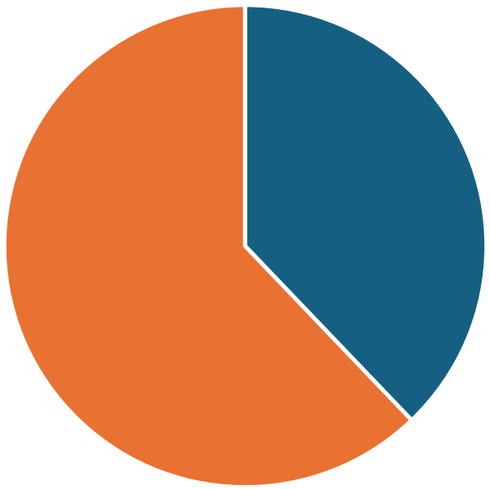
Nighttime Crashes

All Crashes



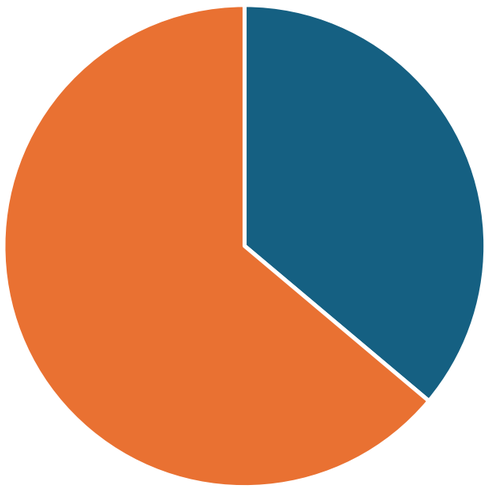
27%

Fatal or Incapacitating Injury Crashes



62%

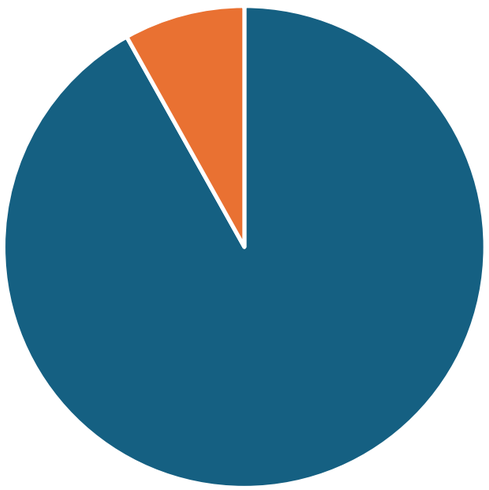
Fatal Crashes Only



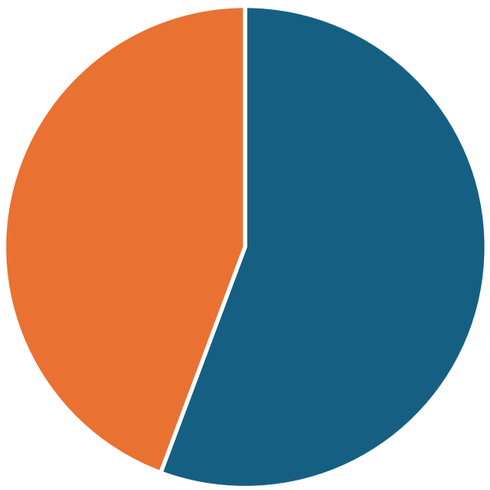
64%

Single Vehicle Crashes

All Crashes



Fatal or Serious Injury Crashes

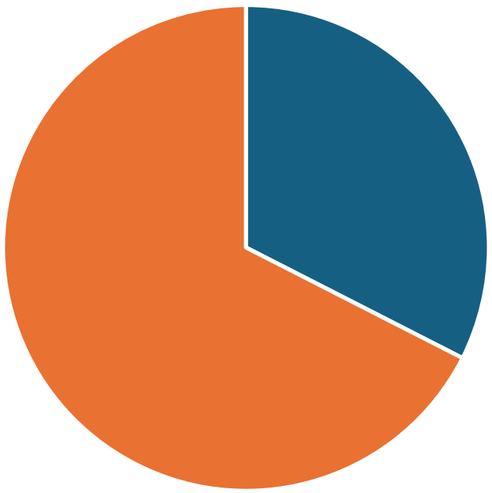


Fatal Crashes Only

8% → **44%** → **50%**

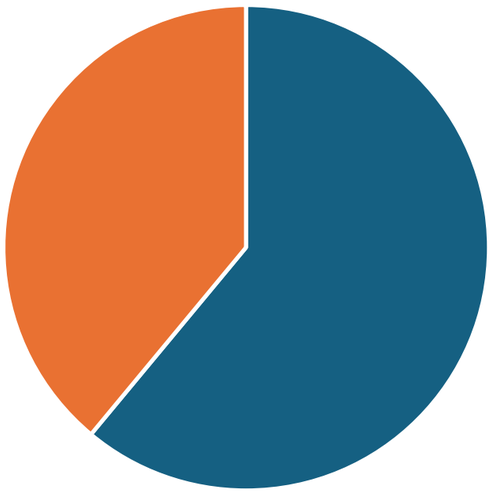
VRU Crashes Occurring at Night

All Crashes



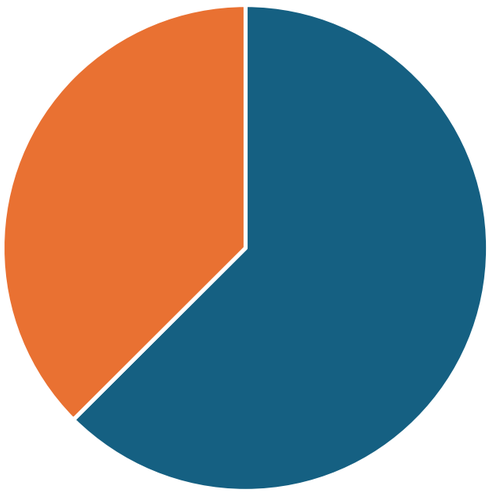
33%

Fatal or serious injury



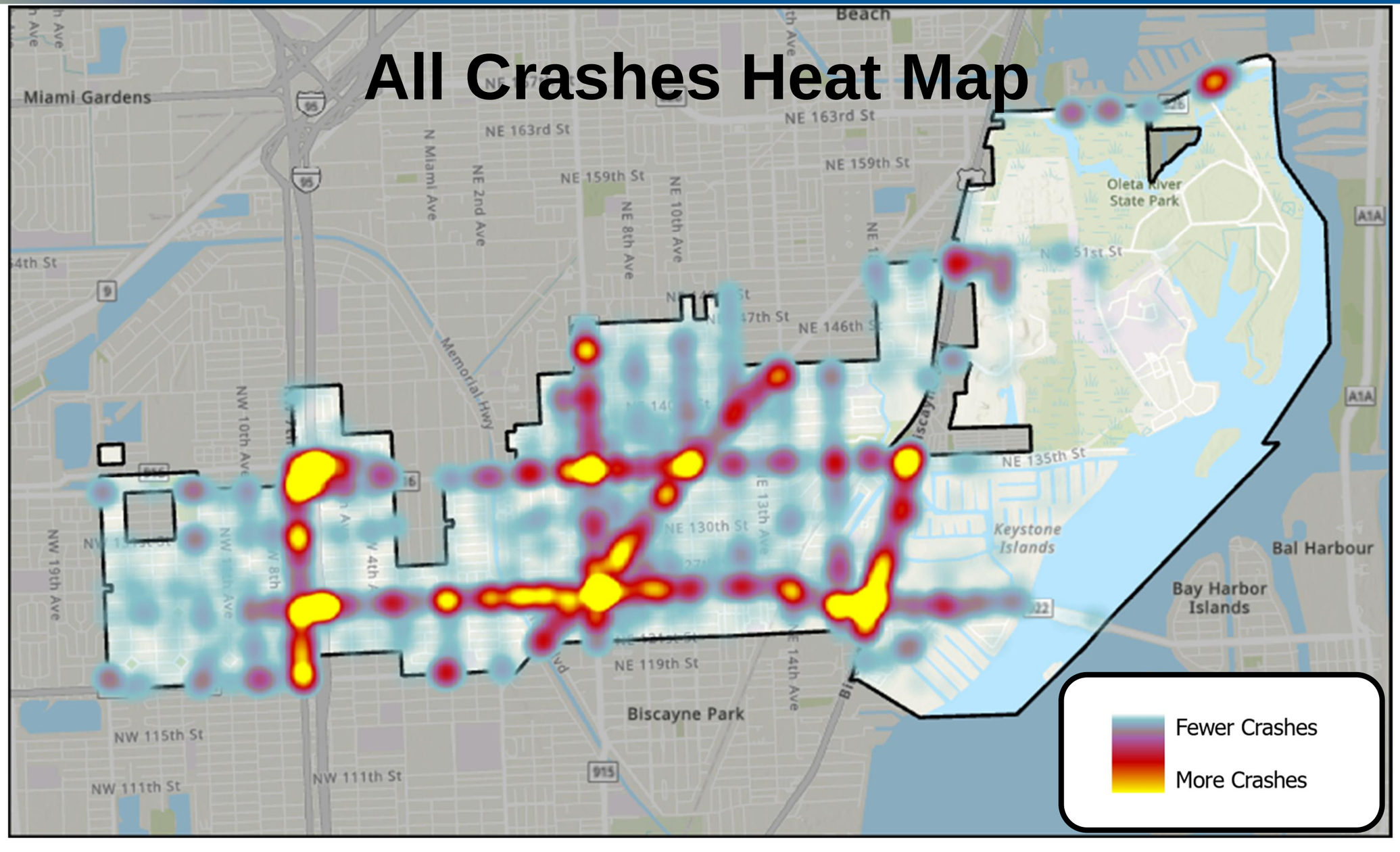
61%

Fatal Crashes

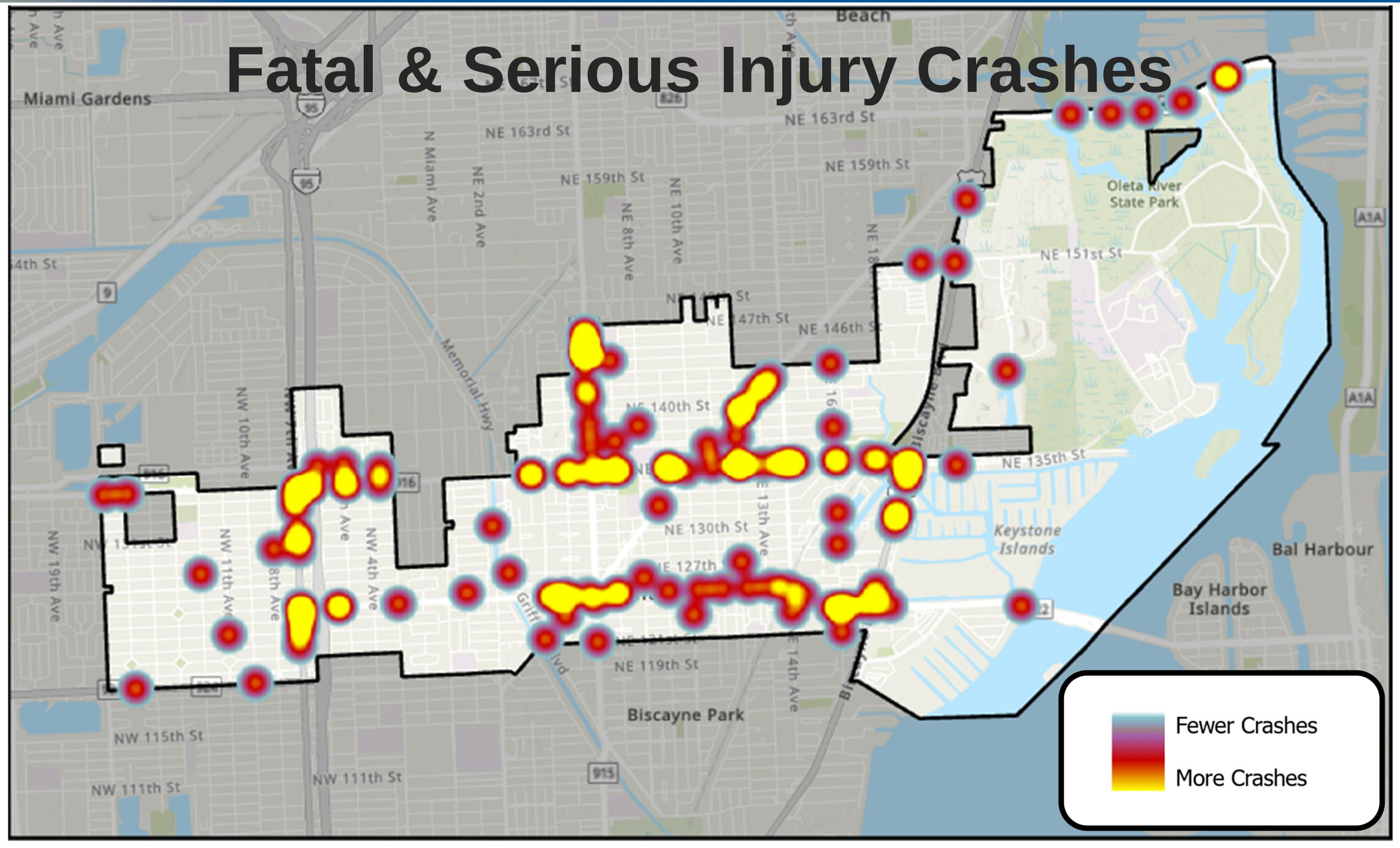


63%

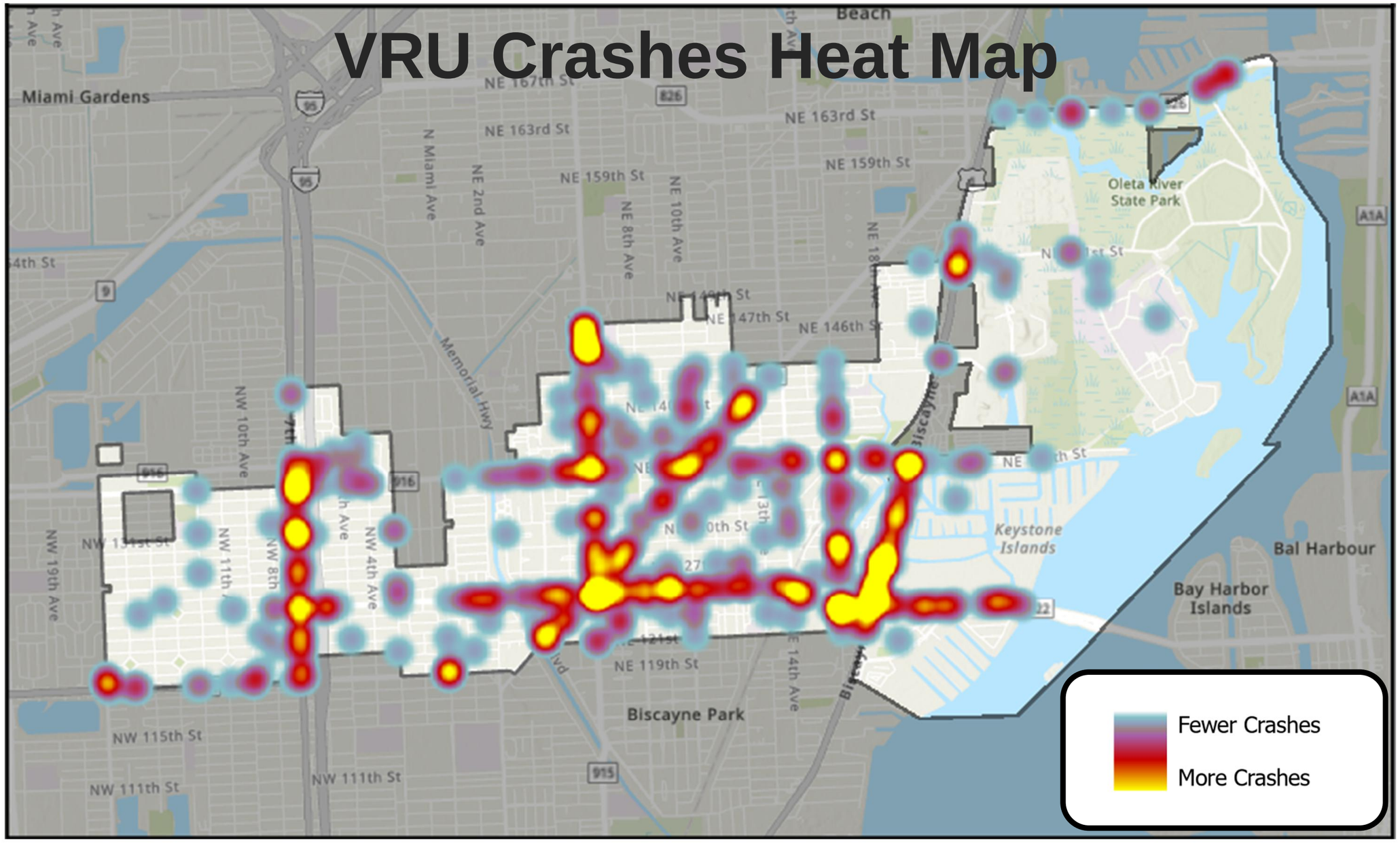
All Crashes Heat Map



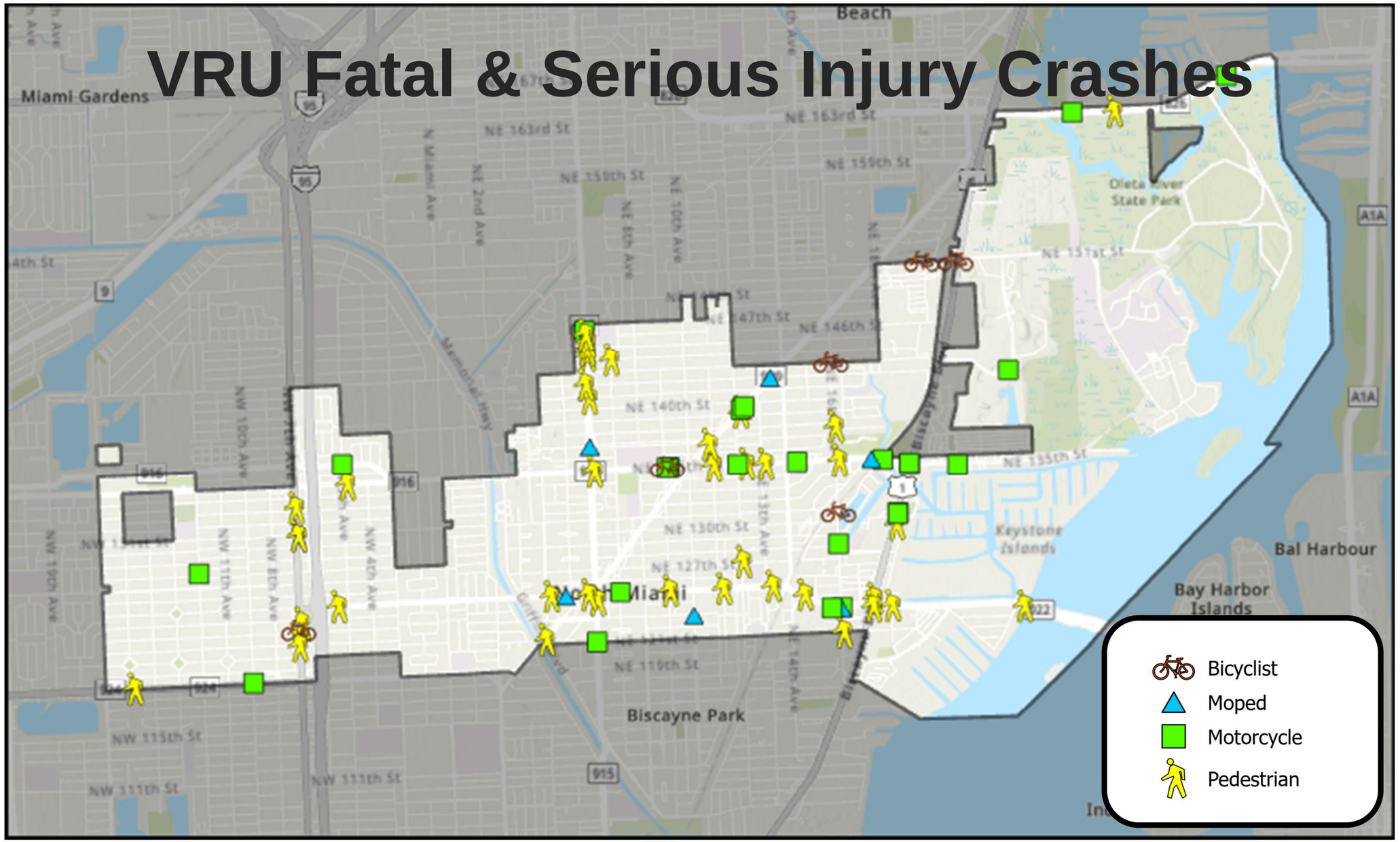
Fatal & Serious Injury Crashes



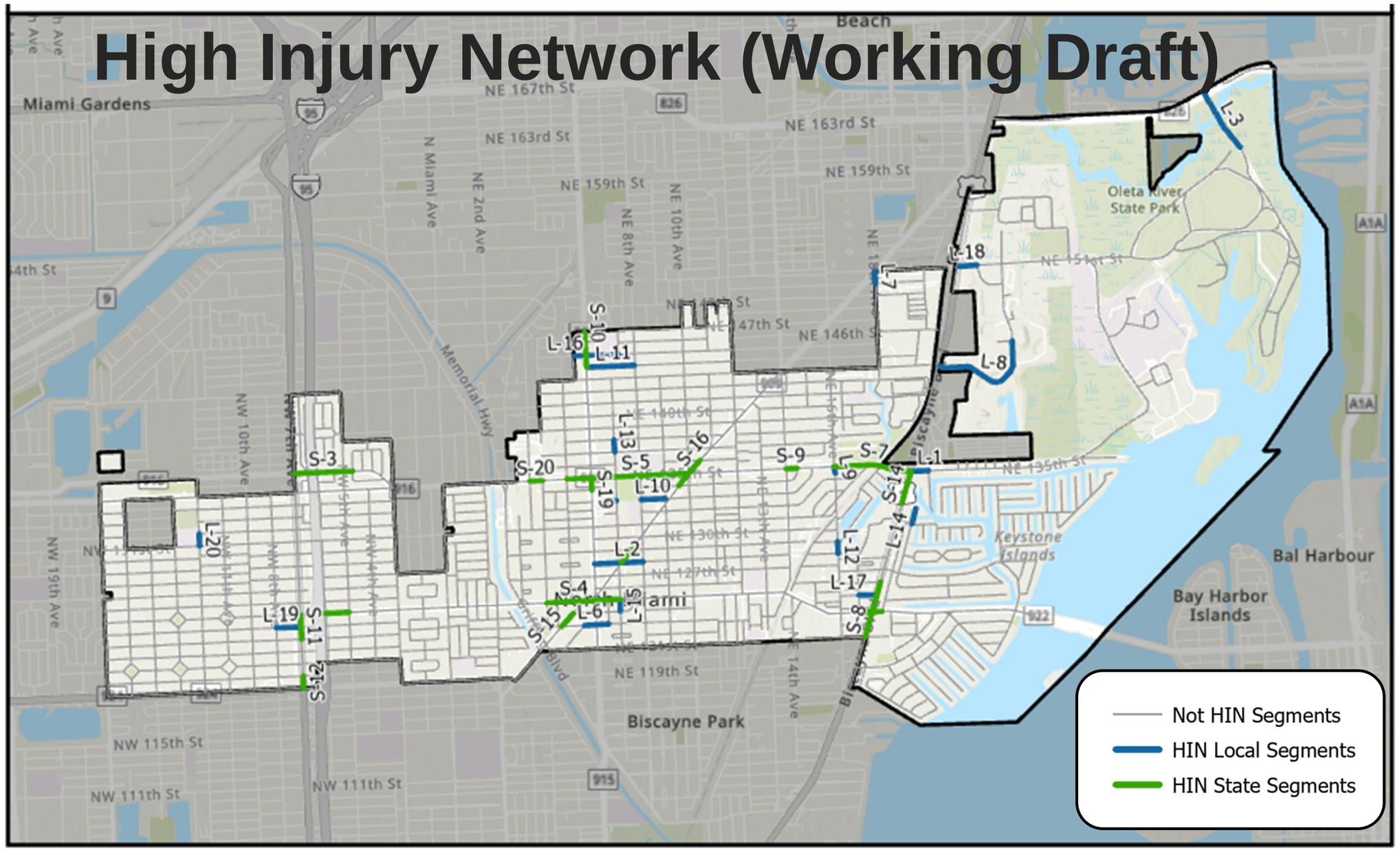
VRU Crashes Heat Map



VRU Fatal & Serious Injury Crashes



High Injury Network (Working Draft)



High Injury Network Segments – State Roads

Working Draft

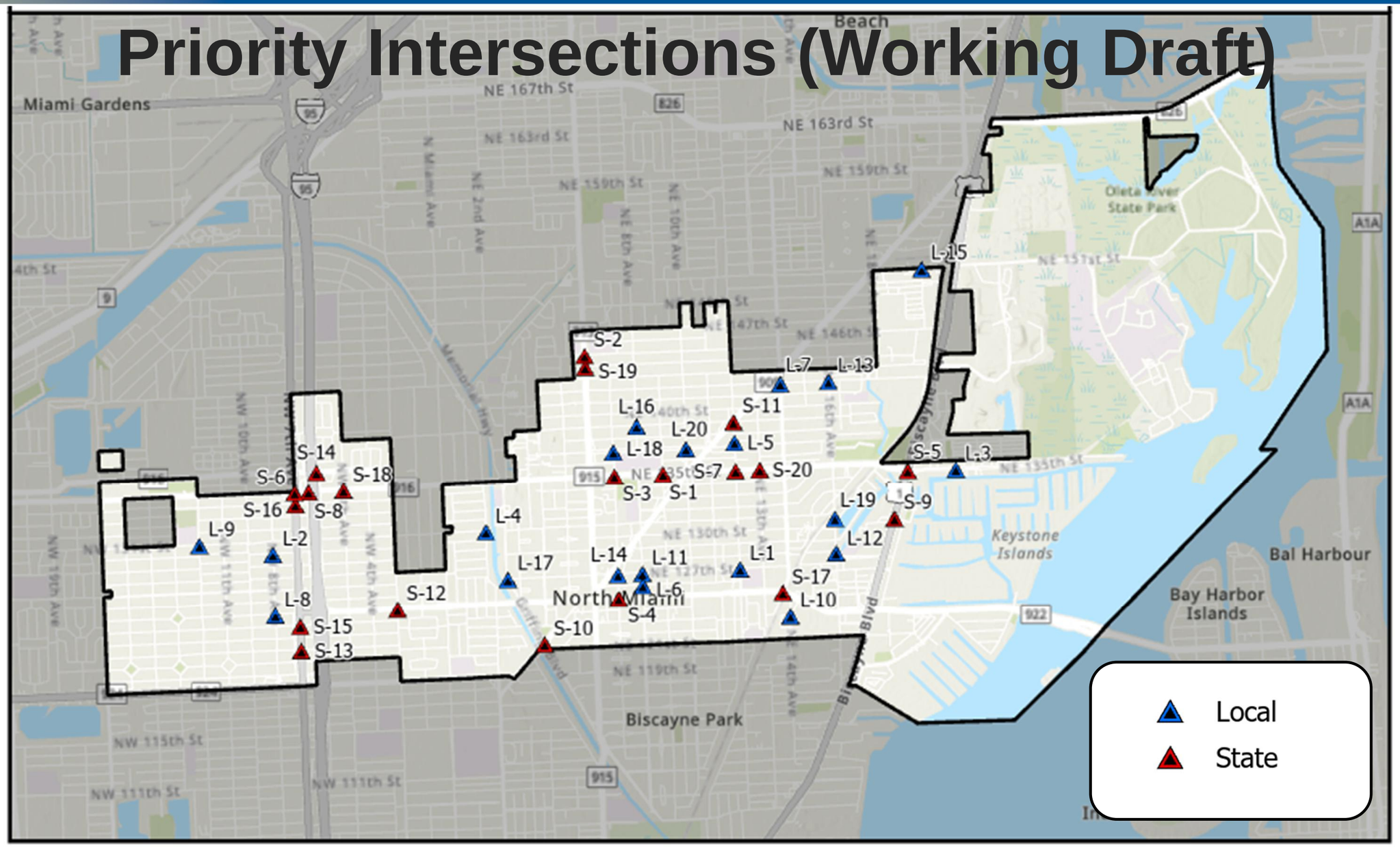
Segment Number	Roadway	Begin	End	Length (mi)	AADT (2022)	KA Crashes (2019-2023)	Max KA Crash Rate per 100 MVMT	All Crashes (2019-2023)	Max Overall Crash Rate per 100 MVMT	VRU Crashes
S-1	SR 915/NE 6TH AVE	NE 124TH ST	NE 125TH ST	0.06	13,000	1	55.4	34	1883.7	5
S-2	SR 909/W DIXIE HWY	NE 134TH ST	NE 135TH ST	0.08	13,000	1	42.7	36	1538.3	2
S-3	SR 916/OPA LOCKA BLVD	NW 7TH AVE	NW 4TH PL	0.30	11,500	0	0.0	165	2180.9	1
S-4	SR 922/NE 125TH ST	NE 4TH AVE	NE 7TH AVE	0.38	24,300	6	29.9	206	1025.1	9
S-5	SR 916/NE 135TH ST	NE 5TH AVE	NE 10TH AVE	0.63	18,000	6	24.3	233	943.1	6
S-6	SR 922/NE 123RD ST	BISCAYNE BLVD	NE 18TH AVE	0.05	27,000	0	0.0	55	1823.8	1
S-7	SR 916/NE 135TH ST	NE 16TH AVE	BISCAYNE BLVD	0.40	14,500	2	15.7	148	1165.5	5
S-8	US 1/BISCAYNE BLVD	NE 121ST ST	NE 125TH ST	0.29	45,500	1	3.4	271	922.9	11
S-9	SR 916/NE 135TH ST	NE 14TH AVE	NE 134TH RD	0.06	12,100	1	67.6	17	1149.7	1
S-10	SR 915/NE 6TH AVE	NE 144TH ST	NE 147TH ST	0.19	12,200	4	80.8	41	828.6	8
S-11	US 441/NW 7TH AVE	NW 123RD ST	NW 125TH ST	0.13	20,500	2	35.5	45	798.7	1
S-12	US 441/NW 7TH AVE	NW 119TH ST	NW 120TH ST	0.06	19,600	0	0.0	45	1658.8	2
S-13	SR 922/NE 123RD ST	NE 17TH AVE	BISCAYNE BLVD	0.06	19,600	0	0.0	40	1685.1	1
S-14	US 1/BISCAYNE BLVD	SHOPPES AT ARCH CREEK DRIVEWAY	NE 135TH ST	0.17	54,500	2	9.7	125	608.9	6
S-15	SR 909/W DIXIE HWY	NE 123RD ST	NE 124TH ST	0.09	3,700	1	137.4	11	1511.7	0
S-16	SR 909/W DIXIE HWY	NE 135TH ST	NE 136TH ST	0.09	15,000	0	0.0	38	1301.2	1
S-17	SR 909/W DIXIE HWY	NE 128TH ST	NE 129TH ST	0.08	11,500	0	0.0	35	1678.4	3
S-18	SR 922/NE 125TH ST	NW 6TH AVE	NW 5TH AVE	0.13	25,000	2	29.0	37	536.8	1
S-19	SR 915/NE 6TH AVE	NE 134TH ST	NE 135TH ST	0.07	8,300	0	0.0	21	1755.8	0
S-20	SR 916/NE 135TH ST	NE 3RD CT	NE 4TH AVE	0.07	22,500	1	30.0	18	540.4	1

High Injury Network Segments – Local Roads

Working Draft

Segment Number	Roadway	Begin	End	Length (mi)	AADT (2022)	KA Crashes (2019-2023)	Max KA Crash Rate per 100 MVMT	All Crashes (2019-2023)	Max Overall Crash Rate per 100 MVMT	VRU Crashes
L-1	NE 135TH ST	BISCAYNE BLVD	KEYSTONE POINT MARINA DRIVEWAY	0.09	5900	0	0.0	26	2,221.0	0
L-2	NE 128TH ST	NE 6TH AVE	NE 8TH AVE	0.25	600	0	0.0	18	5,457.6	1
L-3	NE 34TH AVE	NE 151ST ST	NE 163RD ST	0.34	1300	0	0.0	24	2,491.8	3
L-4	NE 133RD ST	ROAD END	NE 7TH AVE	0.06	100	0	0.0	5	38,051.8	1
L-5	NE 145TH ST	NE 6TH AVE	NE 7TH CT	0.17	1900	0	0.0	16	2,297.0	2
L-6	NE 123RD ST	NE 5TH AVE	NE 6TH CT	0.13	6300	0	0.0	20	1,146.8	0
L-7	NE 18TH AVE	NE 150TH ST	NE 151ST ST	0.06	3300	0	0.0	10	2,138.6	0
L-8	NE 143RD ST	BISCAYNE BLVD	SOLE MIA SQ LN	0.57	7900	1	10.1	39	395.1	4
L-9	NE 16TH AVE	NE 132ND RD	NE 135TH ST	0.03	300	0	0.0	3	13,712.3	0
L-10	NE 133RD ST	NE 8TH AVE	NE 9TH AVE	0.12	300	0	0.0	8	9,780.4	0
L-11	NE 144TH ST	NE 6TH AVE	NE 8TH AVE	0.25	500	1	367.6	4	1,470.6	2
L-12	NE 16TH AVE	NE 128TH ST	NE 129TH ST	0.06	6000	1	126.0	4	504.0	2
L-13	NE 7TH AVE	NE 137TH ST	NE 138TH ST	0.06	900	1	794.0	2	1,588.0	0
L-14	IXORA CT	IXORA LN	ROAD END	0.08	800	0	0.0	6	4,186.6	0
L-15	NE 7TH AVE	NE 124TH ST	NE 125TH ST	0.06	2500	0	0.0	6	1,699.1	0
L-16	NE 145TH ST	NE 5TH PL	NE 6TH AVE	0.06	1900	0	0.0	6	2,337.1	0
L-17	NE 124TH ST	NE 17TH AVE	BISCAYNE BLVD	0.08	1000	0	0.0	4	2,208.6	2
L-18	NE 151ST ST	BISCAYNE BLVD	BISCAYNE LANDING BLVD	0.09	19600	0	0.0	30	761.3	1
L-19	NW 124TH ST	NW 8TH AVE	NW 7TH AVE	0.13	600	0	0.0	5	3,022.4	0
L-20	NW 12TH AVE	NW 131ST ST	NW 132ND ST	0.06	1100	0	0.0	4	2,598.5	1

Priority Intersections (Working Draft)



Priority Intersections – State Roads

Working Draft

Intersection Number	Major Roadway	Minor Roadway	Traffic Control	Number of Legs	KA Crashes (2019-2024)	BC Crashes (2019-2024)	All Crashes (2019-2024)	Equivalent PDO Crashes	VRU Crashes
S-1	SR 916/NE 135TH ST	NE 9TH AVE	Signal	4	3	15	84	4,545	4
S-2	SR 915/NE 6TH AVE	NE 145TH ST	Signal	4	4	28	116	3,624	11
S-3	SR 916/NE 135TH ST	NE 7TH AVE	Signal	4	3	18	79	3,325	2
S-4	SR 922/NORTH MIAMI BLVD	NE 7TH AVE	Signal	4	2	11	104	3,109	4
S-5	US-1/BISCAYNE BLVD	SR 916/NE 135TH ST	Signal	4	3	35	226	2,421	11
S-6	US 441/NW 7TH AVE	SR 916/NE 135TH ST	Signal	3	2	39	161	2,321	8
S-7	SR 916/NE 135TH ST	NE 12TH AVE	Signal	4	4	17	59	2,116	3
S-8	SR 916/NE 135TH ST	NW 6TH CT/I-95 SB	Signal	3	2	22	99	1,966	2
S-9	US-1/BISCAYNE BLVD	IXORA LN/NE 130TH ST	Signal	4	2	18	82	1,924	5
S-10	W DIXIE HWY/SR 909	GRIFFING BLVD	Signal	4	1	20	75	1,820	7
S-11	SR 909/W DIXIE HWY	NE 139TH ST/NE 12TH AVE	Signal	5	1	20	68	1,777	3
S-12	SR 922/NORTH MIAMI BLVD	NW 2ND AVE	Signal	4	1	17	68	1,774	1
S-13	US-441/NW 7TH AVE	NW 122ND ST	TWSC	4	1	15	66	1,737	4
S-14	SR 916/NE 135TH ST	NW 6TH AVE	Signal	2	1	78	245	1,697	3
S-15	US 441/NW 7TH AVE	NW 124TH ST	TWSC	4	1	11	57	1,649	1
S-16	US 441/NW 7TH AVE	NW 134TH ST	TWSC	4	1	10	33	1,639	4
S-17	SR 922/NORTH MIAMI BLVD	NE 14TH AVE/NE 13TH PL	Signal	4	1	8	77	1,630	3
S-18	SR 916/NE 135TH ST	NW 5TH AVE	TWSC	3	2	3	46	1,621	1
S-19	SR 915/NE 6TH AVE	NE 144TH ST	TWSC	3	2	3	10	1,594	1
S-20	SR 916/NE 135TH ST	NE 13TH AVE	TWSC	4	1	9	19	1,576	2

Priority Intersections – Local Roads

Working Draft

Intersection Number	Major Roadway	Minor Roadway	Traffic Control	Number of Legs	KA Crashes (2019-2024)	BC Crashes (2019-2024)	All Crashes (2019-2024)	Equivalent PDO Crashes	VRU Crashes
L-1	NE 12TH AVE	NE 127TH ST	TWSC	4	1	4	15	1,480	1
L-2	NW 8TH AVE	NW 130TH ST	TWSC	4	1	1	6	1,432	0
L-3	NE 135TH ST	NE 20TH CT	TWSC	3	1	0	8	1,421	1
L-4	NE 2ND AVE	NE 131ST ST	AWSC	3	1	0	4	1,417	0
L-5	NE 12TH AVE	NE 137TH TER	TWSC	3	1	0	1	1,414	0
L-6	NE 8TH AVE	NE 126TH ST	TWSC	4	1	9	19	250	1
L-7	NE 14TH AVE	NE 142ND ST	TWSC	4	0	12	67	250	0
L-8	NW 125TH ST	NW 8TH AVE	TWSC	4	0	14	35	244	2
L-9	NW 131ST ST	NW 12TH AVE	TWSC	4	0	12	26	218	1
L-10	NE 14TH AVE	NE 123RD ST	TWSC	3	1	3	13	184	0
L-11	NE 8TH AVE	NE 127TH ST	TWSC	4	0	9	27	171	0
L-12	NE 16TH AVE	NE 128TH ST	TWSC	3	1	2	12	170	4
L-13	NE 16TH AVE	NE 142ND ST	AWSC	4	0	10	22	170	0
L-14	NE 7TH AVE	NE 127TH ST	TWSC	4	0	8	35	166	1
L-15	NE 151ST ST	NE 20TH AVE	TWSC	3	1	2	13	162	1
L-16	NE 8TH AVE	NE 139TH ST	TWSC	4	1	2	12	161	0
L-17	NE 127TH ST	GRFFING BLVD	TWSC	3	1	1	5	141	0
L-18	NE 7TH AVE	NE 137TH ST	AWSC	4	1	1	13	140	1
L-19	ARCH CREEK RD	NE 16TH AVE	TWSC	3	1	1	9	136	2
L-20	NE 10TH AVE	NE 137TH ST	TWSC	4	0	7	26	135	1

Discussion

- Input on initial safety analysis results
- Help to identify programmed FDOT and County projects within the City limits.
- How can the businesses and community leaders assist with SAP development and outreach?

Next Steps

- Open the survey for input
- Outreach events
- Finalize safety analysis
- Update the City Council (April 22)
- Next Steering Committee meeting in April (date TBD)

Thank you!

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Steering Committee Presentation #2

Vision Zero Safety Action Plan

Safety Starts With You

Steering Committee Meeting #2
April 29, 2025

NORTH MIAMI
FLORIDA

Vision Zero Safety Action Plan (VZ SAP)

- VZ SAP Goal: Reduce and eliminate fatalities and serious injuries for all road users

- City’s Vision Zero target year is 2050

- 9-month schedule

Schedule

	1	2	3	4	5	6	7	8	9
	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25
Project Kick-off									
Steering Committee and Coordination		S		S		S		S	
Safety Analysis									
Community Engagement				P, C		C		P	
Strategy and Project Selection									
Safety Action Plan									C, D

Legend:

P - Public Workshop or Pop-Up Event

C - City Council

S - Steering Committee

D - Action Plan Submittal

Components of Vision Zero Plan

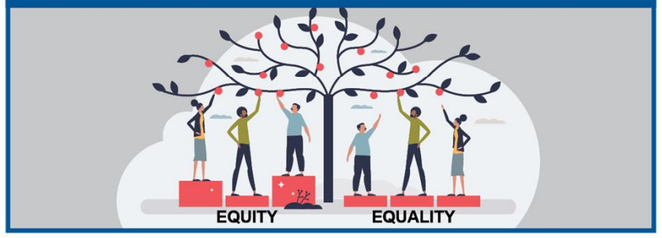
Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Equity



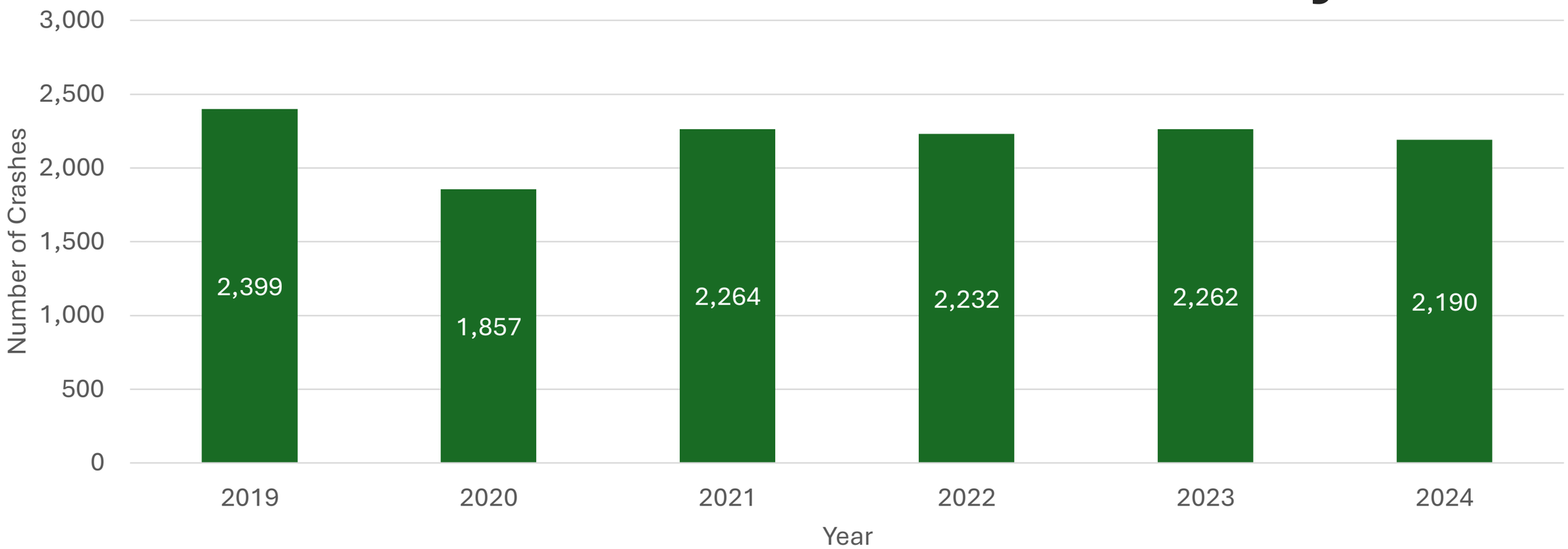
Policy and Process Changes

Strategy and Project Selections

Progress and Transparency

Safety Action Plan

North Miami Crash Data Summary

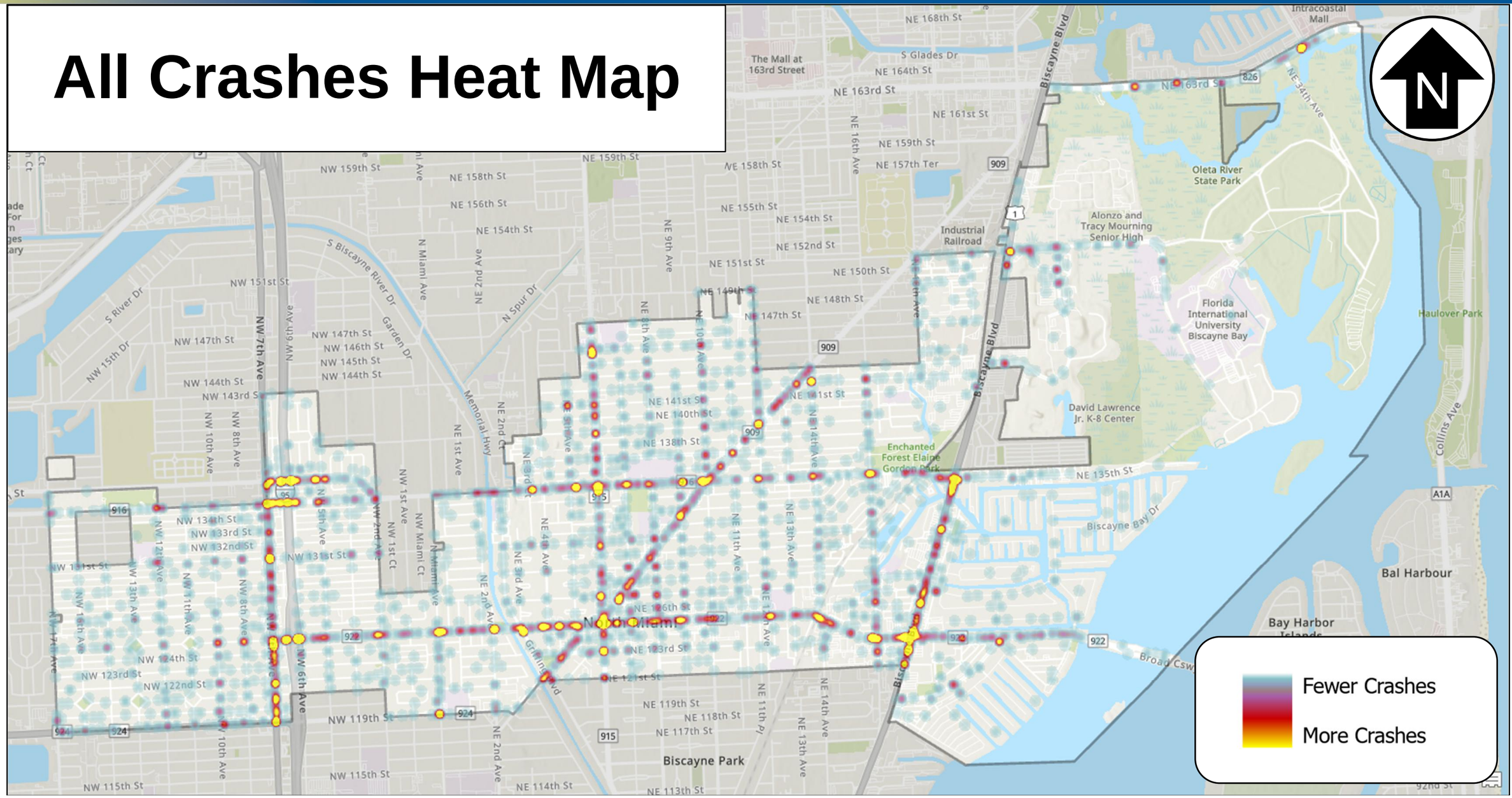


13,204 crashes in 6 years

35 fatal and 104 incapacitating injury crashes in 6 years

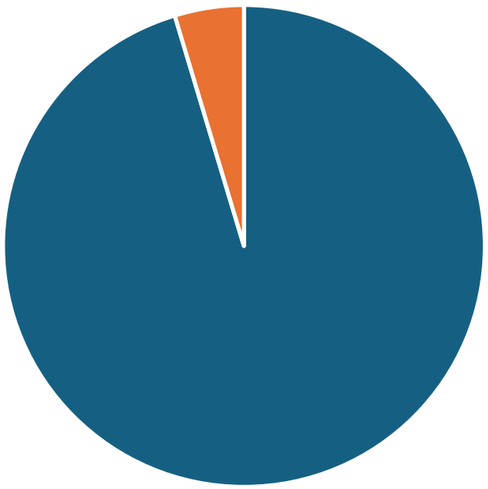
Using FDOT's comprehensive unit crash costs, the average annual crash cost is ~***$150M***

All Crashes Heat Map



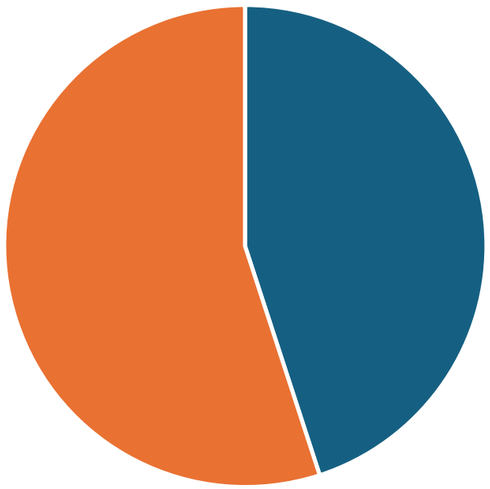
Crashes Involving Vulnerable Road Users

All Crashes



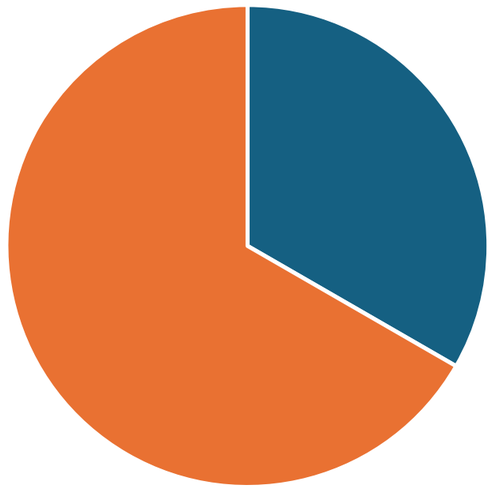
5%

Fatal or Incapacitating Injury Crashes



55%

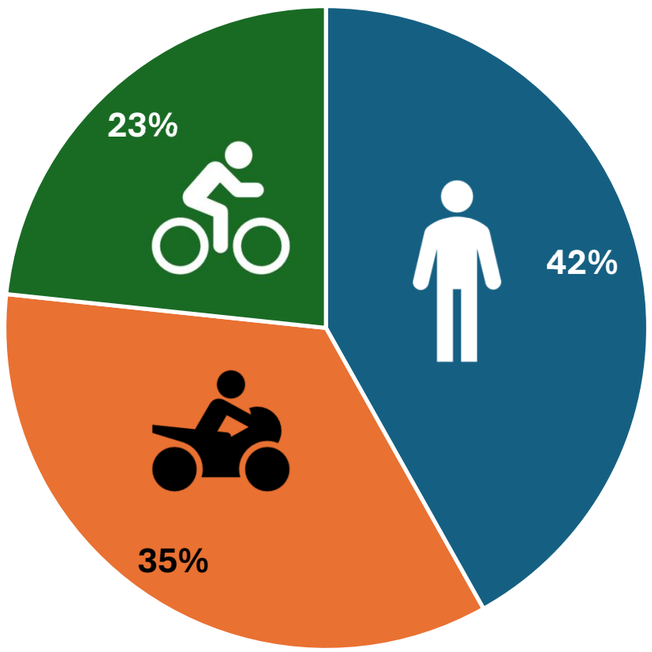
Fatal Crashes Only



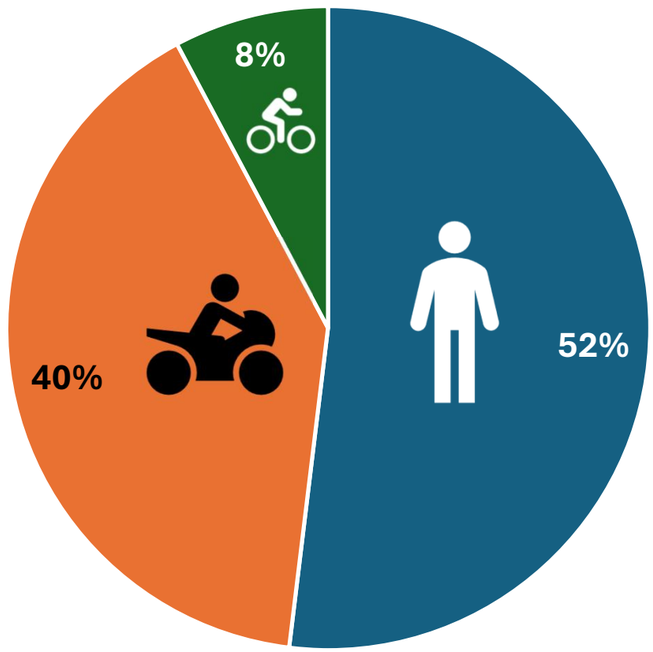
69%

VRU Crashes by Mode Type

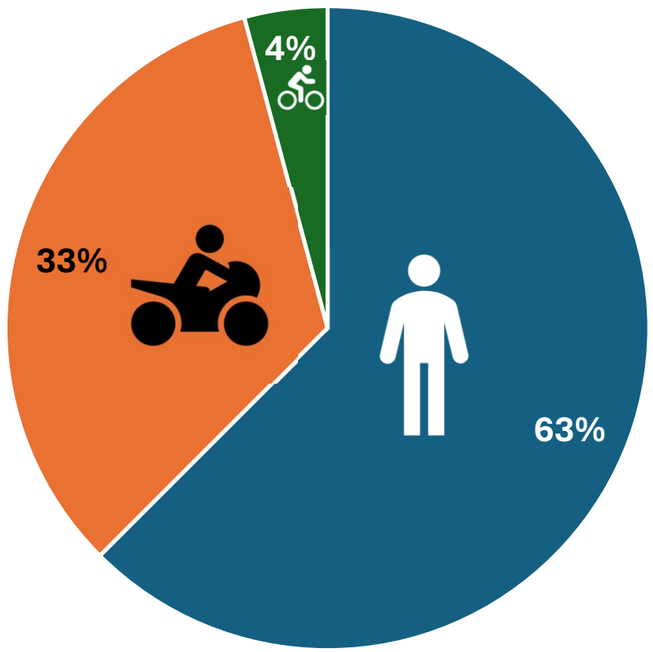
All Crashes (609)



Fatal or serious injury (77)

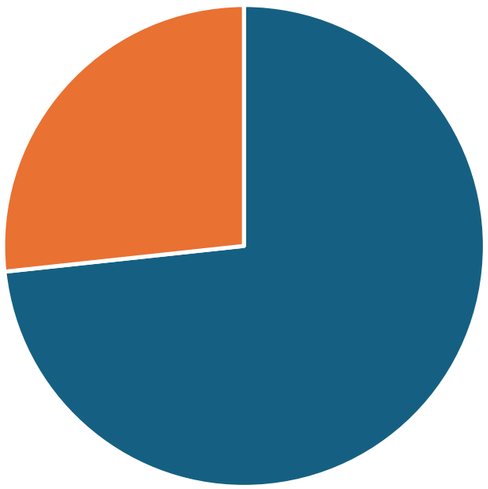


Fatal Crashes (24)



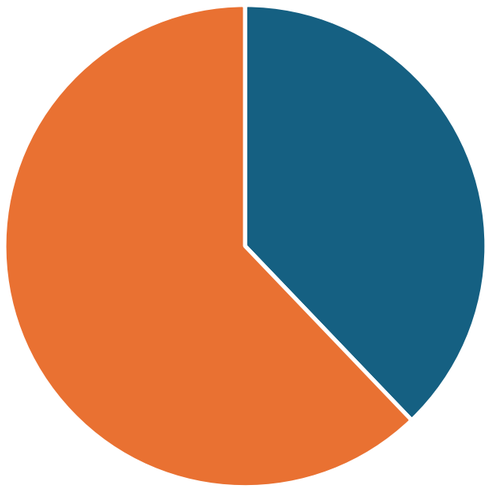
Nighttime Crashes

All Crashes



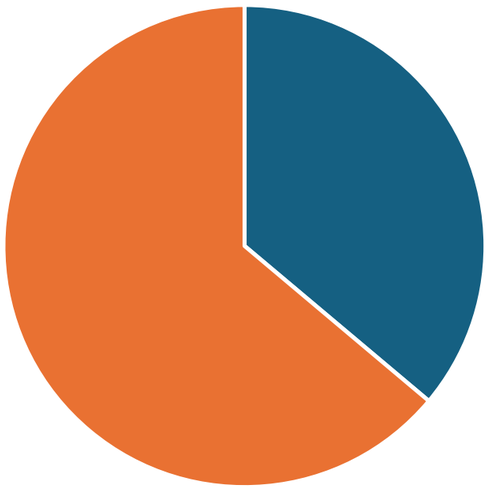
27%

Fatal or Incapacitating Injury Crashes



62%

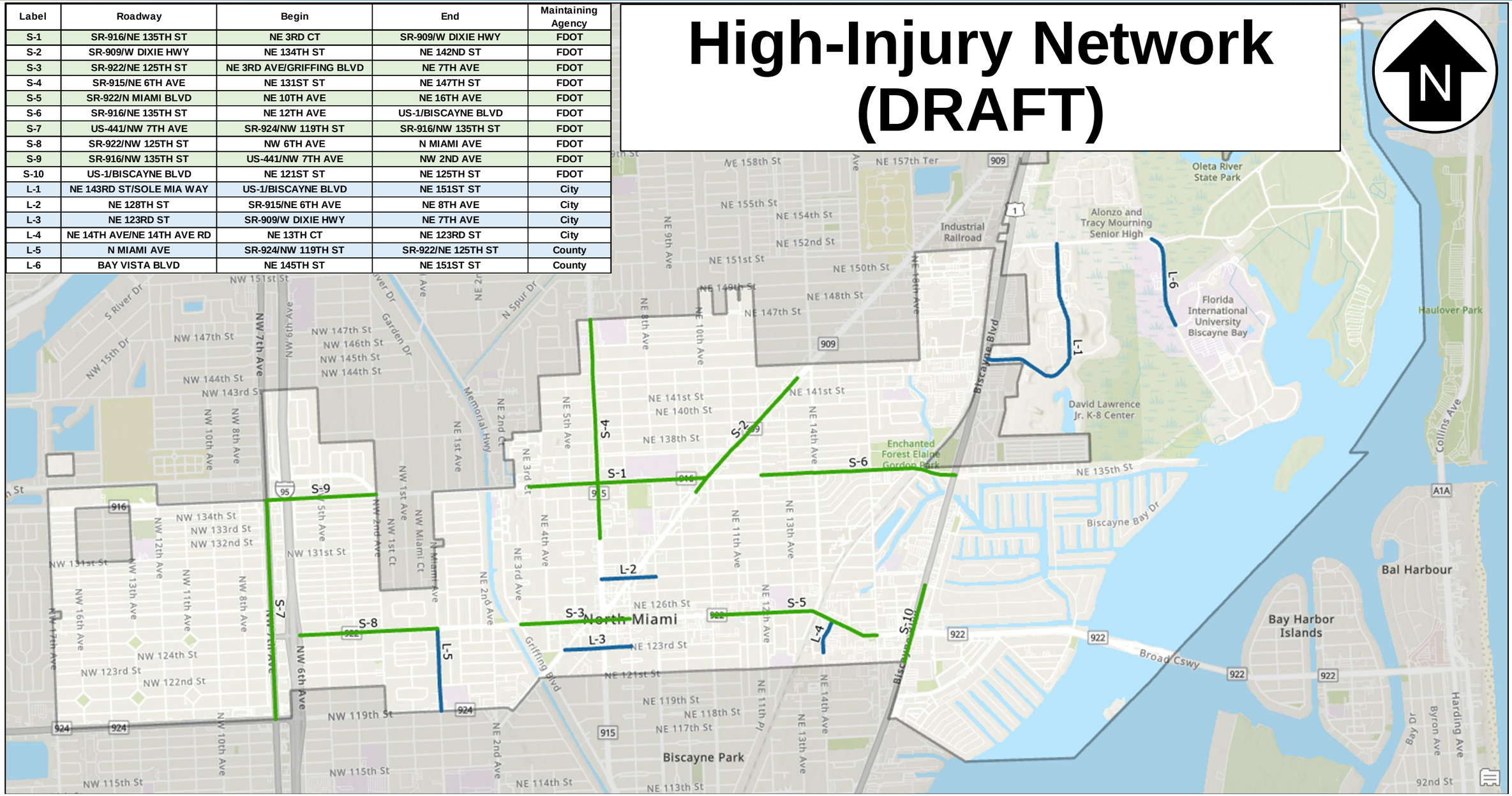
Fatal Crashes Only



63%

High-Injury Network (DRAFT)

Label	Roadway	Begin	End	Maintaining Agency
S-1	SR-916/NE 135TH ST	NE 3RD CT	SR-909/W DIXIE HWY	FDOT
S-2	SR-909/W DIXIE HWY	NE 134TH ST	NE 142ND ST	FDOT
S-3	SR-922/NE 125TH ST	NE 3RD AVE/GRIFFING BLVD	NE 7TH AVE	FDOT
S-4	SR-915/NE 6TH AVE	NE 131ST ST	NE 147TH ST	FDOT
S-5	SR-922/N MIAMI BLVD	NE 10TH AVE	NE 16TH AVE	FDOT
S-6	SR-916/NE 135TH ST	NE 12TH AVE	US-1/BISCAYNE BLVD	FDOT
S-7	US-441/NW 7TH AVE	SR-924/NW 119TH ST	SR-916/NW 135TH ST	FDOT
S-8	SR-922/NW 125TH ST	NW 6TH AVE	N MIAMI AVE	FDOT
S-9	SR-916/NW 135TH ST	US-441/NW 7TH AVE	NW 2ND AVE	FDOT
S-10	US-1/BISCAYNE BLVD	NE 121ST ST	NE 125TH ST	FDOT
L-1	NE 143RD ST/SOLE MIA WAY	US-1/BISCAYNE BLVD	NE 151ST ST	City
L-2	NE 128TH ST	SR-915/NE 6TH AVE	NE 8TH AVE	City
L-3	NE 123RD ST	SR-909/W DIXIE HWY	NE 7TH AVE	City
L-4	NE 14TH AVE/NE 14TH AVE RD	NE 13TH CT	NE 123RD ST	City
L-5	N MIAMI AVE	SR-924/NW 119TH ST	SR-922/NE 125TH ST	County
L-6	BAY VISTA BLVD	NE 145TH ST	NE 151ST ST	County

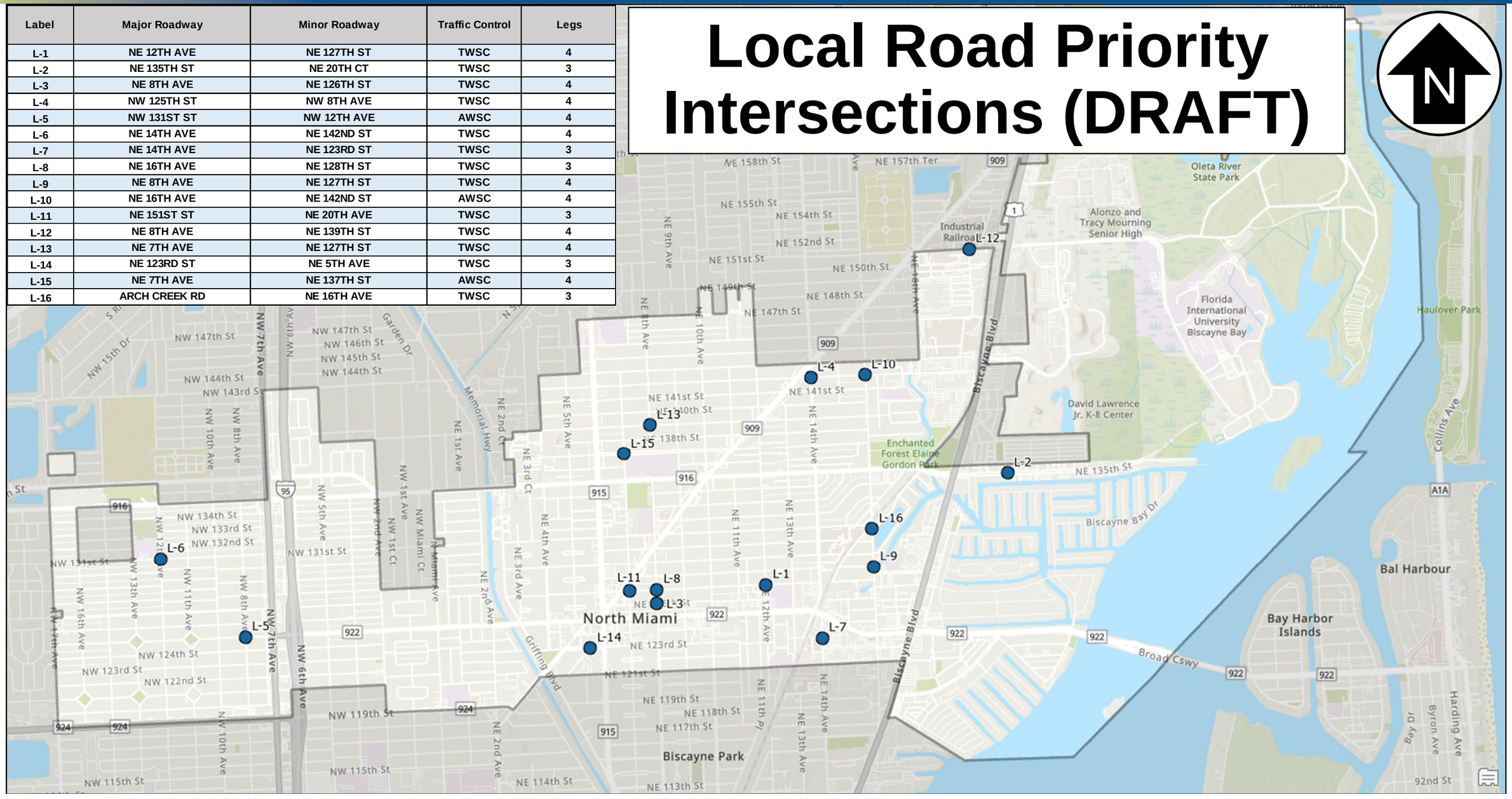


High Injury Network Segments – Draft

Segment Number	Roadway	Begin	End	Maintaining Agency	Length (mi)	AADT (2022)	All Crashes (2019-2024)	Fatal/Injury Crashes (2019-2024)	Crashes Involving VRUs	Crashes during Nighttime
S-1	SR-916/NE 135TH ST	NE 3RD CT	SR-909/W DIXIE HWY	FDOT	0.82	19,000	278	57	7	81
S-2	SR-909/W DIXIE HWY	NE 134TH ST	NE 142ND ST	FDOT	0.70	14,700	127	29	11	41
S-3	SR-922/NE 125TH ST	NE 3RD AVE/GRIFFING BLVD	NE 7TH AVE	FDOT	0.50	24,600	254	39	10	56
S-4	SR-915/NE 6TH AVE	NE 131ST ST	NE 147TH ST	FDOT	1.00	10,500	147	36	12	53
S-5	SR-922/N MIAMI BLVD	NE 10TH AVE	NE 16TH AVE	FDOT	0.78	27,800	131	22	10	23
S-6	SR-916/NE 135TH ST	NE 12TH AVE	US-1/BISCAYNE BLVD	FDOT	0.87	13,500	198	36	8	53
S-7	US-441/NW 7TH AVE	SR-924/NW 119TH ST	SR-916/NW 135TH ST	FDOT	1.00	18,700	229	42	10	71
S-8	SR-922/NW 125TH ST	NW 6TH AVE	N MIAMI AVE	FDOT	0.63	24,600	118	22	1	31
S-9	SR-916/NW 135TH ST	US-441/NW 7TH AVE	NW 2ND AVE	FDOT	0.51	10,900	113	24	4	41
S-10	US-1/BISCAYNE BLVD	NE 121ST ST	NE 125TH ST	FDOT	0.36	46,000	291	43	13	48
L-1	NE 143RD ST/SOLE MIA WAY	US-1/BISCAYNE BLVD	NE 151ST ST	City	0.97	8,200	58	10	5	8
L-2	NE 128TH ST	SR-915/NE 6TH AVE	NE 8TH AVE	City	0.25	600	18	4	1	4
L-3	NE 123RD ST	SR-909/W DIXIE HWY	NE 7TH AVE	City	0.31	6,300	34	11	2	2
L-4	NE 14TH AVE/NE 14TH AVE RD	NE 13TH CT	NE 123RD ST	City	0.16	4,700	13	3	1	3
L-5	N MIAMI AVE	SR-924/NW 119TH ST	SR-922/NE 125TH ST	County	0.37	6,100	26	4	3	3
L-6	BAY VISTA BLVD	NE 145TH ST	NE 151ST ST	County	0.43	5,400	15	4	2	1

Local Road Priority Intersections (DRAFT)

Label	Major Roadway	Minor Roadway	Traffic Control	Legs
L-1	NE 12TH AVE	NE 127TH ST	TWSC	4
L-2	NE 135TH ST	NE 20TH CT	TWSC	3
L-3	NE 8TH AVE	NE 126TH ST	TWSC	4
L-4	NW 125TH ST	NW 8TH AVE	TWSC	4
L-5	NW 131ST ST	NW 12TH AVE	AWSC	4
L-6	NE 14TH AVE	NE 142ND ST	TWSC	4
L-7	NE 14TH AVE	NE 123RD ST	TWSC	3
L-8	NE 16TH AVE	NE 128TH ST	TWSC	3
L-9	NE 8TH AVE	NE 127TH ST	TWSC	4
L-10	NE 16TH AVE	NE 142ND ST	AWSC	4
L-11	NE 151ST ST	NE 20TH AVE	TWSC	3
L-12	NE 8TH AVE	NE 139TH ST	TWSC	4
L-13	NE 7TH AVE	NE 127TH ST	TWSC	4
L-14	NE 123RD ST	NE 5TH AVE	TWSC	3
L-15	NE 7TH AVE	NE 137TH ST	AWSC	4
L-16	ARCH CREEK RD	NE 16TH AVE	TWSC	3



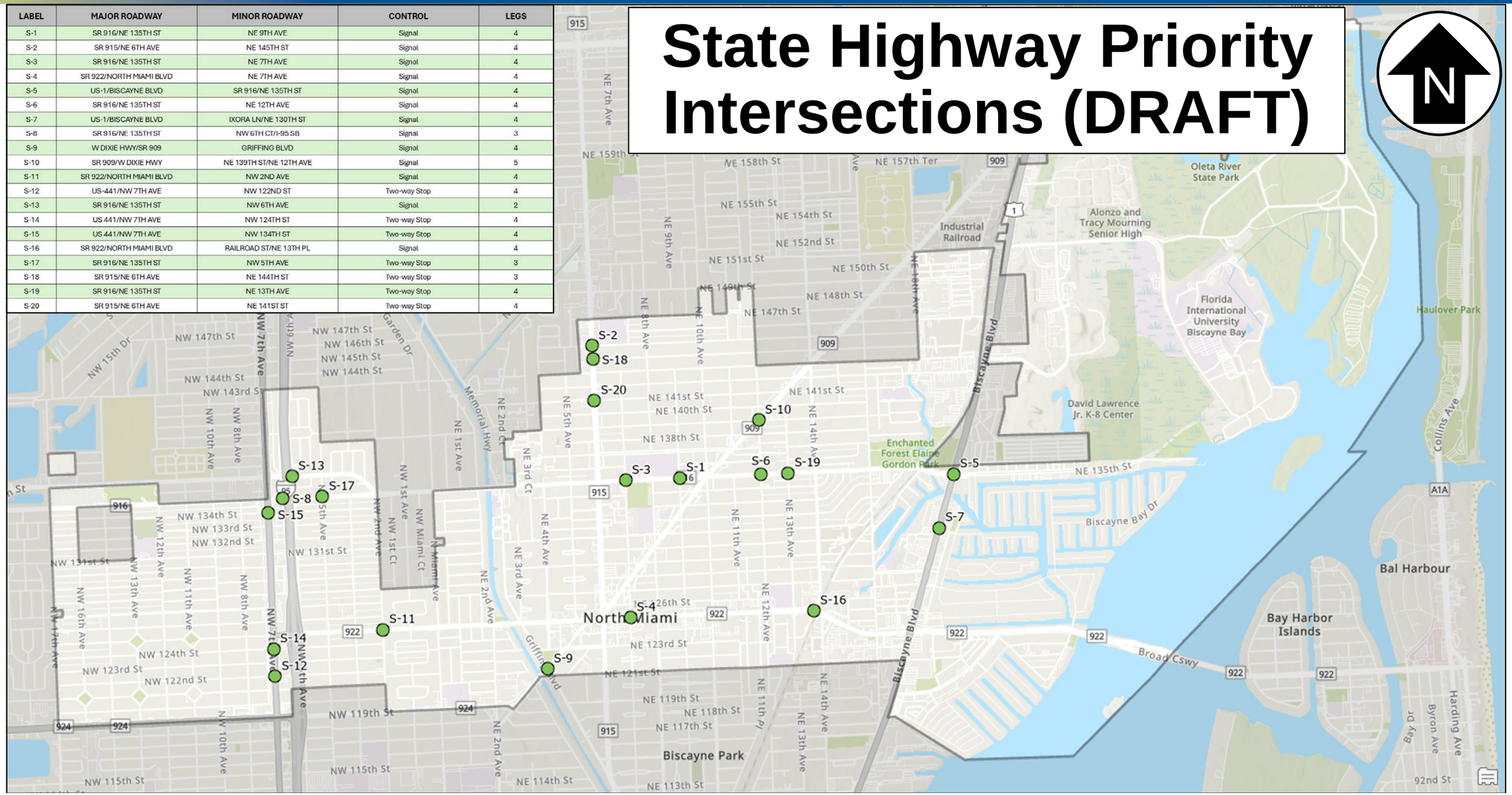
Local Road Priority Intersections – Draft

Intersection Number	Major Roadway	Minor Roadway	Traffic Control[1]	Major Road Maintaining Agency	Number of Legs	All Crashes (2019-2024)	Fatal/Injury Crashes (2019-2024)	Crashes Involving VRUs	Crashes during Nighttime	Site is within 0.5 mile of a School
L-1	NE 12TH AVE	NE 127TH ST	TWSC	County	4	15	5	1	2	Y
L-2	NE 135TH ST	NE 20TH CT	TWSC	City	3	8	1	1	1	N
L-3	NE 8TH AVE	NE 126TH ST	TWSC	City	4	19	10	1	5	Y
L-4	NW 125TH ST	NW 8TH AVE	TWSC	City	4	35	14	2	4	N
L-5	NW 131ST ST	NW 12TH AVE	AWSC	City	4	26	12	1	4	Y
L-6	NE 14TH AVE	NE 142ND ST	TWSC	City	4	67	12	0	14	Y
L-7	NE 14TH AVE	NE 123RD ST	TWSC	City	3	13	4	0	4	Y
L-8	NE 16TH AVE	NE 128TH ST	TWSC	County	3	12	3	4	8	Y
L-9	NE 8TH AVE	NE 127TH ST	TWSC	City	4	27	9	0	5	Y
L-10	NE 16TH AVE	NE 142ND ST	AWSC	County	4	22	10	0	5	Y
L-11	NE 151ST ST	NE 20TH AVE	TWSC	County	3	13	3	1	1	N
L-12	NE 8TH AVE	NE 139TH ST	TWSC	City	4	12	3	0	3	Y
L-13	NE 7TH AVE	NE 127TH ST	TWSC	City	4	35	8	1	8	Y
L-14	NE 123RD ST	NE 5TH AVE	TWSC	City	3	16	3	0	1	N
L-15	NE 7TH AVE	NE 137TH ST	AWSC	City	4	13	2	1	3	Y
L-16	NE 16TH AVE	ARCH CREEK RD	TWSC	County	3	9	2	2	2	Y

[1] AWSC: All-way Stop Control; TWSC: Two-way Stop Control

State Highway Priority Intersections (DRAFT)

LABEL	MAJOR ROADWAY	MINOR ROADWAY	CONTROL	LEGS
S-1	SR 916/NE 135TH ST	NE 9TH AVE	Signal	4
S-2	SR 915/NE 6TH AVE	NE 145TH ST	Signal	4
S-3	SR 916/NE 135TH ST	NE 7TH AVE	Signal	4
S-4	SR 922/NORTH MIAMI BLVD	NE 7TH AVE	Signal	4
S-5	US-1/BISCAYNE BLVD	SR 916/NE 135TH ST	Signal	4
S-6	SR 916/NE 135TH ST	NE 12TH AVE	Signal	4
S-7	US-1/BISCAYNE BLVD	IXORA LN/NE 130TH ST	Signal	4
S-8	SR 916/NE 135TH ST	NW 6TH CT/I-95 SB	Signal	3
S-9	W DIXIE HWY/SR 909	GRIFFING BLVD	Signal	4
S-10	SR 909/W DIXIE HWY	NE 139TH ST/NE 12TH AVE	Signal	5
S-11	SR 922/NORTH MIAMI BLVD	NW 2ND AVE	Signal	4
S-12	US-441/NW 7TH AVE	NW 122ND ST	Two-way Stop	4
S-13	SR 916/NE 135TH ST	NW 6TH AVE	Signal	2
S-14	US 441/NW 7TH AVE	NW 124TH ST	Two-way Stop	4
S-15	US 441/NW 7TH AVE	NW 134TH ST	Two-way Stop	4
S-16	SR 922/NORTH MIAMI BLVD	RAILROAD ST/NE 13TH PL	Signal	4
S-17	SR 916/NE 135TH ST	NW 5TH AVE	Two-way Stop	3
S-18	SR 915/NE 6TH AVE	NE 144TH ST	Two-way Stop	3
S-19	SR 916/NE 135TH ST	NE 13TH AVE	Two-way Stop	4
S-20	SR 915/NE 6TH AVE	NE 141ST ST	Two-way Stop	4



State Road Priority Intersections – Draft

Intersection Number	Major Roadway	Minor Roadway	Traffic Control	Number of Legs	All Crashes (2019-2024)	Fatal/Injury Crashes (2019-2024)	Crashes Involving VRUs	Crashes during Nighttime	Site is within 0.5 mile of a School
S-1	SR 916/NE 135TH ST	NE 9TH AVE	Signal	4	84	18	4	26	Y
S-2	SR 915/NE 6TH AVE	NE 145TH ST	Signal	4	116	32	11	44	Y
S-3	SR 916/NE 135TH ST	NE 7TH AVE	Signal	4	79	21	2	23	Y
S-4	SR 922/NORTH MIAMI BLVD	NE 7TH AVE	Signal	4	104	13	4	18	Y
S-5	US-1/BISCAYNE BLVD	SR 916/NE 135TH ST	Signal	4	228	40	11	54	Y
S-6	SR 916/NE 135TH ST	NE 12TH AVE	Signal	4	59	21	3	34	N
S-7	US-1/BISCAYNE BLVD	IXORA LN/NE 130TH ST	Signal	4	83	21	6	22	Y
S-8	SR 916/NE 135TH ST	NW 6TH CT/I-95 SB	Signal	3	99	24	2	41	N
S-9	W DIXIE HWY/SR 909	GRIFFING BLVD	Signal	4	75	21	7	17	N
S-10	SR 909/W DIXIE HWY	NE 139TH ST/NE 12TH AVE	Signal	5	68	21	3	22	N
S-11	SR 922/NORTH MIAMI BLVD	NW 2ND AVE	Signal	4	68	18	1	24	N
S-12	US-441/NW 7TH AVE	NW 122ND ST	TWSC	4	66	16	4	16	N
S-13	SR 916/NE 135TH ST	NW 6TH AVE	Signal	2	245	79	3	91	N
S-14	US 441/NW 7TH AVE	NW 124TH ST	TWSC	4	57	12	1	15	N
S-15	US 441/NW 7TH AVE	NW 134TH ST	TWSC	4	33	11	4	18	N
S-16	SR 922/NORTH MIAMI BLVD	RAILROAD ST/NE 13TH PL	Signal	4	77	9	3	18	Y
S-17	SR 916/NE 135TH ST	NW 5TH AVE	TWSC	3	46	5	1	19	N
S-18	SR 915/NE 6TH AVE	NE 144TH ST	TWSC	3	10	5	1	4	Y
S-19	SR 916/NE 135TH ST	NE 13TH AVE	TWSC	4	19	10	2	4	N
S-20	SR 915/NE 6TH AVE	NE 141ST ST	TWSC	4	37	9	2	12	Y

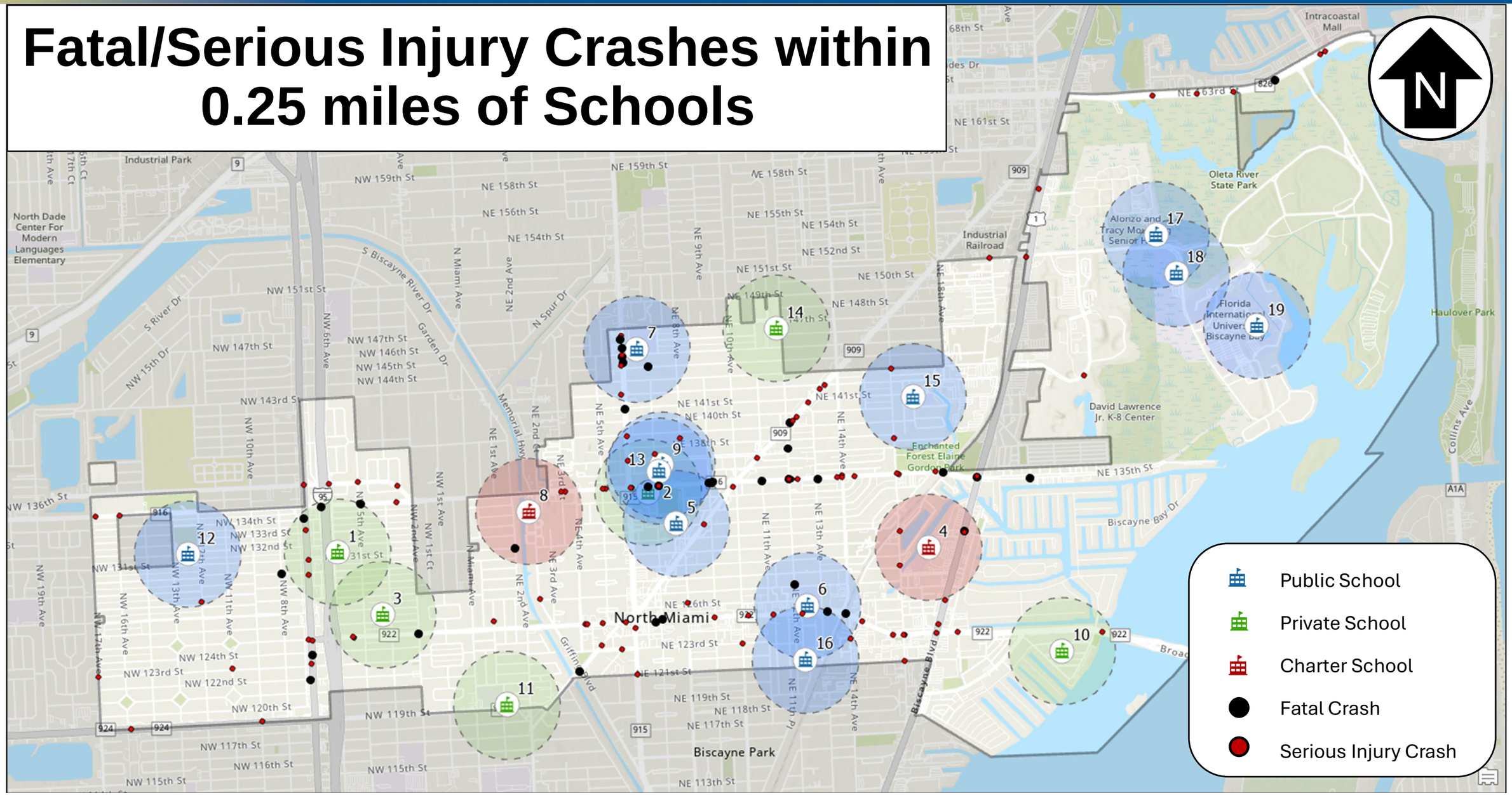
High VRU Crash Intersections

Major Road	Minor Road	Maintaining Agency	Number of Legs	Traffic Control	In Priority List?	VRU Crashes
SR 922/North Miami Blvd	SR 915/NE 6th Ave	FDOT	4	Signal	N	15
SR 922/North Miami Blvd	NE 16th Ave	FDOT	4	Signal	N	14
US-1/Biscayne Blvd	NE 126th St	FDOT	4	Signal	N	12
US-1/Biscayne Blvd	SR 916/NE 135th St	FDOT	4	Signal	Y	11
SR 915/NE 6th Ave	NE 145th St	FDOT	4	Signal	Y	11
US-1/Biscayne Blvd	SR 922/NE 123rd St	FDOT	4	Signal	N	9
US 441/NW 7th Ave	NW 131st St	FDOT	4	Signal	N	8
SR 922/North Miami Blvd	NE 9th Ave	FDOT	4	Signal	N	8
SR 915/NE 6th Ave	NE 147th St	FDOT	4	Signal	N	8
US 441/NW 7th Ave	SR 916/NE 135th St	FDOT	3	Signal	N	8

High Nighttime Crash Intersections

Major Road	Minor Road	Maintaining Agency	Number of Legs	Traffic Control	In Priority List?	Nighttime Crashes
SR 916/NE 135th St	NW 6th Ave	FDOT	2	Signal	Y	91
SR 922/NE North Miami Blvd	SR 915/NE 6th Ave	FDOT	4	Signal	N	90
SR 916/NE 135th St	SR 915/NE 6th Ave	FDOT	4	Signal	N	87
SR 922/North Miami Blvd	NW 6th Ave	FDOT	4	Signal	N	84
SR 916/NE 135th St	SR 909/W Dixie Hwy	FDOT	4	Signal	N	70
US-1/Biscayne Blvd	SR 922/NE 123rd St	FDOT	4	Signal	N	66
SR 922/NW 125th St	US 441/NW 7th Ave	FDOT	4	Signal	N	61
US-1/Biscayne Blvd	SR 916/NE 135th St	FDOT	4	Signal	Y	54
SR 922/North Miami Blvd	NE 16th Ave	FDOT	4	Signal	N	54
US 441/NW 7th Ave	SR 916/NE 135th St	FDOT	3	Signal	N	52

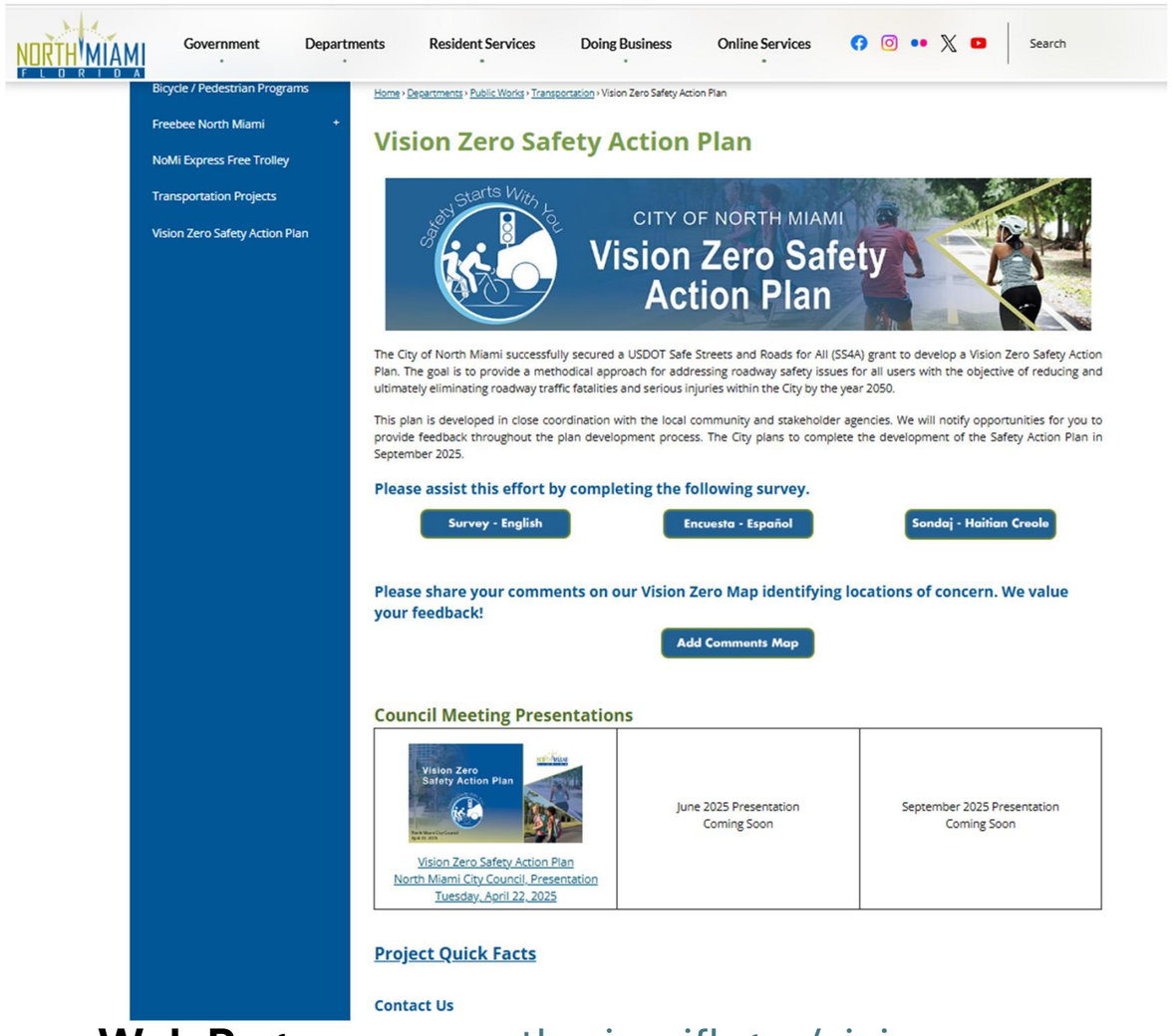
Fatal/Serious Injury Crashes within 0.25 miles of Schools



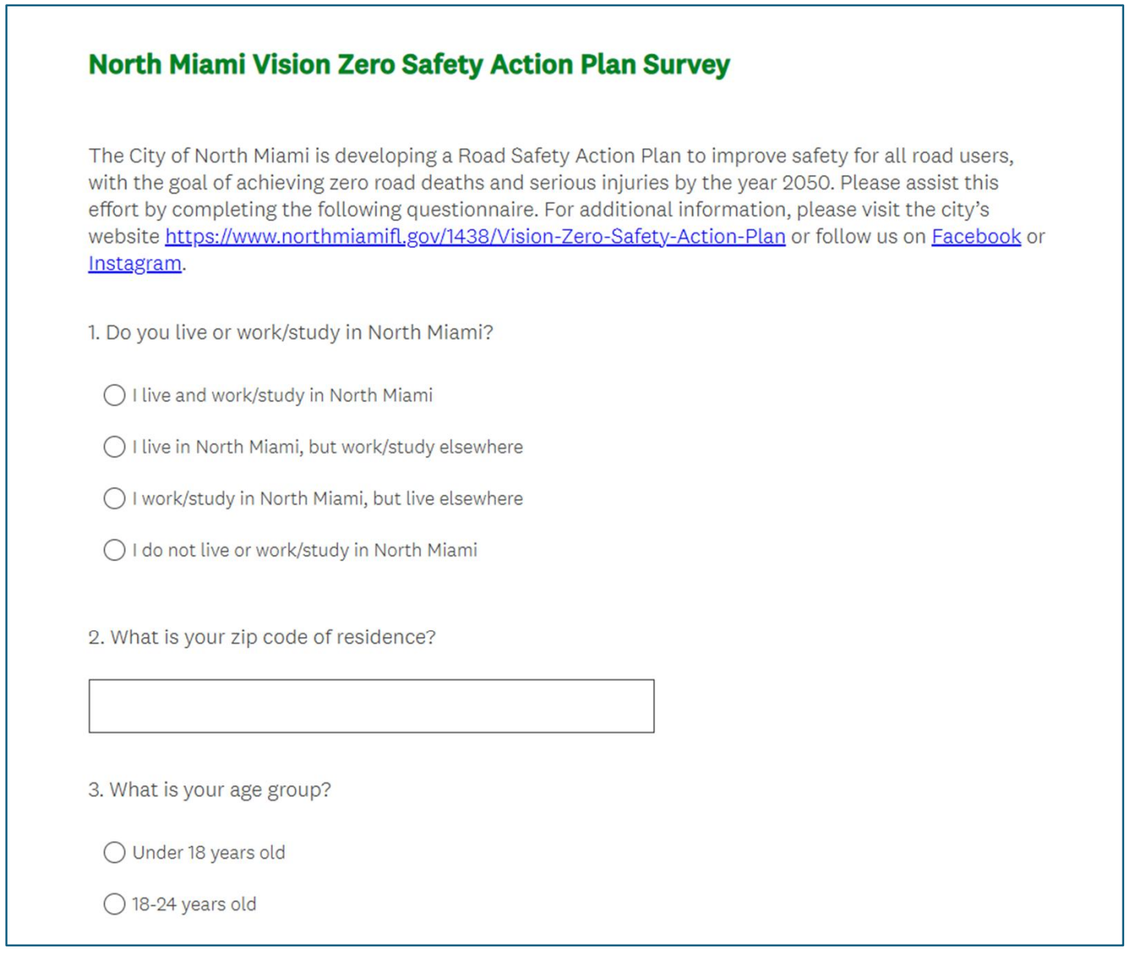
Crashes within 0.25 miles of Schools

ID	Name	Grades	Type	All Crashes (2019-2024)	F+SI Crashes (2019-2024)	Crashes Involving VRUs	Crashes during Nighttime
1	St James Catholic School	PK-8	Private	584	7	24	199
2	Holy Cross Lutheran School	PK-8	Private	506	7	18	171
3	Miami Union Academy	PK-12	Private	472	3	8	147
4	Mater Academy Biscayne North Miami Elementary	K-5	Charter	422	5	45	87
5	North Miami Senior High	9-12	Public	409	1	15	103
6	W.J. Bryan Elementary	PK-5	Public	341	5	20	71
7	North Miami Elementary	PK-5	Public	255	10	27	93
8	ASPIRA Raul Arnaldo Martinez Charter School	6-8	Charter	225	3	9	56
9	Arch Creek Elementary	PK-5	Public	194	4	14	52
10	Beth Moshe Early Childhood Center	PK-1	Private	160	1	13	28
11	Cristo Rey Miami High School	9-12	Private	136	0	10	34
12	Benjamin Franklin K-8 Center	PK-8	Public	119	1	3	35
13	North Miami Middle	6-8	Public	117	1	3	27
14	Holy Family Catholic School	PK-8	Private	104	0	1	31
15	Natural Bridge Elementary	PK-5	Public	83	2	6	25
16	David Lawrence Jr. K-8 Center PLC South Campus	PK-8	Public	27	1	2	9
17	Alonzo and Tracy Mourning Senior High	9-12	Public	23	0	2	3
18	David Lawrence Jr. K-8 Center	PK-8	Public	15	0	2	1
19	MAST @ FIU Biscayne Bay Campus	9-12	Public	5	0	1	1

Community Outreach

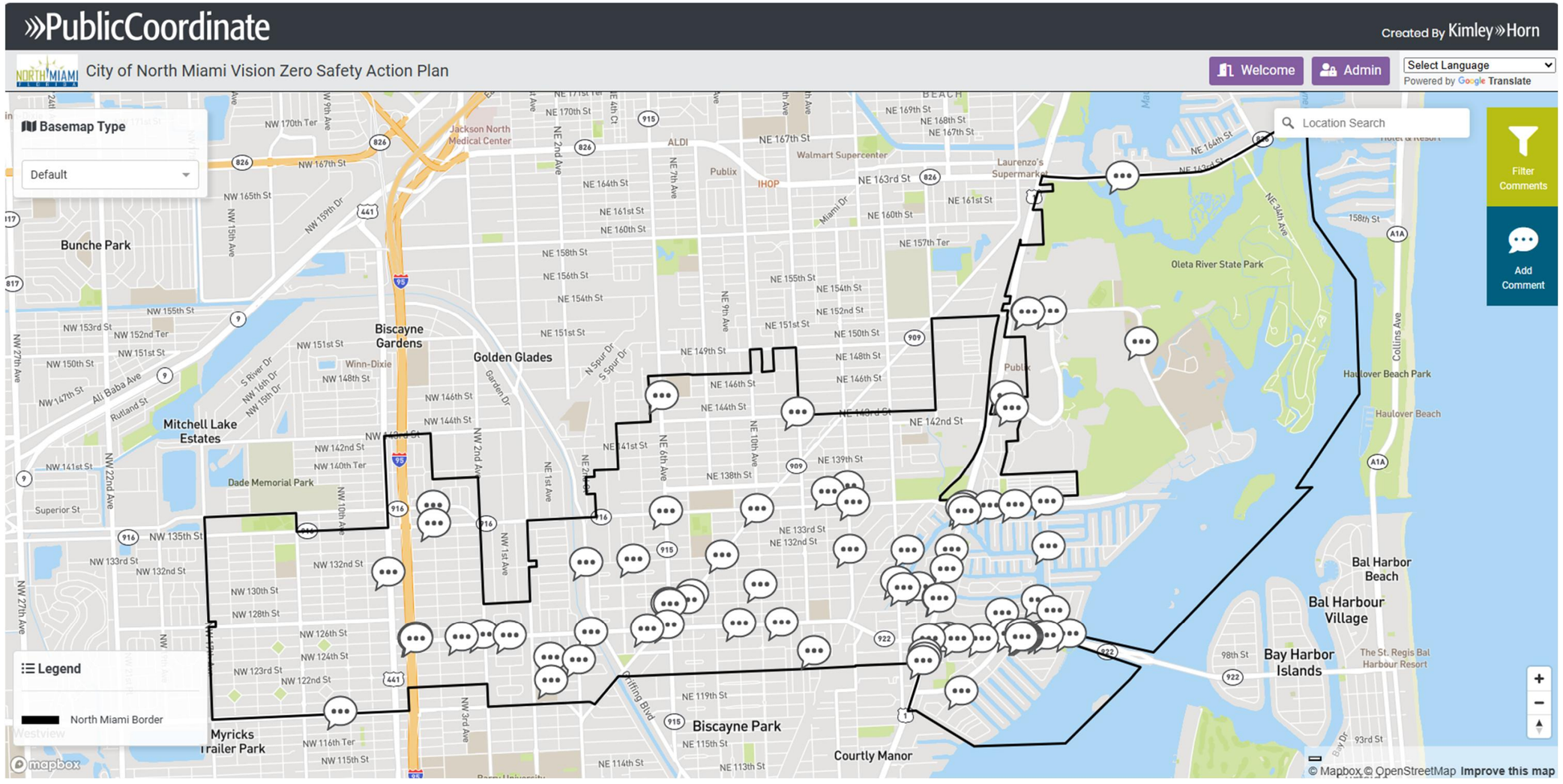


Web Page: www.northmiamifl.gov/visionzero



Survey: www.NorthMiamiFL.gov/Survey

Community Outreach



Comment Map: www.NorthMiamiFL.gov/CommentMap

Community Outreach

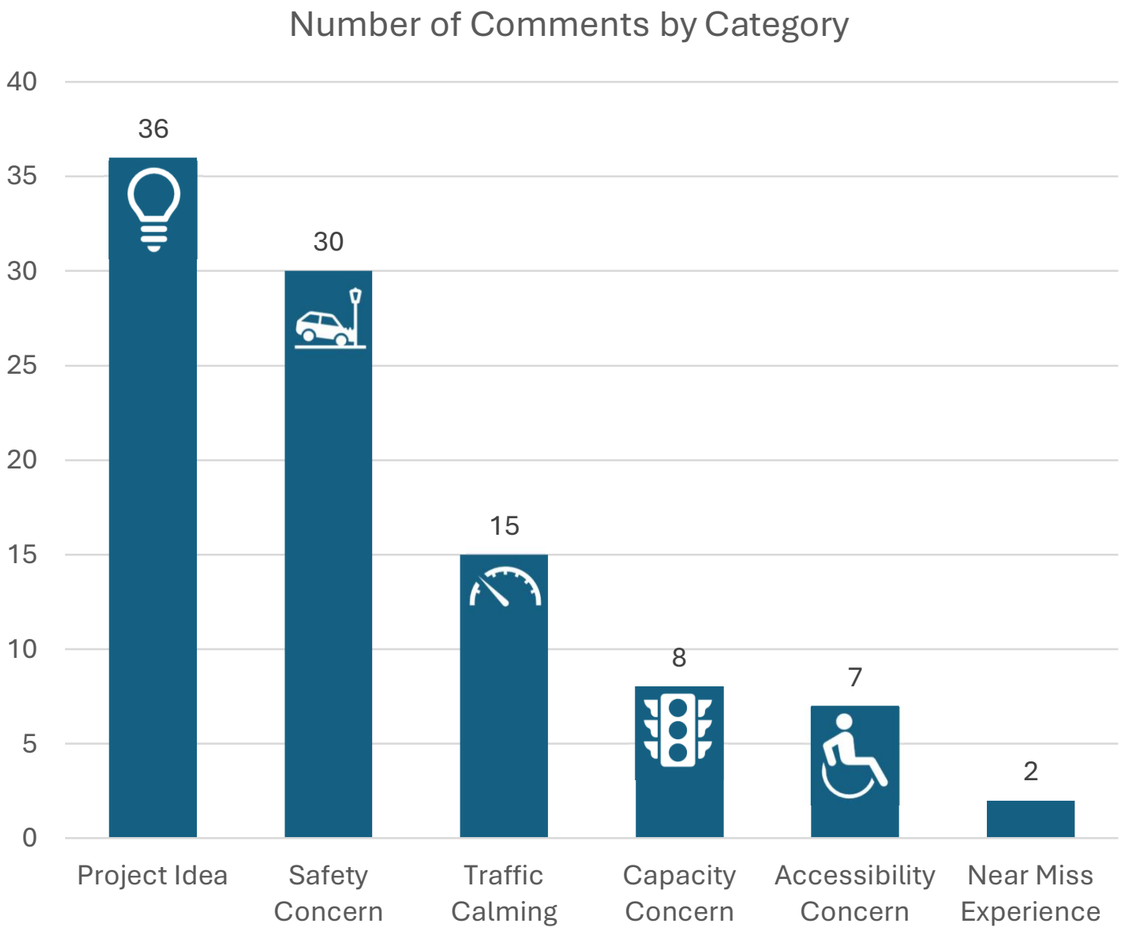
Alhambra Heights HOA
Iron Manor/Central HOA

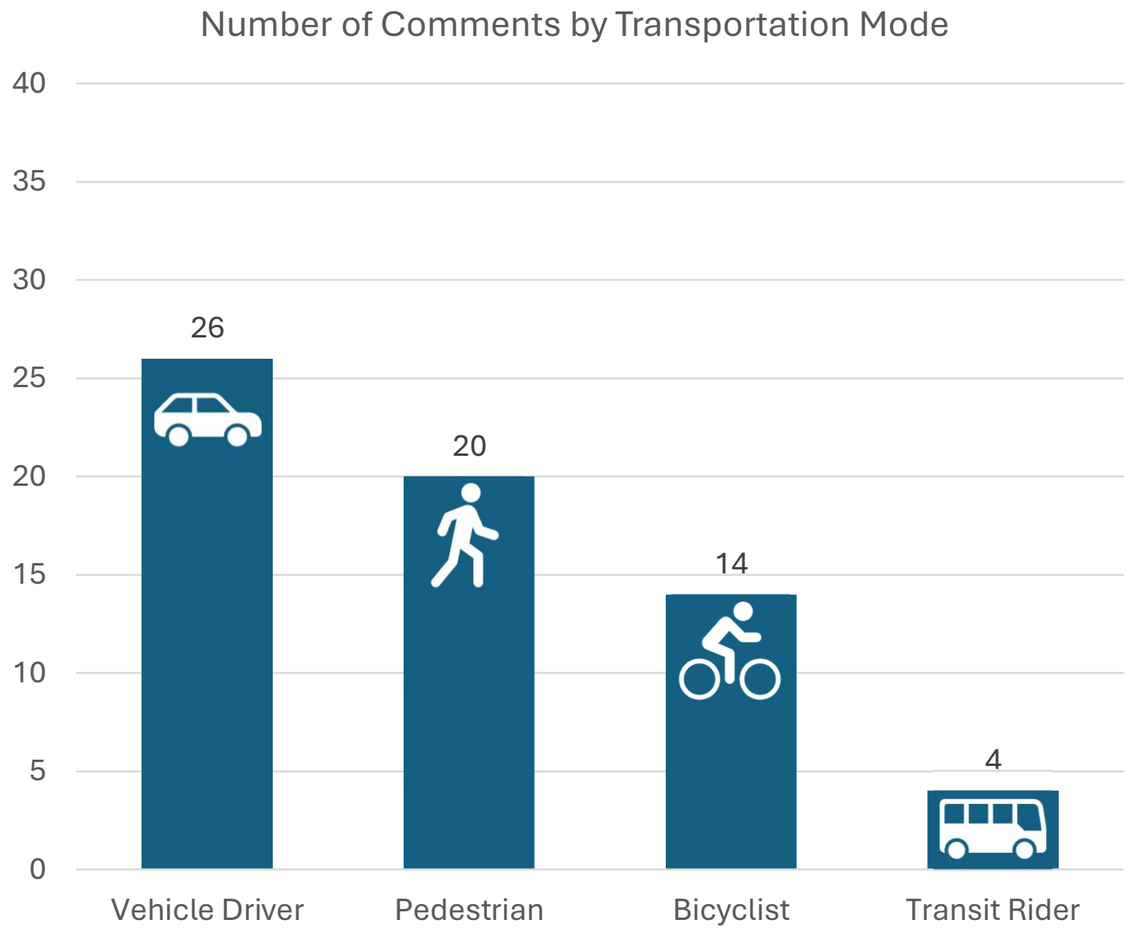
Spring Egg Hunt & Earth Fair

Survey Question Response (Example)

Do you have any (other) safety concerns or suggestions for the City of North Miami VZ SAP?

Comment Map Feedback Overview





Frequently Cited Intersections in the Survey

Intersection Feedback Frequency			
Intersection	**# of Times Mentioned**	**Intersection**	**# of Times Mentioned**
Biscayne Boulevard and NE 123rd Street	9	Biscayne Boulevard and Keystone Boulevard	2
NE 6th Avenue and NE 125th Street	6	N Miami Avenue and 119th Street	2
Biscayne Boulevard and NE 135th Street	5	N Miami Avenue and 135th Street	2
Biscayne Boulevard and Sans Souci Boulevard	5	NE 123rd Street at Sans Souci Boulevard	2
NW 7th Avenue and NW 119th Street	5	NE 2nd Avenue and NE 125th Street	2
NW 6th Avenue and NW 125th Street	4	NE 3rd Court and NE 135th Street	2
Biscayne Boulevard and NE 125th Street	3	NE 6th Avenue and NE 127th Street	2
Biscayne Boulevard and NE 151st Street	3	NE 6th Avenue and NE 135th Street	2
NE 125th Street and Memorial Highway/Griffing Boulevard	3	NE 8th Avenue and NE 127th Street	2
NE 135th Street and Memorial Highway	3	NW 7th Avenue and NW 125th Street	2
NE 125th Street and NE 4th Avenue	3	West Dixie Highway and NW 135th Street	2
West Dixie Highway and NW 125th Street	3		

Discussion

- Input on draft high injury network locations
- Studies/programmed projects by FDOT and County

Next Steps

- Summarize survey input
- Finalize safety analysis
- Finalize priority locations
- Develop draft strategies
- Next Steering Committee meeting in June (date TBD)

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305-895-9872

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Consultant Project Manager
ravi.wijesundera@kimley-horn.com
954-535-5153

Steering Committee Presentation #3

Vision Zero Safety Action Plan

Safety Starts With You

NORTH MIAMI FLORIDA

Steering Committee Meeting #3

August 25, 2025

Vision Zero Safety Action Plan (VZ SAP)

- VZ SAP Goal: Reduce and eliminate fatalities and serious injuries for all road users

- City's Vision Zero target year is 2050

- 9-month schedule

Schedule

	1	2	3	4	5	6	7	8	9
	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25
Project Kick-off									
Steering Committee and Coordination		S		S				S	
Safety Analysis									
Community Engagement				P, C				P	
Strategy and Project Selection									
Safety Action Plan									C

Legend:

P - Public Workshop or Pop-Up Event

C - City Council

S - Steering Committee

Components of Vision Zero Plan

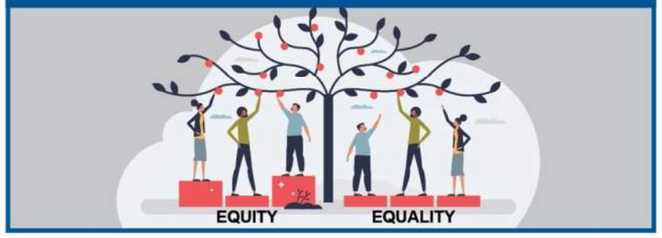
Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Equity



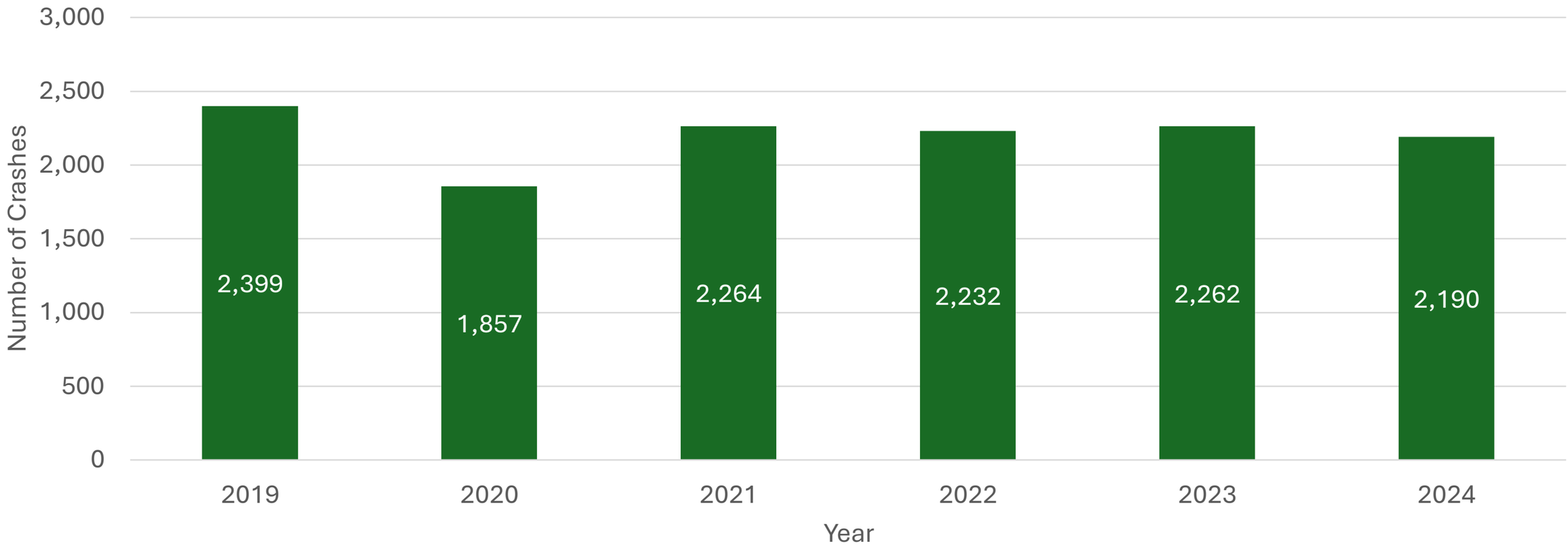
Policy and Process Changes

Strategy and Project Selections

Progress and Transparency

Safety Action Plan

Crashes by Year (2019-2024)

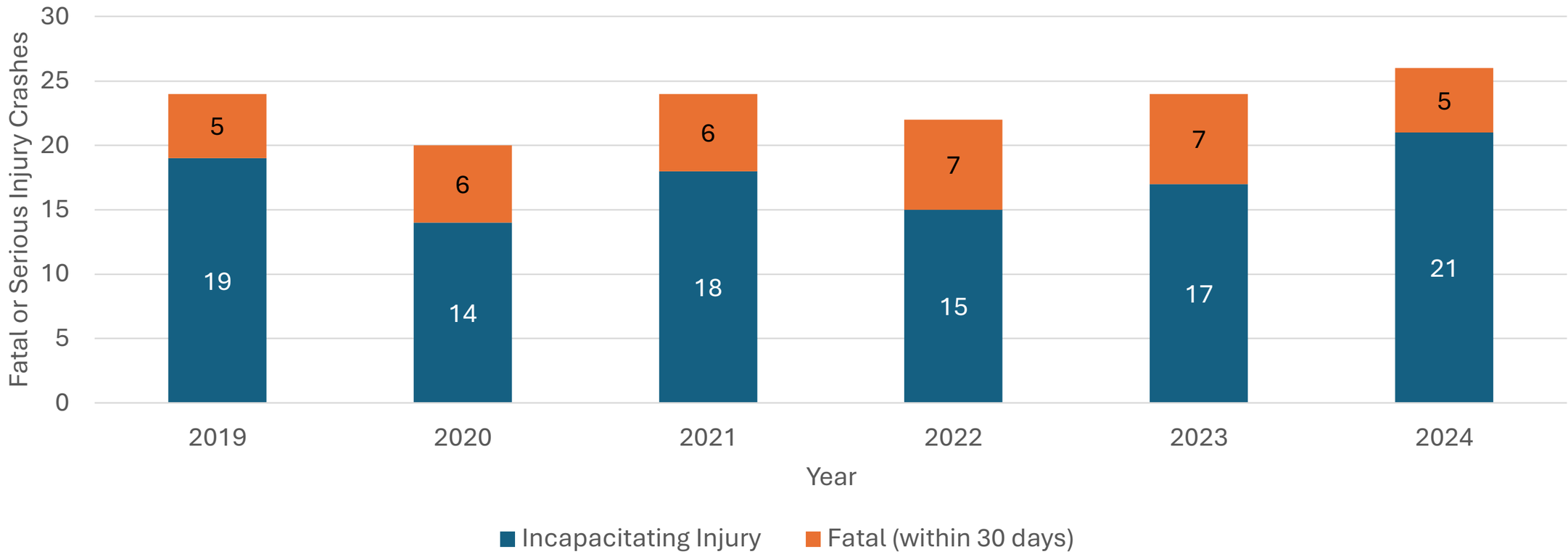


13,204 crashes in 6 years

35 fatal and 104 incapacitating injury crashes in 6 years

Using FDOT's comprehensive unit crash costs, the average annual crash cost is ~***$150M***

Fatal and Serious Injury Crashes



FATAL+SERIOUS INJURY CRASHES (139 total):

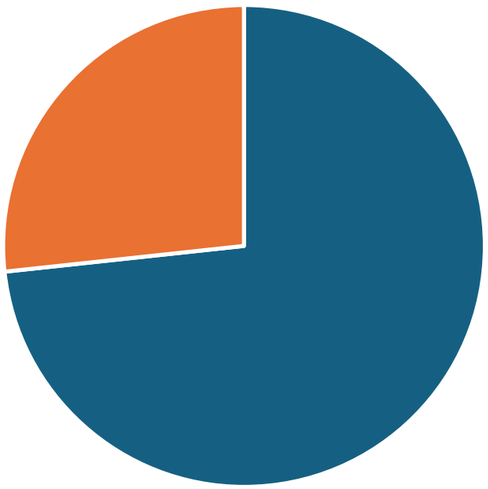
113 crashes on State Roads and 26 crashes on Other (county and local) roads.

87 crashes during nighttime (63%)

77 crashes involved vulnerable road users (pedestrians, cyclists, and motorcyclists) (55%)

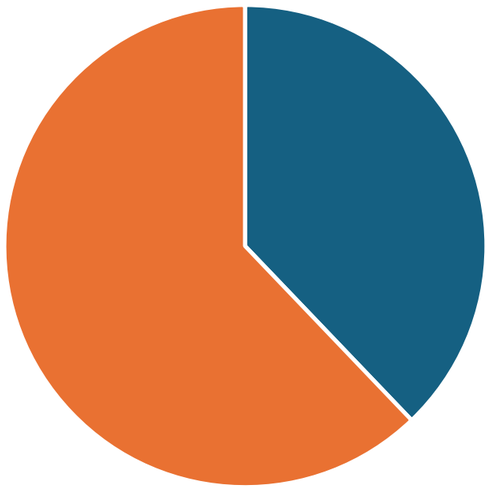
Daytime vs. Nighttime Crashes

All Crashes



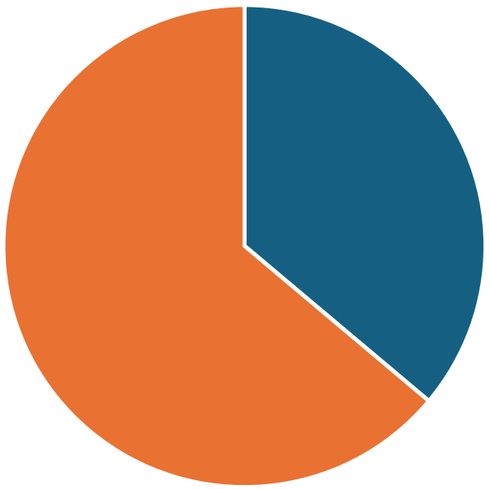
27%

Fatal or Serious Injury Crashes



62%

Fatal Crashes Only

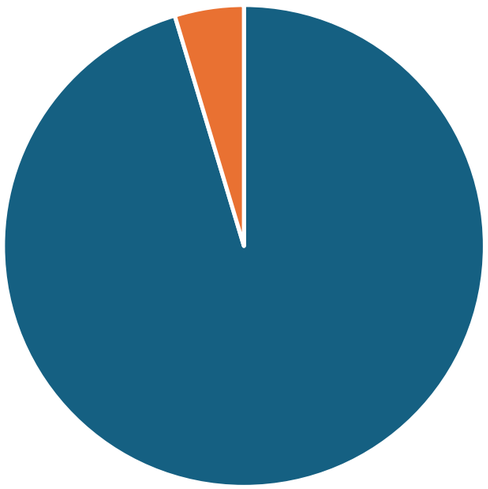


63%

Crashes Involving Vulnerable Road Users

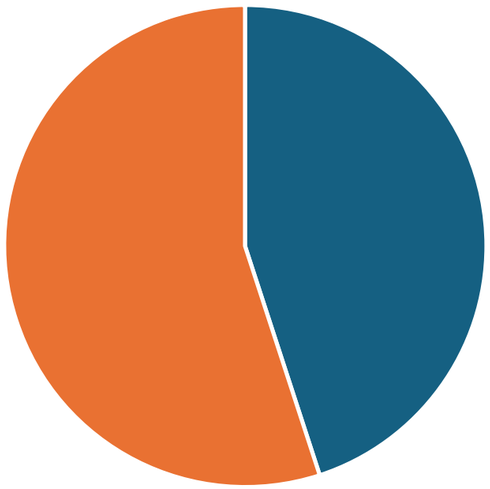
Pedestrians, Bicyclists, and Motorcyclists

All Crashes (609)



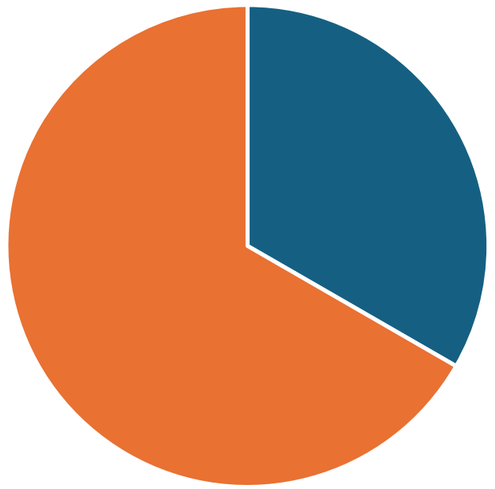
5%

Fatal or Serious Injury Crashes (77)



55%

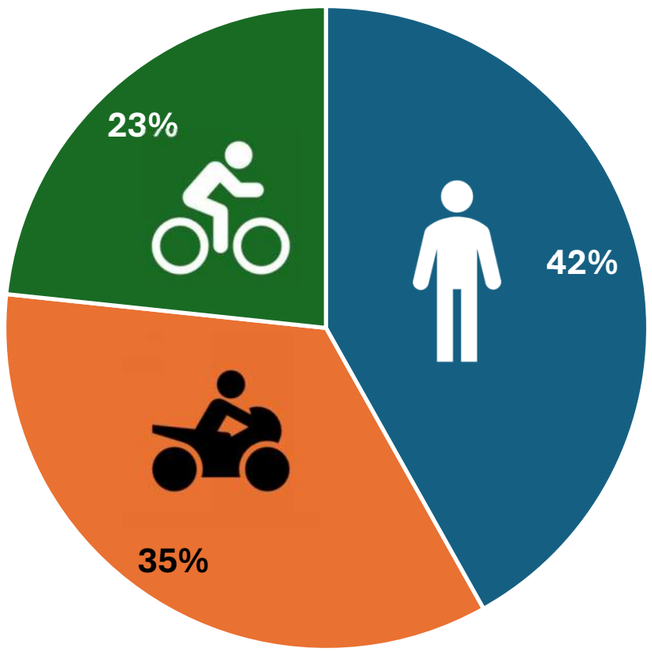
Fatal Crashes Only (24)



69%

VRU Crashes by Mode Type

All Crashes (609)



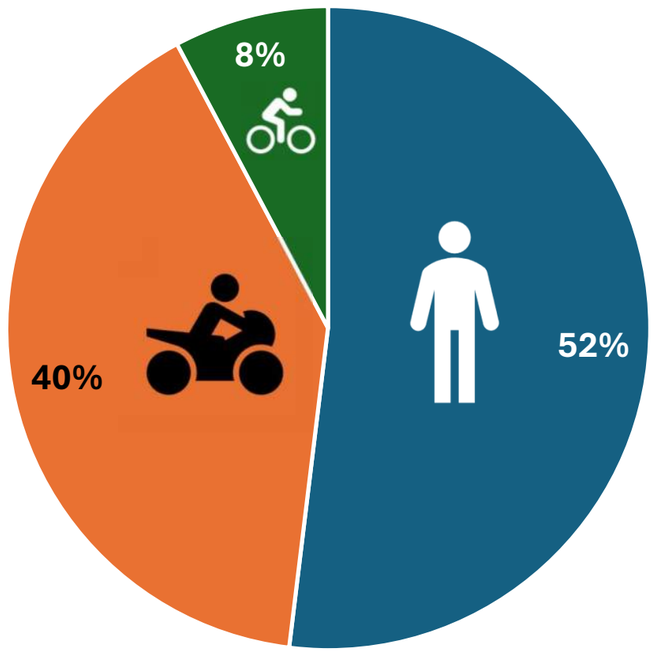
All Crashes (609):

255 Pedestrian

212 Motorcycle

142 Bicycle

Fatal or serious injury (77)



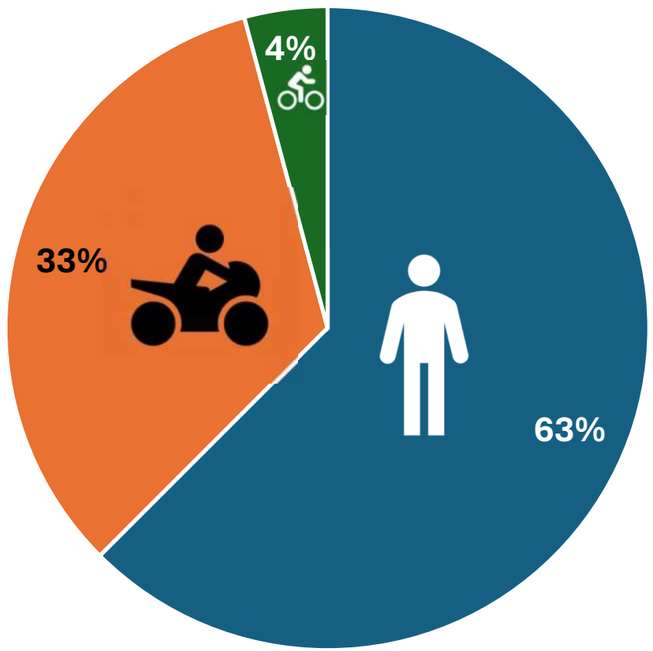
Fatal or Serious Injury Crashes (77):

40 Pedestrian

31 Motorcycle

6 Bicycle

Fatal Crashes (24)



Fatal Crashes (24):

15 Pedestrian

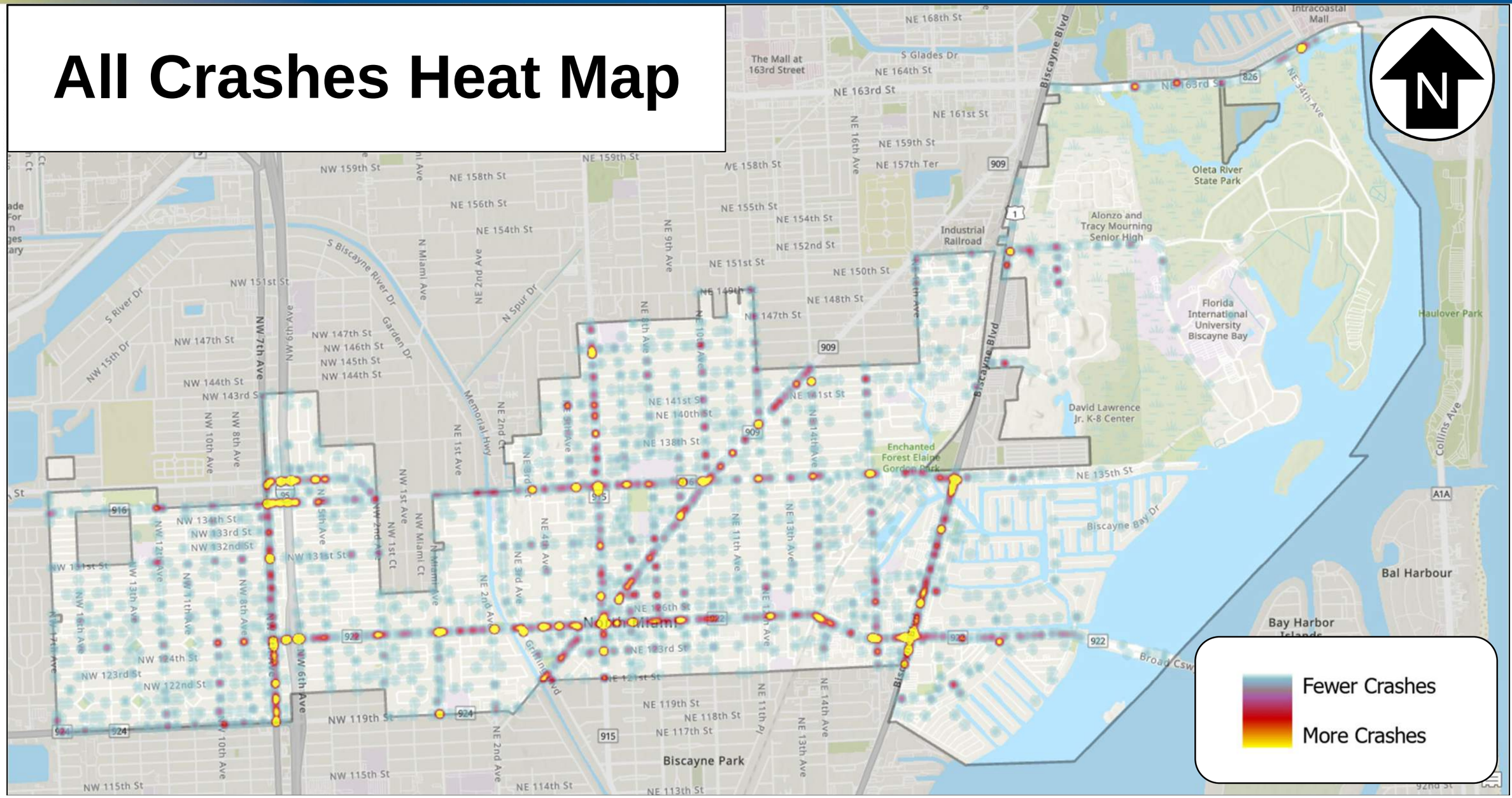
8 Motorcycle

1 Bicycle

Safety Analysis

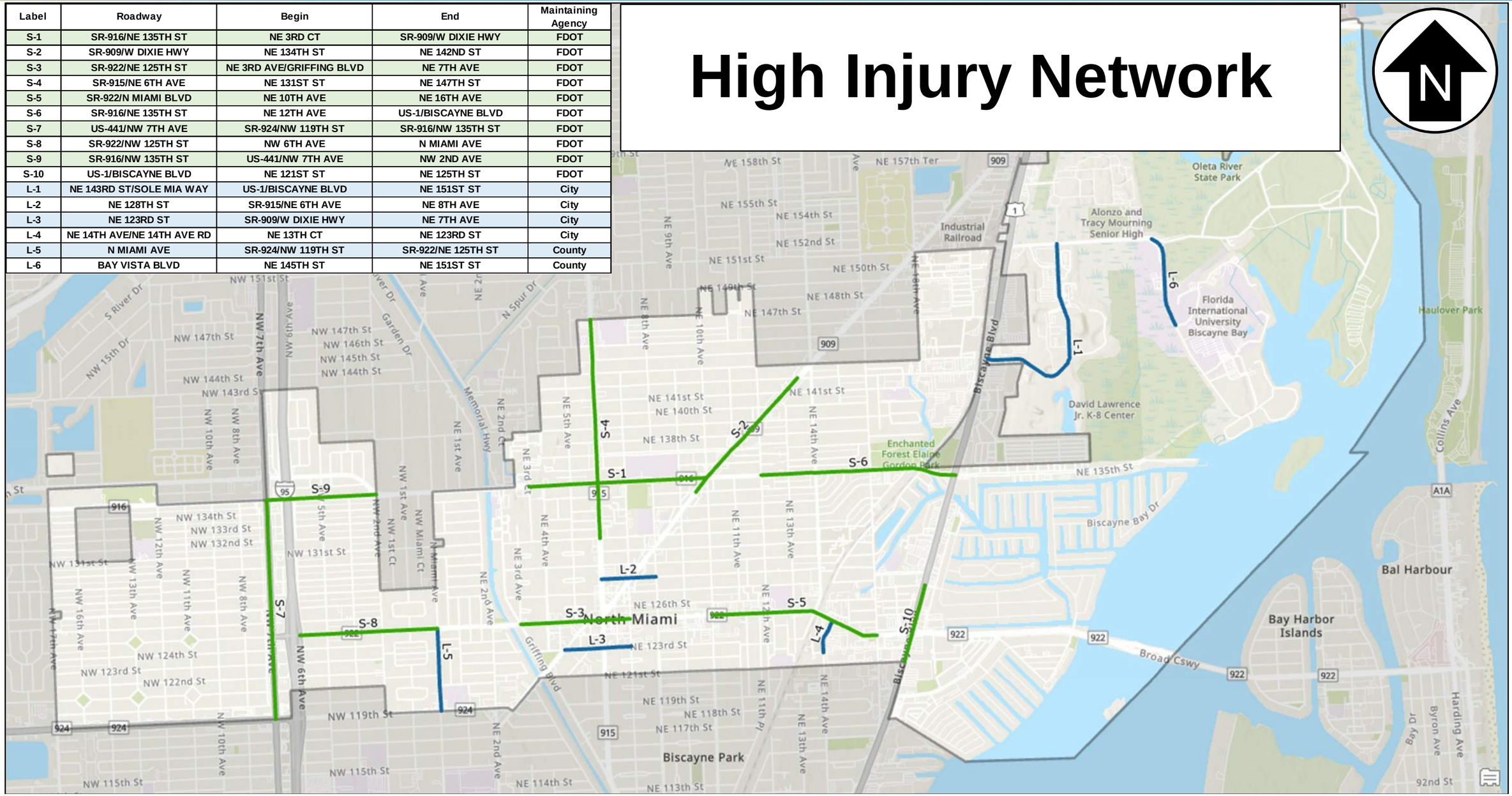
- **High Injury Network (HIN)**
  - Corridor segments based on crash frequency, severity, and rates.
  - Separate lists for State Roads and Other Roads.
- **Priority Intersections**
  - Separate lists for State and Other roads.
- **Systemic safety analysis**
  - Signalized intersections, local streets, multi-lane roads, VRU crashes, nighttime crashes, and school areas.

All Crashes Heat Map



High Injury Network

Label	Roadway	Begin	End	Maintaining Agency
S-1	SR-916/NE 135TH ST	NE 3RD CT	SR-909/W DIXIE HWY	FDOT
S-2	SR-909/W DIXIE HWY	NE 134TH ST	NE 142ND ST	FDOT
S-3	SR-922/NE 125TH ST	NE 3RD AVE/GRIFFING BLVD	NE 7TH AVE	FDOT
S-4	SR-915/NE 6TH AVE	NE 131ST ST	NE 147TH ST	FDOT
S-5	SR-922/N MIAMI BLVD	NE 10TH AVE	NE 16TH AVE	FDOT
S-6	SR-916/NE 135TH ST	NE 12TH AVE	US-1/BISCAYNE BLVD	FDOT
S-7	US-441/NW 7TH AVE	SR-924/NW 119TH ST	SR-916/NW 135TH ST	FDOT
S-8	SR-922/NW 125TH ST	NW 6TH AVE	N MIAMI AVE	FDOT
S-9	SR-916/NW 135TH ST	US-441/NW 7TH AVE	NW 2ND AVE	FDOT
S-10	US-1/BISCAYNE BLVD	NE 121ST ST	NE 125TH ST	FDOT
L-1	NE 143RD ST/SOLE MIA WAY	US-1/BISCAYNE BLVD	NE 151ST ST	City
L-2	NE 128TH ST	SR-915/NE 6TH AVE	NE 8TH AVE	City
L-3	NE 123RD ST	SR-909/W DIXIE HWY	NE 7TH AVE	City
L-4	NE 14TH AVE/NE 14TH AVE RD	NE 13TH CT	NE 123RD ST	City
L-5	N MIAMI AVE	SR-924/NW 119TH ST	SR-922/NE 125TH ST	County
L-6	BAY VISTA BLVD	NE 145TH ST	NE 151ST ST	County

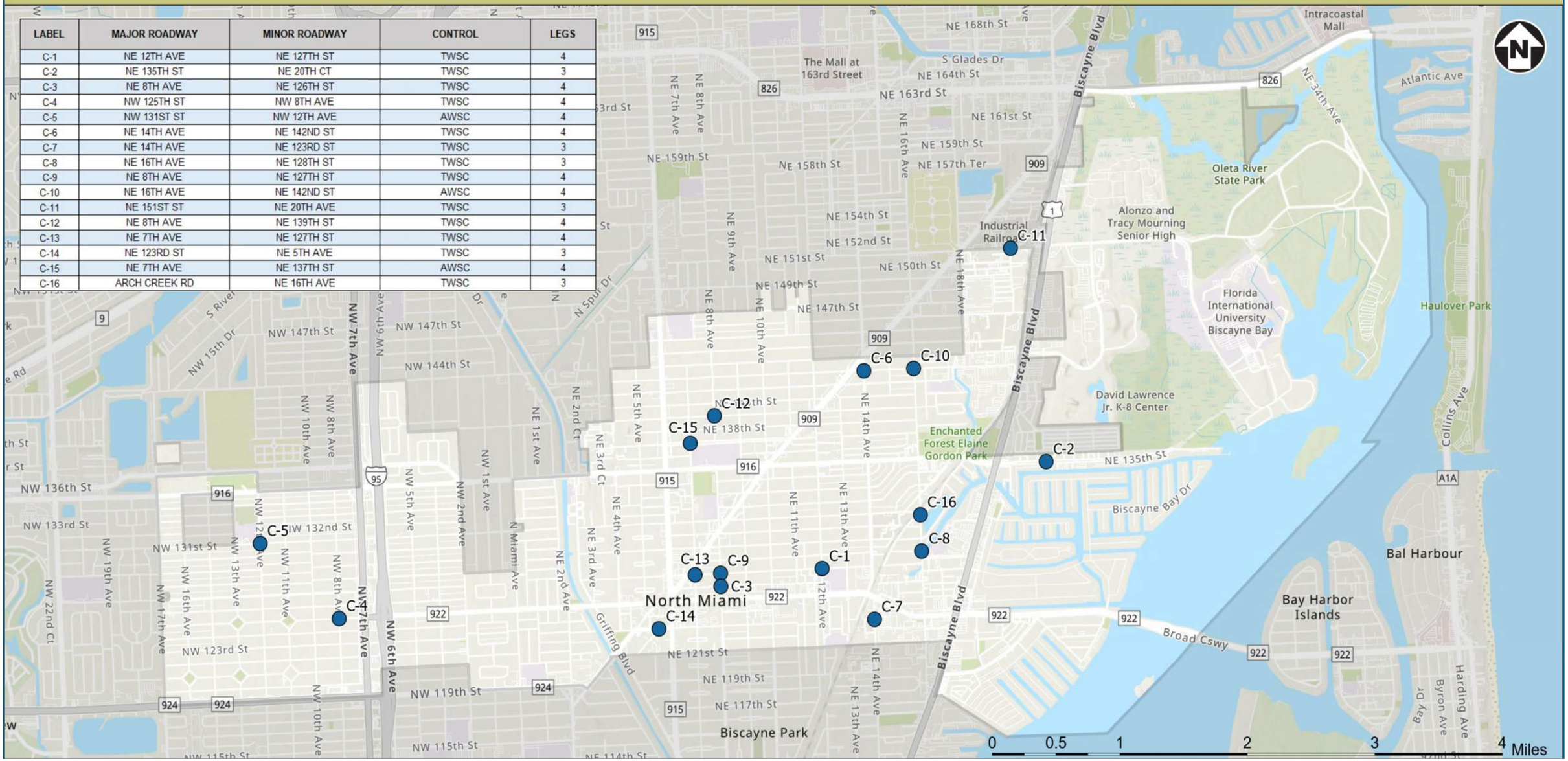


High Injury Network Segments

Segment Number	Roadway	Begin	End	Maintaining Agency	Length (mi)	AADT (2022)	All Crashes (2019-2024)	Fatal/Injury Crashes (2019-2024)	Crashes Involving VRUs	Crashes during Nighttime
S-1	SR-916/NE 135TH ST	NE 3RD CT	SR-909/W DIXIE HWY	FDOT	0.82	19,000	278	57	7	81
S-2	SR-909/W DIXIE HWY	NE 134TH ST	NE 142ND ST	FDOT	0.70	14,700	127	29	11	41
S-3	SR-922/NE 125TH ST	NE 3RD AVE/GRIFFING BLVD	NE 7TH AVE	FDOT	0.50	24,600	254	39	10	56
S-4	SR-915/NE 6TH AVE	NE 131ST ST	NE 147TH ST	FDOT	1.00	10,500	147	36	12	53
S-5	SR-922/N MIAMI BLVD	NE 10TH AVE	NE 16TH AVE	FDOT	0.78	27,800	131	22	10	23
S-6	SR-916/NE 135TH ST	NE 12TH AVE	US-1/BISCAYNE BLVD	FDOT	0.87	13,500	198	36	8	53
S-7	US-441/NW 7TH AVE	SR-924/NW 119TH ST	SR-916/NW 135TH ST	FDOT	1.00	18,700	229	42	10	71
S-8	SR-922/NW 125TH ST	NW 6TH AVE	N MIAMI AVE	FDOT	0.63	24,600	118	22	1	31
S-9	SR-916/NW 135TH ST	US-441/NW 7TH AVE	NW 2ND AVE	FDOT	0.51	10,900	113	24	4	41
S-10	US-1/BISCAYNE BLVD	NE 121ST ST	NE 125TH ST	FDOT	0.36	46,000	291	43	13	48
L-1	NE 143RD ST/SOLE MIA WAY	US-1/BISCAYNE BLVD	NE 151ST ST	City	0.97	8,200	58	10	5	8
L-2	NE 128TH ST	SR-915/NE 6TH AVE	NE 8TH AVE	City	0.25	600	18	4	1	4
L-3	NE 123RD ST	SR-909/W DIXIE HWY	NE 7TH AVE	City	0.31	6,300	34	11	2	2
L-4	NE 14TH AVE/NE 14TH AVE RD	NE 13TH CT	NE 123RD ST	City	0.16	4,700	13	3	1	3
L-5	N MIAMI AVE	SR-924/NW 119TH ST	SR-922/NE 125TH ST	County	0.37	6,100	26	4	3	3
L-6	BAY VISTA BLVD	NE 145TH ST	NE 151ST ST	County	0.43	5,400	15	4	2	1

LOCAL ROAD PRIORITY INTERSECTIONS

LABEL	MAJOR ROADWAY	MINOR ROADWAY	CONTROL	LEGS
C-1	NE 12TH AVE	NE 127TH ST	TWSC	4
C-2	NE 135TH ST	NE 20TH CT	TWSC	3
C-3	NE 8TH AVE	NE 126TH ST	TWSC	4
C-4	NW 125TH ST	NW 8TH AVE	TWSC	4
C-5	NW 131ST ST	NW 12TH AVE	AWSC	4
C-6	NE 14TH AVE	NE 142ND ST	TWSC	4
C-7	NE 14TH AVE	NE 123RD ST	TWSC	3
C-8	NE 16TH AVE	NE 128TH ST	TWSC	3
C-9	NE 8TH AVE	NE 127TH ST	TWSC	4
C-10	NE 16TH AVE	NE 142ND ST	AWSC	4
C-11	NE 151ST ST	NE 20TH AVE	TWSC	3
C-12	NE 8TH AVE	NE 139TH ST	TWSC	4
C-13	NE 7TH AVE	NE 127TH ST	TWSC	4
C-14	NE 123RD ST	NE 5TH AVE	TWSC	3
C-15	NE 7TH AVE	NE 137TH ST	AWSC	4
C-16	ARCH CREEK RD	NE 16TH AVE	TWSC	3



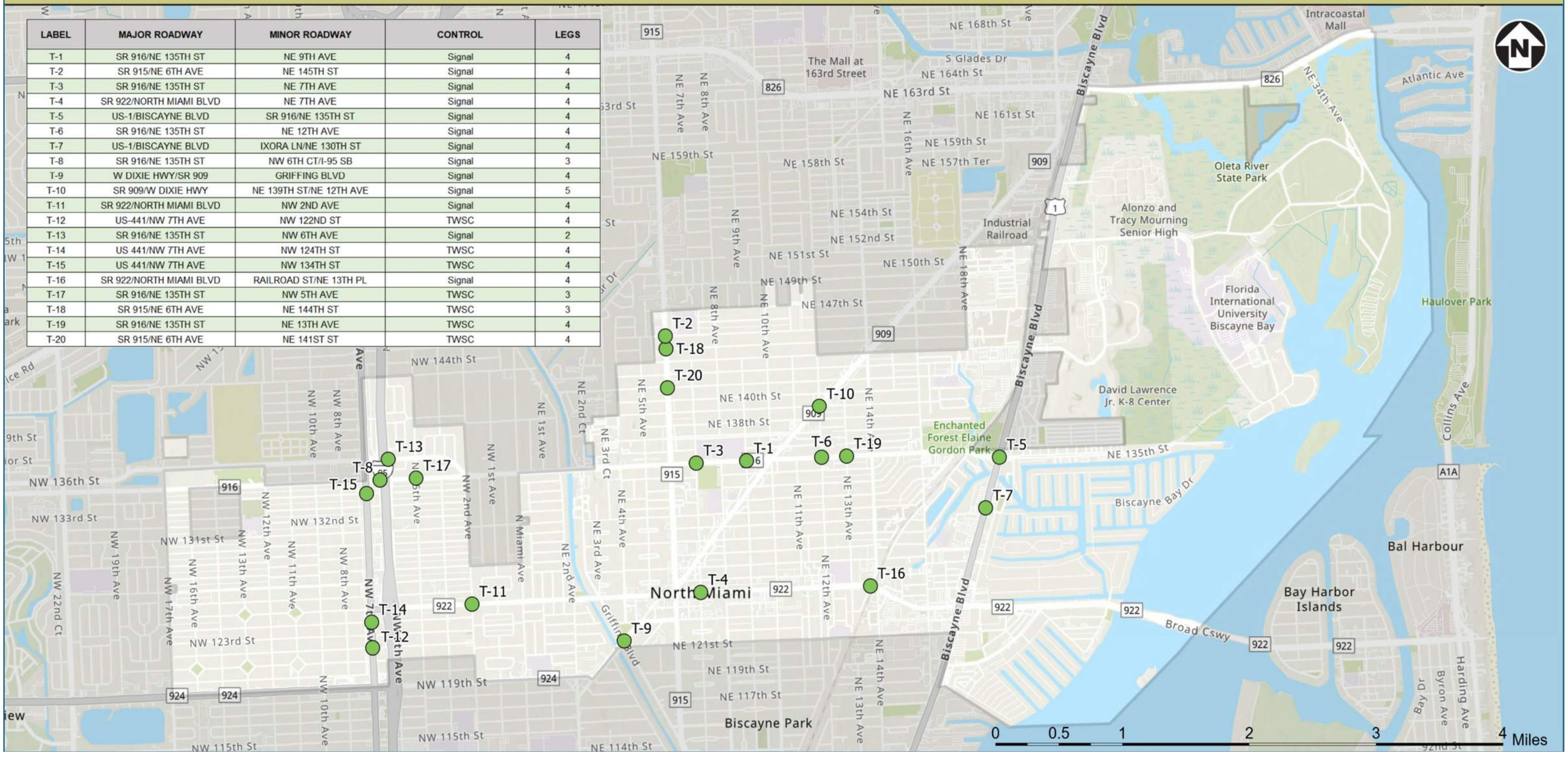
Local Road Priority Intersections

Intersection Number	Major Roadway	Minor Roadway	Traffic Control[1]	Major Road Maintaining Agency	Number of Legs	All Crashes (2019-2024)	Fatal/Injury Crashes (2019-2024)	Crashes Involving VRUs	Crashes during Nighttime
C-1	NE 12TH AVE	NE 127TH ST	TWSC	County	4	15	5	1	2
C-2	NE 135TH ST	NE 20TH CT	TWSC	City	3	8	1	1	1
C-3	NE 8TH AVE	NE 126TH ST	TWSC	City	4	19	10	1	5
C-4	NW 125TH ST	NW 8TH AVE	TWSC	City	4	35	14	2	4
C-5	NW 131ST ST	NW 12TH AVE	AWSC	City	4	26	12	1	4
C-6	NE 14TH AVE	NE 142ND ST	TWSC	City	4	67	12	0	14
C-7	NE 14TH AVE	NE 123RD ST	TWSC	City	3	13	4	0	4
C-8	NE 16TH AVE	NE 128TH ST	TWSC	County	3	12	3	4	8
C-9	NE 8TH AVE	NE 127TH ST	TWSC	City	4	27	9	0	5
C-10	NE 16TH AVE	NE 142ND ST	AWSC	County	4	22	10	0	5
C-11	NE 151ST ST	NE 20TH AVE	TWSC	County	3	13	3	1	1
C-12	NE 8TH AVE	NE 139TH ST	TWSC	City	4	12	3	0	3
C-13	NE 7TH AVE	NE 127TH ST	TWSC	City	4	35	8	1	8
C-14	NE 123RD ST	NE 5TH AVE	TWSC	City	3	16	3	0	1
C-15	NE 7TH AVE	NE 137TH ST	AWSC	City	4	13	2	1	3
C-16	NE 16TH AVE	ARCH CREEK RD	TWSC	County	3	9	2	2	2

[1] AWSC: All-way Stop Control; TWSC: Two-way Stop Control

STATE ROAD PRIORITY INTERSECTIONS

LABEL	MAJOR ROADWAY	MINOR ROADWAY	CONTROL	LEGS
T-1	SR 916/NE 135TH ST	NE 9TH AVE	Signal	4
T-2	SR 915/NE 6TH AVE	NE 145TH ST	Signal	4
T-3	SR 916/NE 135TH ST	NE 7TH AVE	Signal	4
T-4	SR 922/NORTH MIAMI BLVD	NE 7TH AVE	Signal	4
T-5	US-1/BISCAYNE BLVD	SR 916/NE 135TH ST	Signal	4
T-6	SR 916/NE 135TH ST	NE 12TH AVE	Signal	4
T-7	US-1/BISCAYNE BLVD	IXORA LN/NE 130TH ST	Signal	4
T-8	SR 916/NE 135TH ST	NW 6TH CT/I-95 SB	Signal	3
T-9	W DIXIE HWY/SR 909	GRIFFING BLVD	Signal	4
T-10	SR 909/W DIXIE HWY	NE 139TH ST/NE 12TH AVE	Signal	5
T-11	SR 922/NORTH MIAMI BLVD	NW 2ND AVE	Signal	4
T-12	US-441/NW 7TH AVE	NW 122ND ST	TWSC	4
T-13	SR 916/NE 135TH ST	NW 6TH AVE	Signal	2
T-14	US 441/NW 7TH AVE	NW 124TH ST	TWSC	4
T-15	US 441/NW 7TH AVE	NW 134TH ST	TWSC	4
T-16	SR 922/NORTH MIAMI BLVD	RAILROAD ST/NE 13TH PL	Signal	4
T-17	SR 916/NE 135TH ST	NW 5TH AVE	TWSC	3
T-18	SR 915/NE 6TH AVE	NE 144TH ST	TWSC	3
T-19	SR 916/NE 135TH ST	NE 13TH AVE	TWSC	4
T-20	SR 915/NE 6TH AVE	NE 141ST ST	TWSC	4



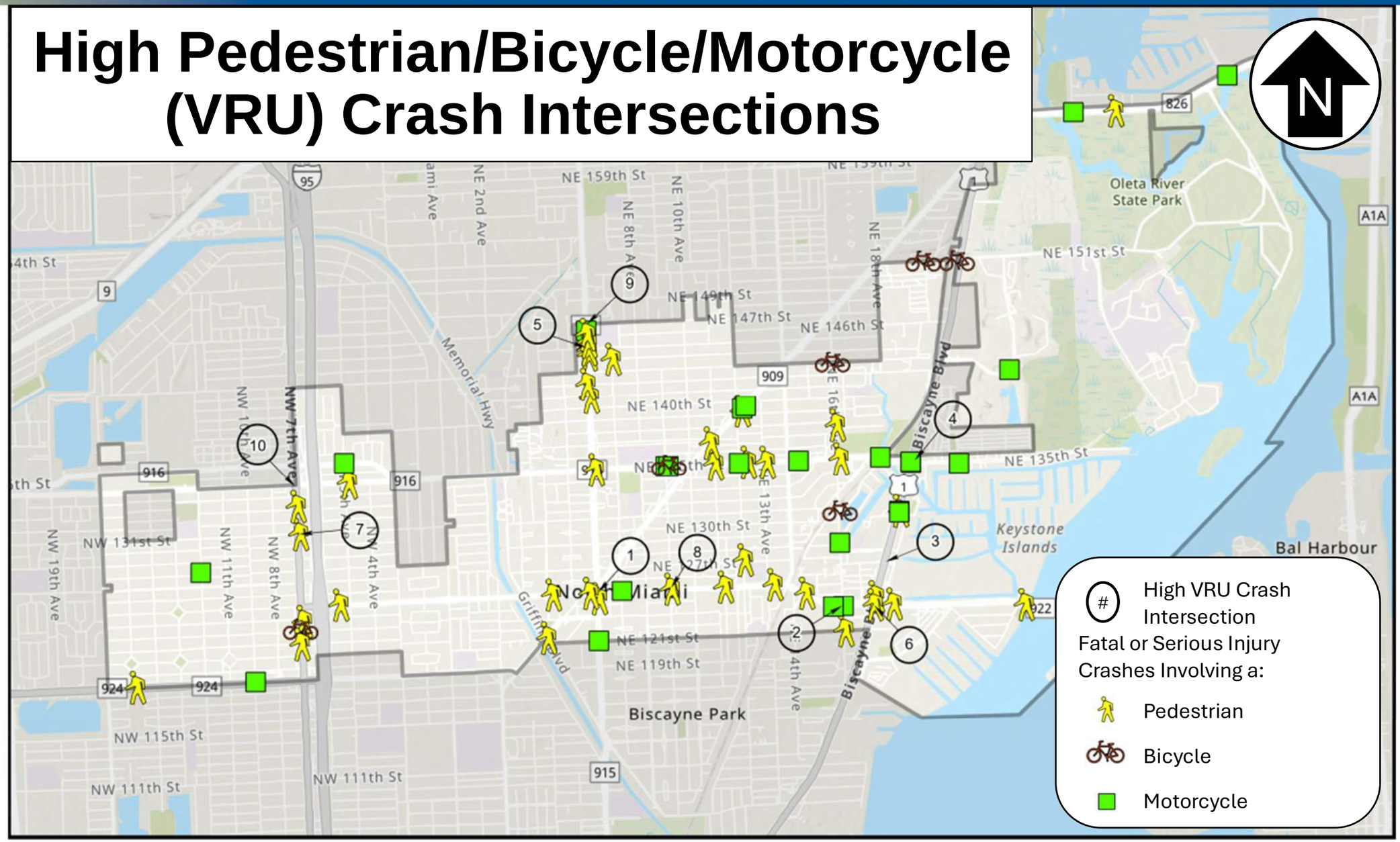
State Road Priority Intersections

Intersection Number	Major Roadway	Minor Roadway	Traffic Control	Number of Legs	All Crashes (2019-2024)	Fatal/Injury Crashes (2019-2024)	Crashes Involving VRUs	Crashes during Nighttime	Site is within 0.5 miles of a School
T-1	SR 916/NE 135TH ST	NE 9TH AVE	Signal	4	84	18	4	26	Y
T-2	SR 915/NE 6TH AVE	NE 145TH ST	Signal	4	116	32	11	44	Y
T-3	SR 916/NE 135TH ST	NE 7TH AVE	Signal	4	79	21	2	23	Y
T-4	SR 922/NORTH MIAMI BLVD	NE 7TH AVE	Signal	4	104	13	4	18	Y
T-5	US-1/BISCAYNE BLVD	SR 916/NE 135TH ST	Signal	4	228	40	11	54	Y
T-6	SR 916/NE 135TH ST	NE 12TH AVE	Signal	4	59	21	3	34	N
T-7	US-1/BISCAYNE BLVD	IXORA LN/NE 130TH ST	Signal	4	83	21	6	22	Y
T-8	SR 916/NE 135TH ST	NW 6TH CT/I-95 SB	Signal	3	99	24	2	41	N
T-9	W DIXIE HWY/SR 909	GRIFFING BLVD	Signal	4	75	21	7	17	N
T-10	SR 909/W DIXIE HWY	NE 139TH ST/NE 12TH AVE	Signal	5	68	21	3	22	N
T-11	SR 922/NORTH MIAMI BLVD	NW 2ND AVE	Signal	4	68	18	1	24	N
T-12	US-441/NW 7TH AVE	NW 122ND ST	TWSC	4	66	16	4	16	N
T-13	SR 916/NE 135TH ST	NW 6TH AVE	Signal	2	245	79	3	91	N
T-14	US 441/NW 7TH AVE	NW 124TH ST	TWSC	4	57	12	1	15	N
T-15	US 441/NW 7TH AVE	NW 134TH ST	TWSC	4	33	11	4	18	N
T-16	SR 922/NORTH MIAMI BLVD	RAILROAD ST/NE 13TH PL	Signal	4	77	9	3	18	Y
T-17	SR 916/NE 135TH ST	NW 5TH AVE	TWSC	3	46	5	1	19	N
T-18	SR 915/NE 6TH AVE	NE 144TH ST	TWSC	3	10	5	1	4	Y
T-19	SR 916/NE 135TH ST	NE 13TH AVE	TWSC	4	19	10	2	4	N
T-20	SR 915/NE 6TH AVE	NE 141ST ST	TWSC	4	37	9	2	12	Y

High VRU Crash Intersections

Major Road	Minor Road	Maintaining Agency	Number of Legs	Traffic Control	In Priority List?	VRU Crashes
SR 922/North Miami Blvd	SR 915/NE 6th Ave	FDOT	4	Signal	N	15
SR 922/North Miami Blvd	NE 16th Ave	FDOT	4	Signal	N	14
US-1/Biscayne Blvd	NE 126th St	FDOT	4	Signal	N	12
US-1/Biscayne Blvd	SR 916/NE 135th St	FDOT	4	Signal	Y	11
SR 915/NE 6th Ave	NE 145th St	FDOT	4	Signal	Y	11
US-1/Biscayne Blvd	SR 922/NE 123rd St	FDOT	4	Signal	N	9
US 441/NW 7th Ave	NW 131st St	FDOT	4	Signal	N	8
SR 922/North Miami Blvd	NE 9th Ave	FDOT	4	Signal	N	8
SR 915/NE 6th Ave	NE 147th St	FDOT	4	Signal	N	8
US 441/NW 7th Ave	SR 916/NE 135th St	FDOT	3	Signal	N	8

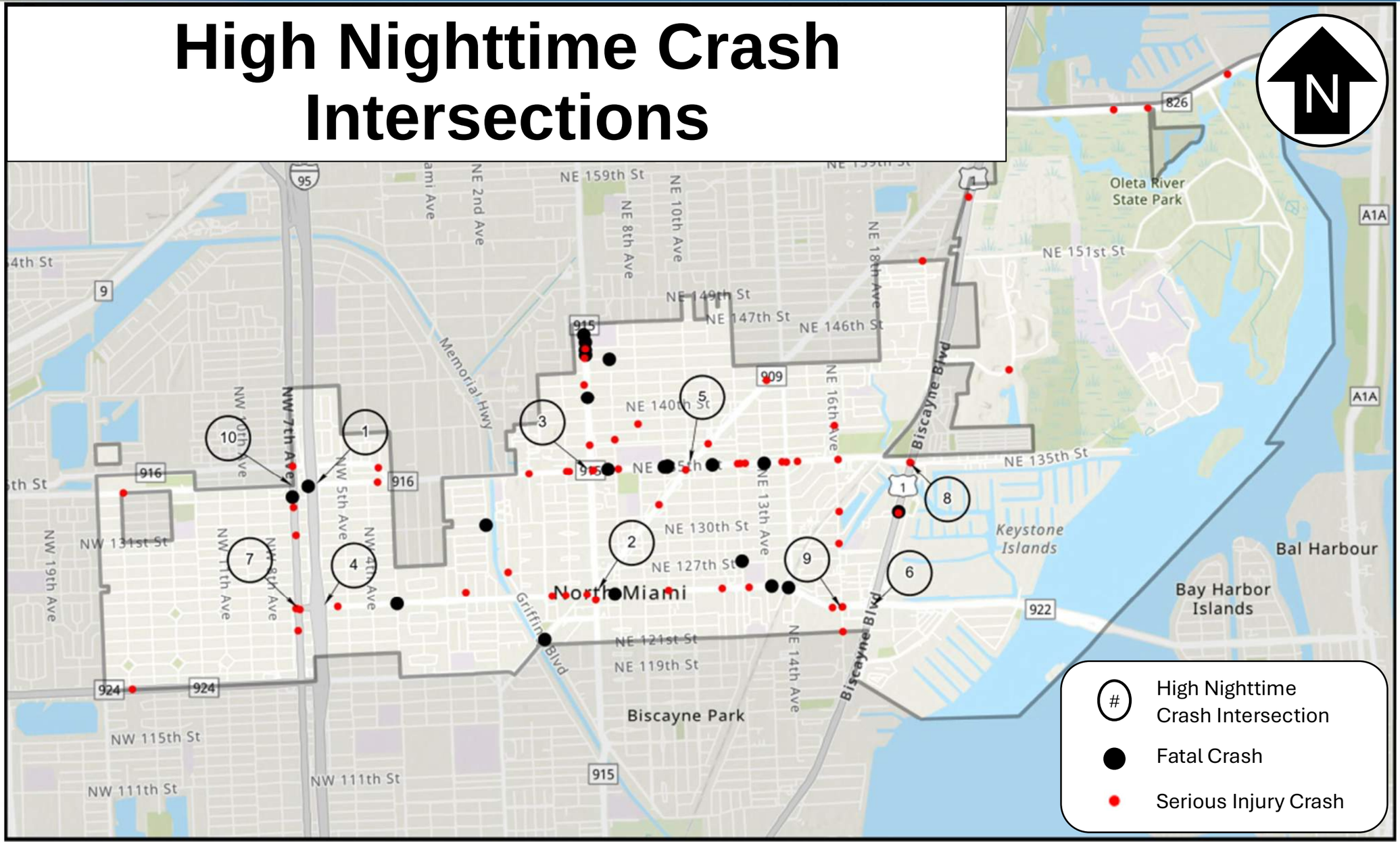
High Pedestrian/Bicycle/Motorcycle (VRU) Crash Intersections



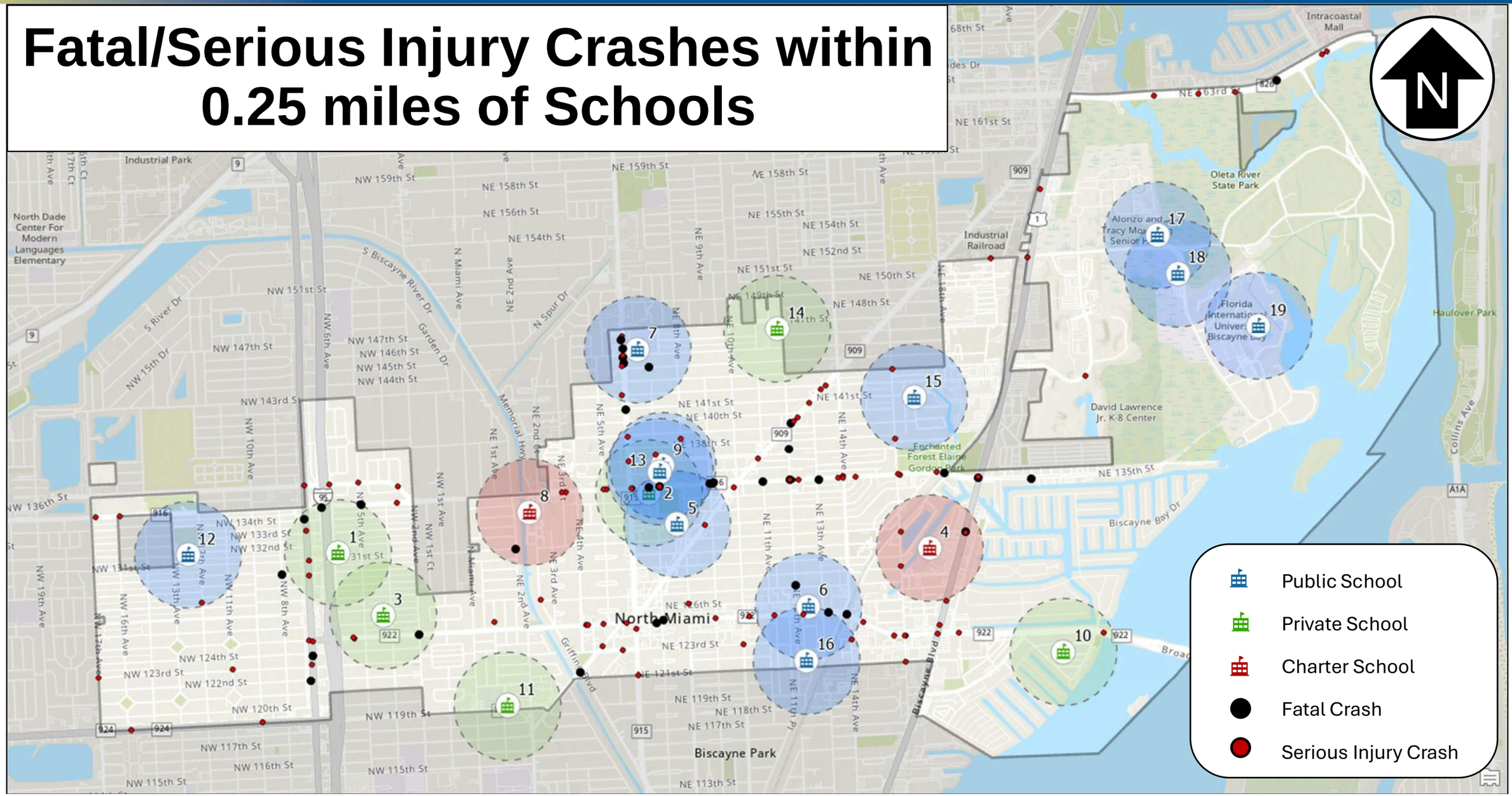
High Nighttime Crash Intersections

Major Road	Minor Road	Maintaining Agency	Number of Legs	Traffic Control	In Priority List?	Nighttime Crashes
SR 916/NE 135th St	NW 6th Ave	FDOT	2	Signal	Y	91
SR 922/NE North Miami Blvd	SR 915/NE 6th Ave	FDOT	4	Signal	N	90
SR 916/NE 135th St	SR 915/NE 6th Ave	FDOT	4	Signal	N	87
SR 922/North Miami Blvd	NW 6th Ave	FDOT	4	Signal	N	84
SR 916/NE 135th St	SR 909/W Dixie Hwy	FDOT	4	Signal	N	70
US-1/Biscayne Blvd	SR 922/NE 123rd St	FDOT	4	Signal	N	66
SR 922/NW 125th St	US 441/NW 7th Ave	FDOT	4	Signal	N	61
US-1/Biscayne Blvd	SR 916/NE 135th St	FDOT	4	Signal	Y	54
SR 922/North Miami Blvd	NE 16th Ave	FDOT	4	Signal	N	54
US 441/NW 7th Ave	SR 916/NE 135th St	FDOT	3	Signal	N	52

High Nighttime Crash Intersections



Fatal/Serious Injury Crashes within 0.25 miles of Schools



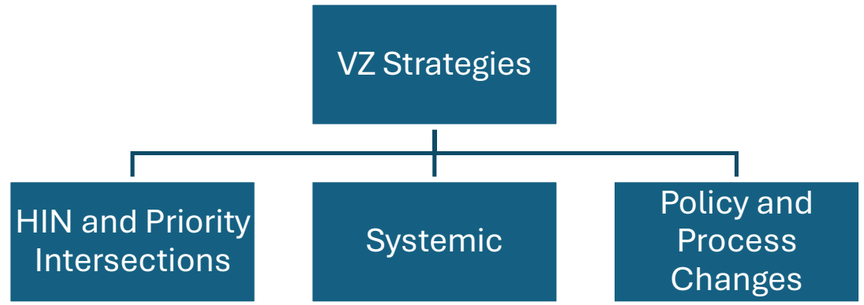
Crashes within 0.25 miles of Schools

ID	Name	Grades	Type	All Crashes (2019-2024)	F+SI Crashes (2019-2024)	Crashes Involving Peds/Bikes/ Motorcyclists	Crashes during Nighttime
1	St James Catholic School	PK-8	Private	584	7	24	199
2, 5, 9, 13*	Holy Cross Lutheran, North Miami Senior High, North Miami Senior High, and North Miami Middle	PK-12	Private/Public	1,226	13	50	353
3	Miami Union Academy	PK-12	Private	472	3	8	147
4	Mater Academy Biscayne Elementary	K-5	Charter	422	5	45	87
6	W.J. Bryan Elementary	PK-5	Public	341	5	20	71
7	North Miami Elementary	PK-5	Public	255	10	27	93
8	ASPIRA Raul Arnaldo Martinez Charter	6-8	Charter	225	3	9	56
10	Beth Moshe Early Childhood Center	PK-1	Private	160	1	13	28
11	Cristo Rey Miami High School	9-12	Private	136	0	10	34
12	Benjamin Franklin K-8 Center	PK-8	Public	119	1	3	35
14	Holy Family Catholic School	PK-8	Private	104	0	1	31
15	Natural Bridge Elementary	PK-5	Public	83	2	6	25
16	David Lawrence Jr. K-8 Center PLC South Campus	PK-8	Public	27	1	2	9
17	Alonzo and Tracy Mourning Senior High	9-12	Public	23	0	2	3
18	David Lawrence Jr. K-8 Center	PK-8	Public	15	0	2	1
19	MAST @ FIU Biscayne Bay Campus	9-12	Public	5	0	1	1

* Aggregated due to proximity.

VZ Safety Improvement Strategies

- **High Injury Network and Priority Intersections**
  - Historical crash data based
  - Field visits for select HIN locations
  - Preliminary recommendations and sketches
- **Systemic Countermeasures**
  - Roadway network wide; targets risk factors (proactive)
  - Focus areas: signalized intersections, local streets, multi-lane roads, VRU crashes, nighttime crashes, and school areas.
- **Policy and Process Alignment with Vision Zero**
  - Proactive
  - Can be incorporated into Comp Plan, Mobility Action Plan, Land Development Regulations, and Applications



HIN Assessment and Strategies (Example 1)

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

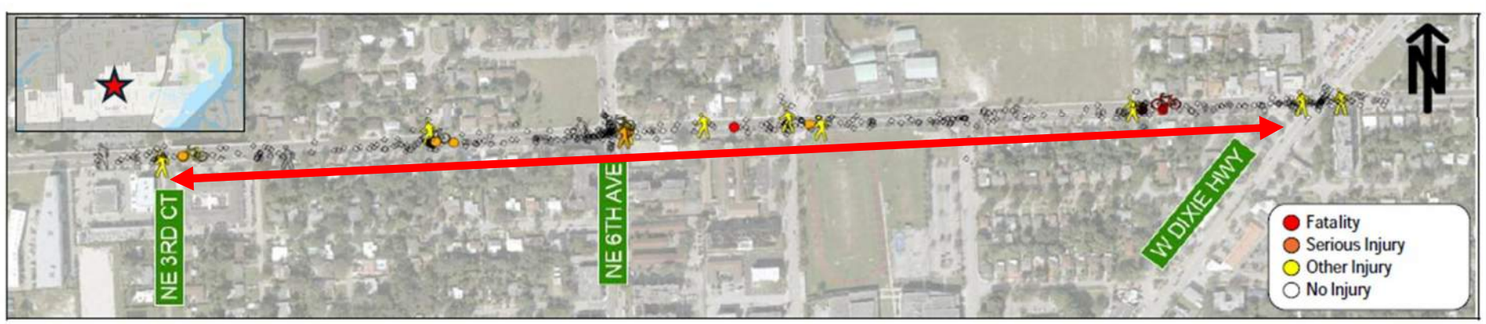
Is Located on an AoPP[1]
Yes - Tract No. 2.18 & 3.09

Is Located within 0.25 mi of a school?
Yes - North Miami High School

Crash History (2019 - 2024)	
No. of Crashes	Severity
5	Fatality (K)
7	Serious Injury (A)
162	Other Injury
590	No Injury
764	**Total**

Frequent Crash Types	
Rear End (41%)	Sideswipe (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 (33%)
1 KA (8%)	2 KA (17%)	1 KA (8%)	10 KA (83%)



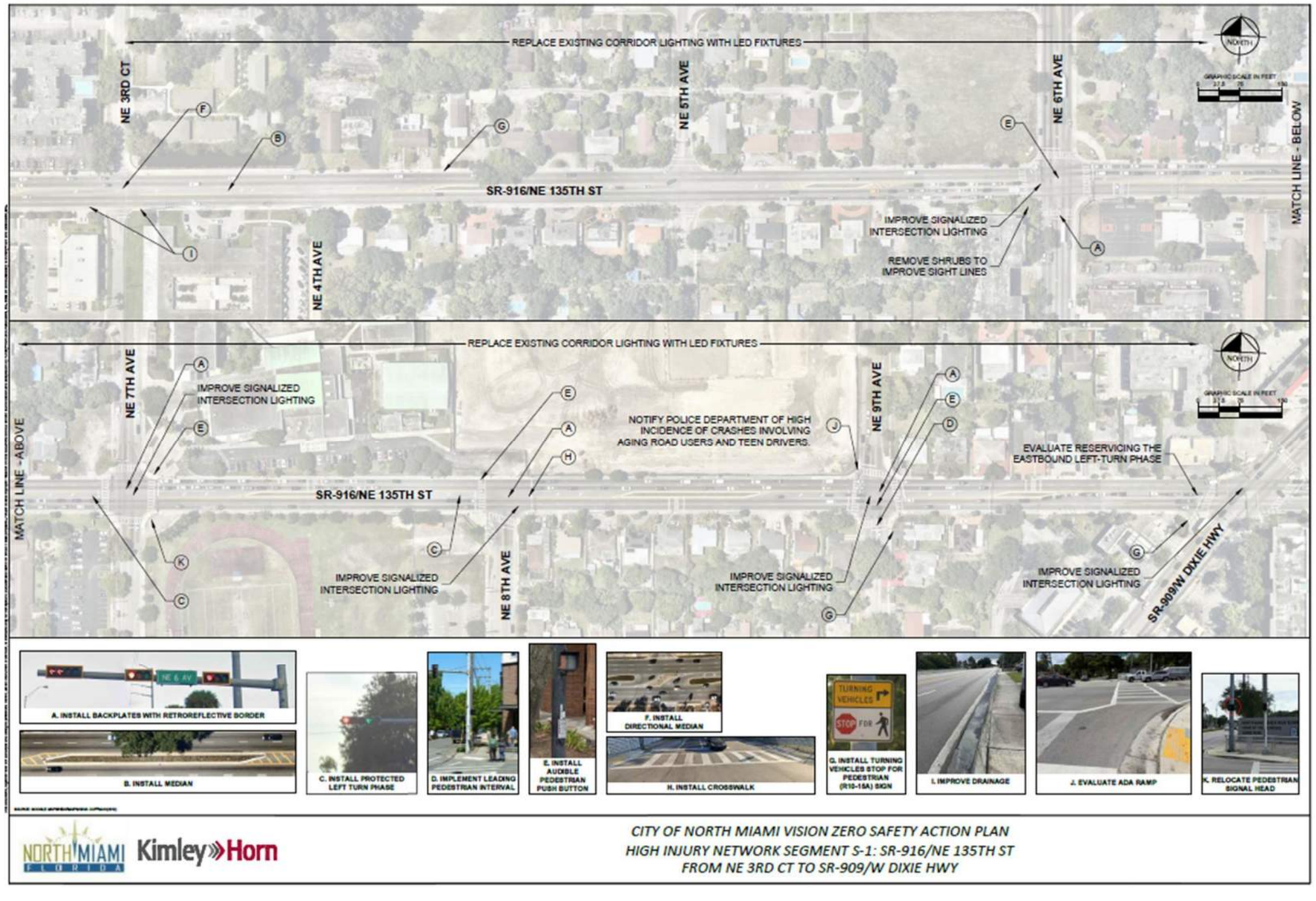
Countermeasure
A. Corridor access management (e.g., directional median openings, replace TWLTL with median or traffic separator)
B. Replace existing corridor lighting with LED lighting
C. Improve lighting at signalized intersections
D. Install (flexible) backplates with retroreflective border to signal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

NE 135 St at NE 3rd Ct

NE 135 St at W Dixie Hwy

[1] Area of Persistent Poverty

HIN Strategies (Example 1)



HIN Assessment and Strategies (Example 2)

SEGMENT L-2: NE 128TH ST
FROM SR-915/NE 6TH AVE TO NE 8TH AVE

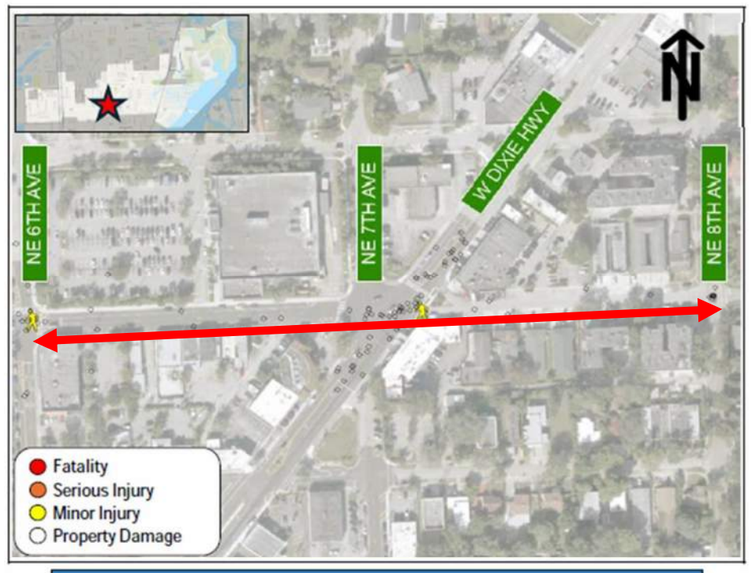
AADT	800
Length	0.25 Miles
Speed limit	30 mph
Func. Class	Local
No. of Lanes	2

Is Located on an AoPP[1]
Yes - Tract No. 2.19

Is Located within 0.25 mi of a school?
No

Crash History (2019 - 2024)	
No. of Crashes	Severity
0	Fatality (K)
0	Serious Injury (A)
19	Other Injury
83	No Injury
102	**Total**

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



Nighttime
23 Crashes (23%)

Pedestrian
3 Crashes (3%)

Motorcyclist
5 Crashes (5%)

Bicyclist
0 Crashes (0%)

Wet Surface
8 Crashes (8%)

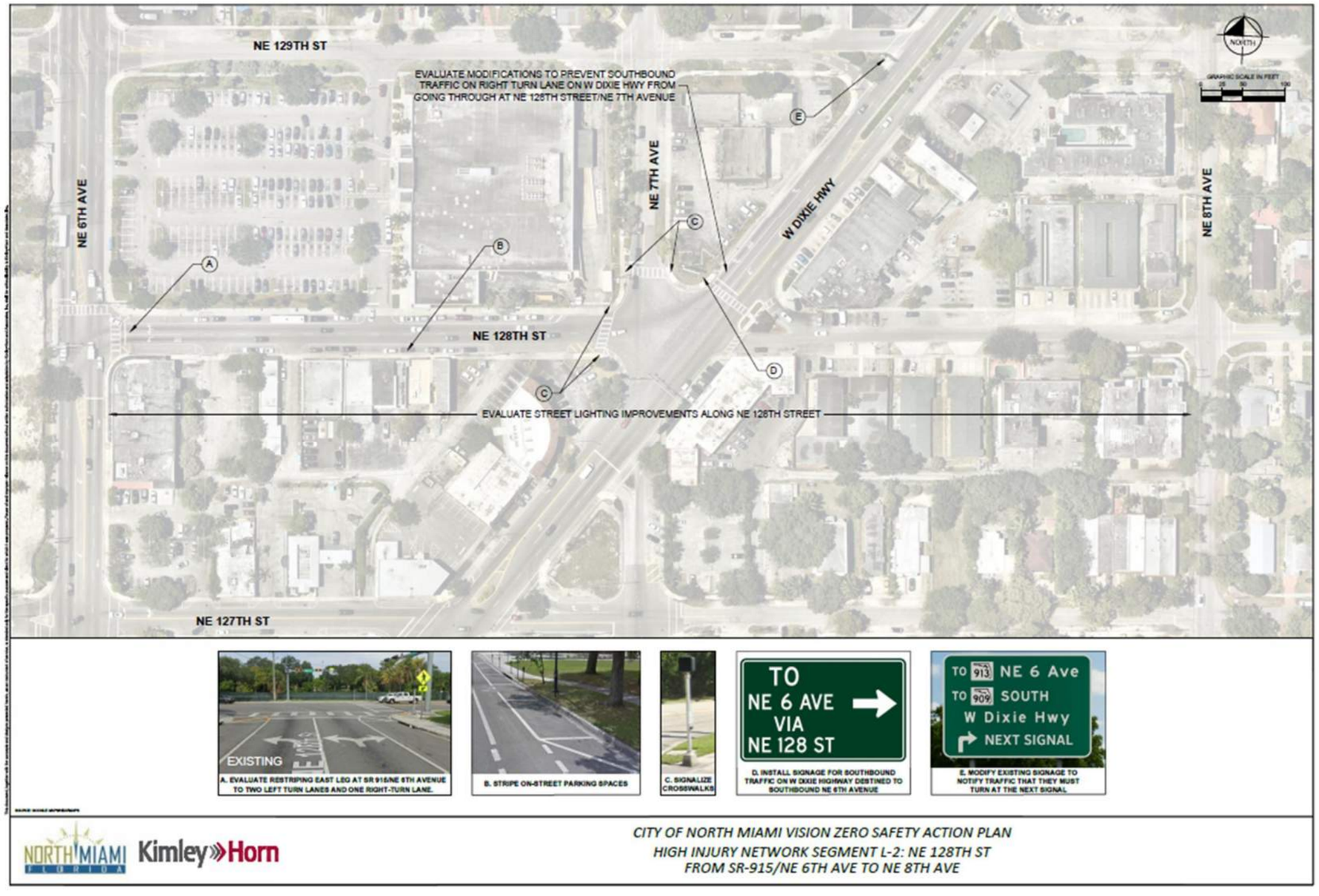
Aging driver
15 Crashes (15%)

Teenage driver
9 Crashes (9%)

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

[1] Area of Persistent Poverty

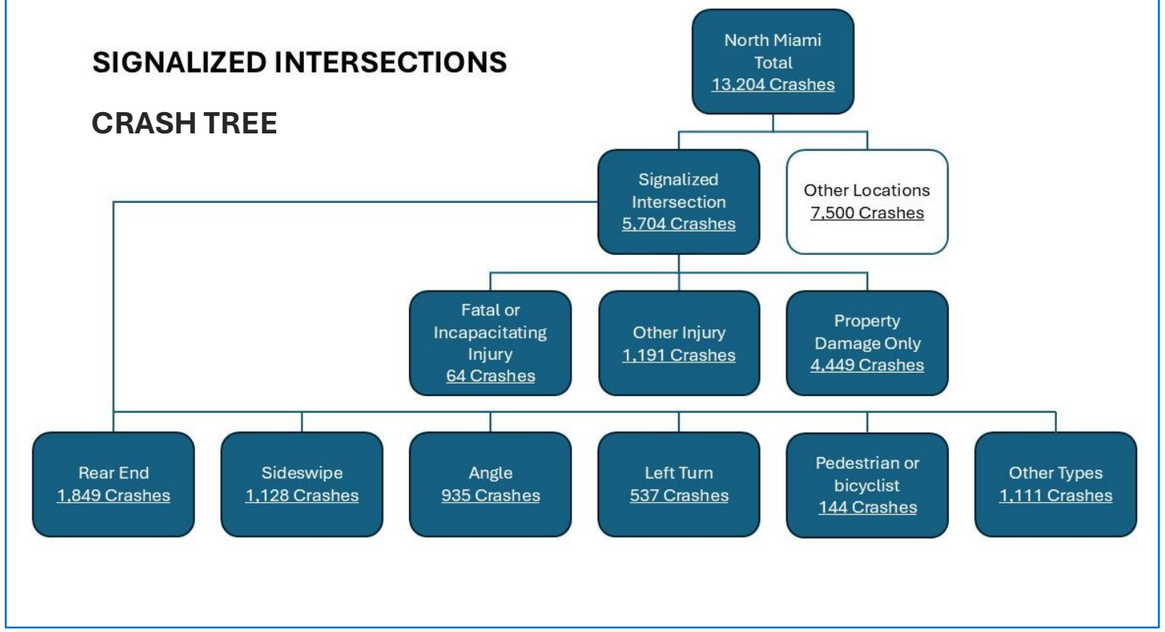
HIN Strategies (Example 2)

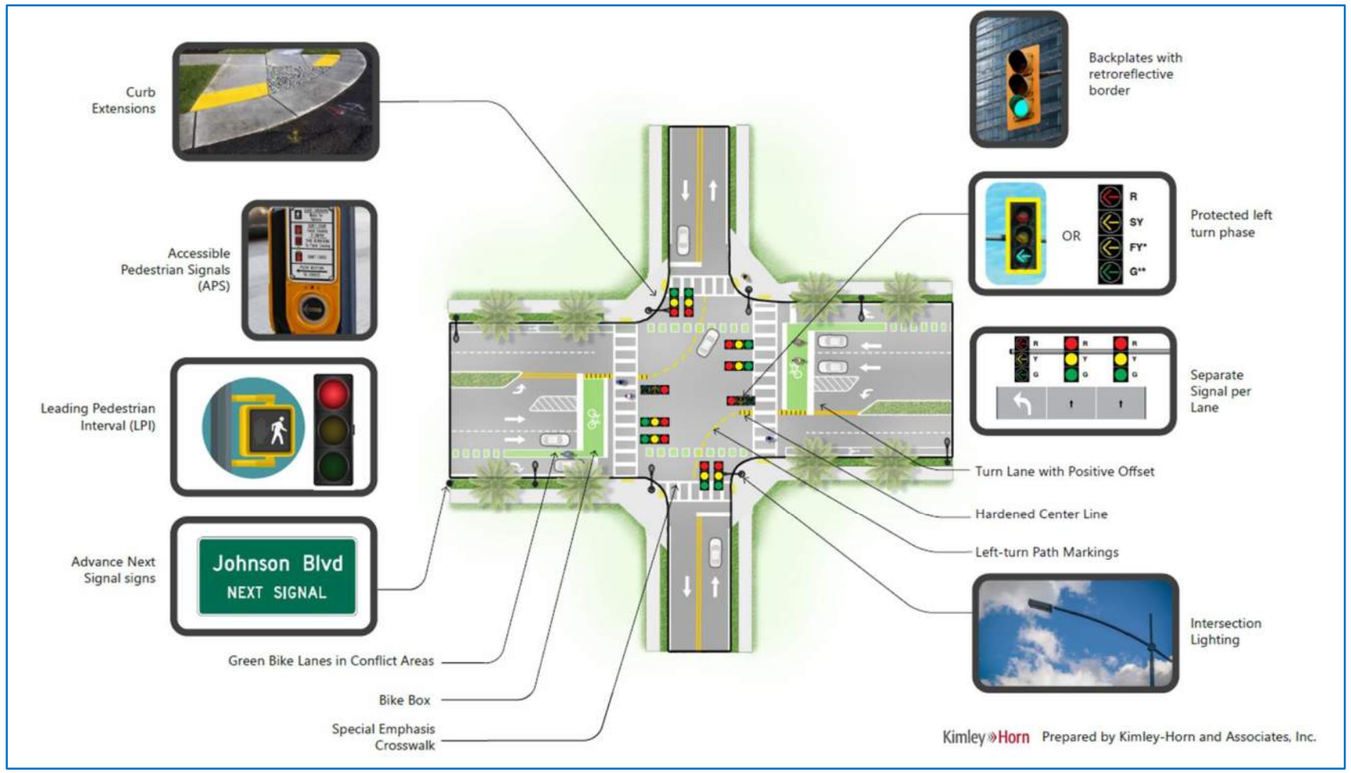


Systemic Safety Strategies (Example)

SIGNALIZED INTERSECTIONS

CRASH TREE





Potential Systemic Safety Countermeasures for Signalized Intersections

Policy and Process Alignment with VZ (Examples)

- **Designate a Vision Zero Champion**
  - Advocate for implementation and coordination of VZ supportive actions
- **Neighborhood Streets**
  - Implement 25-mph speed based on street classification
  - Minimum one streetlight per residential street intersection
  - Mark center lines on all streets
- **Lighting**
  - A policy to expand use of LED lighting for new and retrofit projects
  - Smart lighting technology for malfunction diagnosis and maintenance notification
- **Bus Stops**
  - Minimize distance of bus stops to marked crosswalks
  - Safety messages at bus stops and within buses to encourage safe crossing of streets

Community Outreach

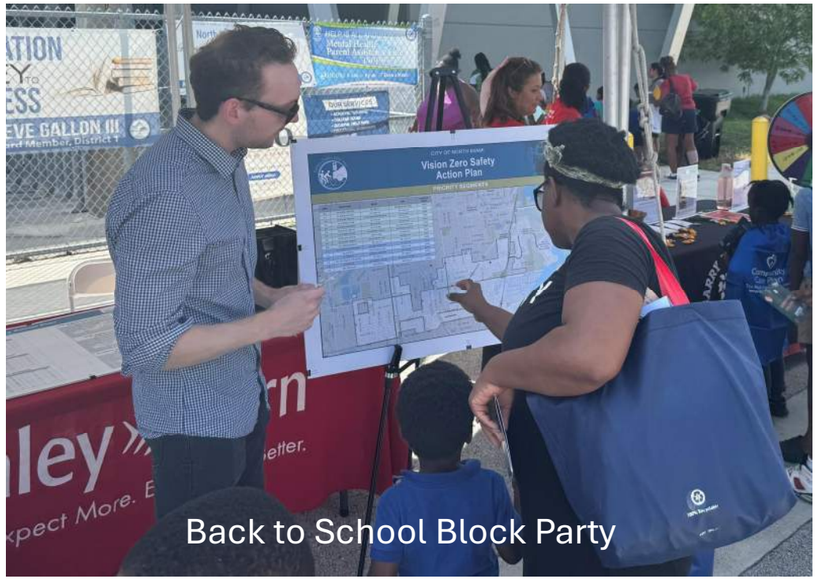
Alhambra Heights HOA
Iron Manor/Central HOA

Spring Egg Hunt & Earth Fair

Spring Egg Hunt & Earth Fair

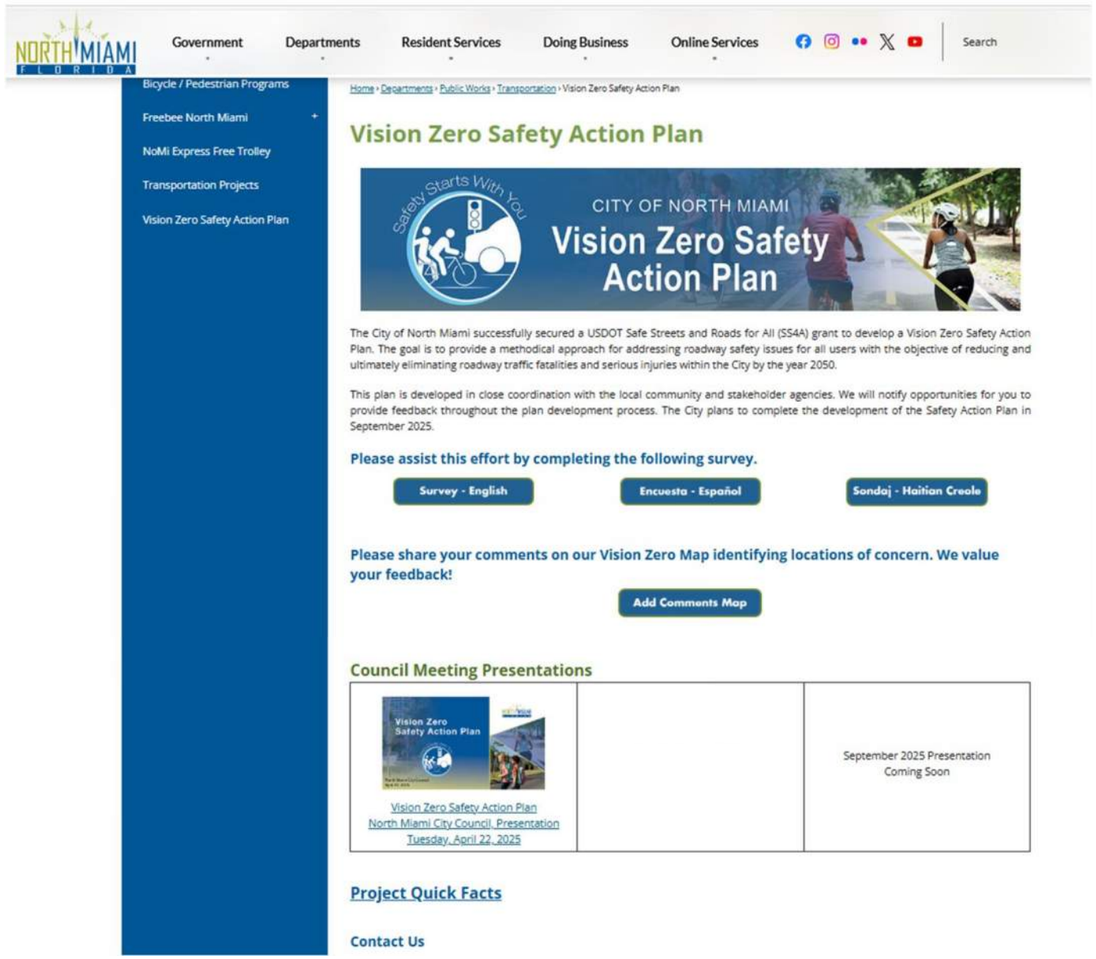
City Council

Back to School Block Party



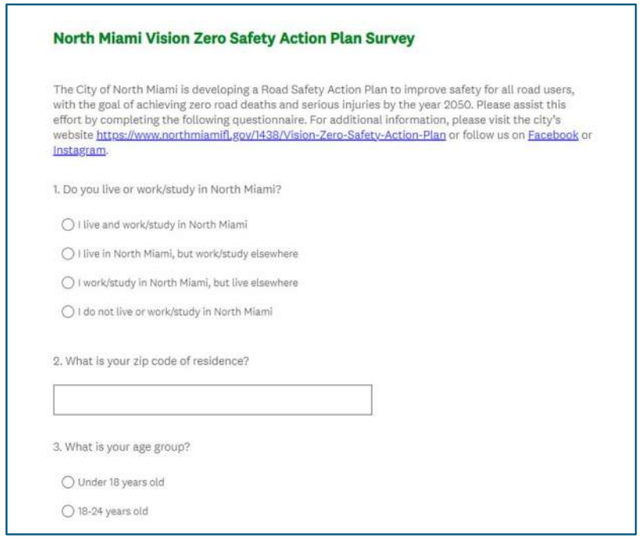
Back to School Block Party

Community Outreach



Web Page: www.northmiamifl.gov/visionzero

Survey



North Miami Vision Zero Safety Action Plan Survey

The City of North Miami is developing a Road Safety Action Plan to improve safety for all road users, with the goal of achieving zero road deaths and serious injuries by the year 2050. Please assist this effort by completing the following questionnaire. For additional information, please visit the city's website https://www.northmiamifl.gov/1438/Vision-Zero-Safety-Action-Plan or follow us on Facebook or Instagram.

1. Do you live or work/study in North Miami?

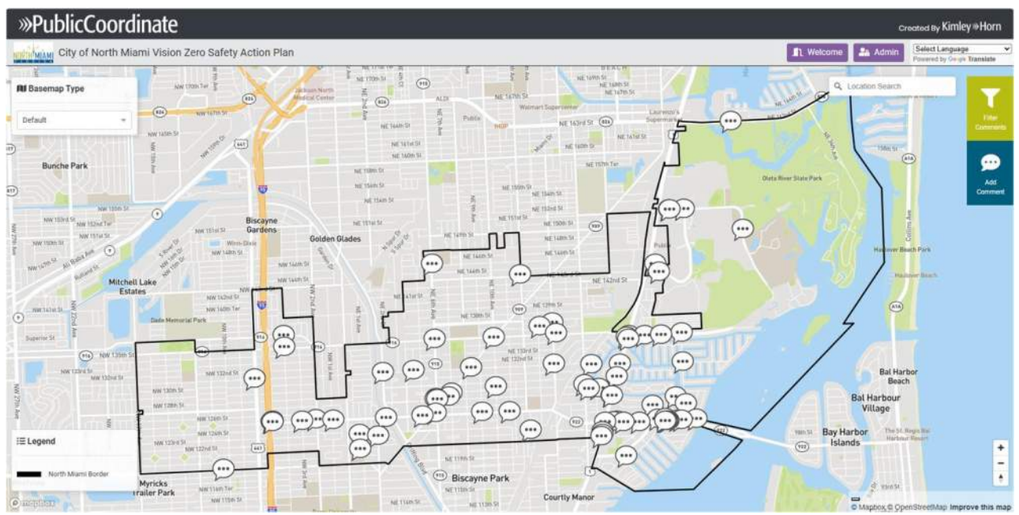
- ◯ I live and work/study in North Miami
- ◯ I live in North Miami, but work/study elsewhere
- ◯ I work/study in North Miami, but live elsewhere
- ◯ I do not live or work/study in North Miami

2. What is your zip code of residence?

3. What is your age group?

- ◯ Under 18 years old
- ◯ 18-24 years old

Comments Map

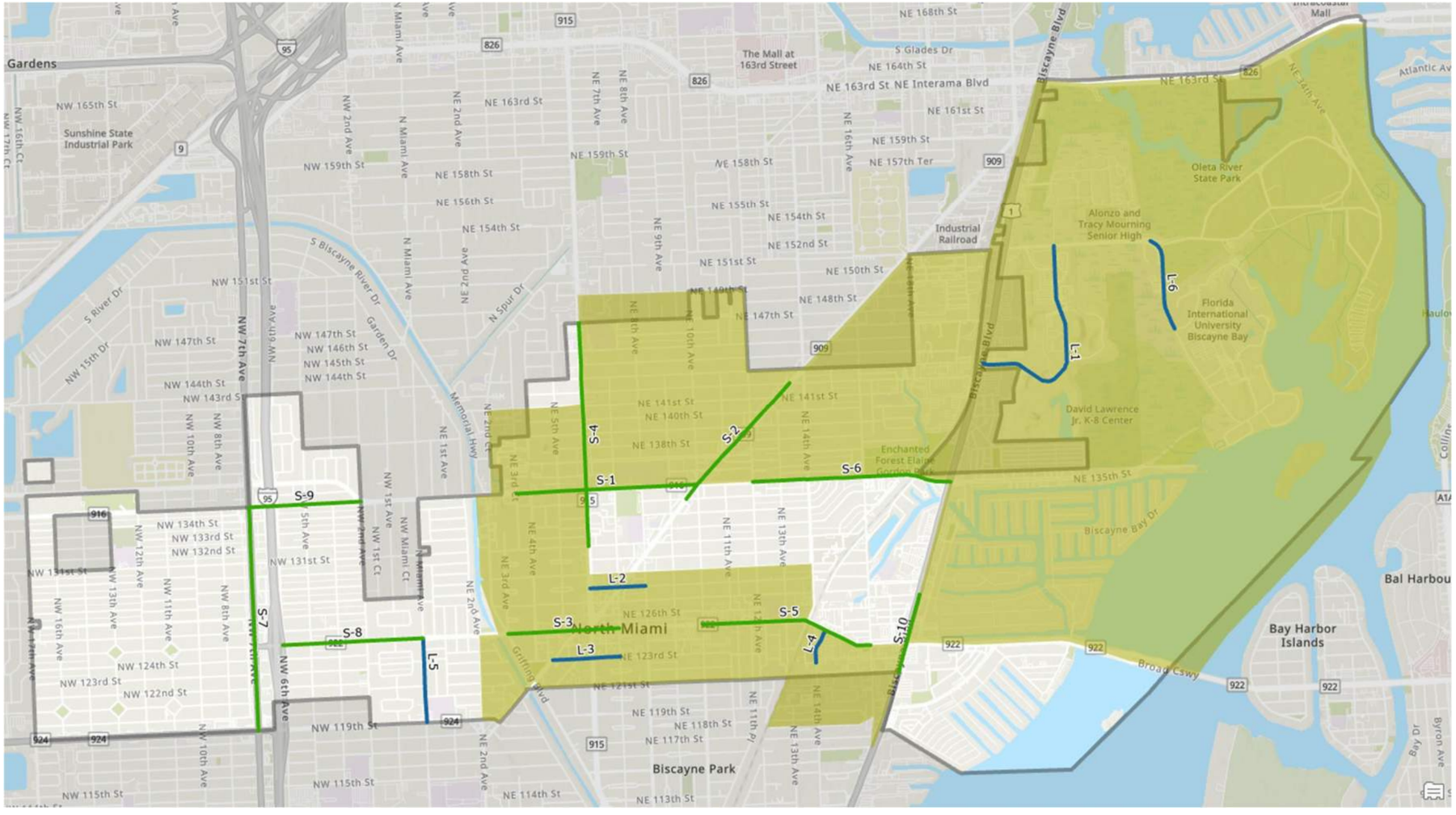


Scoring Criteria for Prioritization (Draft)

Category	Sub-Category	Measure	Points	Scoring Description
Safety	Crash History - Fatal	Fatal crash during analysis years	4 ea.	Each fatal crash is assigned four (4) points.
	Crash History - Serious Injury	Serious injury crash during analysis years	2 ea.	Each serious injury crash is assigned two (2) points.
	Crash History - Bike/Ped/Motorcycle	Bicycle, pedestrian, or motorcycle crash during analysis years	2 ea.	Each bicycle, pedestrian, or motorcycle crash is assigned two (2) points.
Community	Area of Persistent Poverty	Located inside of a Persistent Poverty Census Tract (2020 Census)	10	Site is located inside of an Area of Persistent Poverty
	School Proximity	Located within 0.25-mi of a school	10	Site is located within 0.25 miles of a school
Public/Stakeholder Feedback	Steering Committee Feedback [*]	Steering Committee Identified Concern(s)	2	Steering Committee flagged the location as a priority.
	Public Feedback	Community Identified Concern(s)	1 ea.	One (1) point for each comment received through public meetings or online survey/comment map.

[*] Pending

HIN Overlay on Areas of Persistent Poverty (APP)



Definition Note:
APP and Underserved Communities are defined per the FY2025 SS4A NOFO.

Priority Locations within APP Census Tracts:
12 of 16 priority segments, spanning 7.15 miles
25 of 36 high-priority intersections

Crash Burden in APP Areas:
73 severe crashes (53%)
4,750 total crashes (36%)

Discussion

- Input on HIN segments for prioritization
- Input on preliminary strategies
- Input on implementation options

Next Steps

- Complete prioritization
- Develop monitoring plan
- Present to the City Council
- Beyond the Action Plan approval
  - Apply for SS4A Implementation and Supplemental Planning grants
  - Coordinate with internal and external stakeholders/agencies on follow-up actions and implementation options
  - Develop a Safety Data Monitoring Dashboard
  - Implement safety education and awareness

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305-895-9872

Ravi Wijesundera, PE, RSP1
Consultant Project Manager
ravi.wijesundera@kimley-horn.com
954-535-5153

ATTACHMENT

B

Steering Committee Meeting Summaries

Steering Committee Meeting Summary #1

North Miami Vision Zero Safety Action Plan
Steering Committee Meeting #1
2/27/2025 – 2:00 PM – 3:00 PM

Participants:

- City of North Miami
    - Steven Marcellus (City Staff Interim Transportation Mgr.)
    - Jeff Geimer (City Staff Assistant PW Director)
    - Debbie Love City (Development Services Director)
    - Whitney Padote (City Staff Capital Project Manager)
    - Kassandra Timothe (Vice Mayor)
- Kimley-Horn
    - Ravi Wijesundera (Project Manager)
    - Raul Pineda Mendez
    - Alex Iliev
- FDOT
    - Misleidys Leon (FDOT District Safety Engineer)
    - Yenia Morales (FDOT District Safety Specialist)
- Miami-Dade DTPW
    - Mark Brown (Vision Zero Program Manager)
- City of North Miami Beach
    - Stephanie Jarret (Transportation Analyst)
- Residents
    - Adrien Rappoport
    - Brand Gonzalez
    - Raul Alfano

Discussion Summary:

- **Vision Zero Safety Action Plan:** Steven Marcellus introduced the Vision Zero Safety Action Plan (VZ SAP), as the roadmap aiming to achieve zero road crash-related fatalities and serious injuries within the city by 2050. The plan development is led by Kimley-Horn and involves various stakeholders including city officials, residents, and businesses. The City is committed to the safety and well-being of residents and visitors.

- **Vision Zero Safety Action Plan Scope:** Ravi Wijesundera outlined the scope of the VZ SAP, which includes goal setting, planning structure, safety analysis, public engagement, equity focus, and project selection. The action plan completion is planned for end of September.

  The plan requires coordination and collaboration among various stakeholders, including city officials, residents, and businesses. Public engagement is a key aspect of the plan, and input will be sought through surveys, public meetings, and other outreach methods.

- **Safety Data Analysis:** Ravi Wijesundera presented the safety data analysis, highlighting the number of crashes, trends, and severity. An average of 2,200 crashes occurred per year over

the last six years, with a steady trend indicating no significant reduction in crashes. Using FDOT's published crash costs, these crashes are estimated to cost approximately $150 million annually. The analysis revealed that between 2019 and 2024, 36 crashes resulted in fatalities and 104 crashes caused incapacitating injuries. Vulnerable road users (VRU), such as pedestrians, cyclists, and motorcyclists, are disproportionately affected by serious and fatal crashes.

Raul Pineda Mendez discussed the high injury network (HIN), which helps to understand safety priorities. The HIN analysis identifies priority segments and intersections based on safety metrics such as crash history, crash rates, and severity providing a data-driven basis. The analysis distinguishes between state and local roads, ensuring a balanced approach to addressing safety issues across different types of roadways. Misleidys Leon mentioned that the VRU crash patterns are similar to those observed in other areas, including the increase in crashes involving motorcyclists.

- **Education and Coordination:** Misleidys Leon emphasized the importance of safety education and coordination. The FDOT is developing materials on micro-mobility and other safety topics, and they are willing to collaborate with the City on safety education efforts. Emphases was given for education efforts to ensure pedestrians and other road users understand best safe practices, such as crossing at designated locations. FDOT suggested using the Community Traffic Safety Teams (CTST) meetings as a platform for coordination and sharing information about ongoing and upcoming safety initiatives. City staff, school board members, and enforcement are part of the meetings. Contact District CTST Coordinator, Shieda Castillo (shieda.castillo@dot.state.fl.us, 305-470-5313). Steven mentioned that the CTST group is aware of this project and has been updating them. Information on ongoing FDOT and County safety efforts will help to screen-out priority locations and not duplicate effort.
- **Public Engagement and Outreach:** Ravi Wijesundera mentioned the public input survey has been developed in multiple languages (English, Spanish, and Creole) and will be launched soon. A map-based input option will allow residents to pinpoint specific locations with safety concerns. Additional public involvement opportunities such as pop-up events are being planned in coordination with city staff to gather input for the VZ SAP.
- **Other Discussions:** Debbie Love mentioned that the city recently adopted a mobility plan and fee, which includes street redesigns and Quality LOS standards to ensure that street redesigns effectively contribute to the Vision Zero goals.

  In response to the resident participants' request for status of traffic calming project implementation, city staff mentioned that they are coordinating with the county and are following the procurement processes. Steven will share additional information and updates.
- **Next Steps:** Ravi Wijesundera outlined the next steps, including public surveys and outreach events, refining the safety study results, and presenting to the City Council in April. The next meeting with the steering committee will be in two months.

Steering Committee Meeting Summary #2

North Miami Vision Zero Safety Action Plan
Steering Committee Meeting #2
4/29/2025 – 10:00 AM – 11:00 AM

Participants:

- City of North Miami
    - Steven Marcellus (City Staff Interim Transportation Mgr.)
    - Jeff Geimer (City Staff Assistant PW Director)
    - Debbie Love (City Development Services Director)
    - Whitney Padote (City Staff Capital Project Manager)
    - Kassandra Timothe (Vice Mayor)
- Kimley-Horn
    - Ravi Wijesundera (Project Manager)
    - Raul Pineda Mendez
    - Alex Iliev
- Miami-Dade DTPW
    - Mark Brown (Vision Zero Program Manager)
- North Miami Police Department (Traffic Safety Unit)
    - Officer Jose Urbizo
- Residents
    - Brand Gonzalez
- Miami-Dade TPO
    - Kevin Walford

- **Vision Zero Action Plan Overview:** Steven Marcellus welcomed the participants and introduced Ravi Wijesundera. Ravi provided an overview of the Vision Zero Safety Action Plan (VZ SAP), which aims to reduce roadway deaths and serious injuries by 2050. The VZ SAP aims to reduce roadway deaths and serious injuries to zero by 2050. The plan emphasizes the importance of stakeholder and community involvement and collaboration to achieve its goals. The plan development started in January and is scheduled to be completed by the end of September.

- **Safety Analysis and Community Engagement:** Ravi informed that the team is nearing the end of the safety analysis task and has been conducting the first round of community engagement including outreach events and surveys to gather input from residents. The consultant presented a study update to the City Council on April 22nd.

- **Crash Data Analysis:** Ravi presented crash data and metrics related to fatal and serious injury crashes, vulnerable road users (pedestrians, bicyclists, and motorcyclists), nighttime crashes, and crashes near schools. The plan will utilize the analysis findings to develop targeted strategies (engineering and non-engineering) to reduce the potential of high incident crash types.

- **High Injury Network Segments and Intersections:** Ravi shared the draft High Injury Network (HIN) segments and intersections, identifying state and local roads with a higher

proportion of crashes. The consultant is seeking input from the Steering Committee on these locations and any additional areas that should be considered.

Jeff Geimer asked if the HIN roadways could be defined as maintained by the City or County. Ravi Wijesundera and the team agreed to add those details to the identified HIN network. Additionally, Jeff Geimer noted the 2 intersections to the west of I-95 identified in the HIN stand out as L-6 is located near an elementary school.

Jeff noted that Sola Mia Way is a cut-through for school traffic, contributing to the high number of crashes despite being a new road. Jeff additionally noted that it would be useful to look at lighting issues along local roads.

Officer Urbizo highlighted issues with pedestrians crossing and inadequate lighting on NE 6th Avenue near 145th and 146th Street contribute to crashes. Streetlights are non-operational at these locations.

Brand Gonzalez noted that a new playground at the corner of NE 125th Street and NE 2nd Avenue attracts pedestrians which results in families crossing NE 125th Street more frequently. The location has pedestrian facilities and no notable safety issues. Jeff mentioned that FDOT implemented safety improvements along NE 125 Street.

Other comments included the following:

- L-4 (segment) has a skewed intersection, but some approaches are not stop controlled.
- L-5 (intersection) was converted to a 4-way stop recently, so consider checking the crash trend.

- **School Proximity and Safety:** Ravi presented an analysis of crashes within 0.5 miles of schools. These areas could be candidates for Safe Routes To School grants to fund safety improvements. Jeff suggested to decrease the school crash radius to ¼ a mile instead of ½ a mile. Ravi agreed to revise the figure as requested.

- **Community Engagement and Survey Results:** Ravi shared initial results of community engagement activities, including surveys and outreach events. The team received 80 comments through the comment map and another 60+ completed surveys, highlighting key safety concerns and suggestions. Common themes from the feedback included concerns about speeding, sidewalks, bike lanes, and crosswalks. City staff met with three HOAs, and consultants were present during the City's Spring Egg Hunt & Earth Fair on April 19th to obtain input.

- **Other Discussions:**

  City Council Follow-up: Ravi mentioned the City Council's concern of safety issues at NE 125th Street and NE 6th Avenue after the recent FDOT project. Steven Marcellus will coordinate to forward the comment to FDOT.

  Grant Opportunities: Steven and Ravi briefed the committee of city's plan to submit an SS4A grant application to secure funding for quick build demonstration projects and supplemental studies. The grant application deadline is June 26th.

Mark Brown noted that DTPW has done a quick build project through the supplemental planning and implementation grant that the county secured.

- **Next Steps:** Ravi outlined the next steps in the action plan development, including refining the list of high crash locations, developing preliminary recommendations, and planning a working session with the Steering Committee to gather further input.

Steering Committee Meeting Summary #3

North Miami Vision Zero Safety Action Plan
Steering Committee Meeting #3
8/25/2025 – 1:30 PM – 2:30 PM

Participants:

- City of North Miami
    - Steven Marcellus (Transportation Manager)
    - Whitney Padote (Capital Project Manager)
    - Gabrielle Leon (Constituent Services Coordinator for District 2)
- Kimley-Horn
    - Ravi Wijesundera (Project Manager)
    - Alex Iliev
    - Raul Pineda Mendez
    - Ruben Cruz
- FDOT
    - Misleidys Leon (District Safety Engineer)
    - Yenia Morales (District Safety Specialist)
- Residents
    - Brand Gonzalez
    - Adrien Rappoport
    - Raul Alfaro
- Miami-Dade TPO
    - Kevin Walford (Transportation Planner)
    - Jesús Fuentes (In-house Consultant)

Discussion Summary:

- **North Miami Vision Zero Safety Action Plan Overview:** Ravi Wijesundera presented the Vision Zero Safety Action Plan (VZ SAP) for the City of North Miami and mentioned the city's goal is to eliminate roadway fatalities and serious injuries by 2050. Started in January 2025, the VZ SAP is informed by six years of crash data that shows over 2,000 crashes annually, resulting in 35 deaths, 104 serious injuries, and an economic impact exceeding $150 million per year. Key findings revealed that most severe crashes occurred on state roads, predominantly at night, and involved vulnerable users such as pedestrians, cyclists, and motorcyclists. Ravi also highlighted the project team's efforts to conduct public outreach through open houses and surveys, with plans to present the finalized action plan to the City Council towards the end of next month.
- **Safety Analysis and High-Injury Network (HIN) Identification:** Ravi presented the key findings from the safety analysis and identification HIN segments and priority intersections. The HIN includes ten state road segments and six local road segments, with most of the HIN segments located between I-95 and US-1/Biscayne Blvd. Other than HIN analysis, the team performed systemic safety analysis that considered six focus areas: signalized intersections, multi-lane roads, local streets, nighttime crashes, VRU crashes, and school areas.

- **Development of Safety Strategies and Recommendations:** Ravi presented the development of safety strategies, including corridor-specific recommendations, systemic countermeasures, and policy/process changes. These strategies were developed with observations from field visits and stakeholder engagement. Specific examples of safety strategies and recommendations were shared.
- **Data Management, monitoring, and Technology Integration:** In response to a comment made by Whitney, Steven and Ravi discussed the need for potential development of a public-facing dashboard, and the integration of computerized maintenance management systems for better monitoring and maintenance of roadway infrastructure such as street lighting. Those strategies will be noted in the action plan.
- **Policy Language and Coordination with County and State Agencies:** Kevin shared the new Vision Zero contact with Miami-Dade County and recommended coordination with DTPW. Jesús suggested updating the term "areas of persistent poverty" with "underserved communities." Steven agreed to share materials and coordinate with county and state agencies for input.
- **Evaluation of Safety Interventions and Coordination on Existing Projects:** Misleidys offered to review HIN segments and provide feedback. She will review the improvements implemented on West Dixie Highway to direct southbound traffic to NE 128th Street as part of changes made to the traffic circulation. Ravi requested the Safety Office to share details on recently completed and upcoming projects to prevent duplication of efforts and ensure all relevant initiatives are properly documented in the VZ SAP.
- **Next Steps and Closing Remarks:** Steven confirmed that the presentation used during the meeting would be shared with attendees and invited further feedback and information sharing to refine the action plan. Ravi informed the group that material developed as part of the study is made available through the city's Vision Zero landing page **www.NorthMiamiFL.gov/ VisionZero .** The team's plan is to present the VZ SAP to the City Council at the end of September.

ATTACHMENT

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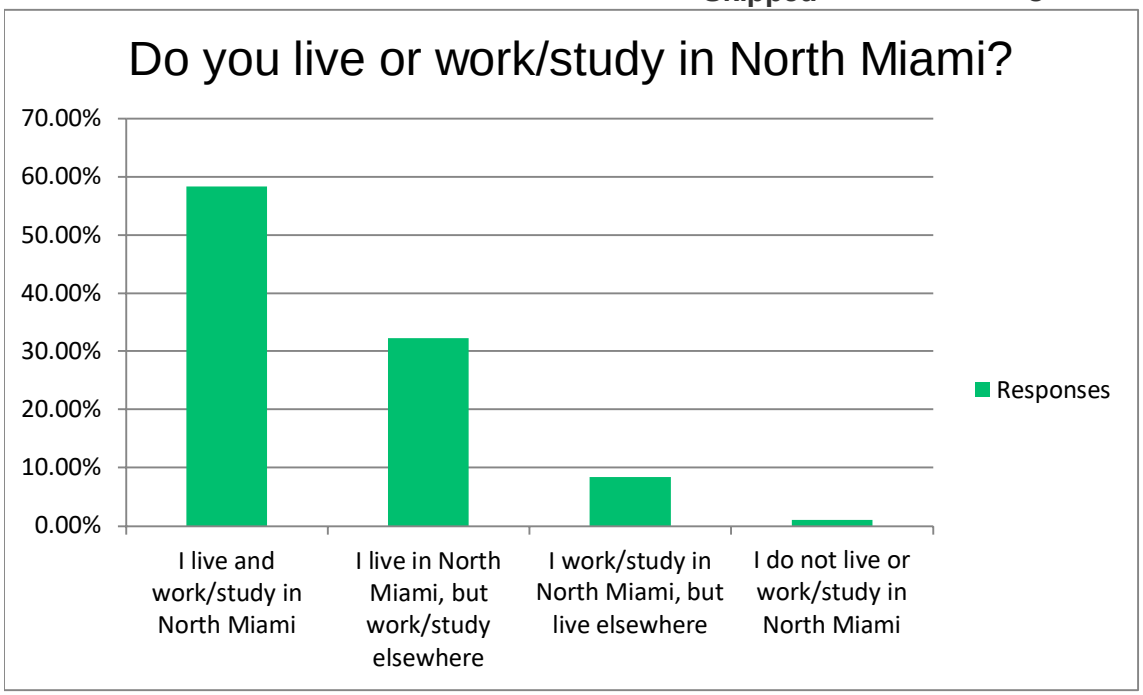
Survey Result Summary Tables

North Miami Vision Zero Safety Action Plan Survey

Do you live or work/study in North Miami?

Answer Choices	Responses	
I live and work/study in North Miami	58.33%	56
I live in North Miami, but work/study elsewhere	32.29%	31
I work/study in North Miami, but live elsewhere	8.33%	8
I do not live or work/study in North Miami	1.04%	1
	Answered	**96**
	Skipped	**3**



North Miami Vision Zero Safety Action Plan Survey

What is your zip code of residence?

Answered	**93**
Skipped	**6**

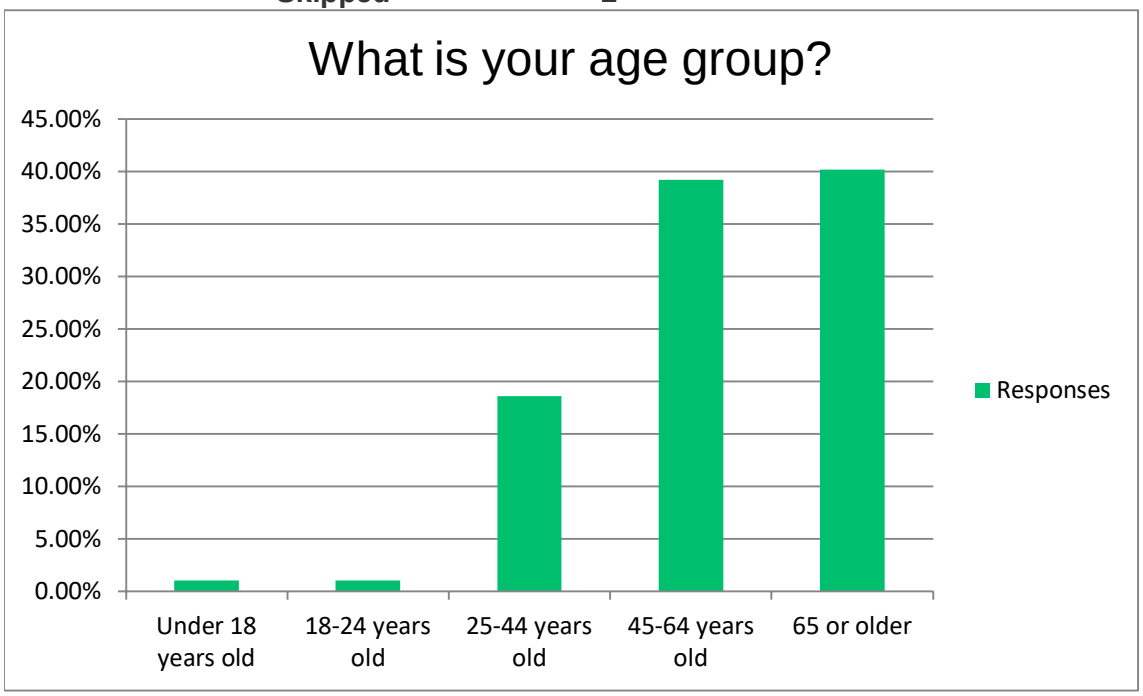
Respondent ID	Response Date	Responses	Tags
11885728633(	May 03 2025 0	33161	
11885687491:	May 02 2025 0	33181	
11885642014(	May 02 2025 0	33168	
11885641835	May 02 2025 0	33168	
11885641582	May 02 2025 0	33181	
11885641428	May 02 2025 0	33168	
11885641213(	May 02 2025 0	33161	
11885640835(	May 02 2025 0	33168	
11885640591(	May 02 2025 0	33167	
11885640496	May 02 2025 0	33168	
11885640406	May 02 2025 0	33168	
11885639902(	May 02 2025 0	33167	
11885639625:	May 02 2025 0	33167	
11885431876	Apr 29 2025 0(	33161	
11885429197	Apr 29 2025 0!	33173	
11885422790(	Apr 29 2025 0:	33161	
11885404847:	Apr 29 2025 1:	33161	
11885376796	Apr 29 2025 0'	33161	
11885352206(	Apr 28 2025 1(	33181	
11885340518	Apr 28 2025 0(	33167	
11885337738:	Apr 28 2025 0(	33168	
11885327437	Apr 28 2025 0:	33168	
11885324337(	Apr 28 2025 0:	33181	
11885304645	Apr 28 2025 1:	33033	
11885304165	Apr 28 2025 1:	33161	
11885301704	Apr 28 2025 1:	33161	
11885297438	Apr 28 2025 1(	Y	
11885296271	Apr 28 2025 1(	33181	
11885296207	Apr 28 2025 1(	33161	
11885295066	Apr 28 2025 1(	33179	
11885294282	Apr 28 2025 1(	33181	
11885158250(	Apr 26 2025 1(	33168	
11885057298(	Apr 24 2025 0(	33168	
11885053375	Apr 24 2025 0!	33161	
11885053046:	Apr 24 2025 0!	33161	
11885052743	Apr 24 2025 0!	33181	
11885052187(	Apr 24 2025 0!	33161	

11885051975	Apr 24 2025 0	33161
11885051689	Apr 24 2025 0	33167
11885051557	Apr 24 2025 0	33168
11885051463	Apr 24 2025 0	33161
11885051001	Apr 24 2025 0	33168
11885050906	Apr 24 2025 0	33168
11885050548	Apr 24 2025 0	33161
11885050183	Apr 24 2025 0	33168
11885049878	Apr 24 2025 0	33168
11885048859	Apr 24 2025 0	33168
11884751229	Apr 20 2025 0	33167
11884713449	Apr 19 2025 0	33161
11884708302	Apr 19 2025 1	33161
11884609102	Apr 17 2025 0	33161
11884101304	Apr 10 2025 0	33168
11884019503	Apr 09 2025 0	33161
11884010139	Apr 09 2025 1	33316
11884006520	Apr 09 2025 1	33015
11883987617	Apr 09 2025 0	33161
11883978123	Apr 09 2025 0	33181
11883940719	Apr 08 2025 0	33161
11883937789	Apr 08 2025 0	33181
11883932521	Apr 08 2025 0	33181
11883931342	Apr 08 2025 0	33267
11883930997	Apr 08 2025 0	33147
11883661277	Apr 04 2025 0	33161
11883131673	Mar 30 2025 0	33167
11882973247	Mar 27 2025 1	33161
11882788595	Mar 25 2025 1	33181
11882735934	Mar 24 2025 0	33181
11882713347	Mar 24 2025 1	33161
11882712790	Mar 24 2025 1	33161
11882560946	Mar 21 2025 1	33162
11882560132	Mar 21 2025 1	33161
11882494500	Mar 20 2025 0	33181
11882486827	Mar 20 2025 0	33167
11882482847	Mar 20 2025 0	33181
11882438206	Mar 19 2025 1	33161
11882436387	Mar 19 2025 1	33181
11882436073	Mar 19 2025 1	33181
11882432413	Mar 19 2025 0	33168
11882431141	Mar 19 2025 0	33168
11882430368	Mar 19 2025 0	33181
11882428242	Mar 19 2025 0	33181
11882418103	Mar 19 2025 0	33181
11882418107	Mar 19 2025 0	33161
11882417326	Mar 19 2025 0	33161
11882417101	Mar 19 2025 0	33161
11882410852	Mar 19 2025 0	33168
11882410234	Mar 19 2025 0	33181
11882409721	Mar 19 2025 0	33009
11882407425	Mar 19 2025 0	33181
11882407007	Mar 19 2025 0	33181
11882231266	Mar 17 2025 0	33161
11881833134	Mar 11 2025 0	33181
11881396983	Mar 05 2025 0	33161

North Miami Vision Zero Safety Action Plan Survey

What is your age group?

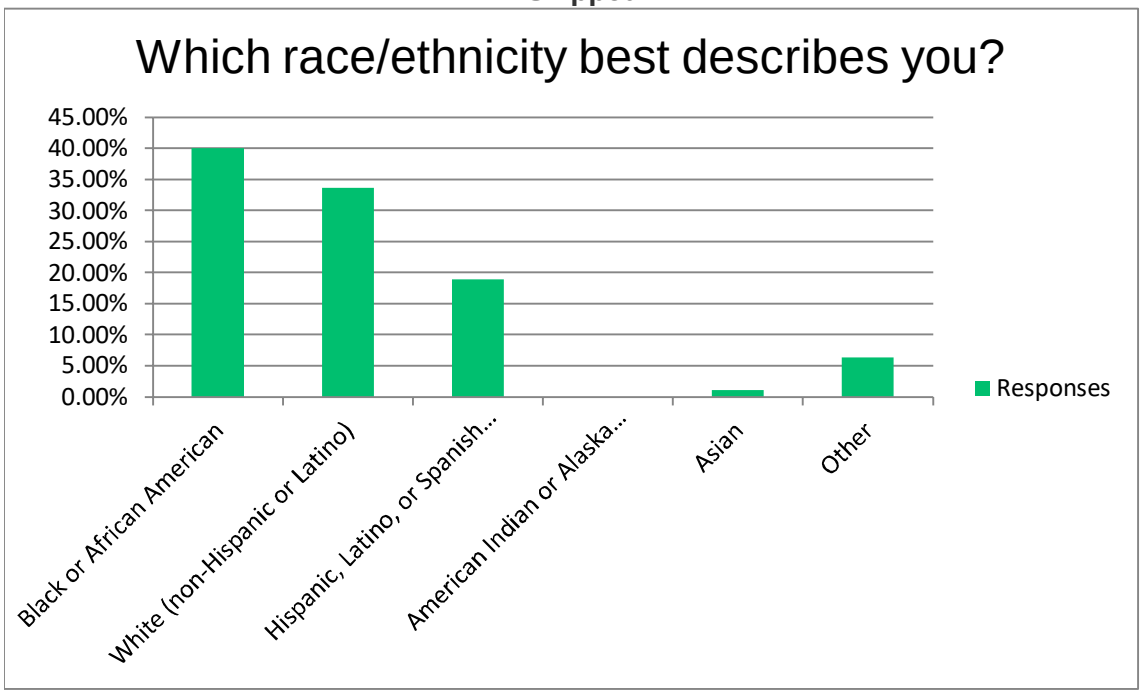
Answer Choices	Responses	
Under 18 years old	1.03%	1
18-24 years old	1.03%	1
25-44 years old	18.56%	18
45-64 years old	39.18%	38
65 or older	40.21%	39
	Answered	**97**
	Skipped	**2**



North Miami Vision Zero Safety Action Plan Survey

Which race/ethnicity best describes you?

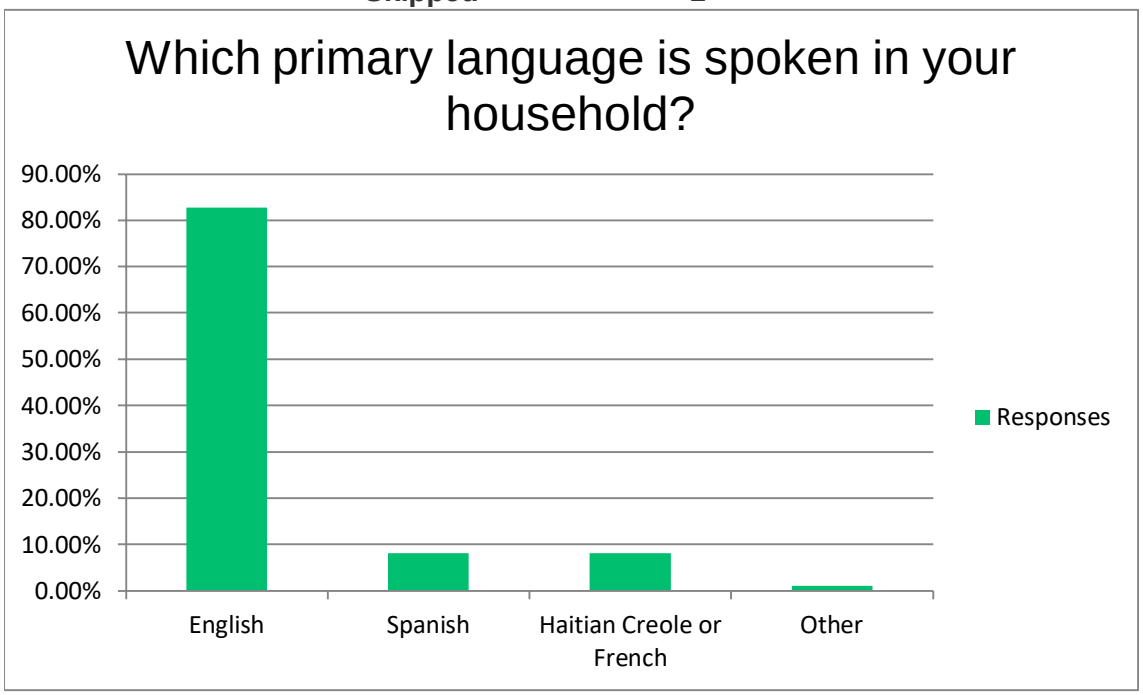
Answer Choices	Responses	
Black or African American	40.00%	38
White (non-Hispanic or Latino)	33.68%	32
Hispanic, Latino, or Spanish origin	18.95%	18
American Indian or Alaska Native	0.00%	0
Asian	1.05%	1
Other	6.32%	6
	Answered	**95**
	Skipped	**4**



North Miami Vision Zero Safety Action Plan Survey

Which primary language is spoken in your household?

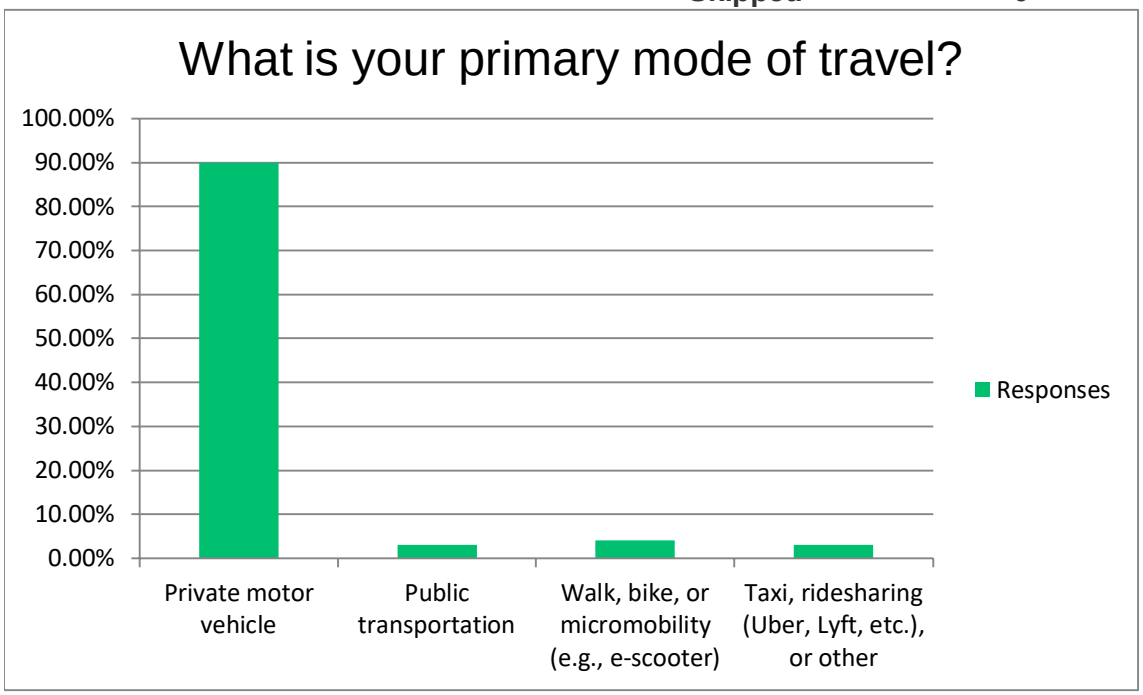
Answer Choices	Responses	
English	82.65%	81
Spanish	8.16%	8
Haitian Creole or French	8.16%	8
Other	1.02%	1
	Answered	**98**
	Skipped	**1**



North Miami Vision Zero Safety Action Plan Survey

What is your primary mode of travel?

Answer Choices	Responses	
Private motor vehicle	89.90%	89
Public transportation	3.03%	3
Walk, bike, or micromobility (e.g., e-scooter)	4.04%	4
Taxi, ridesharing (Uber, Lyft, etc.), or other	3.03%	3
	Answered	**99**
	Skipped	**0**



North Miami Vision Zero Safety Action Plan Survey

Identify up to three (3) intersections in North Miami that should be prioritized for safety improvements (e.g., Orange Street at Purple Avenue).

Answer Choices		Responses
1	100.00%	69
2	84.06%	58
3	57.97%	40
Answered		**69**
Skipped		**30**

Respondent ID	Response Date	1	Tags	2	Tags	3	Tags
118857286330	May 03 2025 (	16th avenue and 123 st.		All Biscayne Ave,		123 st and Biscayne	
118856874911	May 02 2025 (	135th Street and Biscayne Blvd		125th Street and Biscayne Blvd			
118856420140	May 02 2025 (	125th Street		135th Street		119th Street	
118856418358	May 02 2025 (	NE 6th Avenue and NE 125th Street		NW 7th Avenue and NW 135th Street		W Dixie Highway and NE 135th Street	
118856415822	May 02 2025 (	NW 125th Street at NW 6th Avenue		NW 6th Avenue and NW 124th Street running stop sign			
118856412136	May 02 2025 (	NE 125th Street at NE 8th Avenue and NE 9th Avenue		NE 135th Street and Biscayne Boulevard			
118856408356	May 02 2025 (	NW 7th Avenue and NW 119th Street					
118856404067	May 02 2025 (	NW 17th Avenue and NW 135th Street		NE 12th Street and NE 2nd Avenue			
118854318768	Apr 29 2025 0	NE 6th Ave & 125th		NE 6th Ave & 135th		West Dixie Highway and NE 135th to 159	
118854291974	Apr 29 2025 0	NE 6th Avenue at NE 125 Street (water drain holes are damaging to cars)		NE 6th Avenue at NE 128 Street			
118854227900	Apr 29 2025 0	135 NE 7 AVE					
118854048473	Apr 29 2025 1	North Miami Ave at 135th St		NE 2nd Ave at 125th			
118853767967	Apr 29 2025 0	125th Street and NW 7th Ave		135th Street and NW 7th Ave		135th Street and NW 12th Ave	
118853522066	Apr 28 2025 1	West Dixie Highway		Biscayne Blvd and 123rd st		119 street	
118853405187	Apr 28 2025 0	12 Ave NW 135 st		17 Ave NW 135 st			
118853377381	Apr 28 2025 0	135th street and nw 2nd ave					
118853274377	Apr 28 2025 0	135th and 2nd ave NW		135th and 6th ave NW		135th below i95	
118853243376	Apr 28 2025 0	142 st at 16 Ave		17 Ave at 142 st		142 St down to Biscayne east	
118853041657	Apr 28 2025 1	NE 6th Ave & 135th Street		NE West Dixie & 135th Street			
118853017044	Apr 28 2025 1	135 Street N.E. 16 Avenue		125 Street N. E 6 Avenue; Wes Dixie Highway			
118852974389	Apr 28 2025 1	135th Street and Biscayne Ave.		123rd Street and Biscayne Avenue		125th Street and W Dixie Hwy	
118852962714	Apr 28 2025 1	Biscayne Blvd at 125		16th ave and 135			
118852950669	Apr 28 2025 1	Nw 6 Ave.one way with no clear do not enter. ent		Dixie hwy turns.		125 st congestion near supermarket s.	
118852942829	Apr 28 2025 1	N.E. 16 Avenue and 135 Street		N.E. 135 Street and Biscayne Boulevard			
118851582500	Apr 26 2025 1	NW 6th Ave & NW 125th St					
118850572980	Apr 24 2025 0	125th Street and NE 6th		119th and 7th Ave		125th and Biscayne	
118850535147	Apr 24 2025 0	NE 8th Avenue and 127th Street					
118850533759	Apr 24 2025 0	4th and 125th Street		3rd Court and 135th Street			
118850521870	Apr 24 2025 0	125th Street and NE 4th Avenue		125th Street and NW 6th Court			
118850516896	Apr 24 2025 0	125th Street and 7th Avenue		17th Avenue and 127th Street		131st Street and 17th Avenue	
118850514631	Apr 24 2025 0	N Miami Avenue and 119th Street (requires turn signal)		NE 2nd Avenue and 125th Street		NE 2nd Avenue and 119th Street (implement a turn signal)	
118850505485	Apr 24 2025 0	131st Street at N Miami Avenue		129th Street at NE 3rd Avenue		125th Street and Memorial	
118850501836	Apr 24 2025 0	NW 125th Street and NW 6th Avenue					
118847512296	Apr 20 2025 0	North Miami at 125st		North Miami at 135st		North Miami at 119st	
118847134496	Apr 19 2025 0	135th street					
118847083022	Apr 19 2025 1	Bicayne & 146 St		West Dixie Hway			
118841013048	Apr 10 2025 0	7th Avenue and NW 122nd Street		7th Avenue and NW 125th Street		Dixie highway and NW 125th Street	
118840101393	Apr 09 2025 1	Memorial Highway need a sidewalk		Jay walking signage on all busy streets		Cross walk enforcement especially in school zones	
118840065205	Apr 09 2025 1	Intersection of 6th Ave and 125th Street		Intersection of 6th Ave and 135th Street		Intersection of West Dixie Highway & 135th Street	
118839876179	Apr 09 2025 0	n miami ave		125 st		west dixie hwy	
118839781230	Apr 09 2025 0	135th St at US 1		154th St at US 1		125th St at West Dixie Hwy	
118839377893	Apr 08 2025 0	U.S.1/Biscayne Blvd & NE 123rd St					
118839325214	Apr 08 2025 0	Sole Mia way at Royal oaks ln		NE 151 st at sole Mia bnd			
118839313427	Apr 08 2025 0	125 street NW 6th Avenue		123 Street NE 6th Avenue		NE 131 street 12 Avenue near elementary school	
118839309978	Apr 08 2025 0	125 & 6th Ave		Memorial Highway & 135 Street		NW 7 Ave & 119 Street	
118836612777	Apr 04 2025 0	Corner of 125 st and ne 3 ave		Corner of 127 street and ne 6 ave			
118831316739	Mar 30 2025 0	nw 7thave 131 st		nw 7th ave 119th street		nw 7th ave 135thsreet	
118827359340	Mar 24 2025 0	Biscayne Boulevard & NE 135th Street		BIscayne Boulevard & NE 127th Street		Biscayne Boulevard & NE 123rd Street	
118827133471	Mar 24 2025 1	125 st		135 st			
118827127901	Mar 24 2025 1	North Miami Ave and 135th Street		6th Ave and 131st St		North Miami Court and 131st Street	
118825609463	Mar 21 2025 1	Ne 135 street and w Dixie highway					
118824945002	Mar 20 2025 0	sans souci blvd and biscayne		keystone blvd and biscayne		123 and biscayne	
118824868275	Mar 20 2025 0	NW 17 avenue and Opa Locka Blvd		NW 119 Street and 17 th Avenue		NE 6 Avenue/ West Dixie Highway and 125 Street	
118824382061	Mar 19 2025 1	NE 143St from W Dixie to NE 6TH ave		128th & NE 6th		Ne 143 & 12 Ave	
118824360738	Mar 19 2025 1	123rd and Biscayne		135th and Biscayne		Sans Souci and Biscayne	
118824324130	Mar 19 2025 0	n/a		n/a		n/a	
118824311412	Mar 19 2025 0	125 st ne 4		135 st and ne 3		Biscayne and 126 st	
118824303682	Mar 19 2025 0	Biscayne and 123rd		Biscayne and keystone blvd		Croton rd and laurel lane/NE 124th st	
118824282423	Mar 19 2025 0	118th (Sans Souci blvd) at US1		123rd street at Sans Souci blvd		US1 at 125th street	
118824181036	Mar 19 2025 0	NE 142nd St as one way @ NE 17th court					
118824181072	Mar 19 2025 0	AREA NE 128-124 STREET		NE 16 AVE & 125 STREET		135 STREET & BISCAYNE	
118824173261	Mar 19 2025 0	West Dixie Highway		135th street near cagni park between north Miami middle and senior high		125th street intersection crosswalk from east side to walgreens	
118824171016	Mar 19 2025 0	NE 2nd Avenue and 131st Street		125th Street and Memorial Highway		135th Street and Memorial Highway	
118824108529	Mar 19 2025 0	125th St @ NW 6th Ave		125th St @ Griffing Blvd		135th St @ Memorial Highway	
118824102344	Mar 19 2025 0	Sans Souci Blvd.and Biscayne		122 and Biscayne intersection and yellow crossing light		135th and Biscayne	
118824074254	Mar 19 2025 0	NE 123 street at biscayne blvd		Ne 123 street & sans souci blvd		Biscayne blvd & sans souci blvd	
118822312667	Mar 17 2025 0	NE 8th Avenue and 129th st		NE 9th ave and 126th		NE 8 and NE 127th	
118822240999	Mar 17 2025 0	NE 6TH @ NE 127TH improper left turn		NE 135TH & NE 6TH LEFT TURN LANE TO SMALL.			
118818331346	Mar 11 2025 0	Biscayne and 123rd street					

North Miami Vision Zero Safety Action Plan Survey

Identify up to three (3) roadway segments in North Miami that should be prioritized for safety improvements (e.g., Purple Avenue from NE 1st Street to NE 5th Street).

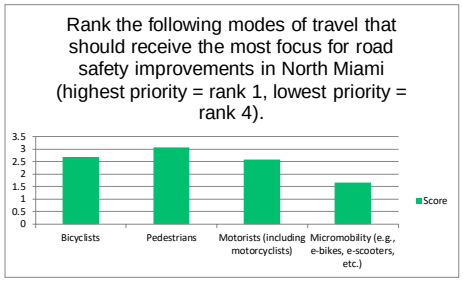
Answer Choices		Responses
1	100.00%	42
2	54.76%	23
3	42.86%	18
Answered		**42**
Skipped		**57**

Respondent ID	Response Date	1	Tags	2	Tags	3	Tags
118856874911	May 02 2025 (	Biscayne Blvd from 163rd street to 125th Street					
118856420140	May 02 2025 (	NW 7th Avenue					
118856412136	May 02 2025 (	NE 125th Street					
118854318768	Apr 29 2025 0	NE 135th St. from 6th Ave to West Dixie Highway		NE 125th from 6th Ave./West Dixie Hwy to NW 7th Ave.		West Dixie Hwy from 135th to 159th	
118854291974	Apr 29 2025 0	NE 6th Avenue from NE 124 street to NE 135 Street					
118854048473	Apr 29 2025 1	N. Miami Ave		NE 2nd Ave		125th St	
118853767967	Apr 29 2025 0	NE 135th Street and 7th Ave		West Dixie and 135th Street			
118853522066	Apr 28 2025 1	West Dixie Highway		Biscayne Blvd and 123 street		119 street	
118853274377	Apr 28 2025 0	NW 2nd ave from 119th to 143rd					
118853243376	Apr 28 2025 0	142 St going East/ 16 Ave		The new academy school off 16 ave			
118853017044	Apr 28 2025 1	135 Street N.E. between 15 and 16 Avenue					
118852942829	Apr 28 2025 1	N.E. 16 Avenue from 135 Street to 146 Street					
118851582500	Apr 26 2025 1	NW 6th Ave & NW 125th St to NW 2nd Ave & NW 125th St					
118850572980	Apr 24 2025 0	125th Street and NE 6th		119th and 7th Ave		125th and Biscayne	
118850533759	Apr 24 2025 0	6th Avenue between 135th Street to 151st Street		3rd Court between 135th Street to 131st Street			
118850530463	Apr 24 2025 0	125th Street from 6th Avenue to Biscayne		123rd Street from 8th Avenue to 12th Avenue		6th Avenue from 122nd Street to 126th Street	
118850527439	Apr 24 2025 0	Arch Creek Road between NE 16th Avenue and NE 135th Street		Emerald Drive east of NE 16th Avenue			
118850501836	Apr 24 2025 0	NW 125th Street and NW 6th Avenue					
118850488595	Apr 24 2025 0	11th Avenue to 135th Street					
118847512296	Apr 20 2025 0	135 st 17th ave NW to NE 15th ave					
118847083022	Apr 19 2025 1	16 Ave North West of 135th		Biscayne Blvd NE			
118841013048	Apr 10 2025 0	7th Avenue		NW 119th Street		NW 125th Street	
118840195035	Apr 09 2025 0	Biscayne Boulevard & NE 123rd Street		NE 2nd Avenue & NE 125th Street		Biscayne Boulevard & 151st Street	
118840101393	Apr 09 2025 1	explain about wrong way travel in bike lanes - signs		pedestrians must walk against traffic - educate		bicycles go scooters with traffic - promote	
118840065205	Apr 09 2025 1	125th Street from Griffing Blvd to NE 8th Avenue		West Dixie Highway from 125th to 135th		6th Avenue from 123rd to 143rd	
118839407195	Apr 08 2025 0	135th street and NE 5 avenue to 147th street					
118839325214	Apr 08 2025 0	Sole Mia way from NE 146th St to NE 151 St					
118831316739	Mar 30 2025 0	nw 7th ave entire street		nw 125th street entire street		nw 135th street entire street	
118827359340	Mar 24 2025 0	Biscayne Boulevard, NE 121st Street to NE 135th Street		NE 135th Street, NE 6th Avenue to Biscayne Boulevard		NE 123rd Street, Biscayne Boulevard to Broad Causeway	
118825609463	Mar 21 2025 1	Ne 6 Avenue and 125 street					
118824360738	Mar 19 2025 1	151st and Biscayne					
118824324130	Mar 19 2025 0	n/a		n/a		n/s	
118824303682	Mar 19 2025 0	NE 126th b/w biscayne and NE 17th Ave					
118824282423	Mar 19 2025 0	118 th road speeding issue		Canal drive speeding issue		Sans Souci blvd	
118824181036	Mar 19 2025 0	NE 142nd St as a one way @ NE 17th court					
118824173261	Mar 19 2025 0	125th street intersection					
118824108529	Mar 19 2025 0	127th St from NW 2nd Ave to NW 6th Ave		NW 2nd Ave from 125th St to NW 131st St		NW 6th ave from 125th St to 131st St	
118824102344	Mar 19 2025 0	NE 123 rd St.		Sans Souci Blvd should be for local traffic only		NE 151 st . Flooding and pedestrian safety	
118824074254	Mar 19 2025 0	NE 123 street bisc blvd to n. Bayshore drive		Sans souci blvd from ne 19 Abe to bisc blvd		Biscayne blvd from sans souci to 135 street	
118824070076	Mar 19 2025 0	N. Bayshore Dr north of Keystone Blvd		Biscayne Blvd and NE 151st St		Biscayne Blvd and NE 121st St - Drivers turn left/south when exiting Home Depot despite no left turn	
118822312667	Mar 17 2025 0	NE 8th Avenue between 125th and west dixie		NE 9th Ave between NE 126 and 130th		Ne 12th Ave between 125th and 135th	
118818331346	Mar 11 2025 0	Biscayne and 123rd st					

North Miami Vision Zero Safety Action Plan Survey

Rank the following modes of travel that should receive the most focus for road safety improvements in North Miami (highest priority = rank 1, lowest priority = rank 4).

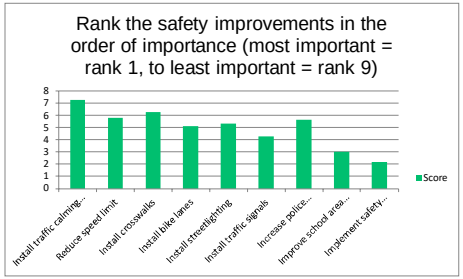
	1		2		3		4		Total	Score
Bicyclists	15.73%	14	42.70%	38	34.83%	31	6.74%	6	89	2.67
Pedestrians	41.57%	37	32.58%	29	16.85%	15	8.99%	8	89	3.07
Motorists (including motorcyclists)	35.96%	32	13.48%	12	23.60%	21	26.97%	24	89	2.58
Micromobility (e.g., e-bikes, e-scooters, etc.)	6.74%	6	11.24%	10	24.72%	22	57.30%	51	89	1.67
									Answered	**89**
									Skipped	**10**



North Miami Vision Zero Safety Action Plan Survey

Rank the safety improvements in the order of importance (most important = rank 1, to least important = rank 9)

	1		2		3		4		5		6		7		8		9		Total	Score
Install traffic calming measures (e.g., speed tables, traffic circles)	38.20%	34	21.35%	19	11.24%	10	11.24%	10	6.74%	6	4.49%	4	3.37%	3	1.12%	1	2.25%	2	89	7.27
Reduce speed limit	5.62%	5	23.60%	21	17.98%	16	14.61%	13	10.11%	9	10.11%	9	5.62%	5	7.87%	7	4.49%	4	89	5.81
Install crosswalks	11.24%	10	19.10%	17	19.10%	17	14.61%	13	21.35%	19	6.74%	6	4.49%	4	3.37%	3	0.00%	0	89	6.29
Install bike lanes	4.49%	4	11.24%	10	12.36%	11	17.98%	16	12.36%	11	17.98%	16	8.99%	8	11.24%	10	3.37%	3	89	5.11
Install streetlighting	8.99%	8	5.62%	5	19.10%	17	15.73%	14	15.73%	14	14.61%	13	7.87%	7	6.74%	6	5.62%	5	89	5.34
Install traffic signals	2.25%	2	3.37%	3	10.11%	9	5.62%	5	14.61%	13	29.21%	26	22.47%	20	7.87%	7	4.49%	4	89	4.29
Increase police enforcement of traffic rules	24.72%	22	10.11%	9	7.87%	7	10.11%	9	6.74%	6	5.62%	5	23.60%	21	7.87%	7	3.37%	3	89	5.65
Improve school area safety	1.12%	1	5.62%	5	0.00%	0	5.62%	5	7.87%	7	5.62%	5	15.73%	14	47.19%	42	11.24%	10	89	3.03
Implement safety education campaigns	3.37%	3	0.00%	0	2.25%	2	4.49%	4	4.49%	4	5.62%	5	7.87%	7	6.74%	6	65.17%	58	89	2.2
																			Answered	**89**
																			Skipped	**10**



North Miami Vision Zero Safety Action Plan Survey

In the space below, enter any other safety concerns or suggestions you may have. Please limit these concerns/suggestions to North Miami only.

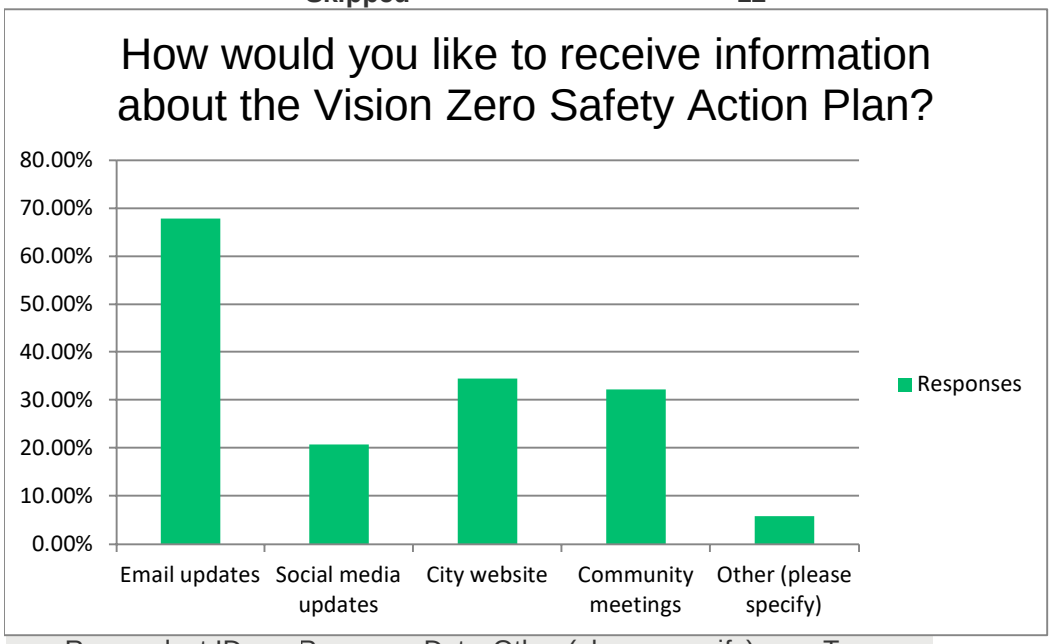
Answered	**52**
Skipped	**47**

Respondent ID	Response Date	Responses
11885728633	May 03 2025 08:00 PM	Too much new construction without proper planning
11885687491	May 02 2025 09:05 PM	Please have stand up and scooters removed from main thoroughfares. They are dangerous as they do not abide by traffic laws. Bicyclists need to abide by all traffic laws and they do not.
11885641213	May 02 2025 08:48 AM	Traffic signals to be synchronized
11885640496	May 02 2025 08:37 AM	More police presence
11885640406	May 02 2025 08:35 AM	School crossing signal at North Miami
11885429197	Apr 29 2025 05:22 PM	The blocking off being able to stay on W. Dixie Hwy when heading south passing NE 125 Street is a mess and creates more traffic and confusion. NEED TO BE ABLE TO STAY ON WEST DIXIE STRAIGHT THRU AND PAST NE 125 STREET WHEN HEADING SOUTH
11885376796	Apr 29 2025 07:20 AM	Parking by Breezeswept Tot Lot Park
11885352206	Apr 28 2025 10:53 PM	Fix west Dixie highway
11885327437	Apr 28 2025 03:51 PM	Cars speeding in 135th, there are always crashes in that intersection and cars doing donuts in 2nd ave
11885324337	Apr 28 2025 03:15 PM	More bus benches would be nice
11885301704	Apr 28 2025 11:24 AM	N/A
11885296207	Apr 28 2025 10:33 AM	Vegetation and parked vehicles blocking view at intersections
11885294282	Apr 28 2025 10:15 AM	Too much reckless driving including illegal passing and speeding
11885158250	Apr 26 2025 10:56 AM	Enforce vehicle noise ordinance.
11885057298	Apr 24 2025 06:34 PM	N/A
11885053375	Apr 24 2025 05:23 PM	NE 6th Avenue at 125th Street. NE 6th Avenue at 135th Street.
11885053046	Apr 24 2025 05:17 PM	125th Street (city hall rush hour). 6th Avenue from 122-127 Street.
11885052743	Apr 24 2025 05:12 PM	Need no parking signs and speed humps on Arch Creek Road between NE 16th Avenue and NE 135th Street
11885051975	Apr 24 2025 05:00 PM	Implement traffic calming plan that was already studied and developed
11885051463	Apr 24 2025 04:52 PM	Implement better street lights. Pave major thoroughfares and alleys.
11885049878	Apr 24 2025 04:29 PM	Need a 4 way stop at 131st Street and 8 Avenue
11884713449	Apr 19 2025 01:14 PM	Fixing the sidewalks and making them wider allows bikes to ride if there are no bike lanes available
11884708302	Apr 19 2025 10:26 AM	POTHOLES
11884101304	Apr 10 2025 01:21 PM	The alleyways need a upgrade and repair
11884019503	Apr 09 2025 02:14 PM	Enforcement of traffic rules is key.
11884010139	Apr 09 2025 12:34 PM	thank you for asking - pedestrians are not following or don't know the rules of the road
11884006520	Apr 09 2025 11:57 AM	None
11883987617	Apr 09 2025 08:44 AM	Have officers continue patrols even into the early morning hours especially since shootings are a issue
11883978123	Apr 09 2025 06:29 AM	Need enforcement against aggressive driving
11883937789	Apr 08 2025 05:51 PM	On NE 135th Street, eastbound (one way) at the NE 2500 block area, people routinely drive the wrong way exiting the visitor parking lot for Waterside Towers. Perhaps a sign would help facing the visitor parking lot exit (a ramp, if that helps).
11883932521	Apr 08 2025 04:42 PM	Enforce existing traffic laws
11883931342	Apr 08 2025 04:29 PM	Cars speeding
11883131673	Mar 30 2025 08:10 AM	more crosswalks at more interchanges in the NW part of the city
11882973247	Mar 27 2025 12:27 PM	installing traffic lights with turning signals
11882788595	Mar 25 2025 10:20 AM	Use AI to synchronization of traffic lights to allow traffic to flow better
11882735934	Mar 24 2025 04:14 PM	Wider sidewalks, Dutch-style protected intersections, more roundabouts, and protected bike lanes.
11882713347	Mar 24 2025 11:40 AM	People do not know how to drive and will do illegal turns and stop in the middle of the road without hazards on
11882560946	Mar 21 2025 11:58 AM	Access to business
11882494500	Mar 20 2025 03:14 PM	buildup of traffic, drainage, observance of stop signs
11882482847	Mar 20 2025 01:06 PM	Sole mia area is devoid of bike lanes
11882466774	Mar 20 2025 10:10 AM	Traffic traffic and traffic
11882438206	Mar 19 2025 11:10 PM	Fast cars revenge engines and speeding between 12-4 am. Also, porch pirates must be stopped, and code enforcement should be restarted as People are running illegal operations on their problems. There are a lot of people with addiction flooding the area.
11882436387	Mar 19 2025 10:20 PM	flooding on roadways
11882436073	Mar 19 2025 10:11 PM	Speed bumps on North Bayshore Drive
11882432413	Mar 19 2025 08:49 PM	We need improvement with public transportation. The 7th ave route and bus 77 route has changed drastically in a negative way, not enough buses. This route has become unreliable when it comes to public transit
11882428242	Mar 19 2025 07:23 PM	Traffic issues and overdevelopment
11882418103	Mar 19 2025 04:34 PM	Motorists from car dealerships on Biscayne & 142nd St not obeying one way signs or speed limits on 142nd St all day long
11882409721	Mar 19 2025 02:50 PM	Improved traffic signals (specifically, 4 way stops)
11882407425	Mar 19 2025 02:23 PM	Congestion on NE 123 st is rediculous. It takes 20 minutes to go from sans souci blvd to biscayne blvd. That is 2 blocks..frustrating!!!
11882407007	Mar 19 2025 02:18 PM	Many people cross a street 50 to 100 feet or up from the crosswalk or intersection. This creates a big issue for cars turning and accelerating after crossing the intersection. Creating barriers or guard rails may reduce this.
11882231266	Mar 17 2025 03:43 PM	The pass-through traffic between 125th and 135th, east of West Dixie is increasing and dangerous. This is a residential area with car accidents weekly. There are kids and young families around - we must protect our neighborhood.
11881833134	Mar 11 2025 06:03 PM	Construction on Biscayne during the busy day just cloggs up everything. Suggest on the weekends to free traffic up.

North Miami Vision Zero Safety Action Plan Survey

How would you like to receive information about the Vision Zero Safety Action Plan?

Answer Choices	Responses	
Email updates	67.82%	59
Social media updates	20.69%	18
City website	34.48%	30
Community meetings	32.18%	28
Other (please specify)	5.75%	5
	Answered	**87**
	Skipped	**12**



Respondent ID	Response Date	Other (please specify)	Tags
118856408356	May 02 2025 (	By mail	
118850535147	Apr 24 2025 0	Text	
118840101393	Apr 09 2025 1	I am on your list already	
118839313427	Apr 08 2025 0	Email	
118829732478	Mar 27 2025 1	text messages	

ATTACHMENT

D

PublicCoordinate Comment List

Description	Photo Captio	Category	Replies	Map Layer	User Email	Created On	User IP	Lat	Lng
Speeding	N/A	General Comment	N/A	North Miami County Border	null	4/17/25	172.58.134.250:38532	25.8897685117427	-80.1555554430772
There is no proper stacking lane for cars entering LA fitness plaza. Constant confusion.	N/A	General Comment	N/A	North Miami County Border	null	4/17/25	172.58.134.250:51998	25.8894268675582	-80.1620529678286
Cars always blocking sidewalk.	N/A	General Comment	N/A	North Miami County Border	null	4/17/25	172.58.134.250:38381	25.8852335933885	-80.1608114094417
Implementing traffic calming measures throughout our neighborhood is critical. One of the most significant issues we've observed is high-speed traffic along North Miami Place, particularly for northbound and southbound vehicles. This traffic is not local but rather the result of drivers heading north on North Miami Avenue who try to bypass the traffic light at the 125th Street intersection. They use North Miami Place as a shortcut to turn right onto 125th Street and continue eastward. This has created an ongoing and extremely dangerous situation, as these drivers frequently reach excessive speeds with no deterrents in place to slow them down. While installing speed humps would certainly help, I wonder if your department and design team have also considered the possibility of converting some of our streets into dead-end streets. This could effectively eliminate cut-through traffic and completely resolve the issue of non-local drivers using our neighborhood as a shortcut. I believe this strategy has been successfully implemented in newer developments across Miami-Dade as well as in smaller neighborhoods within the City of Miami, where it has proven to be highly effective.	N/A	General Comment	N/A	North Miami County Border	bgonzalez@tpagrp.com	3/18/25	75.7.147.192:5012	25.8878728769874	-80.1969783666718
One solution is to make North Miami Pl a dead end street to discourage drivers to bypass the North Miami Ave and NW 125th St traffic light and speed thru the neighborhood.	N/A	General Comment	N/A	North Miami County Border	bgonzalez@tpagrp.com	3/18/25	75.7.147.192:5016	25.8860278131875	-80.196886548423
Another significant issue is the limited number of pedestrians crossing opportunities along NE 2nd Avenue between 119th and 125th Street. As you may be aware, the city recently opened a newly remodeled park for the children in our community. Wanting to experience it firsthand, I took the initiative to walk from my home to the park, and I must say, the experience was extremely unpleasant. While there are currently two designated crossings, they are insufficient for a stretch of this length, making it difficult and unsafe for pedestrians to access the park conveniently. Given the park's importance to local families, increasing the number of pedestrian crossings should be a priority to ensure safe and accessible pathways for the community.	N/A	General Comment	N/A	North Miami County Border	bgonzalez@tpagrp.com	3/18/25	75.7.147.192:5017	25.88764039926	-80.1944912884675
Drivers often turn left to go south on Biscayne Blvd when exiting Home Depot from 121st St when it is posted "No left turn". This causes many issues including blocking lanes.	N/A	General Comment	N/A	North Miami County Border	null	3/19/25	104.28.92.169:18434	25.8878473895046	-80.1640343617111
Cars always in line blocking traffic on Biscayne Blvd as parents wait to pick up and drop off their kids at Mater Academy. Why can't they ride the bus?	N/A	General Comment	N/A	North Miami County Border	null	3/19/25	104.28.92.168:62574	25.8948550844286	-80.1621085765621
Because the intersection of Biscayne Blvd and NE. 123rd St. is often backed up, drivers are constantly blocking the box at Biscayne Blvd and NE. 126th St. Causing delays for drivers going east and west trying to cross Biscayne Blvd.	N/A	General Comment	N/A	North Miami County Border	null	3/19/25	104.28.92.169:35336	25.8925689101067	-80.1627486297276
Few drivers stop at this intersection despite many pedestrians, bikes, etc.	N/A	General Comment	N/A	North Miami County Border	null	3/19/25	104.28.92.168:63034	25.8966538956677	-80.1531518191642
Due to the changes by FDOT, westbound traffic on NE 127 ST backup onto NE 6th Ave.(have been as many as 20 cars) There was until recently, a left turn only and island not allowing for crossing of 6th Ave from westbound 127 St.. Vehicles turning left on 6th Ave: block 6 Ave traffic, not allowing southbound 6 Ave to turn east onto NE 127 St. As a business, increased accidents, road rage and honking occur throughout the day. Recommend reinstitute island to not allow 127 Street westbound traffic to turn south or go across 6 Ave. Since West Dixie Hwy southbound traffic is diverted to 128 St, regular users forgo this option with traffic light to NE 127 St.	N/A	General Comment	N/A	North Miami County Border	null	3/19/25	99.140.77.85:63955	25.8920689825627	-80.186439121723
Many times when traffic turns west onto 127 St. They take a wide turn into the eastbound lane.	N/A	General Comment	N/A	North Miami County Border	null	3/19/25	99.140.77.85:63955	25.892851704683	-80.1845310603283
Recommend a turn signal light for north and south bound traffic onto NE 7 Ave, with better street marking for turns.	N/A	General Comment	N/A	North Miami County Border	null	3/19/25	99.140.77.85:63955	25.8920779037797	-80.1866944425991
Needs right turn only sign. Island to block northbound 6th Ave traffic as well as cutting across 127 Eastbound.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:13064	25.899911971061	-80.1604736943147
Very wide intersection to cross. Drivers do not yield to pedestrians, and get aggressive when they do. Consider no-turn-on-red, repurposed outer lanes for transit/bikes/micromobility, and reduced speeds. Also consider making this intersection a roundabout.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:42589	25.8994497119972	-80.1605595252684
Sidewalks are very narrow, with no buffer between pedestrians and high-speed car traffic. Transit stops take up a lot of room, especially when it's full of people waiting for the bus. A wider sidewalk would make things more comfortable and safer for everyone.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:42589	25.899664226629	-80.1607376455535
There are 3 lanes dedicated to cars, but no lanes for bicycles (only sharrows, which do nothing for safety), and no lanes for transit. Buses are full 24 hours a day and get stuck in traffic, and cyclists have to take alternate routes to stay off busy and dangerous Biscayne Boulevard. Consider repurposing a lane for the needs of people outside of a car.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:42589	25.8999030426993	-80.1582981120725
The bicycle lanes are well used but drivers constantly park in them when the street parking is full, forcing cyclists into the car lane, sometimes for long stretches. There is also the danger of unexpected opening car doors. Consider swapping the position of the parked cars and the bike lanes.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:42589	25.8963830632518	-80.1617164217873
Very wide intersection to cross for pedestrians. This intersection connects multiple shopping centers, a park, and residential areas, which requires better accommodations for those who need to cross. Consider making this a roundabout	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:32144	25.88929942737	-80.1636577126634
This is a major transit connection point, for routes 3/203 and 125, with many points of interest nearby. This needs to be a high priority for pedestrian improvements, as this intersection is very wide. Also consider making this a roundabout.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:32144	25.8893907771127	-80.162547289196
A midblock crossing is needed here	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:32144	25.8893240474802	-80.1611864910443
A proper bike lane and slower car speeds are needed here.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:32144	25.8959697405519	-80.1818827128243
A pedestrian and cyclist passthrough is needed here. A median exists currently.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:32144	25.9128510032103	-80.1450081588203
A continuous sidewalk is needed on both sides of the street. The current county project to change this street does not have this in their scope, and prioritizes more space for cars. The bike lane needs protection from cars as well, and the protection would also serve to prevent drivers from parking in the bike lane.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:32144	25.9152801916012	-80.1529940657596
Consider a roundabout here	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:32144	25.9152009333611	-80.1549794482386
Consider a roundabout here	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:33018	25.8964364351732	-80.1706028696227
Due to limited visibility, drivers heading south on NE 14th Ave often enter the roundabouts without yielding to westbound traffic entering the roundabout. Consider a speed bump at the crosswalk approach to slow this traffic down.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:19663	25.8906331448992	-80.1766421084763
We need a proper bike lane and slower speeds going through Downtown Miami. We also need more midblock crossings.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:60803	25.8893277908382	-80.15906851798
Lots of speeding happening every single day.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:60803	25.8999574699294	-80.1561287455128
Some drivers treat this stretch 135th like a drag strip. We need some speed bumps to finally get rid of this problem.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:60803	25.9001582235423	-80.1703216108404
Very narrow sidewalk, with pedestrians waiting for the bus with cars moving at 40+ mph not even 5 feet away from them. It's very uncomfortable to wait for the bus here. There is nowhere to run if a car loses control.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:60803	25.8896138380946	-80.2005249895017
When it's not congested, the cars are way too fast, considering this is a residential area. It means unsafe conditions for pedestrians and cyclists, and more noise for the area residents. There is also just a sharrow here, and not a bike lane.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:60803	25.8984517018586	-80.2072396747774
It's very difficult to cross 135th here, as there is no marked crossing here. Drivers do not yield or care.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:60803	25.8998784522887	-80.2072936203872
It's very difficult to cross 135th here, especially when it's congested. There is a marked crosswalk here but drivers do not yield or care.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:60803	25.8953938235503	-80.1938567953809
This crosswalk is not accessible (ADA).	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:14901	25.8946274528202	-80.2112119927892
Very wide intersection to cross for pedestrians. There is also a bike lane approaching the intersection on 3 out of the 4 corners. Consider a dutch-style protected intersection for this location.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:63650	25.8956362818261	-80.1896708560055
131st street from NW 17th Avenue to NE 131st Lane/NE 16th Avenue is a great east-west route for cyclists. Consider adding signage and additional treatments to increase driver awareness of their presence.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:63650	25.8895596968038	-80.1538214098596
There needs to be strategically-placed midblock crossings all along NE 123rd Street.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:63650	25.8936589287021	-80.1784841996631
The speed limit is 25 mph but drivers are always going faster.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:63650	25.9014321192926	-80.1708399489548
Car traffic needs to be slowed down on NE 14th Ave.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:22945	25.9259380767551	-80.1466704431635
An unprotected bike lane next to 45+ mph car traffic is unacceptable.	N/A	General Comment	N/A	North Miami County Border	null	3/24/25	73.57.0.51:42589	25.8897685117427	-80.1555554430772
There are flooding and traffic congestion problems on NE 151st Street and Sole Mia Way. Whenever it pours, NE 151st Street floods. This is incredibly frustrating as we live in Miami, a city that gets a lot of rain throughout the year. Additionally, it gets very congested especially during the hours that schools get out. One of the reasons for this traffic congestion is because a lot of cars make illegal turns coming out from Sole Mia Bend onto NE 151st Street. There is clearly a sign saying no left turns allowed, but a lot of cars choose not to follow it. Not only does this cause delays from the lanes trying to exit out of NE 151st Street who are forced to let these cars merge into their lanes, but it also affects the traffic flow of the lanes driving towards the schools.	N/A	General Comment	N/A	North Miami County Border	null	3/27/25	75.7.147.192:5001	25.9152386274292	-80.1549881119513
Speed bumps as well as one of those pole that tell people how fast they are going. There is one at the start and at the end of the block people usually slow down When they see it, but then speed up the rest of the way	N/A	General Comment	N/A	North Miami County Border	null	4/4/25	104.28.92.214:44109	25.9002198202041	-80.153283597557
Traffic lights need to be added here. When coming out of the post office and especially target to go back to Biscayne Boulevard. It is extremely dangerous cars coming from solo me away are always speeding and do not give you the right away especially if you're exiting target you have to cross over two sets of lanes to get to the third lane to be able to make a left. Also, when you're driving in from Biscayne Boulevard and you wanna make a left to go into the post office again, you have to wait a long time because those cars from Somi are all speeding. Remember, we have a lot of older people driving who do not feel comfortable just taking off.	N/A	General Comment	N/A	North Miami County Border	null	4/4/25	104.28.92.215:19309	25.9076466848323	-80.1563725452692
Traffic light is needed here desperately. People coming from 126 street Wishing to make a left, have to be careful because you do not know if those coming out of Keystone point are going to drive straight into 126 or make a Left onto Biscayne Boulevard. The building in the corner has medical offices again older people are driving and get nervous because there's No clear indication if they can go ahead and make a left if they're leaving 126th street	N/A	General Comment	N/A	North Miami County Border	null	4/4/25	104.28.92.214:41981	25.8925776650956	-80.1628473350172
Dangerous street. Those exiting all the shopping centers on the south side of the street. Have a hard time being able to get on the opposite side to head back towards Biscayne Boulevard. A few traffic lights need to be placed on the street that way traffic will stop and allow Those that are exiting the shopping center time to be able to get on the road and be able to make a U-turn. I do not visit any of the businesses On that street due to The hassle of exiting to go back towards Biscayne Boulevard	N/A	General Comment	N/A	North Miami County Border	null	4/4/25	104.28.92.215:63562	25.8895544861883	-80.1532821909855
This street is very confusing. You're driving perfectly and all of a sudden you see a do not enter sign when it comes to Clinical Care. They need to place better signs before arriving at the center telling people where to turn. People do not realize once they're at the entrance of the parking lot that they can not enter there. Why make it complicated for our senior citizens?	N/A	General Comment	N/A	North Miami County Border	null	4/4/25	104.28.92.215:47229	25.8924403544543	-80.1848564120028
The speedbumps are urgent. City employees drive crazy around this corner and parents also dropping their kids off each morning. You can see the trees are pulling on the electrical line and also completely blocking the street light. In addition, various incidents of vehicles departing the road and crashing with roadside objects.	N/A	General Comment	N/A	North Miami County Border	null	4/15/25	75.7.147.192:5005	25.8883865143099	-80.1737996501805
I love riding my bike and I also accompany my little daughter to the park everyday. Riding on Biscayne nowadays is not safe enough, we need a bike lane, that would encourage people to use more bikes and decrease the amount of car traffic ultimately	N/A	General Comment	N/A	North Miami County Border	null	4/19/25	174.218.243.202:6016	25.8881647474006	-80.1640732854306
Triangle islands don't work. Drivers disregard. Cameras or enforcement needed.	N/A	General Comment	N/A	North Miami County Border	null	4/19/25	174.218.243.202:6039	25.889481284585	-80.2047633591616
Turning streets coming from pioneer blvd where the schools are are not safe when merging to on coming traffic	N/A	General Comment	N/A	North Miami County Border	null	4/19/25	174.218.243.202:6032	25.8996065460239	-80.1788224741634
Lighting is not enough in this area. There are ped and bike crashes.	N/A	General Comment	N/A	North Miami County Border	null	4/19/25	174.218.243.202:6029	25.9085568053941	-80.1871356644893
Night reflectors and better markings needed. It's downtown area. Need more time for crossings.	N/A	General Comment	N/A	North Miami County Border	null	4/19/25	174.218.243.202:6026	25.8905622319942	-80.1803906265546
Vehicles perform improper left turns.	N/A	General Comment	N/A	North Miami County Border	null	4/25/25	63.208.91.62:5001	25.8921195831402	-80.1864836865172
Left turn storage length is too short.	N/A	General Comment	N/A	North Miami County Border	null	4/25/25	63.208.91.62:5002	25.8994318533834	-80.1868454460438
Vehicles make left turns when exiting Home Depot, even though the driveway is a right out only.	N/A	General Comment	N/A	North Miami County Border	null	4/25/25	63.208.91.62:5002	25.8875861491515	-80.1642054298579
Left turn heading east causes backups at bottom of bridge.	N/A	General Comment	N/A	North Miami County Border	null	4/25/25	99.140.76.139:55677	25.8898632153368	-80.1934204935947
Illegal lefts cause backups	N/A	General Comment	N/A	North Miami County Border	null	4/25/25	99.140.76.139:55677	25.8900813746086	-80.1884473815344
U turns should NOT be allowed only left turns into the townhomes.	N/A	General Comment	N/A	North Miami County Border	null	4/25/25	99.140.76.139:55705	25.8894864666268	-80.1550900336652
SPEEDING	N/A	General Comment	N/A	North Miami County Border	null	4/25/25	99.140.76.139:55706	25.8894719015355	-80.1552676975552
Drains all clogged. MAJOR FLOODING	N/A	General Comment	N/A	North Miami County Border	null	4/25/25	99.140.76.139:55713	25.8894539027018	-80.1555471535786
Street side parking spots way too narrow. Dangerous and cars get hit all the time..	N/A	General Comment	N/A	North Miami County Border	null	4/25/25	99.140.76.139:55715	25.8894656908071	-80.1553951337968
Install speed and surveillance cameras at the traffic light on NW 6th Ave & NW 125th St, facing east. Multiple car and pedestrian accidents/incidents at this intersection, with the most recent accident being a fatal one. Multiple cars speeding and racing day and night from NW 6th Ave & NW 125th St to NW 2nd Ave & NW 125th St.	N/A	General Comment	N/A	North Miami County Border	null	4/26/25	107.131.166.251:62964	25.8893351479395	-80.2087974909654
Install flashing pedestrian crossing signs at this intersection. Some drivers make right turns in the forward only lane when pedestrians have the right-of-way to cross the street.	N/A	General Comment	N/A	North Miami County Border	null	4/26/25	107.131.166.251:62964	25.8894459402999	-80.2087948087574
Install 'Left Turn Yield On Green' signage. Drivers turning left on a solid green light do not yield to drivers in the right turn only lane, who also have a solid green light.	N/A	General Comment	N/A	North Miami County Border	null	4/26/25	107.131.166.251:62964	25.8893478662196	-80.2089047793269
Install speed and surveillance cameras at the traffic light at NW 2nd Ave & NW 125th St, facing west. There are no traffic lights or stop signs from NW 2nd Ave & NW 125th St to NW 6th Ave & NW 125th St and vice versa. As a result, cars increase speed and race in this area.	N/A	General Comment	N/A	North Miami County Border	null	4/26/25	107.131.166.251:63010	25.8896351940892	-80.2028847592142
Gridlock heading east from 4-6pm M-F. Takes 20 minutes to go 2blocks. Unacceptable (!) Other times constant speeding. It's a 25 mph residential street on north side Why are speed limits not enforced here..?	N/A	General Comment	N/A	North Miami County Border	null	4/28/25	107.77.215.171:15537	25.8896946899184	-80.1564901674264
Car parks blocking sidewalk	N/A	General Comment	N/A	North Miami County Border	null	4/28/25	108.245.252.149:63915	25.9009670744494	-80.1725466469296
This is a dangerous crossing point for pedestrians; cars are flowing from NE 16 onto Arch Creek Road and the do not slow down.	N/A	General Comment	N/A	North Miami County Border	null	4/28/25	50.221.141.138	25.8963149418995	-80.165520463709
BRIGHTER STREET LIGHTING FLASHING STOP SIGNS SPEED CALMING DEVICES	N/A	General Comment	N/A	North Miami County Border	null	4/28/25	98.211.204.80:50278	25.9073114258875	-80.1752318708353
Would love to add a kayak launch pad for north miami residents that live in north miami	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	23.116.76.201:63109	25.8897392529082	-80.1513213225149
Beautify 119street from 7th Ave to 17th Ave with nicer landscaping	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	23.116.76.201:63142	25.8836157201694	-80.2154359205851
Have you seen all the garbage at this post office. I'm scared to drive inside and get a flat tire. What lawn service are they using as they don't pick up trash which runs into the street	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	23.116.76.201:63149	25.9085879766697	-80.1569011184872
Add some pretty flowers inside the round about or some statue It looks ugly	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	23.116.76.201:63161	25.8915893696558	-80.1527233922562
Too many signs in the corner of alamanda and croton. It is not necessary. I prefer trees.	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	23.116.76.201:63163	25.8913748854355	-80.1572742753393
There is a bump on the street that the city never fixes. It's like a big pot hole	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	23.116.76.201:63164	25.8924251720752	-80.1540866750048
Why did they close west Dixie highway. So many business lost because of this and more traffic. Please open west Dixie and 125th	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	23.116.76.201:63197	25.8922026879767	-80.1865887711478
This intersection needs to be fixed. Ever since they closed the connect from west Dixie highway there has bee n so much traffic.	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	23.116.76.201:63203	25.8904095567511	-80.1866433507704
There is a large middle/high and elementary school at the old Johnson and Wales building. There are no school zone signs.	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	75.144.102.17:64409	25.8933707068477	-80.165901227358
There is a large middle/ high school and elementary school here and NO school zone signs. It is a MDCPS and should have adequate signage.	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	75.144.102.17:64409	25.8939125811851	-80.1664564441933
There is a large elementary, middle and high school here. There are no school zone signs.	N/A	General Comment	N/A	North Miami County Border	null	4/29/25	75.144.102.17:64409	25.8934551244828	-80.1645467150794

APPENDIX

C

Policy and Process Changes

TABLE OF CONTENTS

POLICY AND PROCESS CHANGES 1
Existing Policies, Standards, Plans, and Processes 1
Recommendations 7

POLICY AND PROCESS CHANGES

This chapter outlines potential policy and process changes into daily decision-making to improve transportation safety outcomes and make strides toward the goal of zero road deaths and serious injuries.

Existing Policies, Standards, Plans, and Processes

This section summarizes **"Key Findings"** and **"Recommendations"** of the City's existing policies, standards, and processes to identify changes that will help the City make further strides toward the goal of zero traffic fatalities and severe injuries (i.e., Vision Zero). The analysis aims to highlight existing policy and processes by identifying key factors within the **2036 Comprehensive Plan**, the July **2024 Mobility Action Plan and Mobility Fee Executive Summary**, the **Land Development Regulations**, and City's **Applications**. As a result of identifying key factors, the recommendations provided herewith are intended to help daily decision making to lead future transportation planning and land development/redevelopment in a direction that enhances the City's efforts to make strides toward the goal of Vision Zero.

Key Findings:

1. Goals, Objectives, and Policies from the 2036 Comprehensive Plan that discuss mobility, transportation, pedestrian, walkability, and multimodal aspects:

FUTURE LAND USE ELEMENT

- **Objective 1.1:** Promotes walkable and connected communities, compact development, and a multimodal transportation system, including pedestrian, bicycle, and transit.
- **Objective 1.3:** Recognizes Transit-Oriented Development (TOD) to improve transit ridership, expand pedestrian access, and promote a vibrant mix of uses.
- **Policy 1.3.1:** Implements strategies from the TOD Master Plan and provides incentives for transit-oriented development.
- **Policy 1.3.2:** Prepares a Complete Streets plan for primary and secondary arterials.
- **Policy 1.3.4:** Creates a transit center overlay for the NE 125th Street Tri-Rail Coastal Link Station.
- **Policy 1.3.6:** Enhances façade and streetscape within the Planned Corridor Development (PCD) Overlay to support multimodal and pedestrian-friendly environments.
- **Policy 1.6.7:** Incorporates livability and pedestrian priority zone concepts for TOD areas, downtown, major corridors, and recreation spaces.

TRANSPORTATION ELEMENT

- **Goal 2A:** Provides a safe, convenient, effective, and efficient multimodal transportation system with an emphasis on public transportation.
- **Objective 2A.2:** Establishes a Transportation Concurrency Exception Area (TCEA) to support and fund mobility strategies.
- **Policy 2A.2.3:** Identifies targeted mobility strategies and funding opportunities to encourage mass transit access.
- **Policy 2A.2.7:** Implements recommendations from the Transportation Master Plan and Downtown and Major Corridors Master Plan to improve sidewalks and develop a well-connected bicycle network.
- **Policy 2A.6.1:** Maintains an inventory of existing sidewalks and updates it annually.
- **Policy 2A.7.4:** Requires pedestrian access in redeveloped areas and new developments.
- **Policy 2A.8.4:** Requires bicycle parking facilities in all new developments and redevelopment of non-residential uses.
- **Policy 2A.8.5:** Ensures bicycle access in redeveloped areas and new developments.

CLIMATE CHANGE ELEMENT

- **Objective 12.2:** Advances transportation and land-use choices that reduce fossil fuel use, improve mobility, and provide diverse transportation options.
- **Policy 12.2.1:** Supports the creation of a regionally coordinated public transportation system to reduce vehicle miles traveled and carbon emissions.
- **Policy 12.2.4:** Encourages connectivity between all modes of transportation and improves access to low carbon emission mobility options.
- **Policy 12.2.7:** Coordinates with Miami-Dade County to implement an efficient public transit system and expand pedestrian and bikeway networks.

2. Goals, Objectives, and Policies of the City's Comprehensive Plan that are highlighted within the **July 2024 Mobility Action Plan and Mobility Fee Executive Summary**:

- **Goal 2A** of the Transportation Element is: "Provide for a safe, convenient, effective and efficient motorized and non-motorized transportation system, which is intricately related to the size, character and land use pattern of North Miami and improves the level the multimodal transportation system with an emphasis on public transportation systems, where feasible, for all of the city's residents and visitors."
- **Policy 2A.2.4** of the Transportation Element is: "The City shall ensure funding mechanisms for mobility strategies through the Land Development Code, as appropriate."
- **Objective 2A.4** of the Transportation Element is: "The City will preserve and protect the character of neighborhoods defined by the City of North Miami Neighborhood Map establishing the boundaries of neighborhoods within the City. The City will require that all capacity improvements, including road dieting, traffic calming, mass transit, bicycle and pedestrian enhancements, be considered prior to moving forward with any road widening project that impacts the character of established adjacent neighborhoods. In partnering with neighborhood leaders, the City shall ensure that all future thoroughfares and expressway projects include opportunities for community input and consider design elements that favor safe, balanced, livable streets that accommodate various modes of travel."
- **Objective 2A.6** of the Transportation Element is: "Increase the amount of pedestrian activity on streets within the TCEA by providing adequate facilities to promote a more walkable, safer pedestrian environment."
- **Goal 2B** of the Transportation Element is: "Develop a safe, convenient and efficient public transportation system within North Miami for residents, businesses, and visitors, with particular emphasis on adequate service for the "transportation disadvantaged" population within the City."
- **Goal 2C** of the Transportation Element is: "Preserve and enhance desirable development patterns that support the City's vision to provide for a safe, convenient and efficient motorized and non-motorized transportation system to satisfy the transportation needs of the City's residents and visitors through the implementation of the City's Capital Improvement Plan (CIP) and the Community Redevelopment Agency (CRA) Plan."

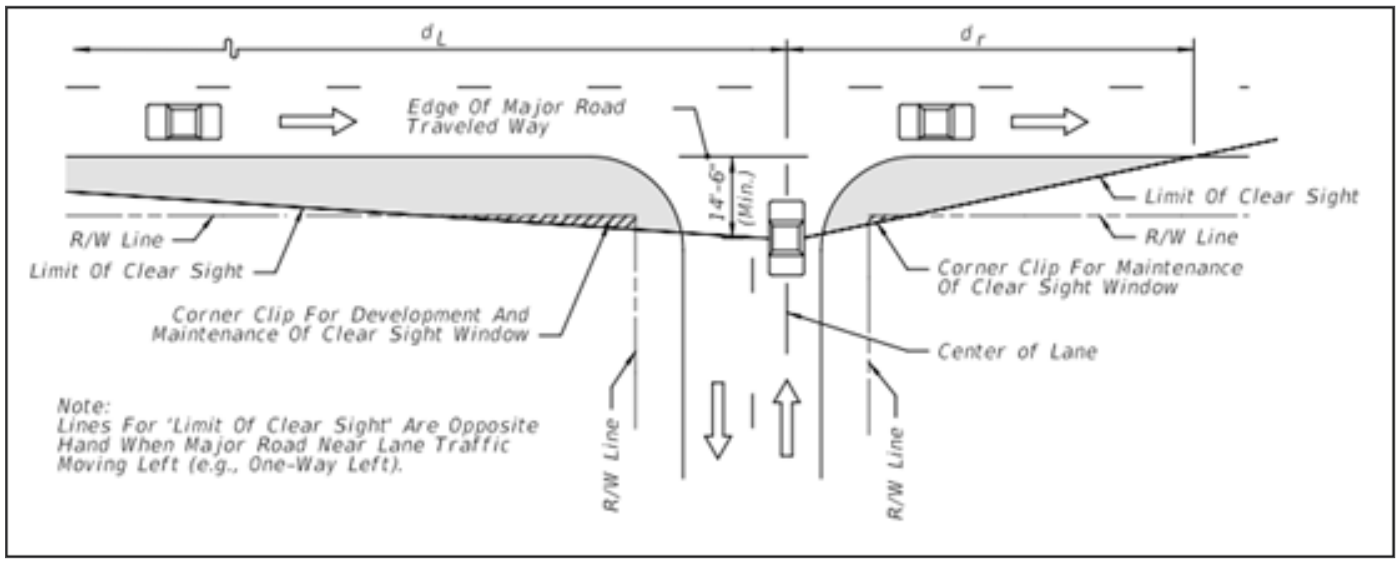
The above-mentioned Goals, Objectives, and Policies demonstrate the City's desire to enhance mobility, promote walkability, and develop a multimodal transportation system that embraces the goal of zero fatalities and severe injuries on public roads. The implementation/action to achieve the Mobility Action Plan needs to be formulated/incorporated into Standards and/or Ordinances/Land Development Regulations that become effective regulatory requirements based on the best practices/industry standards.

3. Policies/Code Sections within the **Land Development Regulations** that can be used during the City's regulatory review process and/or can also be enhanced to emphasize best practices/industry standards. Note, although these are key findings, there are some recommendations in this section:

- **Article 3. Development Review, Division 2. – General Development Review Procedures, Sec. 5-202. – Application**
  - Implement safety features outlined in the Mobility Action Plan that will become regulations/ code standards to effectively meet the goal of zero fatalities and severe injuries on public roads.
  - Incorporate item(s) within the application that states the applicant shall utilize the City's Mobility Action Plan when applicable.
- **Article 5. Development Standards, Division 12. – Minimum Landscaping and Buffering Requirements, Sec. 5-1201. – In General**
  - Implement best practice/industry safety standards that will become regulations/code standards to effectively meet the goal of zero fatalities and severe injuries on public roads.
  - Enhance the code section to improve use of crosswalks by deterring midblock crossing by requiring medians to have continuous landscape material that is thick and low lying as to not restrict vehicular visibility.

Well-maintained continuous shrubs that prevent pedestrians from crossing outside the crosswalk (Image: Google)

- **Article 5. Development Standards, Division 12. – Minimum Landscaping and Buffering Requirements, Sec. 5-1203. – General standards**
  - Implement design and safety features outlined in the Mobility Action Plan that will become regulations/ code standards to effectively meet the goal of zero fatalities and severe injuries on public roads.
  - Enhance the code section to require irrigation systems to not off-shoot into sidewalks, bicycle paths, and/or roadways.
- **Article 5. Development Standards, Division 12. – Minimum Landscaping and Buffering Requirements, Sec. 5-1211. – Safe sight distance triangle**
  - Provides regulations/code standards that can be utilized during the regulatory review process to effectively try to meet the goal of zero fatalities and severe injuries on public roads.
  - This code section should be enhanced and emphasized – "A. Safe sight distance triangle. The safe sight distance triangle area shall not contain obstructions to cross-visibility at a height of two and one half (2 ½) feet to seven (7) feet above grade, in order to minimize traffic hazards at street or driveway intersections. Potential obstructions include, but are not limited to, structures, grass, ground covers, shrubs, vines, hedges, trees, rocks, walls and fences."



Clear Sight Triangles (Source: FDOT Design Manual)

Undesirable straight-in, back-out parking layout (Source: Google)

- **Article 5. Development Standards, Division 14. – Parking and Loading, Sec. 5-1401. – General criteria**
  - Provides regulations/code standards that can be utilized during the regulatory review process to effectively try to meet the goal of zero fatalities and severe injuries on public roads.
  - This code section should be enhanced and emphasized – "(K)(1)(a)…Configurations which require backing directly onto a street, excluding alleys, from a parking or loading space are prohibited…"

- **Article 6. Nonconformities**
  - Provides regulations/code standards that can be utilized during the regulatory review process to effectively try to meet the goal of zero fatalities and severe injuries on public roads by eliminating nonconforming situations and bringing them into compliance, as much as possible.
  - This code section should be enhanced and emphasized – "(A). Purpose and intent. The purpose of this article is to regulate and limit the development and continued existence of uses, structures, and lawful lots established prior to the effective date of these regulations and subsequent amendments hereto, which do not conform to the requirements of these regulations. Many nonconformities may continue, but the provisions of this article are designed to curtail substantial investment in nonconformities and to bring about their eventual improvement or elimination in order to preserve the integrity of these regulations and the character of the city."

4. The Applications that are provided to applicants briefly touch on the subject of transportation, and/or do not mention or request information regarding mobility, pedestrians, walkability, and multimodal aspects. Requesting the applicant to be cognizant of and/or acknowledge these aspects upfront in the development review process will help to make meaningful strides towards the goal of zero fatalities and severe injuries on public roads. Below are examples of the applications that could be modified to enhance and emphasize the City's goal:

- ***Zoning Pre-Application Meeting Request Form (PDF)***
- ***Administrative Site Plan Review (PDF)***
- ***Development Review Committee (PDF)***

Recommendations

A key component to implementing a successful Vision Zero plan is having a **designated Vision Zero champion**. One recommendation is to have at least one assigned individual who is knowledgeable of the Vision Zero goals/initiatives so he/she can be the advocate to ensure the implementation and coordination of these actions/recommendations.

The categories below with their listed recommendation(s) are being used to enhance the above-mentioned **"Key Findings"** that analyzed the City's Comprehensive Plan, Mobility Plan, LDRs (note that additional recommendations are listed within that section), and Applications:

- School speed zones/School Bus Stop Safety/Safe Routes to School
  - Coordinate with Miami-Dade County Public School (MDCPS), Miami-Dade County Department of Transportation and Public Works (DTPW), and FDOT.
  - Look for ways to implement actions plans (i.e., Automated School Zone Speed Enforcement – HB 657) that promote safe travel to and from schools.
  - Consider adding a section and/or modifying the existing Mobility Action Plan to identify the best practices for improving road safety for students. Examples:
    - Active coordination with MDCPS, local schools, City, TPO, and DTPW to develop SRTS infrastructure grant applications to improve students walking and biking
    - Review adequacy of crossing guards and locations
    - Participation in Walk to School Day and educational programs
    - Parent education during Parent-Teacher Association (PTA) meetings, etc.
    - Coordination with law enforcement to identify road safety issues near specific schools and communicate to schools for education/awareness

BUS STOPS

- Look for ways to implement actions that promote safe travel to and from bus stops.
- Utilizes best practice design standards (i.e., see recommendation under Lighting).
- Utilize best practices to minimize distance of crosswalks to designated bus stops. When new crosswalks are provided, re-evaluate near-by bus stops to improve accessibility.
- Promote safety messages at bus stops and within buses by coordinating with County, Miami-Dade TPO, and municipality's community outreach services.
- Identify desired bus stop amenities and safety features such as sidewalk width, sidewalk obstructions/hazards, bike racks, shelters, lighting, ADA facilities, etc. and coordinate with transit providers and developers to make enhancements.
- Coordinate with all transit providers serving North Miami to require establishing/utilizing designated bus stops to minimize pedestrians crossing mid-block.

RAILROAD CROSSINGS

- Coordinate with Miami-Dade County DTPW and FDOT to evaluate rail crossings and corridors for safety improvements. This will help ensure the implementation of improvements within all programmed transit upgrades along rail corridors as transit capital projects are implemented where feasible.
- Coordinate with Miami-Dade County DTPW and FDOT to review traffic signal preemption phases for near-by signalized intersections to ensure conflicting movements are cleared before gate closure and curtailed during rail gate closures. Both high-speed and freight rail operations should be considered because of the unique operating characteristics.
- Look for ways to promote education regarding safe practices for pedestrians, drivers, and cyclists at railroad crossings. Utilize other agencies such as the Miami-Dade County DTPW, Miami-Dade TPO Freight Transportation Advisory Committee (FTAC), and FDOT.

FDOT Statewide Traffic and Railroad Initiative Using Dynamic Envelopes (Source: FDOT)

LIGHTING

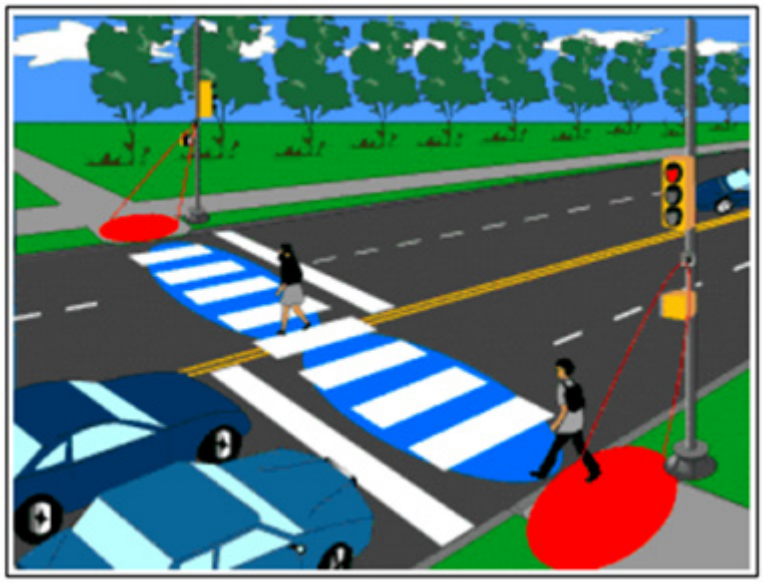
- Implement a policy to expand the use of Light Emitting Diode (LED) lighting for all new and retrofit projects throughout the City (i.e., replacing High-Pressure Sodium (HPS) fixtures).
- Implement pedestrian-scale lighting that is low lying (i.e., under tree canopies) to supplement streetlighting.
- Coordinate with Miami-Dade County and City staff to understand the schedule for tree maintenance and establish priority maintenance schedule for streets that have extensive tree canopies to maintain street lighting and improve visibility.
- Implement the use of Code Enforcement as a tool to provide a proactive approach reaching out to property owners to maintaining landscape material that may be blocking lighting for visual safety along sidewalks and roadways.
- Implement a policy to require all transit stops include lighting improvements to create safe nighttime connectivity between nearby crosswalks and transit stops.
- Consider the use of Smart Lighting Technology (adaptive lighting techniques) to notify the maintaining agencies when the lights are not functioning properly.
- Implement a policy with design guidelines to reflect that all lighting infrastructures (toolboxes, cabinets, etc.) should be elevated in areas with high flood risk where feasible. Also, consider the use of aluminum materials for lighting conductors to reduce risk of theft and reduce lighting outages.
- Provide at minimum one streetlight per residential street intersection.

A uniformly lit intersection (Source: FHWA)

PEDESTRIAN/BICYCLE FACILITIES, MIDBLOCK CROSSING

- Regularly inspect and repair sidewalks and non-motorized user infrastructure (e.g., Bicycle lanes).
- Eliminate nonconforming conditions of Sidewalks and Bicycle paths.
- Provide crosswalk connections and ADA facilities on residential street intersections.
- Coordinate with Miami-Dade County DTPW and FDOT to install Accessible Pedestrian Signals (APS) at signalized crosswalks near schools and high pedestrian locations. Install passive pedestrian detection technologies at signalized crosswalks near schools and locations with low pedestrian compliance.
- Promote/educate the use of crosswalks and signalized crossings to prevent midblock crossing.
- Provide standards/regulations within the LDRs that require enhanced continuous landscape medians.
- Utilize Code Enforcement, Development Orders, and Field Staff as tools to ensure medians are maintained as continuous landscape medians to prevent cut-throughs in the landscape material.

Example of automated pedestrian detection (Source: El-Urfali/FDOT, 2019)



MICROMOBILITY

Networks that allow for commuters to travel short distances by way of lightweight, single-person vehicles, such as bicycles and scooters. In essence, a micromobility network provides shared mobility solutions and helps to better connect communities while prioritizing bicyclist and pedestrian safety.

- Promote safety messaging of the usages (i.e., bikes, scooters, etc.).
- Consider incorporating the County's Micromobility Network into the City's Mobility Action Plan.
- Coordinate with Miami-Dade County Department of Transportation and Public Works, and the City's Public Safety Department.

NEIGHBORHOOD STREETS

- Coordinate with FDOT, Miami-Dade County Department of Transportation and Public Works, and City's Public Safety to identify and discuss speeds, roadway classification, along with best practices.
- Mark centerlines on all residential streets.
- Implement a 25-mph neighborhood speed limits in residential districts based on street classification.
- Implement the recommendations of Citywide Traffic Calming Plan.

TECHNOLOGY

- Utilize/implement the current technologies being used by State, County, and Municipal agencies.
- Consider internal purchasing policies to opt for all new vehicles being added to the City's fleets to have the latest crash-reduction technologies at the time of purchase.

APPENDIX

D

Strategy and Project Selection

TABLE OF CONTENTS

STRATEGY AND PROJECT SELECTION 1

HIN-Specific Countermeasures 1

Field Visits 1
Countermeasures 2
Countermeasure Sketches 2
Segment S-1 Overview 3
Segment S-1 Countermeasures 4
HIN Segments Cost Estimates 5

Systemic Countermeasures 6

Systemic Countermeasures for Focus Areas 6
Systemic Countermeasure Sketches 15

Prioritization of HIN Locations 16

Priority Segment Locations 16
Priority Intersection Locations 17

LIST OF FIGURES

Figure 1: Field Review Study Segments and Intersections 2
Figure 2: HIN Segment S-1 Overview 3
Figure 3: HIN Segment S-1 Countermeasures Sketch 4
Figure 4: Safety Focus Area Crash Trees 7
Figure 5: Signalized Intersection Systemic Countermeasures 15

LIST OF TABLES

Table 1: Preliminary HIN-Specific Countermeasures Costs 5
Table 2: Signalized Intersection Systemic Countermeasures 8
Table 3: 2-Lane Local Street Systemic Countermeasures 9
Table 4: Multi-Lane Highways Systemic Countermeasures 10
Table 5: Vulnerable Road Users Systemic Countermeasures 12
Table 6: Nighttime Crashes Systemic Countermeasures 13
Table 7: School Areas Systemic Countermeasures 14
Table 8: Prioritization Scoring Criteria 16
Table 9: Prioritization Scoring: Segments 17
Table 10: Prioritization Scoring: Intersections 18

STRATEGY AND PROJECT SELECTION

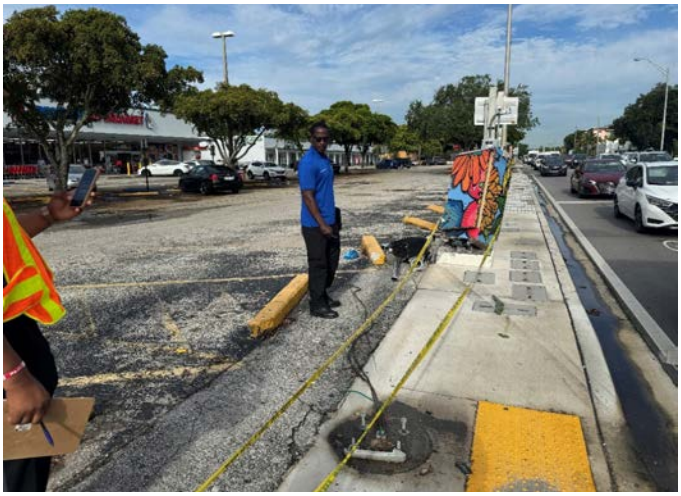
Safety countermeasures and strategies were identified through a combination of historical safety analysis, on-site field observations, best practices research, and feedback from the Steering Committee members and public. A primary consideration of strategy selection is the ability to support the objectives of the VZ SAP and effectiveness at reducing fatal and serious injury crashes. Both engineering and non-engineering countermeasures were considered. The proposed safety countermeasures are divided into two groups: location-specific (HIN segments and priority intersections) and systemic countermeasures.

HIN-Specific Countermeasures

Location-specific safety countermeasures for state and local roads were determined using the results from the crash data analysis, field review observations, and Steering Committee and community feedback. The proposed countermeasures targeted fatal and serious crashes on roadway segments and intersections identified in the HIN summarized in Chapter 2 of the VZ SAP.

Field Visits

Field visits were conducted on Wednesday, July 9th, 2025 and Tuesday, July 15th, 2025 to observe select HIN roadway segments and intersections. Contextual factors observed included road user behavior, traffic patterns, traffic control devices, and status of roadway elements. The field visits included staff from the City of North Miami Neighborhood Services Department (NSD) and Kimley-Horn. **Figure 1** presents a map of the roadway segments and intersections (outside the HIN segments) reviewed during the field visits. A total of 28 locations were reviewed. These included nine HIN segments (7 state and 2 local) and 14 HIN priority intersections that were within the HIN segments. Another five priority intersections that were outside of the HIN segments were reviewed. Therefore, a total of 19 priority intersections and 9 HIN segments were reviewed to identify location specific countermeasures.



Field Visits

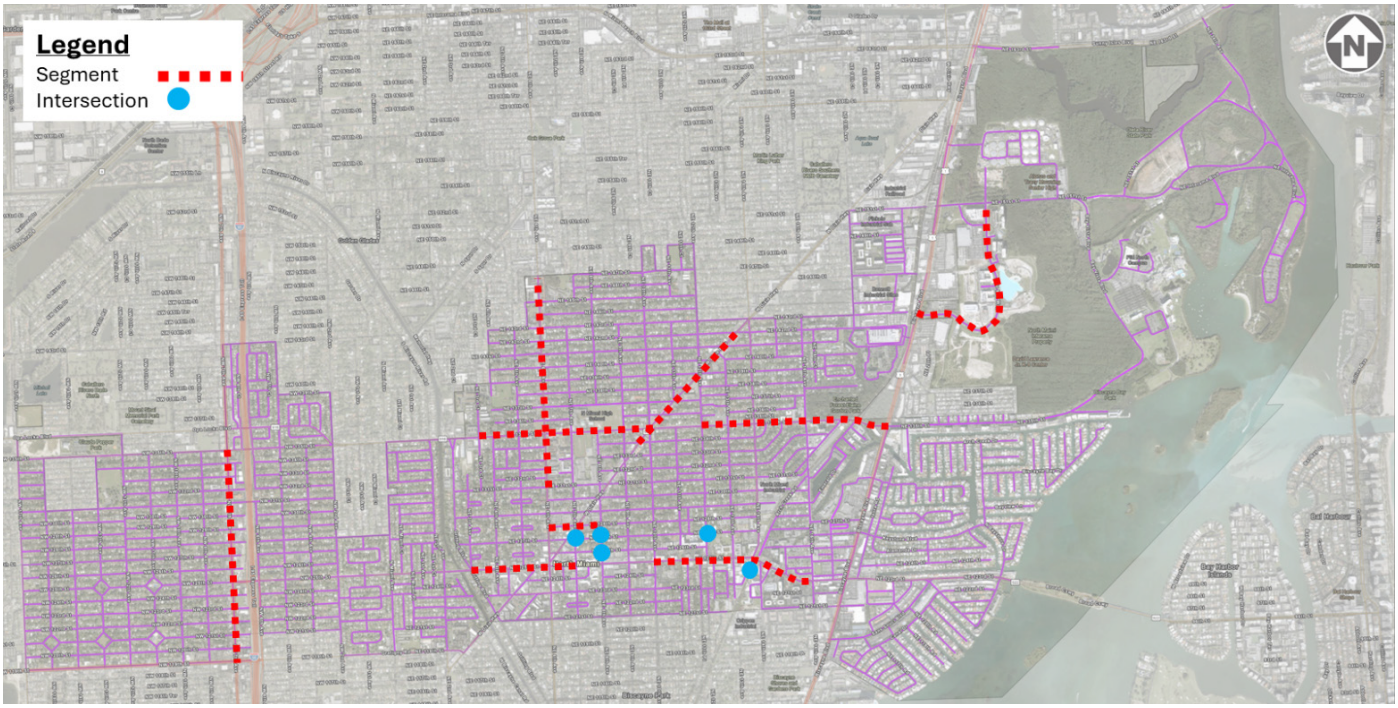


Figure 1: Field Review Study Segments and Intersections

Countermeasures

A total of nine (9) roadway segments, including seven (7) state-maintained and two (2) locally-maintained were reviewed and location-specific conceptual countermeasures were determined. Note that further studies and coordination are needed to refine these countermeasures and determine feasibility. HIN-specific summary sheets that detail crash trends, roadway characteristics, and countermeasures are included in **Attachment A.**

Countermeasure Sketches

HIN-specific countermeasure sketches were created for the nine roadways segments identified as priority. The sketches present the location of each countermeasure and provide visual examples of countermeasure applications. All sketches are included in **Attachment B**. The following subsections provide an example of countermeasures proposed for the HIN Segment S-1 (SR 916/NE 135th Street from NE 3rd Court to SR 909/W Dixie Highway).

Segment S-1 Overview

Figure 2 summarizes notable crash trends, roadway characteristics, and planning-level countermeasures for Segment S-1 (SR 916/NE 135th Street from NE 3rd Court to SR 909/W Dixie Highway). The HIN segment is 0.82 miles long and experienced 764 crashes between 2019 and 2024, which included five fatal crashes and seven serious injury crashes. There were 13 crashes involving pedestrians, including one fatal crash; nine crashes involving motorcyclists, including two fatal crashes; and four crashes involving bicyclists, including one fatal crash. There were 252 nighttime crashes, which resulted in 10 severe crashes (fatal or serious injury).

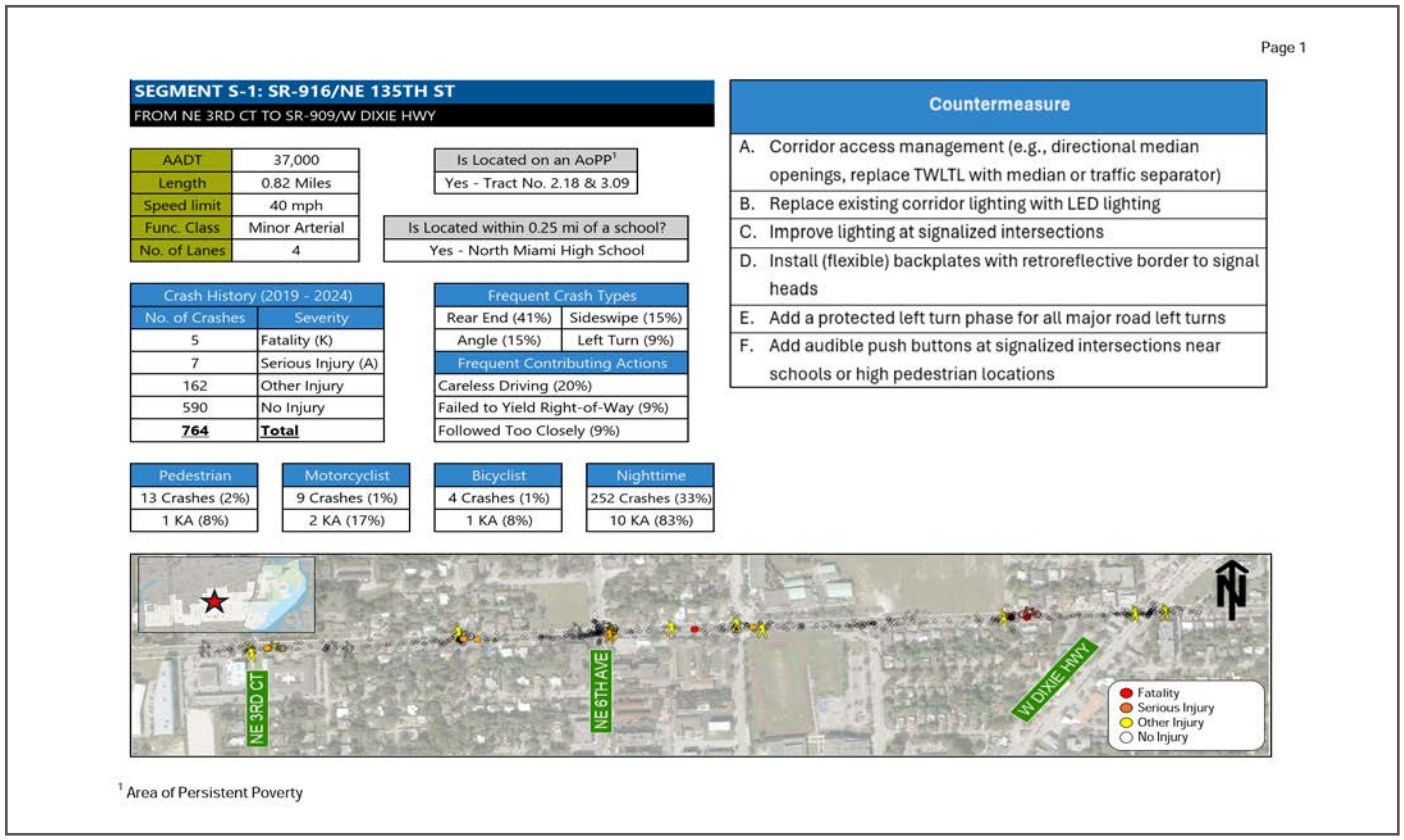


Figure 2: HIN Segment S-1 Overview

Segment S-1 Countermeasures

Figure 3 presents conceptual countermeasures for Segment S-1 (SR 916/NE 135th Street from NE 3rd Court to SR 909/W Dixie Highway). The preliminary countermeasures include corridor access management, lighting improvements, protected left turn phases, backplates with retroreflective border added to signal heads, and pedestrian facility enhancements at signalized intersections. Note that further studies and coordination are needed to refine these countermeasures and determine feasibility. The preliminary construction cost estimate of proposed countermeasures is $1,980,000.

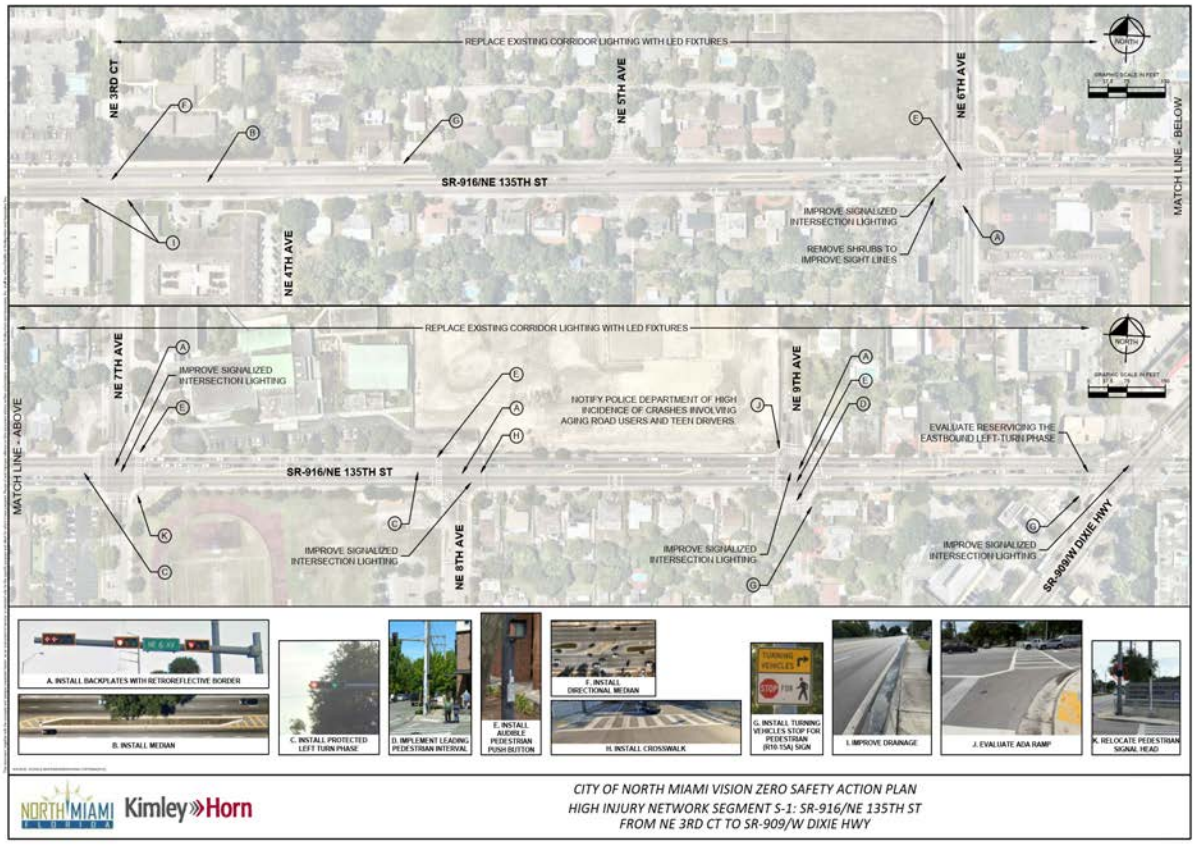


Figure 3: HIN Segment S-1 Countermeasures Sketch

HIN Segments Cost Estimates

Planning level cost estimates were devised for all nine (9) selected HIN roadway segments shown in **Table 1.** Based on the planning level costs analysis, the total cost to implement all HIN-specific countermeasures is approximately $13 million dollars, which includes construction, MOT, mobilization, and contingency cost, not including design fees. Note that the costs are preliminary and coordination with partner agencies is expected.

SEGMENT NUMBER	ROADWAY	BEGIN	END	MAINTAINING AGENCY	PRELIMINARY COST
S-1	SR-916/NE 135TH ST	NE 3RD CT	SR-909/W DIXIE HWY	FDOT	$1,980,000
S-2	SR-909/W DIXIE HWY	NE 134TH ST	NE 142ND ST	FDOT	$1,740,000
S-3	SR-922/NE 125TH ST	NE 3RD AVE/ GRIFFING BLVD	NE 7TH AVE	FDOT	$680,000
S-4	SR-915/NE 6TH AVE	NE 131ST ST	NE 147TH ST	FDOT	$940,000
S-5	SR-922/N MIAMI BLVD	NE 10TH AVE	NE 16TH AVE	FDOT	$2,080,000
S-6	SR-916/NE 135TH ST	NE 12TH AVE	US-1/BISCAYNE BLVD	FDOT	$1,980,000
S-7	US-441/NW 7TH AVE	SR-924/NW 119TH ST	SR-916/NW 135TH ST	FDOT	$1,730,000
L-1	NE 143RD ST/SOLE MIA WAY	US-1/BISCAYNE BLVD	NE 151ST ST	City/Private	$1,470,000
L-2	NE 128TH ST	SR-915/NE 6TH AVE	NE 8TH AVE	City	$500,000
Preliminary Construction Total (does not include design fees)					**$13,100,000**

Table 1: Preliminary HIN-Specific Countermeasures Costs

Systemic Countermeasures

Systemic countermeasures are engineering treatments or strategic initiatives that have widespread applicability. The systemic approach identifies locations with similar roadway characteristics and risk factors and typically applies low-to-moderate cost countermeasures. Systemic improvements target safety challenges within various focus areas throughout the City.

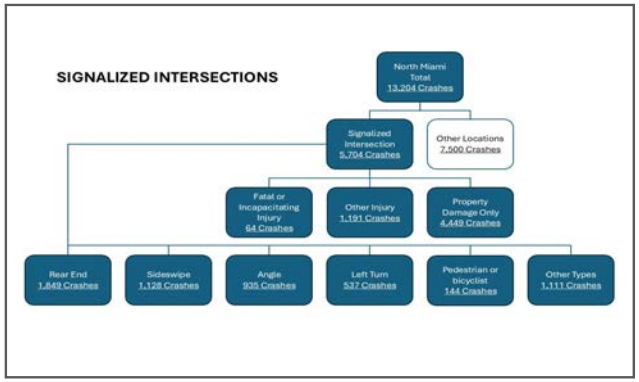
Systemic countermeasures were identified for six safety focus areas. Engineering treatments and/or strategic initiatives were developed for each focus area. These countermeasures were developed and refined using input provided by the Steering Committee members and City residents.

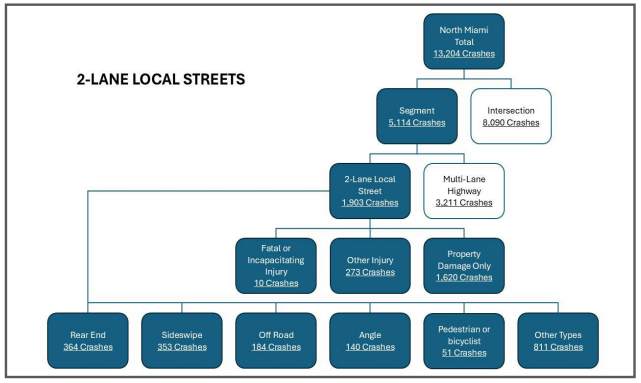
Systemic Approach (Source: FHWA's Systemic Safety User Guide)

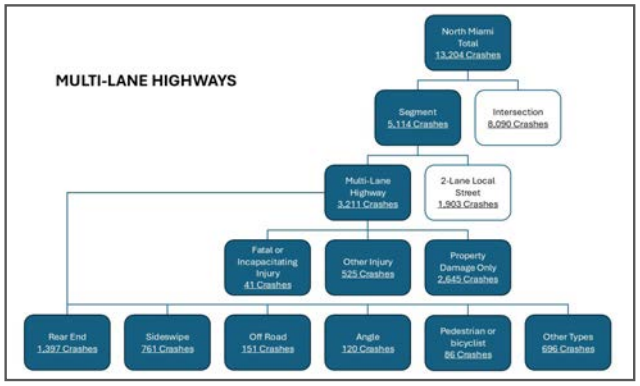
Systemic Countermeasures for Focus Areas

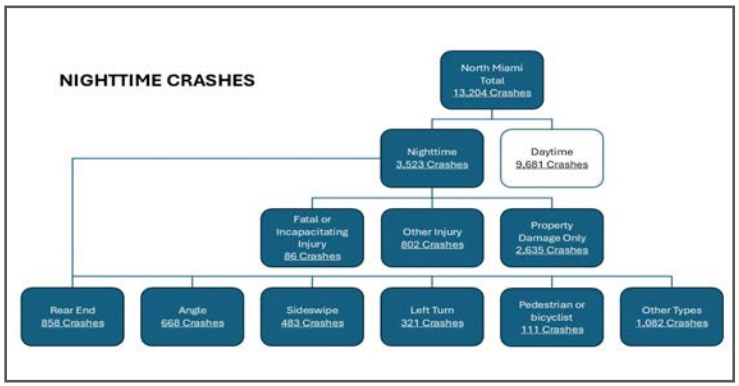
Crash trees were created to provide justification for developing systemic countermeasures for the six focus areas (**Figure 4**). Crash trees for all focus areas are summarized below. The systemic countermeasures for each focus area are summarized in **Tables 2-7**. A risk factor was tied to each countermeasure to emphasize the need for each recommendation.

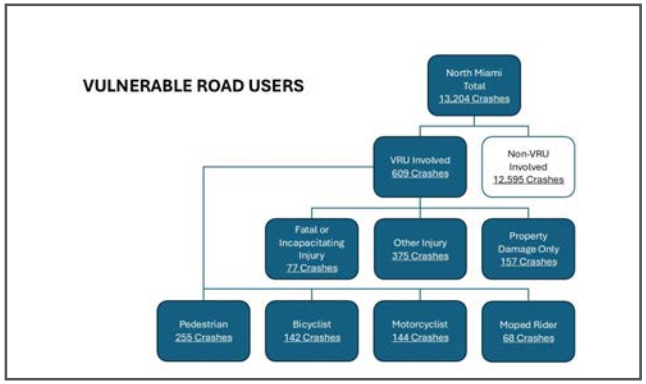
- Signalized Intersections
- Vulnerable Road Users
- Multi-Lane Roads
- School Areas
- Nighttime Conditions











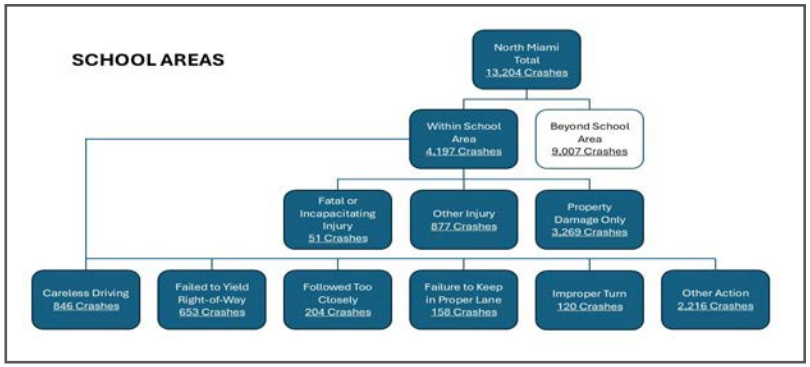


Figure 4: Safety Focus Area Crash Trees

RISK FACTOR	COUNTERMEASURE	NOTE
Inadequate visibility of traffic signals	Install (flexible) backplates with retroreflective border	
Inadequate visibility of traffic signals	Provide one signal head per through lane	Applicable to multi-lane roads.
Conflicts involving left turning vehicles	Install a protected left turn phase	On major roads with a dedicated left turn lane
Conflicts involving left turning vehicles	Install left-turn guide pavement markings	Prioritize skewed intersections and intersections with undivided roads
Conflicts involving left turning vehicles	Offset left turn lanes to improve sight lines	
Red light running	Evaluate the adequacy of All Red clearance interval	
Traffic weaving/ lane changing	Install advance Next Signal signs	
Inadequate intersection lighting	Improve intersection lighting	
Vehicle-pedestrian conflicts at crosswalks	Install special emphasis crosswalk markings	
Vehicle-pedestrian conflicts at crosswalks	Evaluate adequacy of pedestrian clearance intervals	
Pedestrians crossing against the signal	Reduce pedestrian wait times/ prioritize ped calls	
Pedestrians crossing against the signal	Implement Accessible Pedestrian Signals (APS)	Prioritize locations with low use of pedestrian signals, near schools, and pedestrians with disabilities
Pedestrian crashes with turning vehicles	Implement Leading Pedestrian Interval (LPI)	Further analysis is needed
Pedestrian crashes with turning vehicles	Implement curb extension	
Pedestrian crashes with left turning vehicles	Install hardened centerlines	
Vehicle-bicycle conflicts	Implement bike boxes at priority locations	
Delays for bicycles	Provide bike-activated signal detection	
Delays for motorcyclists	Verify traffic signal actuation by motorcycles	

Table 2: Signalized Intersection Systemic Countermeasures

RISK FACTOR	COUNTERMEASURE	NOTE
No centerline pavement markings	Install yellow centerline pavement markings	
Speeding on local streets	Implement a 25 MPH speed limit on low volume residential streets	Additional traffic calming measures may be required for an effective reduction of speeding.
No lighting at intersections	Install a minimum of one streetlight per intersection	
Sightline limitations at intersections	Improve sight lines at intersections	
Poorly defined intersections	Install curbs at intersections with proper curb-return radii	
Failure to yield at intersections	Evaluate 4-way stop control	

Table 3: 2-Lane Local Street Systemic Countermeasures

RISK FACTOR	COUNTERMEASURE	NOTE
Operating speed exceeding the posted speed limit	Evaluate signal coordination and cycle lengths	Add planned stop points to break the traffic progression on main corridors
Operating speed exceeding the posted speed limit	Implement portable speed feedback signs and/or speed limit signs with flashing LED on border	
Inconsistent street lighting	Install lighting on both sides of street	
Inconsistent street lighting	Address impacts of landscaping on streetlights	
Traffic weaving and crossing on undivided roads with TWLTL	Replace TWLTL with raised median/ traffic separator	
Closely spaced driveways	Consolidate driveways	
Pedestrians crossing mid-block	Install mid-block crosswalks	
Pedestrians crossing mid-block	Relocate bus stops closer to intersections/crosswalks	Coordinate with transit agencies
Cyclists on sidewalk	Improve sight lines at driveways and connecting streets	
Cyclists on sidewalk	Install bike lanes with buffer	
Roadway surface hazards for cyclists	Install bicycle safe grates	
Lane departures (at curves)	Install curve warning signs	

Table 4: Multi-Lane Highways Systemic Countermeasures

RISK FACTOR	COUNTERMEASURE	NOTE
Pedestrians*		
Vehicle operating speeds	Establish context sensitive target, design, and posted speed limits	Implement geometric modifications to achieve target speeds
Pedestrians crossing mid-block	Install mid-block crosswalks with traffic control	
Pedestrians crossing mid-block	Add pedestrian refuge islands/ convert TWLTL to medians	
Pedestrians crossing mid-block	Relocate bus stops closer to intersections	
Pedestrians crossing mid-block	Install median barriers such as shrubs or fence	
Pedestrians crossing mid-block	Safety education/ enforcement	
Lack of driver awareness of pedestrian activity	Install advance warning signs (static or flashing)	Examples: Pedestrian warning signs with flashers
Poor nighttime visibility of pedestrians	Improve street lighting effectiveness	Examples: Convert to LED, install lighting on both sides of streets, mitigate interference from trees
Poor nighttime visibility of pedestrians	Install pedestrian scale lighting	
Poor nighttime visibility of pedestrians	Encourage use of retroreflective vests and light-colored clothing	
Bicyclists*		
Cyclists on sidewalk	Install bike lanes with buffer	
Absence of bike facilities on major roads	Install alternative bike facilities on low traffic stress roads	
Vehicle-cycle conflicts at driveways	Install warning signs at driveways to improve driver awareness	
Vehicle-cycle conflicts at driveways	Improve sight lines	Examples: Trim shrubs, lower height of privacy fences, relocate utility poles
Vehicle-cycle conflicts at right turn lanes	Install green bike lane markings	
Roadway surface hazards for cyclists	Install bicycle safe grates	

RISK FACTOR	COUNTERMEASURE	NOTE
Poor nighttime visibility of cyclists	Encourage use of reflective vests and light-colored clothing	
Poor nighttime visibility of cyclists	Improve street lighting effectiveness	Examples: Convert to LED, install lighting on both sides of streets, mitigate interference from trees
Motorcyclists*		
Uneven roadway surface	Pothole maintenance, eliminate raised manhole covers, steel plates, etc.	
Work zone hazards for motorcyclists	Work zone planning and training on motorcycle safety.	Examples: pavement unevenness, appropriate design speeds, advanced signs, lighting/ retroreflectivity.
Slippery road surface under wet conditions	Improve pavement skid resistance of high motorcycle use corridors. Verify friction of pavement markings.	
Speeding by motorcyclists	Targeted enforcement of speeding and impaired riding	
Non-use of helmets	Encourage use of helmets; enforce helmet compliance for riders under 21	
Lack of driver awareness of motorcyclists	Implement motorcycle awareness safety messages; encourage rider conspicuity clothing; use continuous headlights	
Roadside hazards	Relocate hazards out of clear zone. Retrofit roadside barriers (e.g., guardrails) to enhance protection for motorcycles.	

* For strategies at signalized intersections, see Systemic Safety Countermeasures at Signalized Intersections

Table 5: Vulnerable Road Users Systemic Countermeasures

RISK FACTOR	COUNTERMEASURE	NOTE
Inconsistent street illumination	Install lighting on both sides of street	
Inconsistent street illumination	Replace High Pressure Sodium (HPS) light fixtures with LED fixtures	
Inconsistent street illumination	Address interference from trees.	
Poor maintenance of lighting	Implement a program to identify and replace non-operational luminaires	
Inadequate intersection lighting	Improve intersection lighting; extend lighting to include turn lanes	
Poor nighttime visibility of pedestrians and cyclists	Install pedestrian scale lighting	
Poor nighttime visibility of pedestrians	Encourage use of retroreflective vests and light-colored clothing	
Inadequate visibility of traffic signals	Provide one signal head per through lane	Applicable to multi-lane roads.
Inadequate visibility of traffic signals	Install flexible backplates with retroreflective border	
Poor visibility of traffic signs, RPMs	Improve sign retroreflectivity; replace worn/missing RPMs	
Aging road users	Install oversized advance warning signs	
Uneven roadway surface	Pothole maintenance, eliminate raised manhole covers, steel plates, etc.	
Nighttime speeding by motorists	Enforcement of speeding and impaired driving	
Impaired vulnerable road users	Enforcement targeting impaired pedestrians, cyclists, and motorcyclists	

Table 6: Nighttime Crashes Systemic Countermeasures

RISK FACTOR	COUNTERMEASURE	NOTE
Deficient walking/biking infrastructure	Develop SRTS infrastructure improvements	Coordinate with Miami-Dade County Public Schools (MDCPS) and Miami-Dade MPO for grant applications
Deficient walking/biking infrastructure	Remove/relocate potential hazards for student pedestrians/cyclists within existing sidewalks	Conduct Road Safety Audits to identify hazards
Vehicles speeding within school speed zones	Automated speed enforcement during school hours	As established in the Florida Statute
Vehicles speeding near schools	Determine the need for school speed zones, and/or reevaluate existing speed zones for signing/marking consistency with current standards	
Inadequate crossing guards	Evaluate frequent student crossing locations and confirm availability of crossing guards.	
Inadequate crossing time at traffic signals near schools	Evaluate if Pedestrian Walk interval is adequate during school arrival and dismissal times	
Poor utilization of crossing facilities	Install audible push buttons near schools.	Implement passive pedestrian detection at high student crossing locations.
Poor utilization of crossing facilities	Safety education campaigns targeting student pedestrians	Coordinate with Community Traffic Safety Team (CTST)
Non-use of protective gear by pedestrians/ cyclists	Encourage helmet use and high visibility gear	Coordinate with CTST/ FDOT

Table 7: School Areas Systemic Countermeasures

Systemic Countermeasure Sketches

Concept level sketches for systemic countermeasures were created for the signalized intersections, multi-lane highways, and residential streets focus areas. These sketches illustrate the applicability of the systemic countermeasures on roadway segments and intersections. The concept sketches are included in **Attachment C**.

An example of a sketch developed to illustrate potential systemic countermeasures identified for signalized intersections is below.

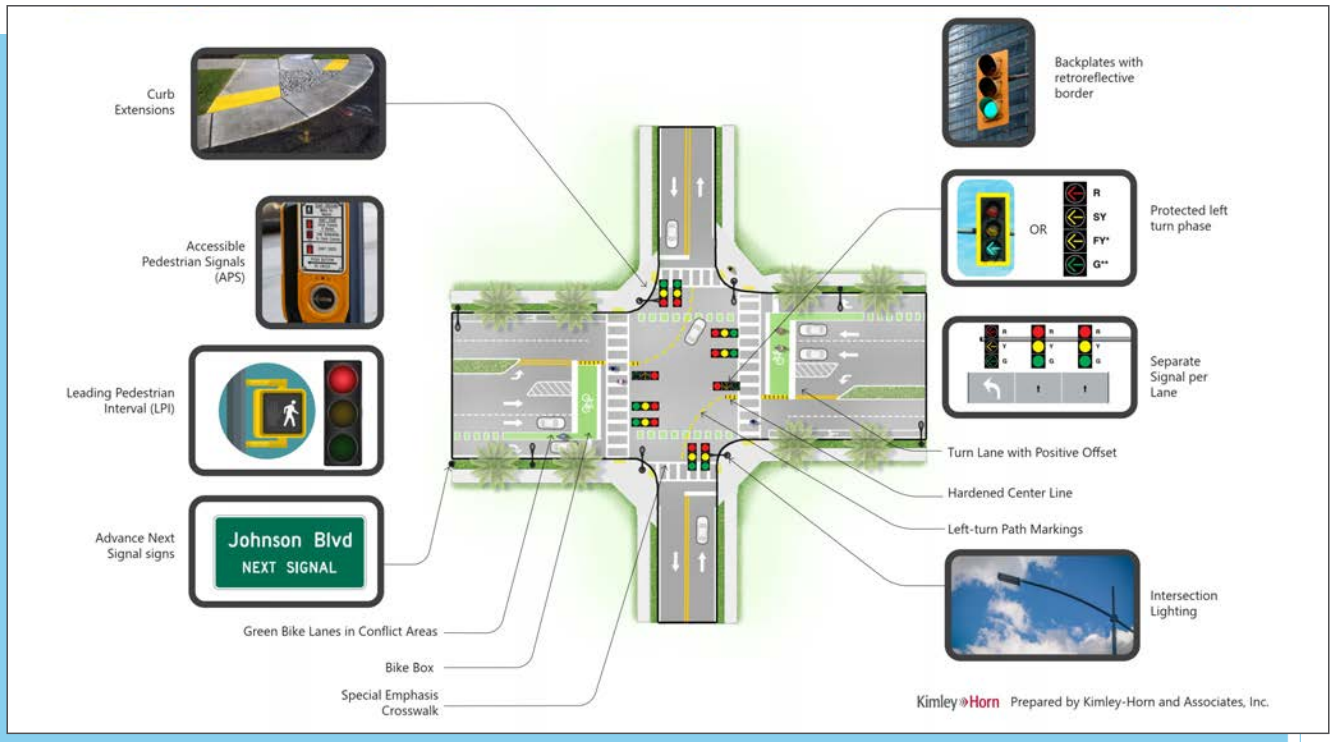


Figure 5: Signalized Intersection Systemic Countermeasures

Prioritization of HIN Locations

The criteria outlined in **Table 8** were used to prioritize the HIN segments and intersections for implementation purposes. Three main categories of prioritization are Safety, Community, and Public/Stakeholder Feedback. Each category had subcategories that were allotted a specific number of points. The more points a location received, the higher it was placed in the ranking.

CATEGORY	SUB-CATEGORY	MEASURE	POINTS
Safety	Crash History - Fatal	Occurrence of a fatal crash during the past 6 years (2019-2024)	4 per crash
	Crash History - Serious Injury	Occurrence of a serious injury crash during the past 6 years	2 per crash
	Crash History - Bike/ Ped/Motorcycle	Occurrence of a bicycle, pedestrian, or motorcycle crash during the past 6 years	2 per crash
Community	Underserved Community	Located inside of an Underserved Community (NOFO, 2025)	5
	School Proximity	Located within 0.25-mi of a school	10
Public / Stakeholder Feedback	Steering Committee Feedback	Steering Committee Identified Specific Concern(s)	0-3*
	Public Feedback	Community Identified Specific Concern(s)	1 per comment

Table 8: Prioritization Scoring Criteria

Note: The Steering Committee categorized segments into three tiers: top (3 points), middle (2 points), and low (1 point). Intersections within these segments received the same values. Intersections outside these segments were assigned 0 points.

Priority Segment Locations

Table 9 summarizes the prioritized HIN segments per the scoring criteria outlined in **Table 8**. The top 5 priority intersections are below.

- US-441/NW 7th Avenue from SR-924/NW 119th Street to SR-916/NW 135th Street – 161 points
- SR-915/NE 6th Avenue from NE 131st Street to NE 147th Street – 148 points
- SR-922/NE 125th Street from NE 3rd Avenue/Griffing Blvd to NE 7th Avenue – 127 points
- SR-922/N Miami Blvd from NE 10th Avenue to NE 16th Avenue – 124 points
- SR-916/NE 135th Street from NE 12th Avenue to US-1/Biscayne Blvd – 123 points

All top 5 priority segments identified are located on state roads. The highest priority local roadway segment identified was ranked 11 (N Miami Avenue from SR-924/NW 119th Street to SR-922/NE 125th Street). State maintained roadways made up the top 10 of the 16 total roadway segments prioritized.

SEGMENT	MAINTAINING AGENCY	TOTAL POINTS	Safety			Community		Public/Stakeholder Feedback	
			Crash History - Fatal (6 years)	Crash History - Serious Injury (6 years)	Crash History - Bike/Ped/Motorcycle (6 years)	Underserved Community	School Proximity	Steering Committee Feedback	PublicCoordinate/Survey Feedback
US-441/NW 7th Ave from SR-924/NW 119th St to SR-916/NW 135th St	State	161	12	16	102	0	10	2	19
SR-915/NE 6th Ave from NE 131st St to NE 147th St	State	148	20	14	84	5	10	3	12
SR-922/NE 125th St from NE 3rd Ave/Griffing Blvd to NE 7th Ave	State	127	8	10	68	5	0	3	33
SR-922/N Miami Blvd from NE 10th Ave to NE 16th Ave	State	124	8	14	78	5	10	2	7
SR-916/NE 135th St from NE 12th Ave to US-1/Biscayne Blvd	State	123	16	28	64	5	0	1	9
US-1/Biscayne Blvd from NE 121st St to NE 125th St	State	120	0	6	78	5	0	2	29
SR-916/NE 135th St from NE 3rd Ct to SR-909/W Dixie Hwy	State	119	20	14	52	5	10	3	15
SR-909/W Dixie Hwy from NE 134th St to NE 142nd St	State	80	4	14	42	5	0	3	12
SR-922/NW 125th St from NW 6th Ave to N Miami Ave	State	54	4	4	14	0	10	1	21
SR-916/NW 135th St from US-441/NW 7th Ave to NW 2nd Ave	State	48	8	6	18	0	10	1	5
N Miami Ave from SR-924/NW 119th St to SR-922/NE 125th St	Local	32	0	0	16	0	10	2	4
NE 143rd St/Sole Mia Way from US-1/Biscayne Blvd to NE 151st St	Local	26	0	2	12	5	0	2	5
NE 128th St from SR-915/NE 6th Ave to NE 8th Ave	Local	24	0	0	16	5	0	3	0
NE 123rd St from SR-909/W Dixie Hwy to NE 7th Ave	Local	23	0	4	10	5	0	3	1
Bay Vista Blvd from NE 145th St to NE 151st St	Local	21	0	0	4	5	10	1	1
NE 14th Ave from NE 13th Ct to NE 123rd St	Local	20	0	2	2	5	10	1	0

Table 9: Prioritization Scoring: Segments

Priority Intersection Locations

Table 10 summarizes the prioritized HIN intersections per the scoring criteria outlined in **Table 8**. The top 5 priority intersections are below.

- US-1/Biscayne Blvd at SR 916/NE 135th Street – 57 points
- SR 915/NE 6th Avenue at NE 145th Street – 55 points
- SR 916/NE 135th Street at NE 9th Avenue – 41 points
- US-1/Biscayne Blvd at Ixora Ln/NE 130th Street – 40 points
- SR 916/NE 135th Street at NE 7th Avenue – 37 points

All top 5 priority intersections identified are located on state roads. State maintained roadways made up 15 of the top 20 priority intersections. The highest priority local roadway intersection identified was ranked 13 (NE 16th Avenue at NE 128th Street).

INTERSECTION	MAINTAINING AGENCY	TOTAL POINTS	Safety			Community		Public/Stakeholder Feedback	
			Crash History - Fatal (6 years)	Crash History - Serious Injury (6 years)	Crash History - Bike/Ped/Motorcycle (6 years)	Underserved Community	School Proximity	Steering Committee Feedback	PublicCoordinate/Survey Feedback
US-1/Biscayne Blvd at SR 916/NE 135th St	State	57	4	8	22	5	0	1	17
SR 915/NE 6th Ave at NE 145th St	State	55	8	4	22	5	10	3	3
SR 916/NE 135th St at NE 9th Ave	State	41	12	0	8	5	10	3	3
US-1/Biscayne Blvd at Ixora Ln/NE 130th St	State	40	4	4	12	5	10	0	5
SR 916/NE 135th St at NE 7th Ave	State	37	8	2	4	5	10	3	5
SR 922/North Miami Blvd at Railroad St/NE 13th Pl	State	33	4	0	6	5	10	2	6
SR 922/North Miami Blvd at NE 7th Ave	State	32	8	0	8	5	0	3	8
US 441/NW 7th Ave at NW 134th St	State	27	4	0	8	0	10	2	3
SR 916/NE 135th St at NE 12th Ave	State	24	4	6	6	5	0	1	2
W Dixie Hwy/SR 909 at Griffing Blvd	State	24	4	0	14	5	0	0	1
SR 922/North Miami Blvd at NW 2nd Ave	State	24	4	0	2	0	10	1	7
SR 916/NE 135th St at NW 6th Ct/I-95 SB	State	22	4	2	4	0	10	1	1
NE 16th Ave at NE 128th St	Local	22	0	2	8	0	10	0	2
SR 916/NE 135th St at NW 5th Ave	State	21	4	2	2	0	10	1	2
NE 12th Ave at NE 127th St	Local	21	4	0	2	5	10	0	0
SR 909/W Dixie Hwy at NE 139th St/NE 12th Ave	State	20	4	0	6	5	0	3	2
NE 7th Ave at NE 137th St	Local	19	0	2	2	5	10	0	0
US-441/NW 7th Ave at NW 122nd St	State	18	4	0	8	0	0	2	4
NE 14th Ave at NE 123rd St	Local	18	0	2	0	5	10	1	0
NW 131st St at NW 12th Ave	Local	17	0	0	2	0	10	0	5
NE 8th Ave at NE 139th St	Local	17	0	2	0	5	10	0	0
Arch Creek Rd at NE 16th Ave	Local	17	0	2	4	0	10	0	1
NE 16th Ave at NE 142nd St	Local	15	0	0	0	5	10	0	0
US 441/NW 7th Ave at NW 124th St	State	11	4	0	2	0	0	2	3
NE 135th St at NE 20th Ct	Local	11	4	0	2	5	0	0	0
NE 123rd St at NE 5th Ave	Local	10	0	2	0	5	0	3	0
NE 8th Ave at NE 126th St	Local	9	0	2	2	5	0	0	0
NE 151st St at NE 20th Ave	Local	9	0	2	2	5	0	0	0
SR 916/NE 135th St at NW 6th Ave	State	8	0	2	6	0	0	0	0
NE 7th Ave at NE 127th St	Local	7	0	0	2	5	0	0	0
NE 14th Ave at NE 142nd St	Local	5	0	0	0	5	0	0	0
NE 8th Ave at NE 127th St	Local	5	0	0	0	5	0	0	0
NW 125th St at NW 8th Ave	Local	4	0	0	4	0	0	0	0

Table 10: Prioritization Scoring: Intersections

ATTACHMENT

A

Location Specific 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

Is Located on an AoPP[1]
Yes - Tract No. 2.18 & 3.09

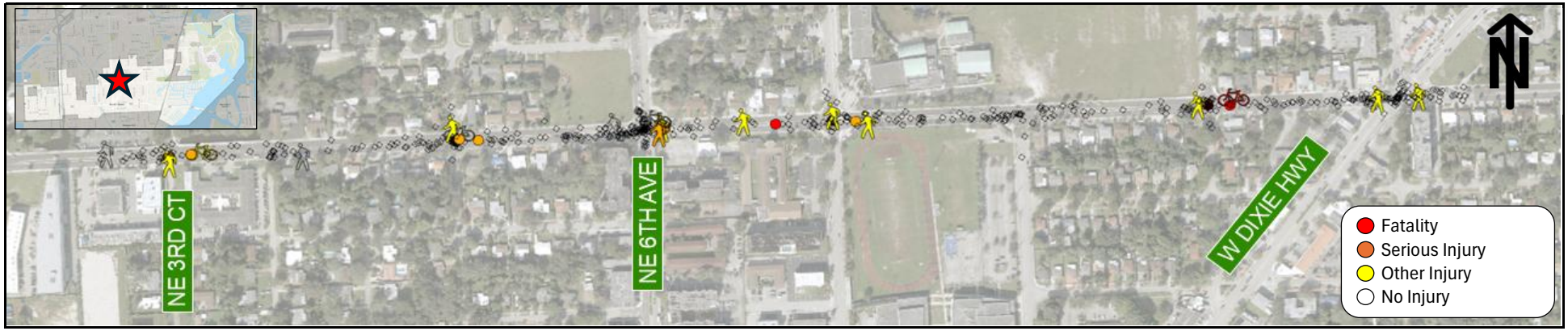
Is Located within 0.25 mi of a school?
Yes - North Miami High School

Crash History (2019 - 2024)	
No. of Crashes	Severity
5	Fatality (K)
7	Serious Injury (A)
162	Other Injury
590	No Injury
764	**Total**

Frequent Crash Types	
Rear End (41%)	Sideswipe (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 (33%)
1 KA (8%)	2 KA (17%)	1 KA (8%)	10 KA (83%)

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



[1] 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

Is Located on an AoPP[1]
Yes - Tract No. 2.18 & 2.23

Is Located within 0.25 mi of a school?
No

Crash History (2019 - 2024)	
No. of Crashes	Severity
1	Fatality (K)
7	Serious Injury (A)
84	Other Injury
265	No Injury
357	**Total**

Frequent Crash Types	
Rear End (29%)	Sideswipe (17%)
Angle (20%)	Left Turn (8%)
Frequent Contributing Actions	
Failed to Yield Right-of-Way (20%)	
Careless Driving (16%)	
Failed to Keep in Proper Lane (6%)	

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

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

[1] 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

Is Located on an AoPP[1]
Yes - Tract No. 2.19 & 3.06

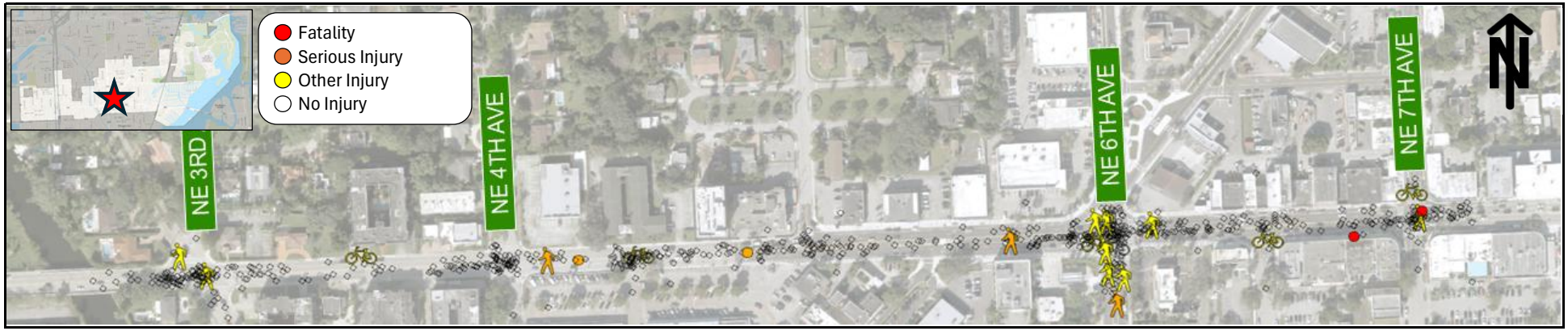
Is Located within 0.25 mi of a school?
No

Crash History (2019 - 2024)	
No. of Crashes	Severity
2	Fatality (K)
5	Serious Injury (A)
163	Other Injury
746	No Injury
916	**Total**

Frequent Crash Types	
Rear End (37%)	Angle (11%)
Sideswipe (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%)

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



[1] 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

Is Located on an AoPP[1]
Yes - Tract No. 2.18 & 3.09

Is Located within 0.25 mi of a school?
Yes - North Miami Elementary

Crash History (2019 - 2024)	
No. of Crashes	Severity
5	Fatality (K)
7	Serious Injury (A)
109	Other Injury
374	No Injury
495	**Total**

Frequent Crash Types	
Rear End (26%)	Sideswipe (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%)

Countermeasure	
A.	Evaluate the need for additional mid-block crosswalks
B.	Replace existing corridor lighting with LED lighting
C.	Improve maintenance of street lighting
D.	Implement pedestrian-scale lighting in areas of high pedestrian activity
E.	Install (flexible) backplates with retroreflective border to signal heads
F.	Add audible push buttons at signalized intersections near schools or high pedestrian locations
G.	Implement strategies to reduce pedestrians crossing mid-block (e.g., education, barriers, etc.)
H.	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)
I.	Coordinate with programmed FDOT projects
J.	Coordinate with transit operators (city and private) to establish designated stops

[1] 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

Is Located on an AoPP[1]
Yes - Tract No. 2.19 & 12.08

Is Located within 0.25 mi of a school?
Yes - W.J. Bryan Elementary

Crash History (2019 - 2024)	
No. of Crashes	Severity
2	Fatality (K)
7	Serious Injury (A)
96	Other Injury
427	No Injury
532	**Total**

Frequent Crash Types	
Rear End (34%)	Angle (11%)
Sideswipe (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%)

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

[1] 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

Is Located on an AoPP[1]
Yes - Tract No. 2.23 & 2.24

Is Located within 0.25 mi of a school?
No

Crash History (2019 - 2024)	
No. of Crashes	Severity
4	Fatality (K)
14	Serious Injury (A)
113	Other Injury
418	No Injury
549	**Total**

Frequent Crash Types	
Rear End (35%)	Angle (17%)
Sideswipe (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%)	7 KA (39%)	0 KA (0%)	10 KA (56%)

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

[1] 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

Is Located on an AoPP[1]
No

Is Located within 0.25 mi of a school?
Yes - St. James Catholic School

Crash History (2019 - 2024)	
No. of Crashes	Severity
3	Fatality (K)
8	Serious Injury (A)
215	Other Injury
799	No Injury
1,025	**Total**

Frequent Crash Types	
Rear End (27%)	Angle (13%)
Sideswipe (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%)

Countermeasure
A. Evaluate converting full access median openings to directional median openings
B. Add a protected left turn phase for all major road left turns
C. Install (flexible) backplates with retroreflective borders to signal heads
D. Replace existing corridor lighting with LED lighting and evaluate adding lighting on both sides of SR 7
E. Evaluate installing a midblock crosswalk at NW 128th Street
F. Evaluate converting painted bulb outs to raised bulb outs and adding sod or low-height landscaping
G. 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

[1] Area of Persistent Poverty

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

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

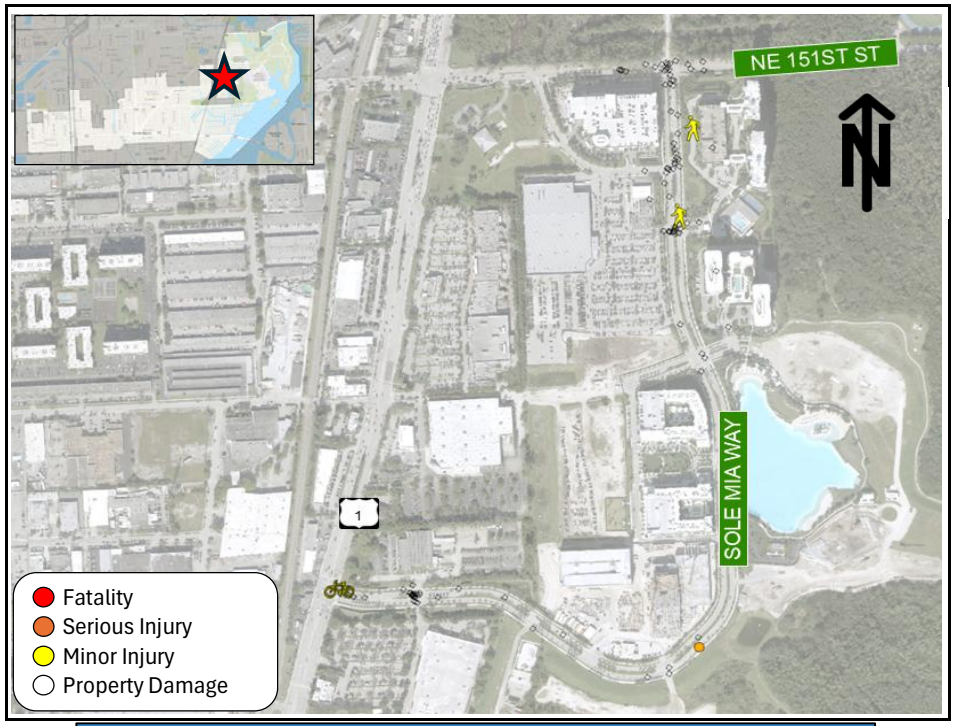
AADT	10,200
Length	0.97 Miles
Speed limit	30 mph
Func. Class	Minor Collector
No. of Lanes	4

Is Located on an AoPP[1]
Yes - Tract No. 1.09

Is Located within 0.25 mi of a school?
No

Crash History (2019 - 2024)	
No. of Crashes	Severity
0	Fatality (K)
1	Serious Injury (A)
16	Other Injury
98	No Injury
115	**Total**

Frequent Crash Types	
Left Turn (22%)	Rear End (15%)
Sideswipe (16%)	Angle (11%)
Frequent Contributing Actions	
Failed to Yield Right-of-Way (33%)	
Careless Driving (24%)	
Failed to Keep in Proper Lane (2%)	



Nighttime
14 Crashes (12%)
1 KA (100%)

Pedestrian
2 Crashes (2%)
0 KA (0%)

Motorcyclist
1 Crash (1%)
1 KA (100%)

Bicyclist
3 Crashes (3%)
0 KA (0%)

Wet Surface
11 Crashes (10%)
0 KA (0%)

Aging driver
41 Crashes (36%)
0 KA (0%)

Teenage driver
19 Crashes (17%)
1 KA (100%)

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

[1] Area of Persistent Poverty

SEGMENT L-2: NE 128TH ST

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

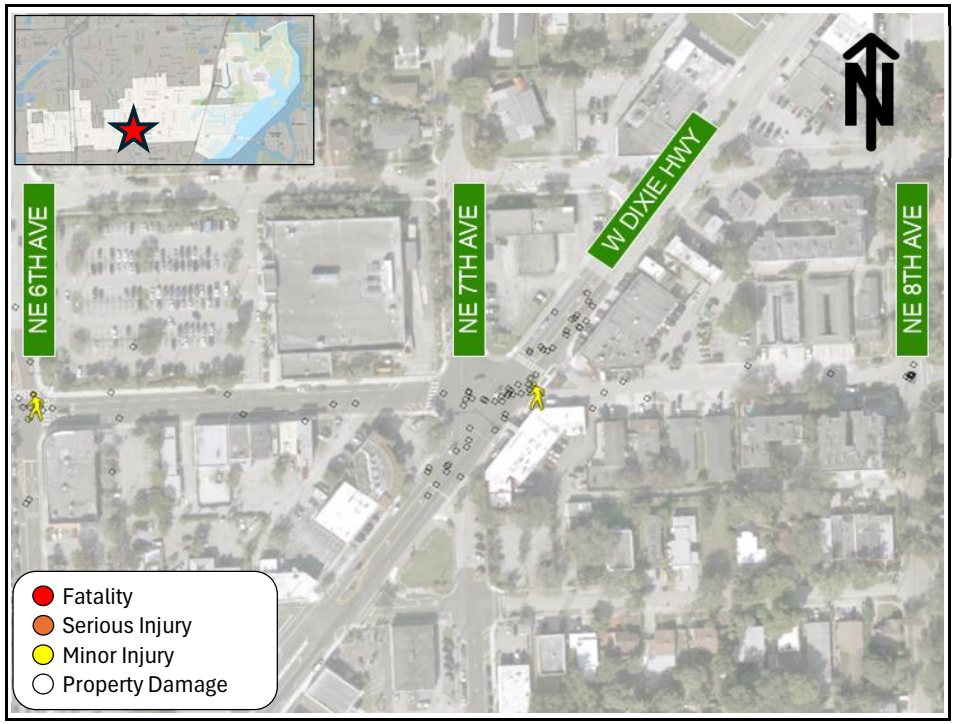
AADT	800
Length	0.25 Miles
Speed limit	30 mph
Func. Class	Local
No. of Lanes	2

Is Located on an AoPP[1]
Yes - Tract No. 2.19

Is Located within 0.25 mi of a school?
No

Crash History (2019 - 2024)	
No. of Crashes	Severity
0	Fatality (K)
0	Serious Injury (A)
19	Other Injury
83	No Injury
102	**Total**

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



Nighttime
23 Crashes (23%)

Pedestrian
3 Crashes (3%)

Motorcyclist
5 Crashes (5%)

Bicyclist
0 Crashes (0%)

Wet Surface
8 Crashes (8%)

Aging driver
15 Crashes (15%)

Teenage driver
9 Crashes (9%)

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

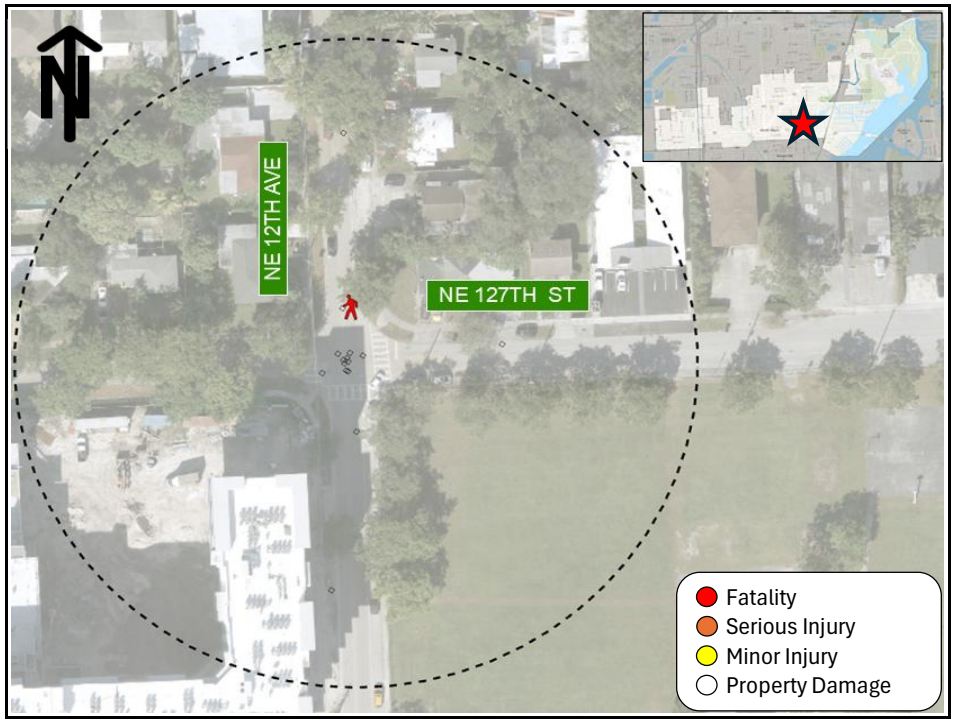
[1] Area of Persistent Poverty

INTERSECTION L-1: NE 12TH AVE AT NE 127TH ST

AADT Major	7,200
AADT Minor	600
Control Type	Two-way Stop
No. of Legs	4
Speed Limit	30 mph

Is Located on an AoPP[1]?
Yes - Tract No. 2.19

Is Located within 0.25 mi of a school?
Yes - W. J. Bryan Elementary



Crash History (2019 - 2024)	
No. of Crashes	Severity
1	Fatality (K)
0	Serious Injury (A)
4	Injury
10	No Injury
15	**Total**

Frequent Crash Types	
Angle (60%)	Left Turn (13%)
Other (20%)	Pedestrian (7%)
Frequent Contributing Actions	
Failed to Yield Right-of-Way (53%)	
Ran Stop Sign (20%)	
Improper Backing (13%)	

Nighttime
2 Crashes (13%)
1 KA (100%)

Motorcyclist
0 Crashes (0%)
0 KA (0%)

Aging driver
5 Crashes (33%)
0 KA (0%)

Pedestrian
1 Crash (7%)
1 KA (100%)

Bicyclist
0 Crashes (0%)
0 KA (0%)

Teenage driver
1 Crash (7%)
1 KA (100%)

Wet Surface
2 Crashes (13%)
1 KA (100%)

Countermeasure
A. Install a crosswalk on the north leg.
B. Convert intersection to 4-way stop-controlled OR install school signs (S1-1) on free-flow approach crosswalks
C. Install intersection lighting.
D. Reinstall damaged sidewalk on the east leg
E. Address drainage issues (per Google aerials)
F. Inspect drainage functionality at intersection

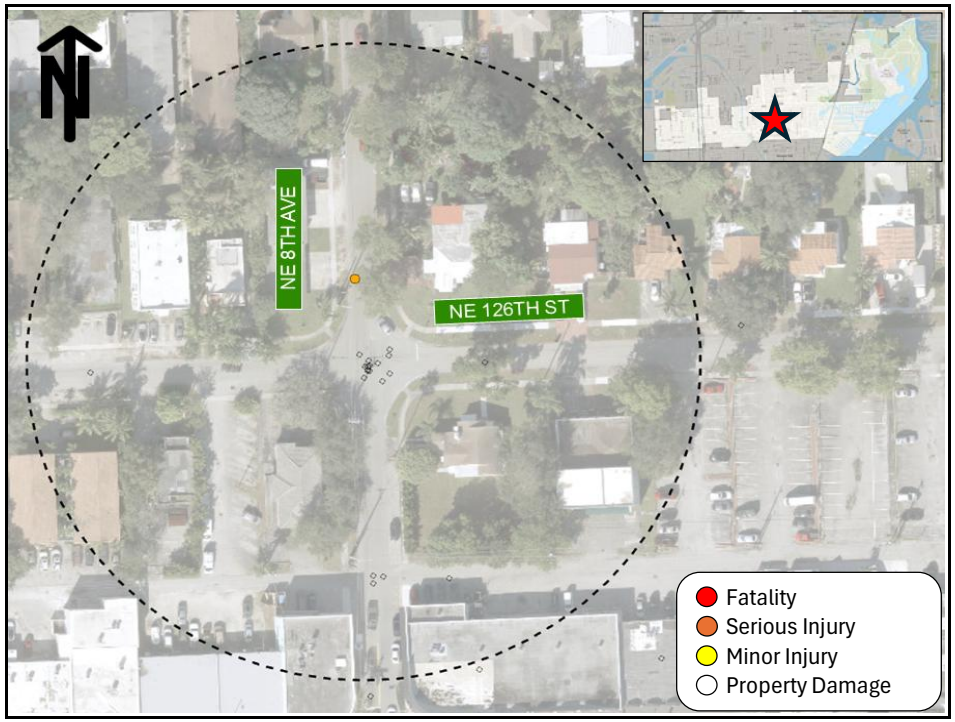
[1] Area of Persistent Poverty

INTERSECTION L-3: NE 8TH AVE AT NE 126TH ST

AADT Major	4,800
AADT Minor	600
Control Type	Two-way Stop
No. of Legs	4
Speed Limit	25 mph

Is Located on an AoPP[1]?
Yes - Tract No. 2.19

Is Located within 0.25 mi of a school?
No



Crash History (2019 - 2024)	
No. of Crashes	Severity
0	Fatality (K)
1	Serious Injury (A)
9	Injury
9	No Injury
19	**Total**

Frequent Crash Types	
Angle (58%)	Left Turn (11%)
Rear End (16%)	Head On (5%)
Frequent Contributing Actions	
Failed to Yield Right-of-Way (37%)	
Ran Stop Sign (21%)	
Improper Turn (11%)	

Nighttime
5 Crashes (26%)
0 KA (0%)

Pedestrian
0 Crashes (0%)
0 KA (0%)

Motorcyclist
1 Crash (5%)
0 KA (0%)

Bicyclist
0 Crashes (0%)
0 KA (0%)

Wet Surface
1 Crash (5%)
0 KA (0%)

Aging driver
4 Crashes (21%)
1 KA (100%)

Teenage driver
2 Crashes (11%)
0 KA (0%)

Countermeasure
A. Install center lines on all roads
B. Install crosswalks - north-south oriented
C. Add intersection lighting
D. Traffic calming devices were recommended as part of the citywide traffic calming study

[1] Area of Persistent Poverty

INTERSECTION L-7: NE 14TH AVE AT NE 123RD ST

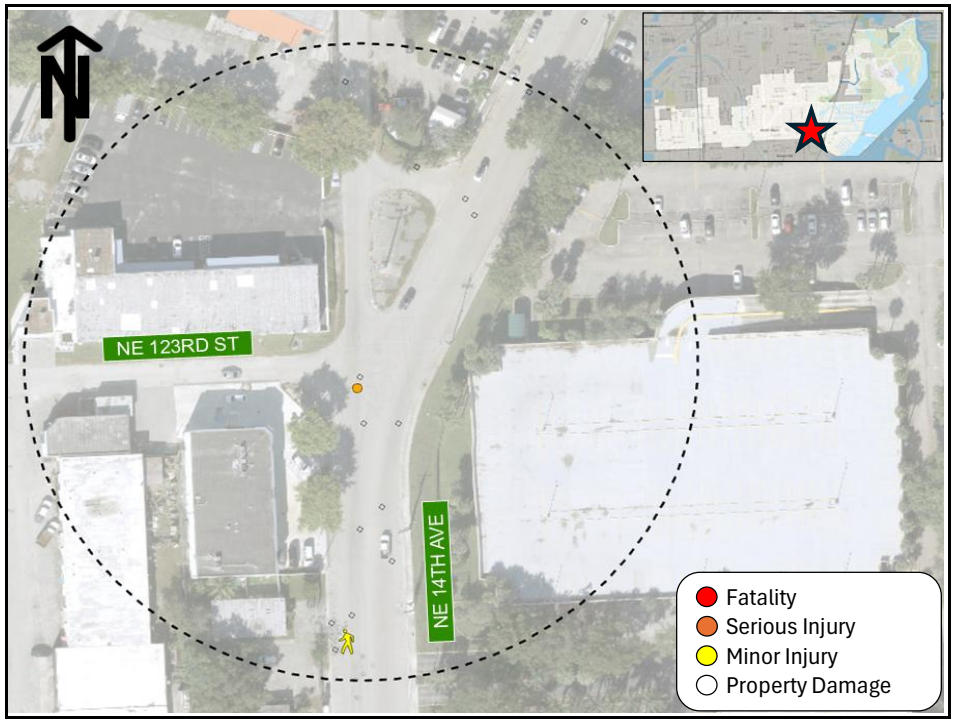
AADT Major	5,200
AADT Minor	4,100
Control Type	Two-way Stop
No. of Legs	3
Speed Limit	30 mph

Is Located on an AoPP[1]?
Yes - Tract No. 2.08

Is Located within 0.25 mi of a school?
Yes - W. J. Bryan Elementary

Crash History (2019 - 2024)	
No. of Crashes	Severity
0	Fatality (K)
1	Serious Injury (A)
3	Injury
9	No Injury
13	**Total**

Frequent Crash Types	
Sideswipe (38%)	Left Turn (15%)
Rear End (15%)	Angle (8%)
Frequent Contributing Actions	
Careless Driving (31%)	
Failed to Yield Right-of-Way (8%)	
Wrong Side or Wrong Way (8%)	



Nighttime
4 Crashes (31%)
0 KA (0%)

Pedestrian
0 Crashes (0%)
0 KA (0%)

Motorcyclist
0 Crashes (0%)
0 KA (0%)

Bicyclist
0 Crashes (0%)
0 KA (0%)

Wet Surface
1 Crashes (8%)
0 KA (0%)

Aging driver
2 Crashes (15%)
0 KA (0%)

Teenage driver
1 Crash (8%)
0 KA (0%)

Countermeasure
A. Install lane markings and stop bars on all approaches
B. Implement speed management/traffic calming strategies
C. Add intersection lighting
D. Reduce width of NE 14 Ave

[1] Area of Persistent Poverty

INTERSECTION L-9: NE 8TH AVE AT NE 127TH ST

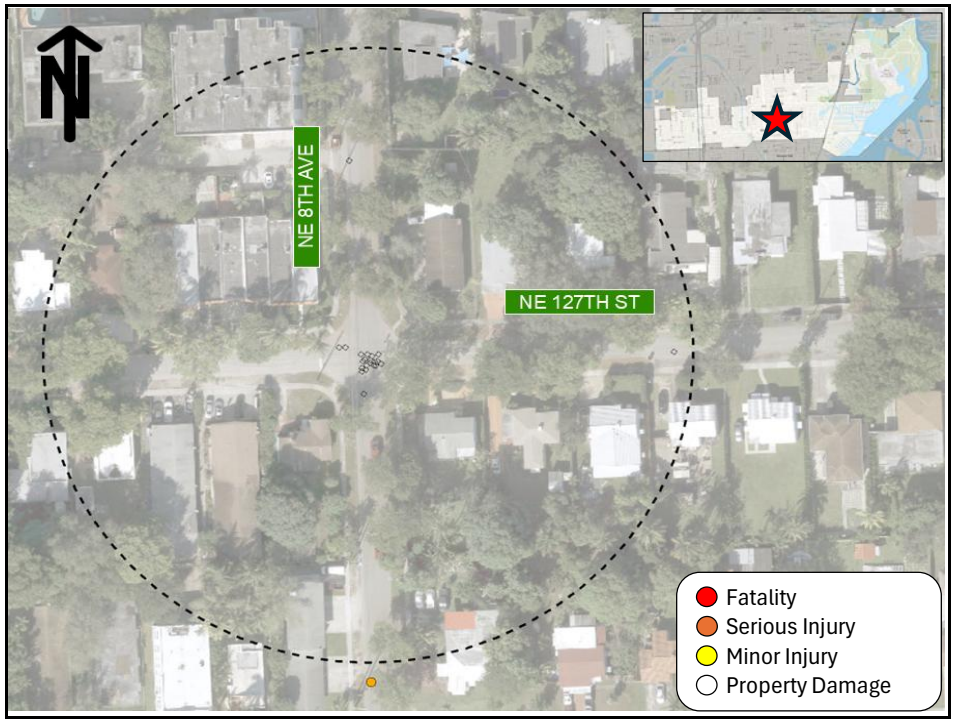
AADT Major	4,800
AADT Minor	500
Control Type	Two-way Stop
No. of Legs	4
Speed Limit	25 mph

Is Located on an AoPP[1]?
Yes - Tract No. 2.19

Is Located within 0.25 mi of a school?
No

Crash History (2019 - 2024)	
No. of Crashes	Severity
0	Fatality (K)
0	Serious Injury (A)
9	Injury
18	No Injury
27	**Total**

Frequent Crash Types	
Angle (59%)	Off Road (7%)
Left Turn (11%)	Rear End (4%)
Frequent Contributing Actions	
Failed to Yield Right-of-Way (33%)	
Ran Stop Sign (19%)	
Careless Driving (7%)	



Nighttime
5 Crashes (19%)

Motorcyclist
0 Crashes (0%)

Aging driver
3 Crashes (11%)

Bicyclist
0 Crashes (0%)

Pedestrian
0 Crashes (0%)

Teenage driver
5 Crashes (19%)

Wet Surface
2 Crashes (7%)

Countermeasure
A. Install center lines on all roads
B. Install crosswalks - north-south oriented
C. Add raised curb on all four corners
D. Evaluate pavement deterioration along NE 127 St (per Google images)
E. Traffic calming devices were recommended as part of the citywide traffic calming study

[1] Area of Persistent Poverty

INTERSECTION L-13: NE 7TH AVE AT NE 127TH ST

AADT Major	1,900
AADT Minor	1,200
Control Type	Two-way Stop
No. of Legs	4
Speed Limit	25 mph

Is Located on an AoPP[1]?
Yes - Tract No. 2.19

Is Located within 0.25 mi of a school?
No

Crash History (2019 - 2024)	
No. of Crashes	Severity
0	Fatality (K)
0	Serious Injury (A)
8	Injury
27	No Injury
35	**Total**

Frequent Crash Types	
Angle (74%)	Sideswipe (3%)
Left Turn (11%)	Bicycle (3%)
Frequent Contributing Actions	
Failed to Yield Right-of-Way (54%)	
Ran Stop Sign (9%)	
Failed to Keep in Proper Lane (3%)	

Nighttime
8 Crashes (23%)

Motorcyclist
0 Crashes (0%)

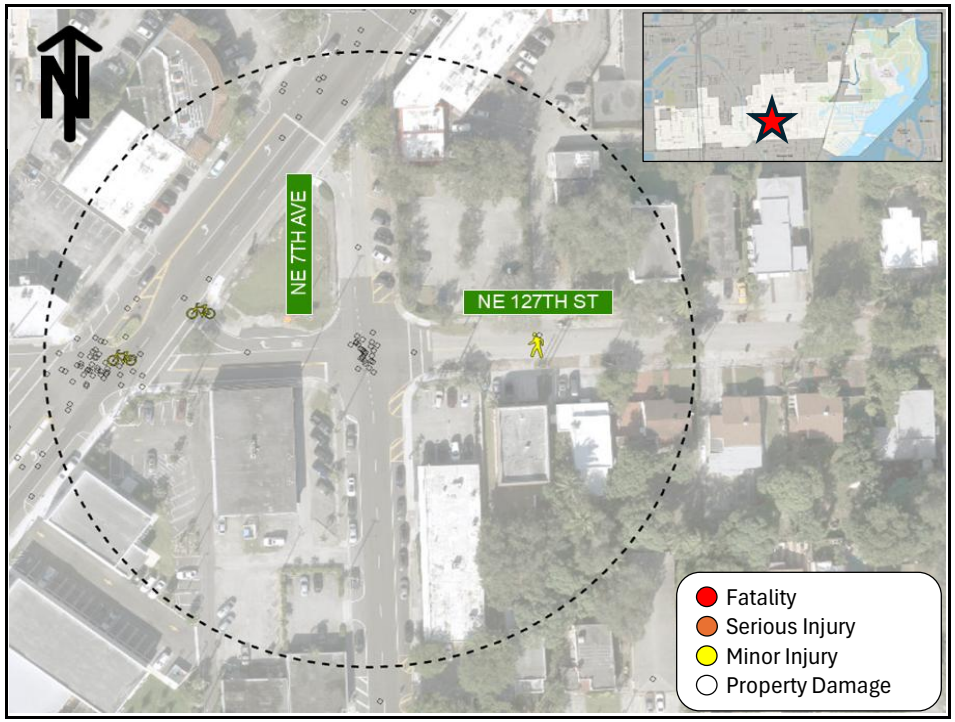
Aging driver
10 Crashes (29%)

Pedestrian
1 Crash (3%)

Bicyclist
0 Crashes (0%)

Teenage driver
4 Crashes (11%)

Wet Surface
3 Crashes (9%)



Countermeasure
A. Add through/left pavement arrows on westbound and through/right pavement arrows on eastbound approaches
B. Install curb extensions
C. Install crosswalks and ADA ramps
D. Add intersection lighting
E. Determine if the right-turn entry from northbound Dixie Hwy to NE 7 Ave is necessary
F. Traffic calming devices were recommended as part of the citywide traffic calming study

[1] Area of Persistent Poverty

ATTACHMENT

B

Location Specific Sketches and Cost Estimates

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

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES

NORTH

GRAPHIC SCALE IN FEET
0 37.5 75 150

NE 3RD CT

NE 5TH AVE

NE 6TH AVE

SR-916/NE 135TH ST

NE 4TH AVE

MATCH LINE - BELOW

IMPROVE SIGNALIZED INTERSECTION LIGHTING

REMOVE SHRUBS TO IMPROVE SIGHT LINES

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES

NORTH

GRAPHIC SCALE IN FEET
0 37.5 75 150

MATCH LINE - ABOVE

NE 7TH AVE

IMPROVE SIGNALIZED INTERSECTION LIGHTING

SR-916/NE 135TH ST

NOTIFY POLICE DEPARTMENT OF HIGH INCIDENCE OF CRASHES INVOLVING AGING ROAD USERS AND TEEN DRIVERS.

NE 8TH AVE

IMPROVE SIGNALIZED INTERSECTION LIGHTING

NE 9TH AVE

IMPROVE SIGNALIZED INTERSECTION LIGHTING

EVALUATE RESERVICING THE EASTBOUND LEFT-TURN PHASE

SR-909/W DIXIE HWY

IMPROVE SIGNALIZED INTERSECTION LIGHTING

A. INSTALL BACKPLATES WITH RETROREFLECTIVE BORDER

B. INSTALL MEDIAN

C. INSTALL PROTECTED LEFT TURN PHASE

D. IMPLEMENT LEADING PEDESTRIAN INTERVAL

E. INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON

F. INSTALL DIRECTIONAL MEDIAN

H. INSTALL CROSSWALK

G. INSTALL TURNING VEHICLES STOP FOR PEDESTRIAN (R10-15A) SIGN

I. IMPROVE DRAINAGE

J. EVALUATE ADA RAMP

K. RELOCATE PEDESTRIAN SIGNAL HEAD

SOURCE: GOOGLE MAPS/NEARMAPS/GINA COFFMAN(2012)

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NORTH MIAMI FLORIDA

Kimley»Horn

CITY OF NORTH MIAMI VISION ZERO SAFETY ACTION PLAN
HIGH INJURY NETWORK SEGMENT S-1: SR-916/NE 135TH ST
FROM NE 3RD CT TO SR-909/W DIXIE HWY

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

Item	unit	Qty.	Unit Price	Total
Install Retroreflective Backplates	ea	28	$ 800.00	$ 22,400.00
protected left turn phase (new mast arm)	ea	4	$ 150,000.00	$ 600,000.00
replace corridor lighting with LED	ea	20	$ 2,500.00	$ 50,000.00
inspect Drainage(inlets)	ea	2	$ 15,000.00	$ 30,000.00
inspect Drainage(pipe)	lf	160	$ 200.00	$ 32,000.00
inspect drainage (curb replacement)	lf	50	$ 50.00	$ 2,500.00
directional median	ls	1	$ 35,000.00	$ 35,000.00
Median	ls	1	$ 35,000.00	$ 35,000.00
audible ped button	ea	30	$ 2,400.00	$ 72,000.00
crosswalk (12"white)	lf	110	$ 4.00	$ 440.00
crosswalk (24"white preformed)	lf	100	$ 20.00	$ 2,000.00
install sign	ea	2	$ 550.00	$ 1,100.00
intersection lighting improvements	ea	4	$ 175,000.00	$ 700,000.00
SUB-TOTAL				$ 1,582,440.00
MOT (10%)		0.1		$ 158,244.00
Mobilization (5%)		0.05		$ 79,122.00
Contingency(10%)		0.1		$ 158,244.00
PRELIMINARY COST*				**$ 1,978,050.00**

*design costs are not included

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

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES

REDUCE SPEED LIMIT FROM 40 MPH TO 35 MPH

EVALUATE CORRIDOR ACCESS MANAGEMENT

NORTH

GRAPHIC SCALE IN FEET
0 37.5 75 150

NE 10TH AVE

SR-909/W DIXIE HWY

NE 11TH AVE

NE 134TH ST

IMPROVE SIGNALIZED INTERSECTION LIGHTING

C

NE 135TH ST

NE 136TH ST

EVALUATE ACCESS MANAGEMENT, OPERATIONAL, AND SAFETY IMPROVEMENTS AT NE 137TH STREET/NE 11TH AVENUE

B

NE 137TH ST

MATCH LINE - BELOW

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES

REDUCE SPEED LIMIT FROM 40 MPH TO 35 MPH

EVALUATE CORRIDOR ACCESS MANAGEMENT

NORTH

GRAPHIC SCALE IN FEET
0 37.5 75 150

MATCH LINE - ABOVE

NE 138TH ST

NE 12TH AVE

D

NE 140TH ST

EVALUATE RELOCATING THE WEST SIDE BUS STOP AT NE 141ST STREET CLOSER TO THE MIDBLOCK CROSSWALK TO THE NORTH

SR-909/W DIXIE HWY

IMPROVE SIGNALIZED INTERSECTION LIGHTING

CONDUCT A SAFETY STUDY

C

NE 139TH ST

EVALUATE CONVERTING EASTBOUND APPROACH AT 140TH STREET TO A RIGHT-OUT ONLY

NE 141ST ST

NE 142ND ST

A

A. INSTALL BACKPLATES WITH RETROREFLECTIVE BORDER

B. EVALUATE THE FEASIBILITY OF INSTALLING A MIDBLOCK CROSSWALK ON THE NORTH LEG OF NE 137TH STREET

C. INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON

D. INSTALL TURNING VEHICLES STOP FOR PEDESTRIAN (R10-15A) SIGN

SOURCE: GOOGLE MAPS/NEARMAPS

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NORTH MIAMI FLORIDA

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CITY OF NORTH MIAMI VISION ZERO SAFETY ACTION PLAN

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

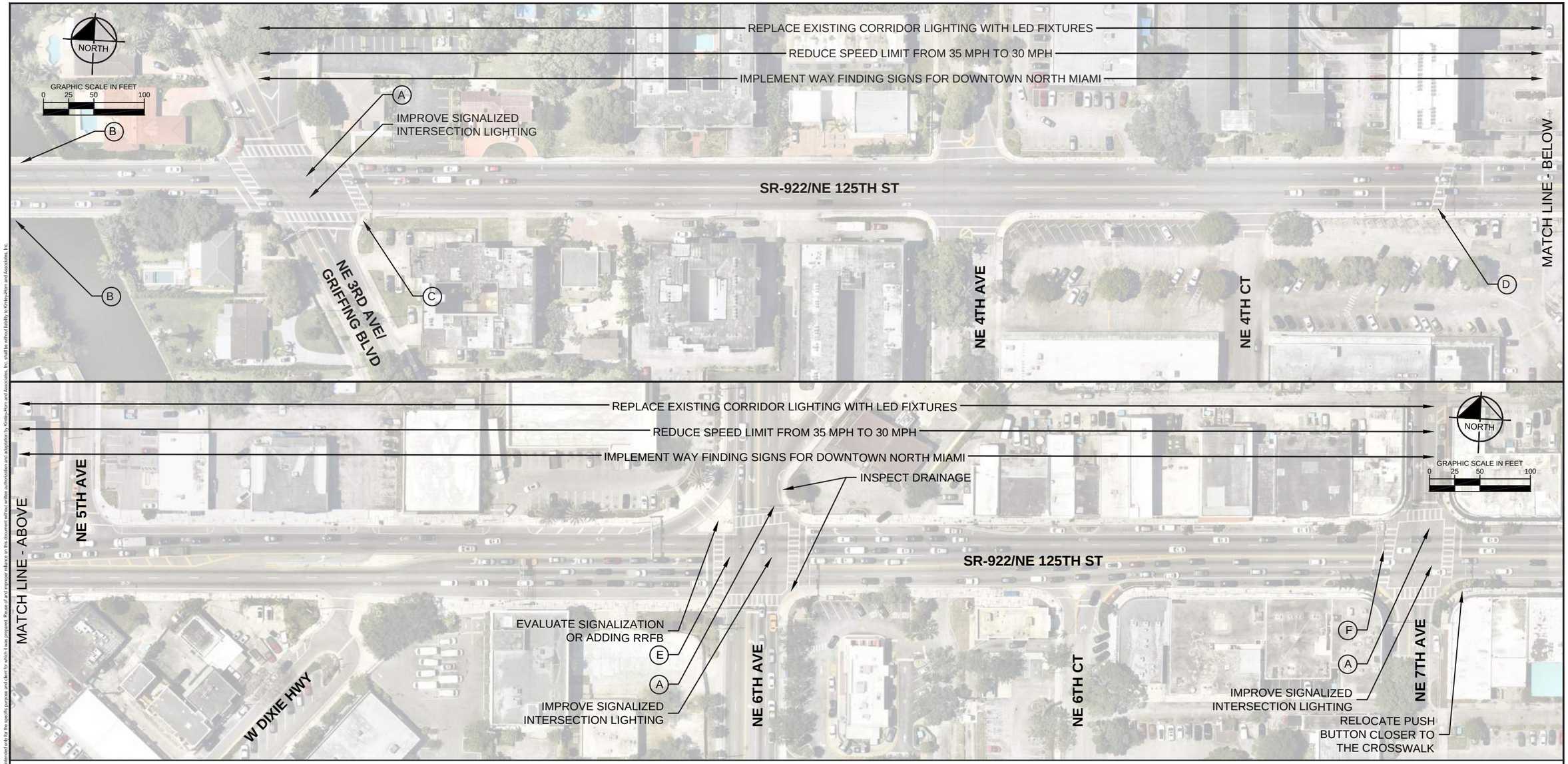
HIGH INJURY NETWORK SEGMENT S-2: SR-909/W DIXIE HWY
FROM NE 134TH ST TO NE 142ND ST

Item	unit	Qty.	Unit Price	Total
corridor access management	ea	3	$ 36,000.00	$ 108,000.00
safety improvements	ls	1	$ 250,000.00	$ 250,000.00
audible ped button	ea	17	$ 2,400.00	$ 40,800.00
access management, operational, and safety improvements at NE 137th Street/NE 11th Avenue	ls	1	$ 250,000.00	$ 250,000.00
signalized intersection lighting	ea	2	$ 175,000.00	$ 350,000.00
replace corridor lighting with LED	ea	37	$ 2,500.00	$ 92,500.00
midblock crosswalk	ls	1	$ 300,000.00	$ 300,000.00
SUB-TOTAL				$ 1,391,300.00
MOT (10%)		0.1		$ 139,130.00
Mobilization (5%)		0.05		$ 69,565.00
Contingency(10%)		0.1		$ 139,130.00
PRELIMINARY COST*				**$ 1,739,125.00**

*design costs are not included

SEGMENT S-3:

SR-922/NE 125TH ST
NE 3RD AVE/GRIFFING
BLVD TO NE 7TH AVE



A. INSTALL BACKPLATES WITH RETROREFLECTIVE BORDER

B. INSTALL FLASHER ON EASTBOUND 'SIGNAL AHEAD' (W3-3) SIGN

C. REALIGN THE ADA RAMPS ON THE SE AND SW CORNERS

D. EVALUATE A RAISED CROSSWALK AT THE PRESIDENTE SUPERMARKET MIDBLOCK CROSSWALK

E. INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON

F. EVALUATE ADDING NO TURN BLANK OUT SIGNS FACING SR 922 TRAFFIC

G. INSTALL TURNING VEHICLES STOP FOR PEDESTRIAN (R10-15A) SIGN

SOURCE: GOOGLE MAPS/NEARMAPS

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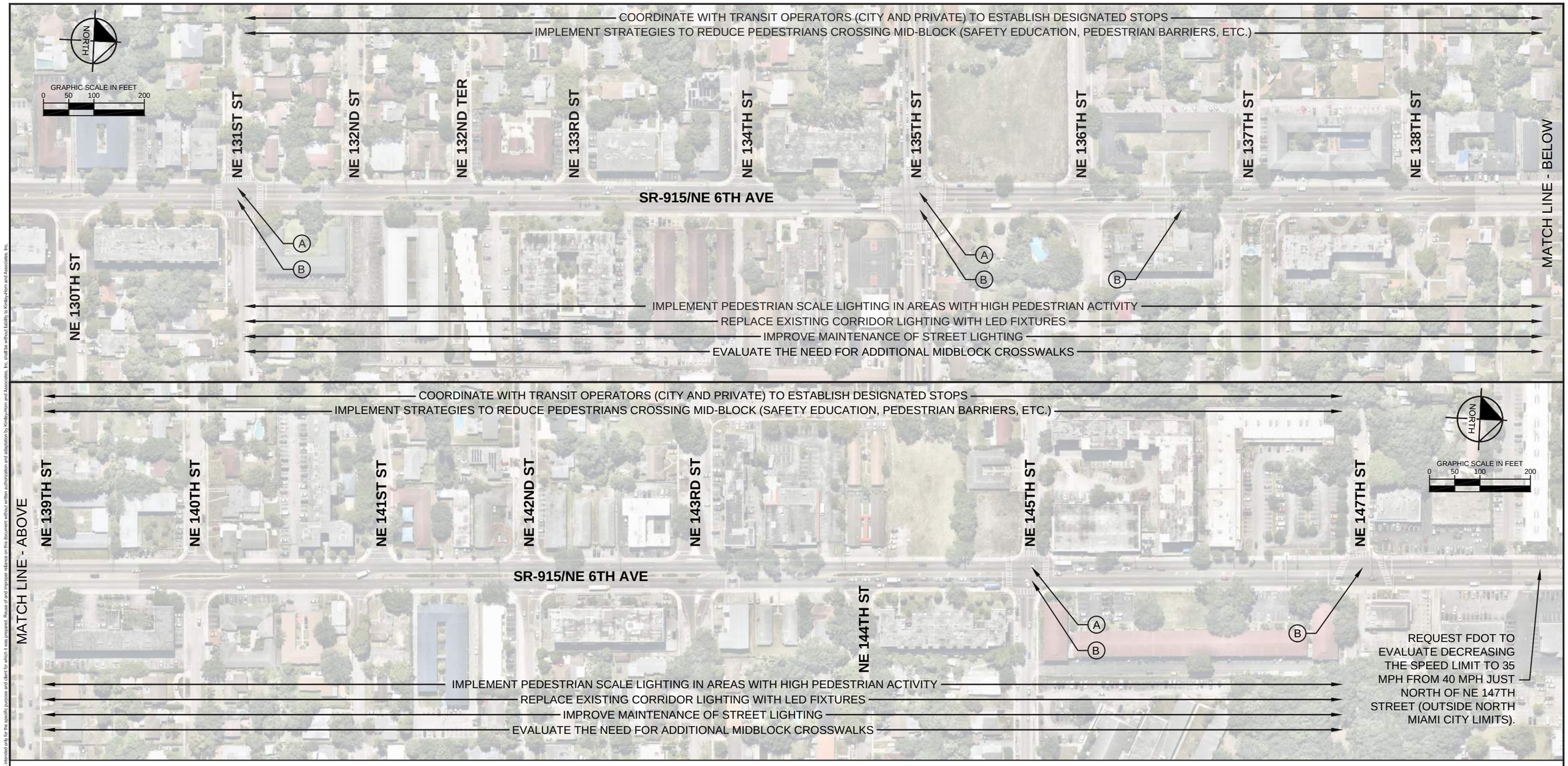
CITY OF NORTH MIAMI VISION ZERO SAFETY ACTION PLAN
HIGH INJURY NETWORK SEGMENT S-3: SR-922/NE 125TH ST
NE 3RD AVE/GRIFFING BLVD TO NE 7TH AVE

HIGH INJURY NETWORK SEGMENT S-3:SR-922/NE 125TH ST FROM NE 3RD AVE/GRIFFING BLVD TO NE 7TH AVE				
Item	unit	Qty.	Unit Price	Total
replace corridor lighting with LED	ea	20	$ 2,500.00	$ 50,000.00
improve signalized intersection lighting	ea	2	$ 175,000.00	$ 350,000.00
Install flexible backplates	ea	20	$ 800.00	$ 16,000.00
blank out sign	ea	1	$ 9,000.00	$ 9,000.00
retrofit enhanced signal ahead sign	ea	1	$ 10,000.00	$ 10,000.00
midblock raised xwalk	ls	1	$ 20,000.00	$ 20,000.00
audible buttons	ea	8	$ 2,400.00	$ 19,200.00
inspect drainage	ls	1	$ 65,000.00	$ 65,000.00
RRFB	ea	1	$ 10,400.00	$ 10,400.00
SUB-TOTAL				$ 549,600.00
MOT (10%)		0.1		$ 54,960.00
Mobilization (5%)		0.05		$ 27,480.00
Contingency(10%)		0.1		$ 54,960.00
PRELIMINARY COST*				**$ 687,000.00**

*design costs are not included

SEGMENT S-4:

SR-915/NE 6TH AVE FROM NE 131ST ST TO NE 147TH ST



REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES

A. INSTALL BACKPLATES WITH RETROREFLECTIVE BORDER

B. INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON

MID-BLOCK CROSSWALK

SOURCE: GOOGLE MAPS/NEARMAPS

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CITY OF NORTH MIAMI VISION ZERO SAFETY ACTION PLAN

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

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

Item	unit	Qty.	Unit Price	Total
replace corridor lighting with LED	ea	54	$ 2,500.00	$ 135,000.00
midblock xwalk	ls	1	$ 300,000.00	$ 300,000.00
Jaywalking mitigation (fence)	lf	500	$ 80.00	$ 40,000.00
ped scale lighting	ea	20	$ 10,000.00	$ 200,000.00
Flexible backplates	ea	24	$ 800.00	$ 19,200.00
audible ped buttons	ea	24	$ 2,400.00	$ 57,600.00
SUB-TOTAL				$ 751,800.00
MOT (10%)		0.1		$ 75,180.00
Mobilization (5%)		0.05		$ 37,590.00
Contingency(10%)		0.1		$ 75,180.00
PRELIMINARY COST*				**$ 939,750.00**

*design costs are not included

SEGMENT S-5:

SR-922/N MIAMI BLVD FROM NE 10TH AVE TO NE 16TH AVE

EVALUATE CORRIDOR ACCESS MANAGEMENT

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES

ADD SHRUBS OR BARRIERS TO THE MEDIAN WHERE POSSIBLE TO DETER PEDESTRIANS CROSSING MID-BLOCK

NE 10TH AVE

NE 11TH CT

NE 11TH PL

NE 12TH AVE

NE 12TH CT

NE 13TH AVE

SR-922/N MIAMI BLVD

MATCH LINE - BELOW

NORTH

GRAPHIC SCALE IN FEET
0 37.5 75 150

A: IMPROVE SIGNALIZED INTERSECTION LIGHTING

B: IMPROVE SIGNALIZED INTERSECTION LIGHTING

C: IMPROVE SIGNALIZED INTERSECTION LIGHTING

B, C, D

EVALUATE CORRIDOR ACCESS MANAGEMENT

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES

ADD SHRUBS OR BARRIERS TO THE MEDIAN WHERE POSSIBLE TO DETER PEDESTRIANS CROSSING MID-BLOCK

MATCH LINE - ABOVE

NE 13TH PL

NE 14TH AVE

NE 14TH AVENUE RD

NE 123TH ST

NE 16TH AVE

SR-922/N MIAMI BLVD

NORTH

GRAPHIC SCALE IN FEET
0 37.5 75 150

B: IMPROVE SIGNALIZED INTERSECTION LIGHTING

B: IMPROVE SIGNALIZED INTERSECTION LIGHTING

F, A

B: IMPROVE SIGNALIZED INTERSECTION LIGHTING

E

A. INSTALL PROTECTED LEFT TURN PHASE

B. INSTALL BACKPLATES WITH RETROREFLECTIVE BORDER

C. INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON

D. ADD A RAISED MEDIAN NEAR THE EXISTING MID-BLOCK CROSSWALK TO ENHANCE PEDESTRIAN SAFETY AT WJ BRYAN ELEMENTARY

E. INSTALL SIGNAL AHEAD (W3-3) SIGNS APPROACHING SIGNALIZED INTERSECTION

F. INSTALL SPECIAL EMPHASIS CROSSWALK PAVEMENT MARKINGS

SOURCE: GOOGLE MAPS/NEARMAPS

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CITY OF NORTH MIAMI VISION ZERO SAFETY ACTION PLAN

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

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

Item	unit	Qty.	Unit Price	Total
median	ls	1	$ 40,000.00	$ 40,000.00
protected left turn phase (new mast arm)	ea	4	$ 150,000.00	$ 600,000.00
flexible backplates	ea	36	$ 800.00	$ 28,800.00
replace corridor lighting with LED	ea	26	$ 2,500.00	$ 65,000.00
Improve intersection lighting	ea	5	$ 175,000.00	$ 875,000.00
audible ped buttons	ea	8	$ 2,400.00	$ 19,200.00
median around midblock	ls	1	$ 36,000.00	$ 36,000.00
SUB-TOTAL				$ 1,664,000.00
MOT (10%)		0.1		$ 166,400.00
Mobilization (5%)		0.05		$ 83,200.00
Contingency(10%)		0.1		$ 166,400.00
PRELIMINARY COST*				**$ 2,080,000.00**

*design costs are not included

SEGMENT S-6:

SR-916/NE 135TH ST FROM NE 12TH AVE TO US-1/BISCAYNE BLVD

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

NE 135TH TER

NE 13TH AVE

NE 136TH ST

NE 14TH AVE

NE 16TH AVE

CONFIRM MOTORCYCLES ARE DETECTED AT TRAFFIC SIGNALS

EVALUATE PROTECTED/PERMISSIVE LEFT-TURN PHASING FOR SOUTHBOUND AND WESTBOUND APPROACHES AT NE 16TH AVENUE

IMPROVE SIGNALIZED INTERSECTION LIGHTING

A

B

D

C

IMPROVE SIGNALIZED INTERSECTION LIGHTING

CONFIRM MOTORCYCLES ARE DETECTED AT TRAFFIC SIGNALS

SR-916/NE 135TH ST

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES

EVALUATE REDUCING THE SPEED LIMIT FROM 40 MPH TO 35 MPH

IMPLEMENT HIGH VISIBILITY ENFORCEMENT FOR SPEEDING ALONG SR-916

NE 12TH AVE

NE 134TH RD

NE 133RD RD

MATCH LINE - BELOW

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES

EVALUATE REDUCING THE SPEED LIMIT FROM 40 MPH TO 35 MPH

IMPLEMENT HIGH VISIBILITY ENFORCEMENT FOR SPEEDING ALONG SR-916

ARCH CREEK RD

CONFIRM MOTORCYCLES ARE DETECTED AT TRAFFIC SIGNALS

IMPROVE SIGNALIZED INTERSECTION LIGHTING

A

SR-916/NE 135TH ST

US-1/BISCAYNE BLVD

MATCH LINE - ABOVE

NE 17TH AVE

ARCH CREEK RD

VENICE PARK DR

NE 134TH ST

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

A. INSTALL BACKPLATES WITH RETROREFLECTIVE BORDER

B. INSTALL PROTECTED LEFT TURN PHASE

C. EVALUATE CHANNELIZED MEDIAN OPENING AT NE 13TH AVENUE

D. INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON

SOURCE: GOOGLE MAPS/NEARMAPS

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NORTH MIAMI FLORIDA

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CITY OF NORTH MIAMI VISION ZERO SAFETY ACTION PLAN

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

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

Item	unit	Qty.	Unit Price	Total
protected left turn phase (new mast arm)	ea	5	$ 150,000.00	$ 750,000.00
replace corridor lighting with LED	ea	27	$ 2,500.00	$ 67,500.00
improve intersection lighting	ea	4	$ 175,000.00	$ 700,000.00
Install Retroreflective Backplates	ea	27	$ 800.00	$ 21,600.00
chanelized median	lf	307	$ 80.00	$ 24,560.00
Audible Ped Button	ea	8	$ 2,400.00	$ 19,200.00
SUB-TOTAL				$ 1,582,860.00
MOT (10%)		0.1		$ 158,286.00
Mobilization (5%)		0.05		$ 79,143.00
Contingency(10%)		0.1		$ 158,286.00
PRELIMINARY COST*				**$ 1,978,575.00**

*design costs are not included

SEGMENT S-7:

US-441/NW 7TH AVE FROM SR 924/NW 119TH ST TO SR 916/NW 135TH ST

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES
EVALUATE ADDING LIGHTING ON BOTH SIDES OF NW 7TH AVE
EVALUATE CONVERTING PAINTED BULB OUTS TO RAISED BULB OUTS AND ADDING SOD OR LOW-HEIGHT LANDSCAPING

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

NW 118TH ST | NW 120TH ST | NW 121ST ST | NW 122ND ST | NW 123RD ST | NW 124TH ST | NW 125TH ST | NW 126TH ST | NW 127TH ST

US-441/NW 7TH AVE

SR-924/NW 119TH ST

MATCH LINE - BELOW

EVALUATE STRATEGIES TO REDUCE POTENTIAL CONFLICTS BETWEEN BICYCLES AND ON-STREET PARKING.
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

REPLACE EXISTING CORRIDOR LIGHTING WITH LED FIXTURES
EVALUATE ADDING LIGHTING ON BOTH SIDES OF NW 7TH AVE
EVALUATE CONVERTING PAINTED BULB OUTS TO RAISED BULB OUTS AND ADDING SOD OR LOW-HEIGHT LANDSCAPING

MATCH LINE - ABOVE

NW 128TH ST | NW 129TH ST | NW 130TH ST | NW 131ST ST | NW 132ND ST | NW 133RD ST | NW 134TH ST | SR-916/NW 135TH ST | NE 136TH ST

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

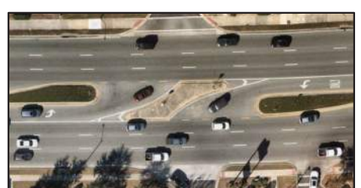
US-441/NW 7TH AVE

NW 6TH CT

EVALUATE STRATEGIES TO REDUCE POTENTIAL CONFLICTS BETWEEN BICYCLES AND ON-STREET PARKING.
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

A. INSTALL BACKPLATES WITH RETROREFLECTIVE BORDER

B. INSTALL PROTECTED LEFT TURN PHASE



C. INSTALL DIRECTIONAL MEDIAN

D. EVALUATE ADDING A MIDBLOCK CROSSWALK

SOURCE: GOOGLE MAPS/NEARMAPS

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NORTH MIAMI FLORIDA

Kimley»Horn

CITY OF NORTH MIAMI VISION ZERO SAFETY ACTION PLAN

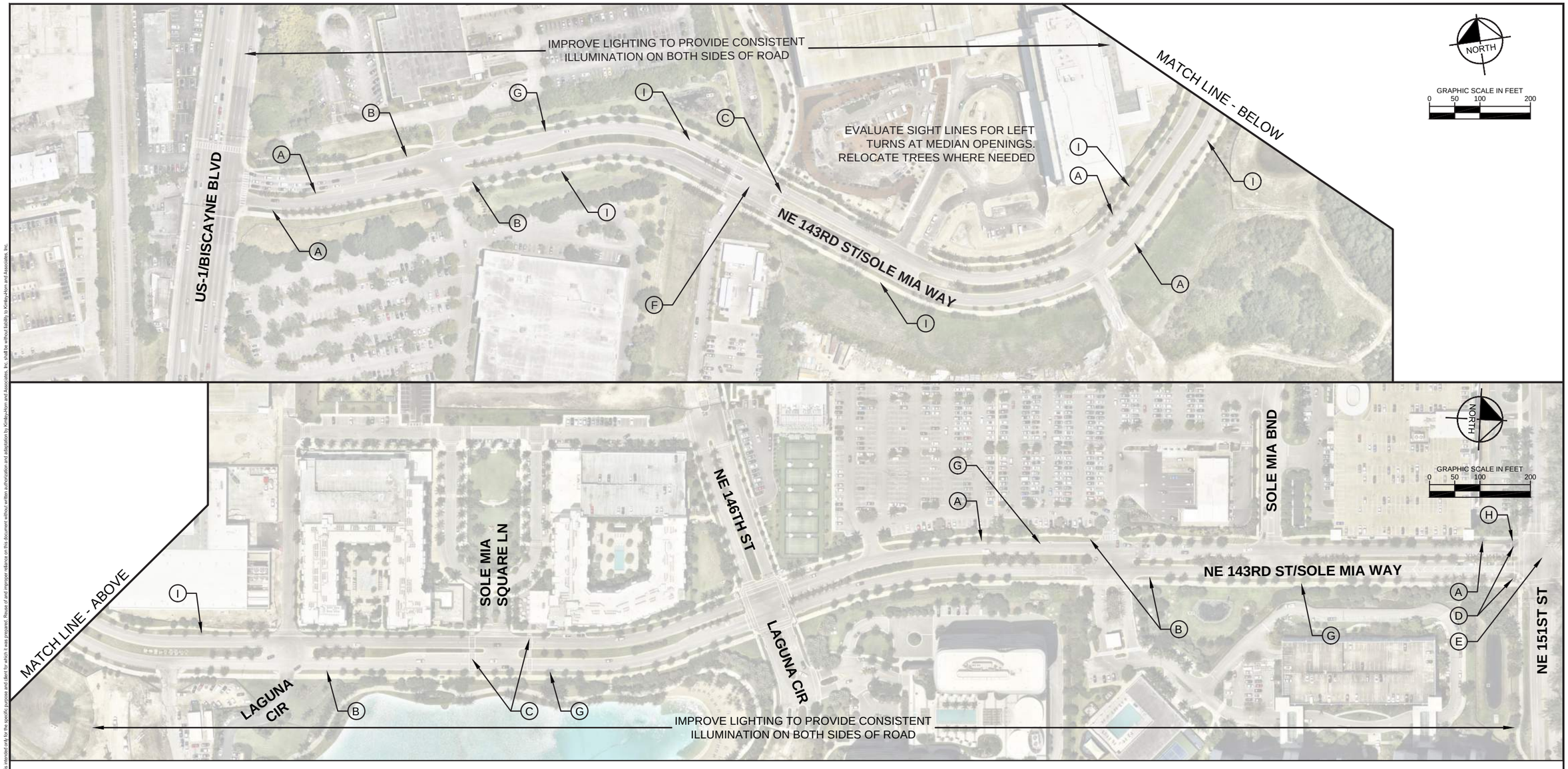
HIGH INJURY NETWORK SEGMENT S-7: US-441/NW 7TH AVE FROM SR 924/NW 119TH ST TO SR 916/NW 135TH ST

HIGH INJURY NETWORK SEGMENT S-7: US-441/NW 7TH AVE FROM SR-924/NW 119TH ST TO SR-916/NW 135TH ST				
Item	unit	Qty.	Unit Price	Total
replace corridor lighting with LED	ea	35	$ 2,500.00	$ 87,500.00
Adding lights to other side of road	ls	1	$ 400,000.00	$ 400,000.00
Install Retroreflective Backplates	ea	31	$ 800.00	$ 24,800.00
protected left turn phase (new mast arm)	ea	2	$ 150,000.00	$ 300,000.00
directional medians	ea	2	$ 35,000.00	$ 70,000.00
midbock xwalk	ls	1	$ 300,000.00	$ 300,000.00
raised bulbouts	ls	1	$ 100,000.00	$ 100,000.00
reduce bike conflicts	ls	1	$ 100,000.00	$ 100,000.00
SUB-TOTAL				$ 1,382,300.00
MOT (10%)		0.1		$ 138,230.00
Mobilization (5%)		0.05		$ 69,115.00
Contingency(10%)		0.1		$ 138,230.00
PRELIMINARY COST				**$ 1,727,875.00**

*design costs are not included

SEGMENT L-1:

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



A. PROVIDE CONSISTENT SPEED LIMIT SIGNAGE

B. ADD SPEED LIMIT SIGN TO ELECTRONIC SPEED FEEDBACK SIGNS

C. MOUNT (R1-6) PADDLE SIGNS TO THE PAVEMENT AT CROSSWALKS

D. INSPECT DRAINAGE

E. INSTALL SPECIAL EMPHASIS CROSSWALK PAVEMENT MARKINGS

F. ADD 'PEDESTRIAN' SIGNS WITH ARROW PLAQUE AT MID-BLOCK CROSSWALK LOCATIONS

G. INSTALL SIGNAL AHEAD (W3-3) SIGNS APPROACHING SIGNALIZED INTERSECTIONS

H. ADD PUSH BUTTON TO PEDESTRIAN SIGNAL

I. INSTALL CURVE WARNING SIGNS AND RPMS ALONG CENTER/EDGE LINES TO DELINEATE CURVES

SOURCE: GOOGLE MAPS/NEARMAPS

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NORTH MIAMI FLORIDA

Kimley»Horn

CITY OF NORTH MIAMI VISION ZERO SAFETY ACTION PLAN

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

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

Item	unit	Qty.	Unit Price	Total
speed limit signs	ea	6	$ 550.00	$ 3,300.00
Lighting Improvements	LS	1	$ 1,140,300.00	$ 1,140,300.00
R1-6 paddle signs	ea	8	$ 550.00	$ 4,400.00
w11-2 signs	ea	8	$ 550.00	$ 4,400.00
inspect drainage(inlet maintenace)	ea	2	$ 1,000.00	$ 2,000.00
Ped Button	ea	1	$ 500.00	$ 500.00
xwalk (24" white)	lf	360	$ 20.00	$ 7,200.00
signal ahead sign	ea	4	$ 550.00	$ 2,200.00
review sight lines (relocate trees)	ea	5	$ 1,500.00	$ 7,500.00
Curve warning sign	ea	6	$ 550.00	$ 3,300.00
SUB-TOTAL				$ 1,175,100.00
MOT (10%)		0.1		$ 117,510.00
MOB (5%)		0.05		$ 58,755.00
Contingency (10%)		0.1		$ 117,510.00
PRELIMINARY COST*				**$ 1,468,875.00**

*design costs are not included

SEGMENT L-2:
NE 128TH ST FROM SR-915/NE 6TH AVE TO NE 8TH AVE

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NE 129TH ST

NE 6TH AVE

NE 7TH AVE

W DIXIE HWY

NE 8TH AVE

NE 128TH ST

NE 127TH ST

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

EVALUATE MODIFICATIONS TO PREVENT SOUTHBOUND TRAFFIC ON RIGHT TURN LANE ON W DIXIE HWY FROM GOING THROUGH AT NE 128TH STREET/NE 7TH AVENUE

EVALUATE STREET LIGHTING IMPROVEMENTS ALONG NE 128TH STREET

A

B

C

C

D

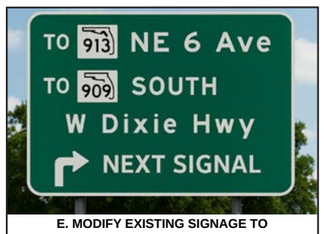
E

A. EVALUATE RESTRIPING EAST LEG AT SR 915/NE 6TH AVENUE TO TWO LEFT TURN LANES AND ONE RIGHT-TURN LANE.

B. STRIPE ON-STREET PARKING SPACES

C. SIGNALIZE CROSSWALKS

D. INSTALL SIGNAGE FOR SOUTHBOUND TRAFFIC ON W DIXIE HIGHWAY DESTINED TO SOUTHBOUND NE 6TH AVENUE



E. MODIFY EXISTING SIGNAGE TO NOTIFY TRAFFIC THAT THEY MUST TURN AT THE NEXT SIGNAL

SOURCE: GOOGLE MAPS/NEARMAPS

NORTH MIAMI FLORIDA

Kimley»Horn

CITY OF NORTH MIAMI VISION ZERO SAFETY ACTION PLAN
HIGH INJURY NETWORK SEGMENT L-2: NE 128TH ST
FROM SR-915/NE 6TH AVE TO NE 8TH AVE

HIGH INJURY NETWORK SEGMENT L-2: NE 128TH ST FROM SR-915/NE 6TH AVE TO NE 8TH AVE				
Item	unit	Qty.	Unit Price	Total
restriping	ls	1	$ 4,000.00	$ 4,000.00
update signal for SR 915/NE 6th Avenue	ls	1	$ 25,000.00	$ 25,000.00
stripe parking (6 white)	ls	1	$ 500.00	$ 500.00
signalize xwalk	ea	4	$ 2,500.00	$ 10,000.00
signage	ls	1	$ 10,000.00	$ 10,000.00
stopping thru movement (concrete)	sy	30	$ 150.00	$ 4,500.00
street lighting	ls	1	$ 350,000.00	$ 350,000.00
SUB-TOTAL				$ 404,000.00
MOT (10%)		0.1		$ 40,400.00
Mobilization (5%)		0.05		$ 20,200.00
Contingency(10%)		0.1		$ 40,400.00
PRELIMINARY COST*				**$ 505,000.00**

*design costs are not included

ATTACHMENT

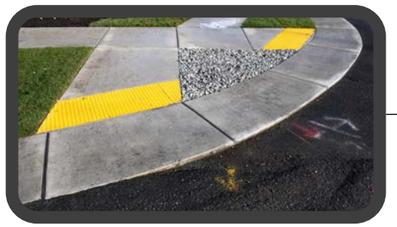
C

Systemic Countermeasure Concept Sketches

Vision Zero Safety Action Plan

Potential Systemic Safety Countermeasures for Signalized Intersections

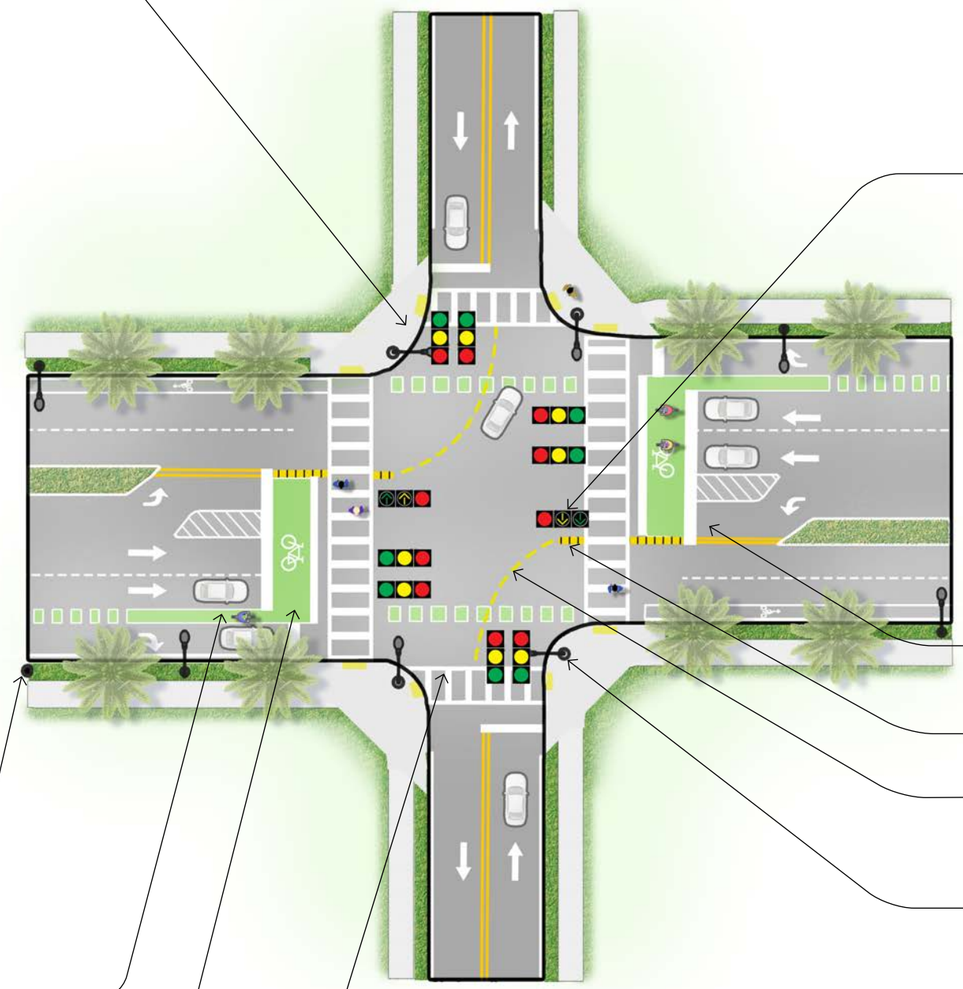
Curb Extensions



Accessible Pedestrian Signals (APS)

Leading Pedestrian Interval (LPI)

Advance Next Signal signs

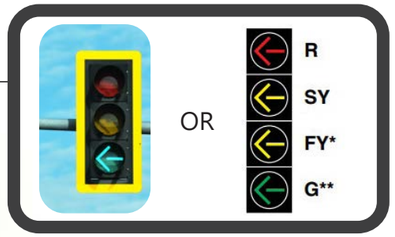


Green Bike Lanes in Conflict Areas

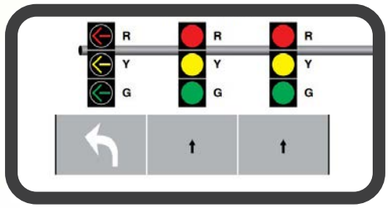
Bike Box

Special Emphasis Crosswalk

Backplates with retroreflective border



Protected left turn phase

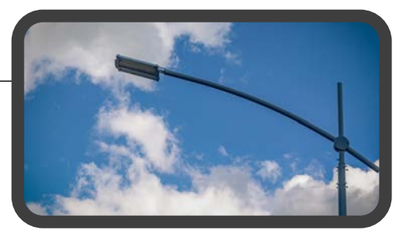


Separate Signal per Lane

Turn Lane with Positive Offset

Hardened Center Line

Left-turn Path Markings



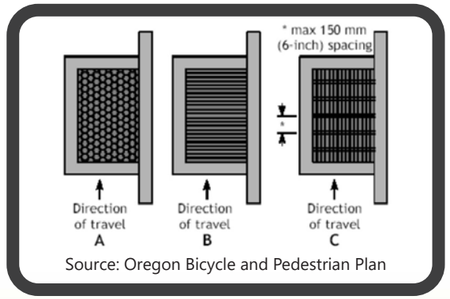
Intersection Lighting

Kimley»Horn Prepared by Kimley-Horn and Associates, Inc.

Vision Zero Safety Action Plan

Potential Systemic Safety Countermeasures for Multi-lane Highways

Bicycle safe grates



Source: Oregon Bicycle and Pedestrian Plan

Speed feedback signs

Mid-block Crosswalk

Bus Stop close to Crosswalk

Street Lighting on Both Sides of Road

Buffered Bike Lane

Directional Median Opening

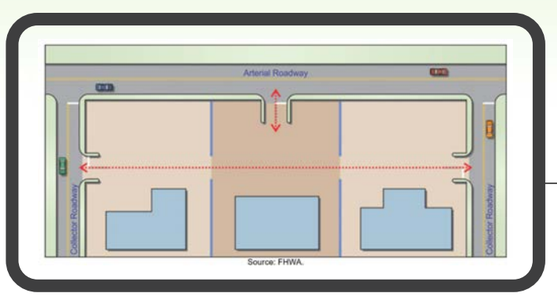
Raised Median

Special Emphasis Crosswalk Markings

Landscaping for Pedestrian Comfort

Speed feedback signs

Consolidated driveways



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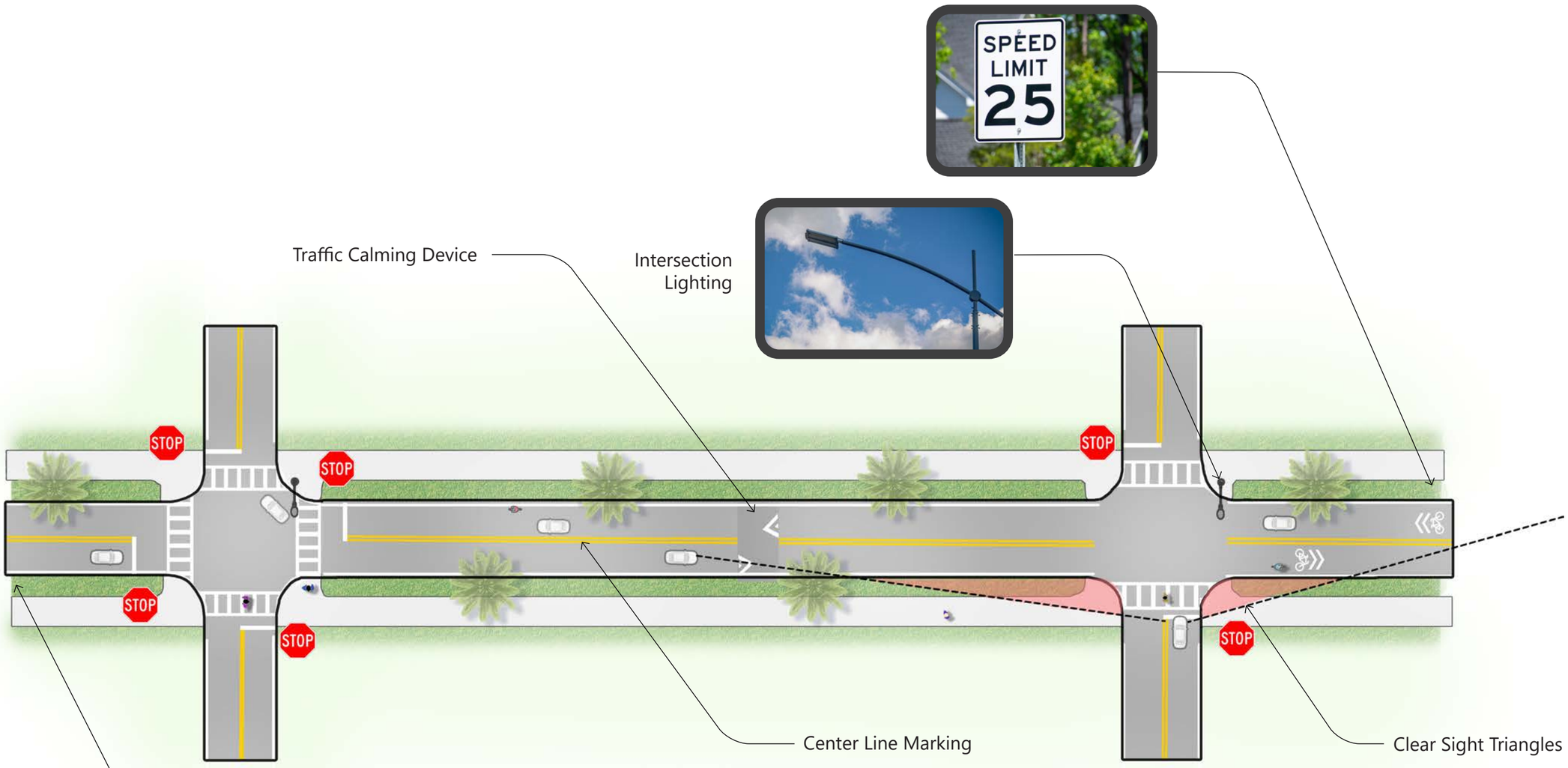
Vision Zero Safety Action Plan

Potential Systemic Safety Countermeasures for Residential Streets



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