VISION ZERO

City of North Miami Beach

SAP

Safety Action Plan

NMB



DRAFT DOCUMENT (AUGUST 2025)

Acknowledgements

Special acknowledgment to the people of North Miami Beach.

City of North Miami Beach

Mayor and City Commissioners
Community Redevelopment Agency
Communications
Community Development
Library
Parks and Recreation
City Manager
Police
Public Works

Agency Partners

Miami-Dade Transportation Planning Organization
Florida Department of Transportation - District 6
City of North Miami

Prepared for.

City of North Miami Beach
NMB

Prepared by.

WGI®



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Introduction

The loss of even one life on our streets is unacceptable. This document is the Vision Zero Safety Action Plan for the City of North Miami Beach and reflects the City's unwavering commitment to designing and planning a transportation system where safety is prioritized.

What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all users. The heart of Vision Zero is that loss of life is not acceptable on our roadways. It acknowledges that many factors contribute to safe mobility, including roadway design, speeds, human behaviors, environmental factors, technology and policies. Therefore, it utilizes a multidisciplinary approach that brings together different stakeholders and strategies to address the complex problem of fatal and serious injury crashes. Vision Zero requires eliminating the focus on changing individual behavior and instead accepting shared responsibility for putting a safe system in place for all road users.

Vision Zero begins with setting clear goals and guiding principles to achieve the shared goal of zero fatality and severe injury crashes. The City of North Miami Beach (NMB) passed **resolution number R2023-46, setting the goal of zero traffic-related fatalities by 2050** and adopting an action plan to prioritize innovative strategies and technologies to enhance safety. This project is funded by the City of North Miami Beach and the United States Department of Transportation (USDOT) Safe Streets for All (SS4A) grant program.

Vision Zero is based on the Safe System Approach, which is a proactive strategy to reduce severe injuries and fatalities from traffic crashes and considers the interconnectedness of road safety and addresses all aspects of the transportation system.

Within the city limits of North Miami Beach ***24 traffic fatalities*** were reported between 2019 and 2023. This includes all jurisdictions operating within the city limits extending beyond the North Miami Beach Police Department. The study area comprised of all roadways within the municipal boundary of the City. Within the five-year study period, fatalities peaked in 2019, with six (6) occurring in a five-month time span. In total, there were ten (10) fatalities in 2019, three (3) fatalities in 2020, five (5) in 2021, two (2) in 2022, and four (4) in 2023. Within the study period and following the peak in fatalities in 2019, there was an average of 3.5 fatal crashes per year. While 2024 was not part of the study period for data collection, there were seven (7) documented fatalities within the city in 2024, representing a new five-year high for the city. As made evident by the crash data, fatal crashes are a major safety concern for the city. Crashes are not only a safety concern, but a major cost to the public as well. The total estimated cost of all crashes (7,851) occuring within the city limits for the five (5) year analysis period utilizing Florida Department of Transportation (FDOT) crash costs was estimated at $572.3 million dollars (Table 122.6.2 from FDOT Design Manual, 2025). **Figure 1** shows the five-year summation of fatal and serious injury crashes that occurred in the City of North Miami Beach by mode, from 2019 to 2023.

Figure 1: Fatal & Severe Injury Crashes by Mode



Source: Signal4analytics.com

Safe System Approach

The Safe System Approach has been adopted by the USDOT and transportation community as an effective strategy to address and mitigate the risks in our complex transportation system. It works by taking a holistic approach of the multiple layers involved in traffic related crashes and providing a guiding framework to make transportation networks safer for all users. **Figure 2** is a visual representation of the pieces that make up the Safe System Approach.

Figure 2: Safe System Approach Countermeasures



The key principles of the Safe System Approach are:

1. Death and serious injuries are unacceptable;
2. Design for human mistakes and limitations;
3. Reducing system kinetic energy;
4. Sharing responsibility; and
5. Proactively identifying and addressing risks based on crash histories.

Source: U.S. Department of Transportation (2025)

Under the Safe System Approach, death and serious injuries are unacceptable and the elimination of crashes that result in death and serious injuries should be prioritized. It is understood that people will make mistakes that can lead to crashes, but the transportation system can be designed to accommodate certain types and levels of mistakes to avoid death and serious injuries.

Human bodies are vulnerable and have physical limits for tolerating crash forces; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates these vulnerabilities. The responsibility for preventing fatalities and serious injuries should be

shared between government at all levels, the transportation industry, non-profit and advocacy groups, researchers, and the general public. In order to reach the goal of zero fatal crashes, proactive tools need be used to address safety issues. All parts of the transportation system should be strengthened to reduce risks.

Crashes & Why They Happen

Traffic crashes are caused by a variety of factors but the most common contributing factor to traffic crashes is human behavior. Distracted driving, speeding, driving under the influence, reckless driving, drowsy driving, inexperienced drivers, and improper turns and lane changes are examples of human behavior that could contribute to a crash. Fatal and serious crashes, like the one shown in **Figure 3**, not only hurt the people involved in the crash but have impacts to the transportation network and surrounding communities. Addressing these behaviors through enforcement, education, and roadway design is critical to improving safety and reducing preventable crashes on our streets.

According to a 2018 report by the National Highway Traffic Safety Administration (NHTSA), 94% of crashes were attributed to drivers. Of these crashes, 41% were attributed to recognition error, 33% were attributed to decision error, and 11% were attributed to performance error. Recognition error refers to driver inattention, internal and external distractions and inadequate surveillance of surroundings. Decision errors are defined as driving too fast for conditions, driving too fast for a curve, false assumptions of others' actions, performing an illegal maneuver and misjudging traffic gaps or others' speed.

Environmental factors could also contribute to a traffic crash and include factors such as visibility issues, road conditions and weather. Specific examples of environmental factors contributing to traffic crashes include slick roads, glare, view obstructions, fog, rain or snow. Roadway infrastructure design factors contributing to crashes include poor or inadequate signing, and confusing intersections or signals. Road conditions contributing to crashes include potholes, uneven surfaces, and debris on the roadway.

Figure 3: Crash on NE 163rd St and Biscayne Blvd



Source: CBS Miami

North Miami Beach Vision Zero

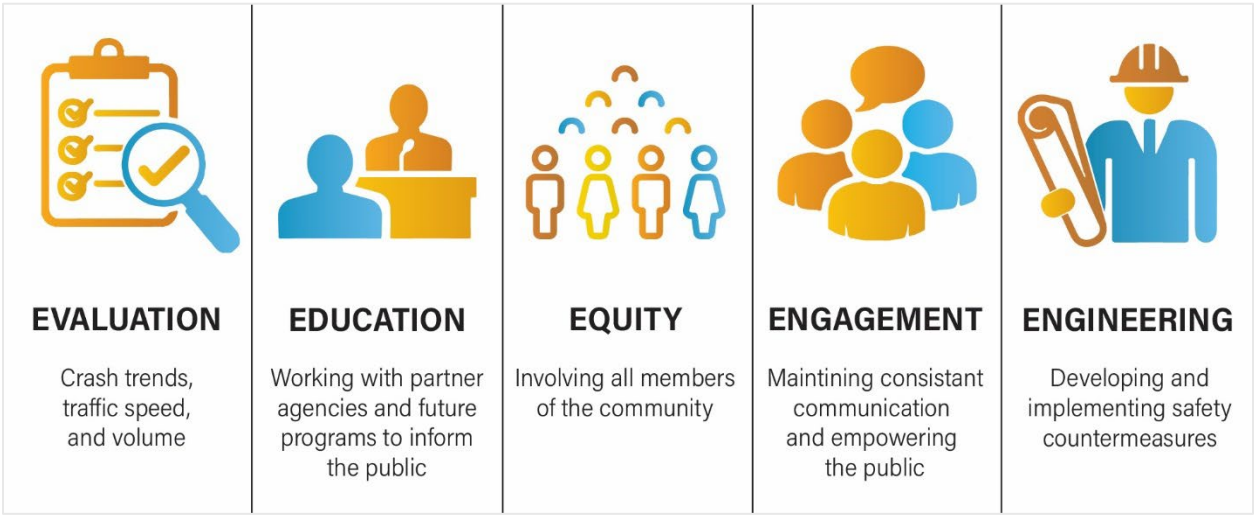
Purpose of the Action Plan

The overarching purpose of the North Miami Beach Vision Zero Safety Action Plan is to eliminate traffic fatalities within the City of North Miami Beach by 2050. In 2023, the City Commission adopted a resolution (Resolution No. R2023-46) to commit to achieving zero traffic related fatalities by 2050. While reducing traffic fatalities sits at the top of this Vision Zero Safety Action Plan's goal, the city is also interested in utilizing the Safety Action Plan as a guiding document to address speeding and dangerous driving behavior. As such, the two-part goal of this Safety Action Plan is to 1) reduce traffic fatalities to zero by 2050, and 2) address speeding and dangerous driving behavior within the city.

Guiding Principles

To achieve the goals discussed above, the Safety Action Plan has adopted five (5) major guiding principles, as shown in **Figure 4**. The guiding principles for the Vision Zero Safety Action Plan are defined in Resolution 2023-46 as follows: Evaluation, Education, Equity, Engagement, and Engineering.

Figure 4: The Five Guiding Principles



Source: City of North Miami Beach Resolution 2023-46

- **Evaluation** refers to the process of reviewing historical crash data for trends and key takeaways. For the purpose of this Vision Zero Safety Action Plan, the crash history evaluation involved the review of five (5) years of crash data, from 2019 to 2023, within the city boundaries. Additionally, traffic volume and speed data were collected on 27 city-maintained roadways identified as having historical speed-related issues.
- **Education** is a significant pillar of the plan, requiring both public engagement, stakeholder coordination, and equity/inclusion. Education involves spreading awareness and knowledge about safety to the public, and the development of a greater safety culture within the city

related to traffic, roadway, and pedestrian safety. For the development of this Vision Zero Safety Action Plan, engagement events were attended throughout the city to dually collect information and to also educate the public. Traffic safety education can vary broadly between media campaigns, hosting public events, training, and partnering with other agencies.

- **Equity** represents the cross collaboration, inclusion, and targeted engagement to create a plan that is representative of the city's diverse residents. For the development of this Vision Zero Safety Action Plan, multilingual materials were created for accessibility and specific community events were attended in order to capture engagement data that is representative of the residents. Additionally, equity was built into the prioritization criteria by including community hubs (churches, parks, community centers, and schools) and the Community Redevelopment Agency limits as locations where projects are prioritized.
- **Engagement** represents the maintained communication and empowerment of the public. For the development of this Vision Zero Safety Action Plan, the following engagement activities were conducted: project website, surveys, interactive activities at community events, the development of a multidiscipline task force, and meetings with city staff and elected officials.
- **Engineering** represents the construction-oriented interventions that will be identified as part of the project, cumulatively building upon the findings and work resulting from the other four guiding principles. These interventions, referred to as countermeasures, are identified by the Federal Highway Administration (FHWA) as proven construction projects that improve safety. For the development of this Vision Zero Safety Action Plan, FHWA proven countermeasures are utilized in the Action Plan.

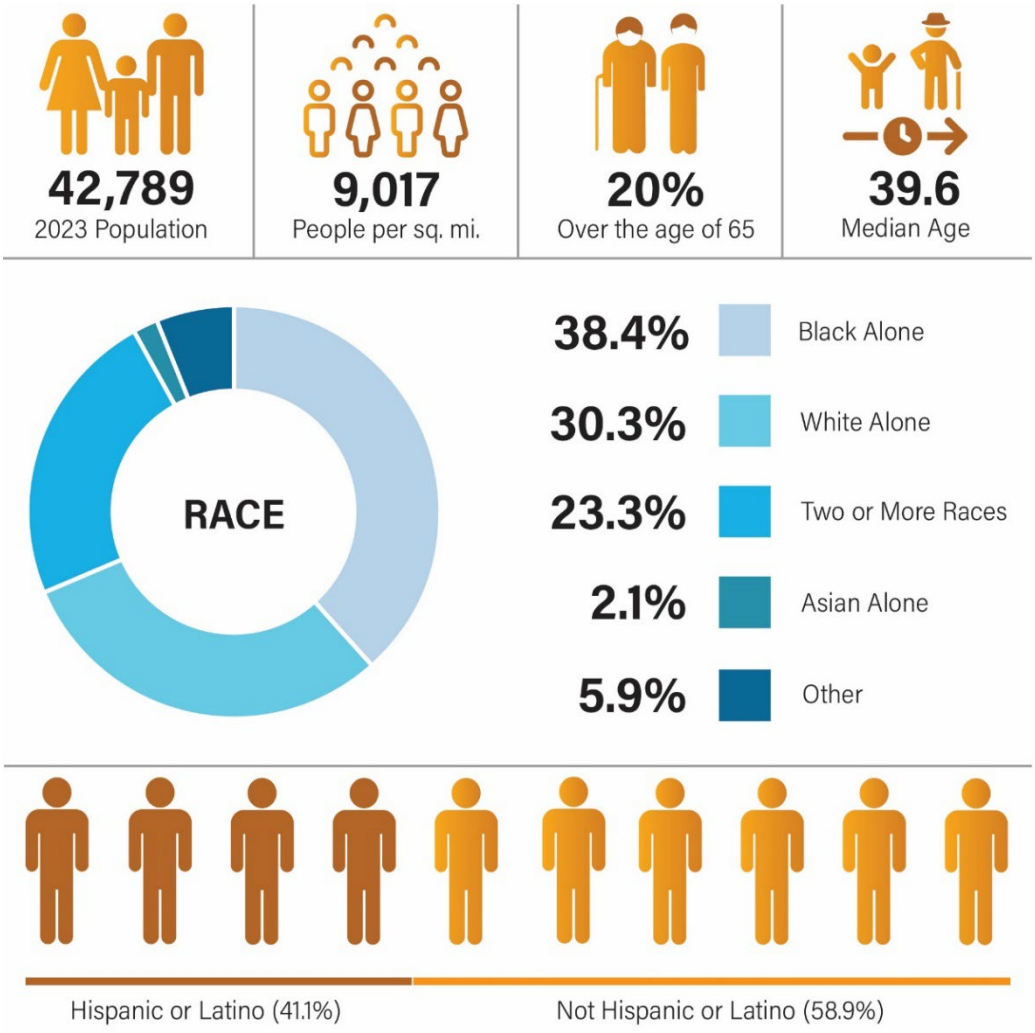
The North Miami Beach Vision Zero Safety Action Plan sets a bold and comprehensive framework to eliminate traffic fatalities and address unsafe driving behavior in North Miami Beach, guided by the core principles of Evaluation, Education, Equity, Engagement, and Engineering. With this foundation in place, it is equally important to understand the community it aims to protect, beginning with a look at the city's demographics in the next section.

Who is North Miami Beach?

Demographic information is key to understanding the city as a whole and who is utilizing the local transportation infrastructure. Understanding the demographics of an area ensures that traffic safety initiatives are effectively targeting vulnerable users while providing a safe and connected transportation network to serve the access needs of all residents and vistors. Incorporating demographic insights enables cities to allocate resources effectively, engage with communities meaningfully, and implement policies that promote safety for all, thereby advancing the overarching goal of Vision Zero to eliminate traffic fatalities and serious injuries.

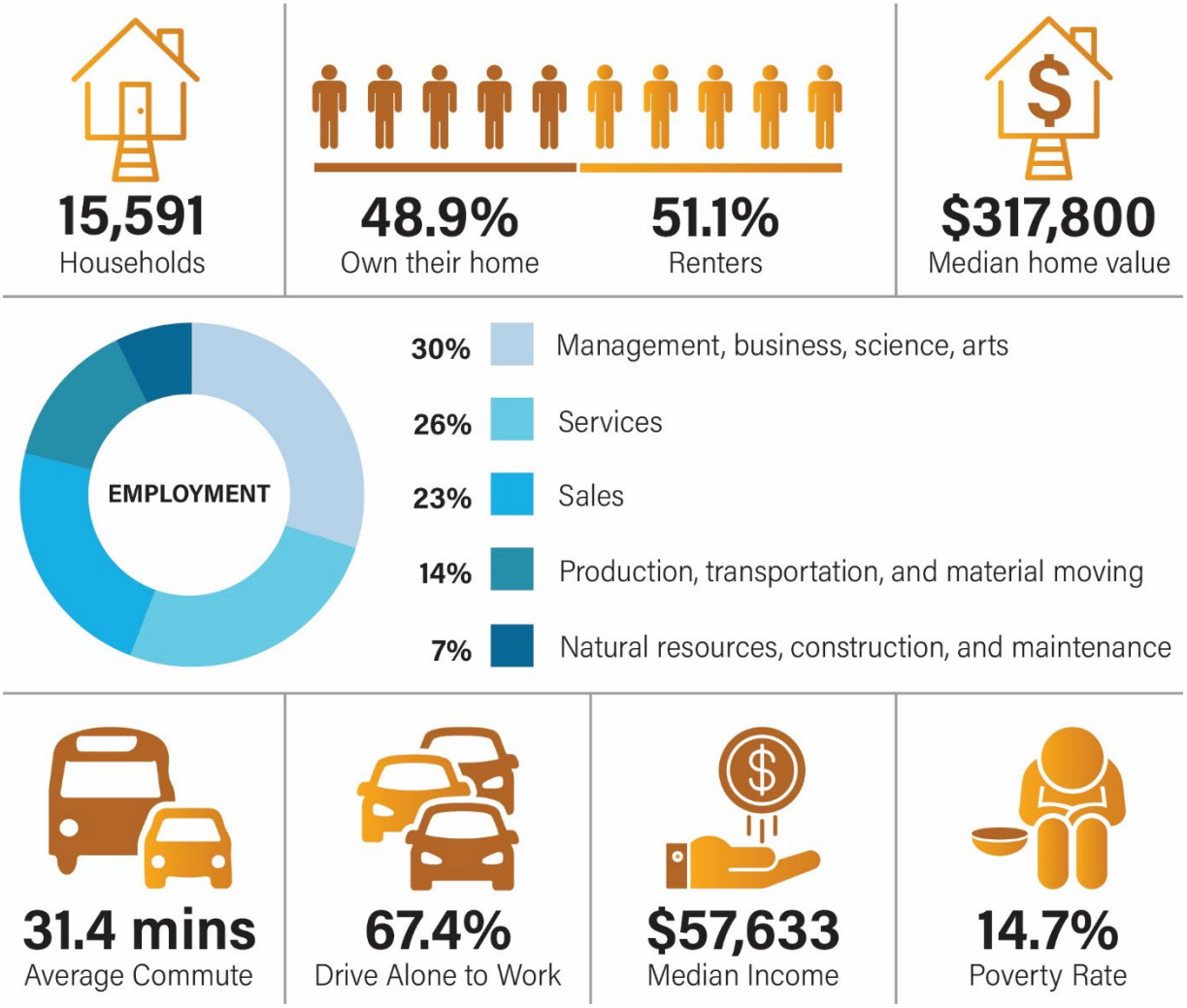
Demographic data for this Safety Action Plan was obtained from the United States Census Bureau's Data website, sourcing data from the American Community Survey's (ACS) five (5) year estimates for 2023 which offers demographic, social, and economic information to guide effective planning and decision-making. The information shown in **Figure 5** and **Figure 6** summarize the population and socio-economic demographics for the City of North Miami Beach.

Figure 5: Population Demographics



Source: 2023 ACS 5-Year Estimates

Figure 6: Socio-Economic Demographics



Source: 2023 ACS 5-Year Estimates

DEMOGRAPHIC OVERVIEW

North Miami Beach has a population of 42,789 as of 2023 with a population density of 9,017 people per square mile of land area. Per F.S. Sec. 380.0651(3)(a), the city qualifies as a dense urban land area. The median age in North Miami Beach is 39.6 years and approximately 80% of the population is under 65 years of age.

The number of households in the city is 15,591. 48.9% of the city's population own their housing units and 51.1% rent their housing units. The city's median income is $57,633. This is below the county and state averages. Additionally, 14.7% of the city's population lives below the poverty line.

The average commute to work in North Miami Beach is 31.4 minutes. Commuters face slightly longer travel times when compared to state averages.

DEMOGRAPHIC COMPARISON

Table 1 provides a comparison of multiple demographic points for the City of North Miami Beach compared to Miami-Dade County and the State of Florida as a whole.

Table 1: Demographic Comparison

Statistic	North Miami Beach	Miami-Dade County	State of Florida
Population Growth (since 2020)	-2.0%	-0.6%	5.0%
Population under 18	22.5%	18.2%	18.5%
Population over 65	20.0%	18.0%	21.7%
Median Age	39.6	41.7	43.8
Black (Non-Hispanic)	38.4%	13.3%	14.4%
White (Non-Hispanic)	30.3%	13.1%	50.2%
Hispanic	41.1%	69.6%	27.6%
Median Household Income	$57,633	$68,694	$71,711
Median Home Value	$317,800	$484,215	$391,816
Owner Occupied Households	48.9%	46.2%	57.8%
Poverty Rate	14.7%	14.1%	12.3%
Mean Travel Time to Work (Minutes)	31.4	31.0	28.0

Source: 2023 ACS 5-Year Estimates

PUBLIC ENGAGEMENT

As part of the public engagement phase of the Safety Action Plan, several outreach efforts were undertaken. These efforts were specifically tailored toward the North Miami Beach community to maximize feedback, promote the project, and begin a dialogue between the residents and the City regarding traffic safety. During the public engagment efforts, a community engagement survey with three (3) traffic crash questions and a traffic pledge to drive sober, follow the speed limit, and put away cell phones and other distractions was provided. Pictures from the engagement events are provided in **Appendix A**.

SnowFest

During the City's SnowFest event held on Saturday, December 14, 2024, residents provided input at an in-person pop-up workshop that included planning and mapping exercises to gather information from citizens about their experiences with safety in the city. Residents also identified problem areas and learned about possible solutions. If attendees confirmed that they lived in the City, they were asked if they had been involved in a crash in the last five (5) years and/or if they experienced a close call with a vehicle. They were also asked to take a quick pre-survey and to sign a safety pledge. The mapping exercise allowed participants to identify specific geographic locations that should be prioritized for safety improvements. Different color markers were used to identify issues on a map as outlined below.

- **Blue Marker**: Pedestrian/cyclist issues
- **Red Marker**: Vehicle issues
- **Green Marker**: Areas that felt safe regarding traffic

Approximately 300 attendees provided information and feedback during the event and 59 pre-survey and safety pledge responses were received.

Heart Health Walk

During the City's Heart Health Walk on Saturday, February 22, 2025, residents participated in in-person discussions and mapping exercises as well as provided data on paper surveys. The mapping exercise illustrated potential projects and safety improvements across the City that facilitated discussion. The survey was created to better understand the public's perception of safety and to gather general demographic data.

Approximately 60 people provided information and feedback during the event and 22 survey responses were received.

Additional Outreach Efforts

An online public survey in English, Spanish and Creole was created that allowed residents to provide additional feedback and input. The City's Public Works Department webpage hosted the survey. The survey was accessible online using either a smart phone or computer. In total, 231 responses to the online survey were collected. The results from the online survey are provided in **Appendix B**.

An online interactive map was produced that included 18 proven safety countermeasures that could be suggested on the digital map. The countermeasures suggested included speed management, pedestrian/bicyclist safety, intersections, and stand-alone items. A total of 74 suggestions were received on the interactive map. The majority of suggested countermeasures were for signal timing intervals and crosswalk visibility enhancements.

NMB Safety Action Plan Task Force

The North Miami Beach Safety Action Plan Task Force was established based on recommendations from city leaders. The Task Force first met on November 13, 2024 and met again on May 12, 2025. Representatives from the City of North Miami Beach make up the majority of the Task Force members. Representatives from FDOT and the Miami-Dade TPO are also included to provide regional knowledge. All the task force members that participated in task force meetings to develop this Vision Zero Safety Action Plan are listed in **Table 2**.

Table 2: List of Task Force Members

Task Force Member	Title	Government Agency
Mitchell Austin	Asst. Director Community Development	City of North Miami Beach
Aurelio Carmenates	Interim CIP Director	City of North Miami Beach
Gregory Christian	Interim CIP Manager	City of North Miami Beach
Ian Fors	Interim Parks Director	City of North Miami Beach
Tricia Harris	Community member	City of North Miami Beach
Edenia Hernandez	Library/Cultural Programming Director	City of North Miami Beach
Dat Huynh	FDOT District 6 Planning & Environmental Administrator	FDOT
Stephanie Jarrett	Former Transportation Analyst	City of North Miami Beach
Steven Marcellus	Interim Transportation Manager	City of North Miami Beach
Malcolm Moyse Jr.	Transportation Planner	Miami-Dade TPO
Adam Old	CRA Executive Director	City of North Miami Beach CRA
Mark Plass	FDOT District 6 Title VI Coordinator	FDOT
Andrew Plotkin	Assistant City Manager	City of North Miami Beach
Jennifer Torna	Communications Manager	City of North Miami Beach
Kevin Walford	Transportation Planner	Miami-Dade TPO
Captain Jonathan Wilson	Police Department	City of North Miami Beach
Sam Zamacona, E.I	Former Director of Public Works	City of North Miami Beach

Existing Partner Initiatives

The City of North Miami Beach is located within Miami-Dade County. The Miami-Dade Transportation Planning Organization (TPO) recognizes the importance of Vision Zero and developed a **2021 Vision Zero Framework Plan** and a **2024 Miami-Dade County Vision Zero Action Plan**. The FDOT also supports the goal of zero fatal traffic crashes with the FDOT's statewide initiative of **Target Zero**. This Vision Zero Safety Action Plan aligns with both the Miami-Dade TPO and FDOT's initiatives to reach zero fatal traffic crashes and serious injury crashes.

This section of the plan provides an overview of all the significant plans that might potentially influence the future transportation safety goals in the city at local, countywide, and regional levels. The bullets below provide a list of existing plans that were reviewed in this effort. Please note, the North Miami Beach Vision Zero Safety Action Plan has provided separate recommendations that may build upon or re-enforce recommendations within these plans. Please note, while some plans are almost 20 years old, they are the most recent versions of each plan that is in place. Therefore, they are applicable to this plan to improve safety within the City.

City Plans and Policies

- City of North Miami Beach Pedestrian and Bicycle Safety Study (2008)
- North Miami Beach Comprehensive Plan Transportation Element (2015)
- Transit Oriented Development Master Plan (2019)
- Transportation Master Plan (2019)
- Traffic Calming Manual (2025)
- North Miami Beach Police Department Initiatives and Policies

County Plans and/or Policies

- Miami-Dade County Traffic Flow Modification(s) / Street Closure(s) Procedure (2009)
- Five-Year Implementation Plan of the People's Transportation Plan (PTP), 2024-2028 (2023)
- Miami-Dade County Vision Zero Action Plan (2024)

Regional Plans and/or Policies

- Miami-Dade TPO Transportation Improvement Program 2025-2029 (2024)
- Miami-Dade TPO 2050 Bicycle - Pedestrian Master Plan (2024)
- Miami-Dade TPO 2050 Long Range Transportation Plan (2024)
- Miami-Dade TPO Unified Planning Work Program FY25-FY26 (2024)

County/City Agreements

- Intergovernmental Agency Agreement to Perform Traffic Engineering Functions (2022)

State Plans and/or Policies

- FDOT Strategic Highway Safety Plan (2021-2025)
- FDOT District 6 STIP (2024)

The following section will provide a short summary of each of the plans or policies bulleted above.

CITY PLANS AND POLICIES

City of North Miami Beach Pedestrian and Bicycle Safety Study (2008)

The City of North Miami Beach Pedestrian and Bicycle Safety Study focused on improving safety and mobility at the intersection of SR 826/NE 163rd Street/NMB Boulevard and SR 5/US 1/Biscayne Boulevard. The study proposed several enhancements aimed at increasing safety for both pedestrians and vehicular traffic. Key recommendations included upgrading pavement markings, lighting, and pedestrian features along the corridor. The plan also suggested replacing span-wire mounted traffic signals with mast-arm structures to meet hurricane standards, adjusting signal timing to improve clearance intervals, and adding missing or deteriorated signal heads and back-plates. Additional pedestrian-focused improvements included installing "cross only at crosswalk" signs, high-visibility pedestrian warning signs, pedestrian countdown signals at all corners, and high-emphasis crosswalks. To further support transit users, the study recommended relocating the NMB-LINE stop, which is a five route trolley service, closer to new developments at the northeast corner of the intersection and enhancing rider amenities.

North Miami Beach Comprehensive Plan – Transportation Element (2015)

The comprehensive plan of a city contains the community's vision for its future development, encompassing goals, objectives, and policies for various aspects of the planning process including the transportation element. The overarching transportation goals of North Miami Beach are:

- To sustain an economically sufficient, multimodal, urban transportation system.
- To supply a safe, appropriate and competent transportation system.
- To work in coordination with the existing and future land use pattern and the environment.

The safety and efficiency objective of the transportation element aims to ensure timely evacuations during hurricanes, partnership with state and county agencies to reduce crash levels by implementing Transportation System Management and Congestion Management System objectives, explore and promote multimodal options for the residents, and urge sustainable practices of transportation.

Transit Oriented Development (TOD) Master Plan (2019)

To improve movement, access, quality of life, and financial strength around the upcoming Tri-Rail Coastal Link Station in North Miami Beach, the city adopted the Transit Oriented Development Master Plan in May of 2019. This plan was drafted in collaboration with the Treasure Coast Regional Planning Council (TCRPC) & South Florida Regional Transit Authority and recognizes TOD as an important factor to increase ridership around this system. Some of the key initiatives are as follows:

- Intensified land uses near the city's potential Tri-Rail station areas.
- Targeted corridors to prioritize bicycle and pedestrian investment and areas for transit services expansion.
- Seeking policy guidance through comprehensive planning for thoroughfare network.
- Requires the introduction and maintenance of blocks and an improved network of streets

as development occurs.

- Encourages hotel development in the station area to generate advanced ridership demand and complement adjacent destinations.

Transportation Master Plan (2019)

In October 2019, the city adopted the Transportation Master Plan to accommodate the potential long-term transportation system needs of the city. The master plan provided an implementation plan that was centered around three (3) major categories of recommendations:

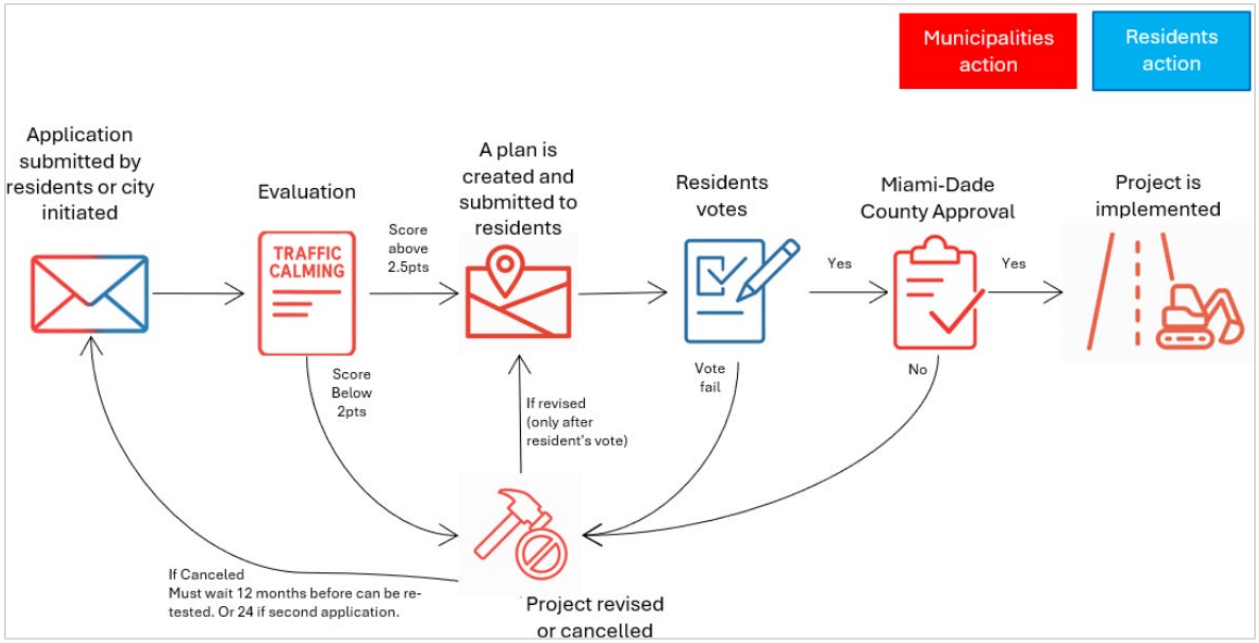
- Corridor Improvements
    - Pedestrian Improvements
    - Bicycle Improvements
    - Roadway Capacity Improvements
    - TSM & O Improvements
    - Transportation Demand Management
- Intersection Improvements
    - Intersection Capacity Analysis with Improvements
- Transit Improvements

The city should continue to use the Transportation Master Plan as a reference for recommendations and system analysis, especially at locations identified as potential projects by this Vision Zero Safety Action Plan.

Traffic Calming Manual

The City of North Miami Beach developed a Traffic Calming Manual through the Department of Public Works and an engineering consultant, The Engineering Company, LLC to address growing concerns about traffic speed and cut-through volumes on local and residential streets. As the city has expanded, increased traffic has negatively impacted neighborhood safety and livability. The manual outlines a structured process for identifying and addressing traffic issues, excluding state and county roads from consideration. Drawing on national best practices and local traffic studies, the manual sets specific thresholds for implementing traffic calming measures tailored to the city's unique needs. It provides guidance on various physical interventions such as street alignment changes and barriers that aim to reduce vehicle speeds, discourage heavy and non-local traffic, and enhance safety for pedestrians and bicyclists. The manual also includes cost estimates and expected impacts of each measure. Residents and city staff collaborate to identify problems and develop appropriate solutions. The overarching goal is to create a safe, efficient, and integrated transportation system that enhances neighborhood quality of life through sound planning and engineering. Key objectives include restoring community environments, improving safety, reducing noise, and promoting streets as shared spaces for all users. The Traffic Calming Manual provides an overview of the procedure required to initiate traffic calming projects as shown in **Figure 7**.

Figure 7: Traffic Calming Project Procedure



Source: City of North Miami Beach Traffic Calming Manual

The city has secured funding for the following nine (9) traffic calming projects within the city:

- NE 160th to 163rd Street & NE 9th Court
- NE 180th Street & NE 12th Avenue
- NE 2nd Avenue
- NE 163rd to 165th Street & NE 26th Avenue
- Pan Uleta Park to 651 NE 168th Street
- Eastern Shores Neighborhood Traffic Calming
- NE 153rd to 157th Street & NE 13th Ave
- Texas U-Turn Study at NE 163rd Street & 35th Avenue
- NE 168th Street & NE 20th Avenue

North Miami Beach Police Department (PD) Initiatives and Policies

The North Miami Beach PD has existing initiatives and policies in place that are centered around education, engagement, and grant opportunities. Existing initiatives the North Miami Beach PD is executing are:

Club Law and Order

Club Law and Order is a community led club that meets throughout the year to voice concerns to the Police Department and to engage the department to solve problems related to safety and crime. These meetings represent an opportunity for the Police Department to apply messaging to key community members that are engaged in the city.

National Click it or Ticket it
This is a nationwide seat belt enforcement campaign that was launched by the National Highway Traffic Safety Administration in 1993. The initiative combines media outreach with heightened police presence, especially around holidays, to remind drivers and passengers that wearing a seat belt is not optional, it's the law. The campaign has significantly reduced injuries and fatalities, saving thousands of lives and billions in economic costs.

National Night Out
National Night Out is an annual community-building campaign in the U.S. that promotes strong police-community partnerships and neighborhood camaraderie to enhance public safety. Held on the first Tuesday in August, the event encourages residents to participate in block parties, festivals, cookouts, and other activities that foster positive interactions with law enforcement. Launched in 1984 by the National Association of Town Watch, it began with simple porch vigils and has grown to involve millions of people across thousands of communities nationwide.

COUNTY PLANS AND POLICIES

Miami-Dade County Traffic Flow Modification(s) / Street Closure(s) Procedure (2009)

The traffic flow modification and street closure process in Miami-Dade County is structured into two phases to ensure thorough evaluation and community involvement. Phase 1 begins when an applicant submits a request to the Miami-Dade County Public Works Department (PWD). PWD conducts an initial traffic study to assess the issue and determine jurisdiction. If necessary, reviews are coordinated with relevant entities such as police and fire departments. Depending on the type of traffic calming measure, 100% agreement of residents or property owners is required for traffic circles and two-thirds agreement of residents or property owners are required for other modifications. Municipalities may alternatively pass a resolution after a public hearing. If agreement is achieved, PWD may install temporary devices, assess their impact, and proceed with permanent installations if deemed effective and acceptable. If the measures are not accepted or cause adverse impacts, residents may petition for removal or proceed to Phase 2.

Phase 2 allows applicants, municipalities, or the Florida Department of Transportation to engage a traffic consultant to conduct an independent study. This includes a pre-implementation analysis to assess potential impacts within and beyond the study area, documented in a formal report. PWD then determines jurisdiction, coordinates reviews with affected entities, and evaluates whether agreement from residents or property owners is needed. If required, the applicant must secure this agreement. Upon approval, the applicant's contractor installs temporary traffic calming devices. A post implementation study is then conducted to evaluate the effectiveness and community acceptance of the measures. If successful, the process concludes unless further aesthetic enhancements are requested. If the results are unsatisfactory, the process may revert to earlier steps for reevaluation. This two-phase process ensures a consistent, data-driven, and community-responsive approach to implementing traffic calming measures, balancing safety, livability, and regulatory compliance.

Five-Year Implementation Plan of the People's Transportation Plan (PTP) 2024-2028 (2023)

The Five-Year Implementation Plan was established following a 2010 amendment to Ordinance 02-116 by the Miami-Dade Board of County Commissioners to guide the use of surtax funds under the oversight of the Citizens' Independent Transportation Trust (CITT). Developed in consultation with the Mayor, the Plan outlines a detailed scope of work and budget for each surtax-funded project expected to be implemented over a five-year period. It aligns with federal requirements for the Transportation Planning Organization's (TPO) Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP), and is updated annually. The twelfth annual update, current as of December 31, 2022, tracks project progress, budget adherence, and any changes such as additions, deletions, or deferrals. The Plan is organized into several key sections:

- First/Last Leg Connectivity and Shared Mobility Services, which provides information on mobility options and proposed improvements.
- New and Active Projects, detailing transit and public works projects funded for FY 2024–2028, including original People's Transportation Plan (PTP) projects, amendments, and post-2009 initiatives.
- Municipal Program, summarizing municipal transit services and projects funded by surtax.
- Inactive Projects, listing completed, unfunded, canceled, or deferred projects beyond FY 2028.

The plan contains multiple projects within the municipal boundaries of North Miami Beach, notably:

- **Citywide Sidewalk Reconstruction:** Ongoing annual project to remove and replace damaged sidewalks, ensure ADA compliance, and install new sidewalks. Funded with $50,000 in PTP Surtax for FY 2022.
- **NE 168th Street & NE 20th Avenue Traffic Circle:** Roundabout design project started May 2021, estimated completion March 2024. $78,400 in PTP Surtax funds for Contruction, Engineering, and Inspection services.
- **Bus Shelters:** Manufacturing and supply of 13 bus shelters funded with $158,840 in PTP Surtax funds.

Miami-Dade County Vision Zero Action Plan (2024)

The 2024 Miami-Dade County Vision Zero Action Plan sets the goal to end traffic fatalities and serious injury crashes in Miami-Dade County. The plan establishes a High Injury Network and provides methodology to augment traffic safety in the county while affiliating with municipalities and community investors. As a part of safety project initiatives, segments NW 164th Street from NE 21st Aveune to NE 23rd Aveune, and NE 21st Aveune from NE 164th Street to NE 165th Street are incorporated in Vision Zero Action Plan for concrete work, sharrow installation, and high emphasis crosswalks.

REGIONAL PLANS AND/OR POLICIES

Miami-Dade TPO 2025-2029 TIP (2024)

The Transportation Improvement Program (TIP) is a federally required document that specifies all the public developments related to transportation, planned for the county in a five-year period. It also comprises a list of federally funded improvements as well as non-federally funded projects in the county.

This document provides a financial summary of all its spending on the proposed developments. The following list contains some of the relevant improvements planned in the boundaries of the City of North Miami Beach:

- As a part of northwest passenger railway corridor, a train stop has been proposed near NE 151st Street, North Miami Beach.
- NE 159th Street road widening.
- Traffic Signals at various intersections – NE 10th Avenue and NE 167th Street, NE 10th Avenue and NE 171st Street, and NE 14th Avenue and NE 167th Street.
- Advanced Traffic Management System is proposed to upgrade mobility options for the travelers, public transit users, walkers, and bikers throughout Miami-Dade County.

Miami-Dade TPO 2050 Bicycle - Pedestrian Master Plan (2024)

The 2050 Bicycle-Pedestrian Master Plan provides the long-term vision for creating protected, fair, and greener bike and pedestrian environments for the region. By integrating recommendations of the 2050 LRTP, the 2050 Bicycle-Pedestrian Master Plan guides improvements to pedestrian and biking in the region while helping create a safer, more equitable, and more sustainable environment for its residents. The plan identifies and prioritizes a list of project recommendations. These project recommendations include:

- Intersection treatments for safer intersections.
- Use of active and passive detection for bicyclists at signalized intersections.
- Pedestrian facility enhancement or expansion.
- Existing conventional and buffered bicycle lanes eligible for sidewalk level separated bicycle lanes conversion.

2050 Miami-Dade TPO Long Range Transportation Plan (LRTP) (2024)

The vision of the Miami-Dade LRTP is focused on providing world-class transportation with an emphasis on “mobility, safety, innovation, sustainability, equity, and economic competitiveness for Miami-Dade County’s current and future generation”. The 2050 plan targets three fundamental values of mobility by proving safer and connected options, ease of access through innovative and climate resilient solutions, and prosperity by providing equitable and economically competitive environments to its residents. Two (2) corridors within the boundaries of North Miami Beach are listed in the top thirty list of congested corridors:

- SR 826/NE 167th Street from I-95 to US 1(identified in 2019 Congestion Management Process corridors)
- US1 from NE 163rd Street to NE 203rd Street (identified in 2024 Congestion Management Process corridors)

Strategies suggested for its congestion management include:

- Enhanced bus services
- Local circulator expansion
- New sidewalks and designated bicycle lanes on local streets
- Improved bicycle facilities at transit stations and other trip destinations
- Improved safety of existing bicycle and pedestrian facilities
- Promote bicycle and pedestrian use

Miami-Dade TPO Unified Planning Work Program FY 2025 – FY 2026 (UPWP)

The Unified Planning Work Program (UPWP) provides the potential of funding support for the City of North Miami Beach through its Municipal Grant Program and is a program that the city has utilized in the past.

The UPWP is a two-year plan developed by the Miami-Dade Transportation Planning Organization (TPO) to outline transportation planning priorities and activities. It supports data collection, project development, and long-term visioning to address transportation needs, guided by federal, state, and local policies. The UPWP is structured into five key tasks covering short- and long-range planning, technical programs, regional coordination, and administration, all compliant with federal regulations and funding guidelines. Public and stakeholder input plays a vital role in shaping the UPWP, with opportunities for review and comment throughout the planning process.

CITY/COUNTY AGREEMENTS

Intergovernmental Agency Agreement to Perform Traffic Engineering Functions

The Intergovernmental Agency Agreement to Perform Traffic Engineering Functions was established in 2022 between the City of North Miami Beach and Miami-Dade County to allow the city to assume certain traffic engineering responsibilities on its local streets. While the county retains exclusive jurisdiction over all traffic control and engineering services per the Miami-Dade County Code, this agreement authorized by City Resolution No. 2021-92 permits the city to conduct engineering studies and install traffic calming devices within its boundaries. The city has demonstrated its capability to plan, design, and inspect transportation projects through its Public Works Department. The agreement specifies that traffic calming devices, such as traffic circles, may only be installed on city-maintained streets and must be located at least 250 feet away from traffic signals, county or state roads, school zones, bicycle facilities, hospitals, and city boundaries. The agreement identifies four (4) types of Traffic Control Devices that can be initiated as part of the policy:

- Traffic Circles
- Speed Humps
- In-Street Pedestrian Crossing Signs
- Raised Intersections

STATE PLANS/AND OR POLICIES

FDOT Strategic Highway Safety Plan (2021-2025)

The Strategic Highway Safety Plan (SHSP) is Florida's comprehensive, data-driven roadmap to eliminate fatalities and serious injuries on all public roads. It identifies key safety challenges and directs investments toward the most effective strategies and countermeasures. The 2021 SHSP builds on the 2016 version, incorporating crash data from 2015–2019, stakeholder collaboration, and public input to define emphasis areas and guide safety efforts. Detailed crash analysis, including behavioral and demographic factors, helps inform targeted interventions to improve roadway safety across the state.

FDOT District 6 STIP (2024)

The State Transportation Improvement Program (STIP) is a federally required document listing transportation projects with federal funding planned over the next four fiscal years. Although approved annually by the Federal Highway Administration (FHWA) at the start of the federal fiscal year (October 1), Florida is allowed to report these projects based on the state fiscal year (July 1–June 30), aligning with the FDOT's Adopted Five Year Work Program.

It should be noted that FDOT District 6 includes a safety study and improvements in resurfacing projects and completes a fatal crash review for all reported fatal crashes. There are multiple FDOT projects planned within the city listed in the current STIP:

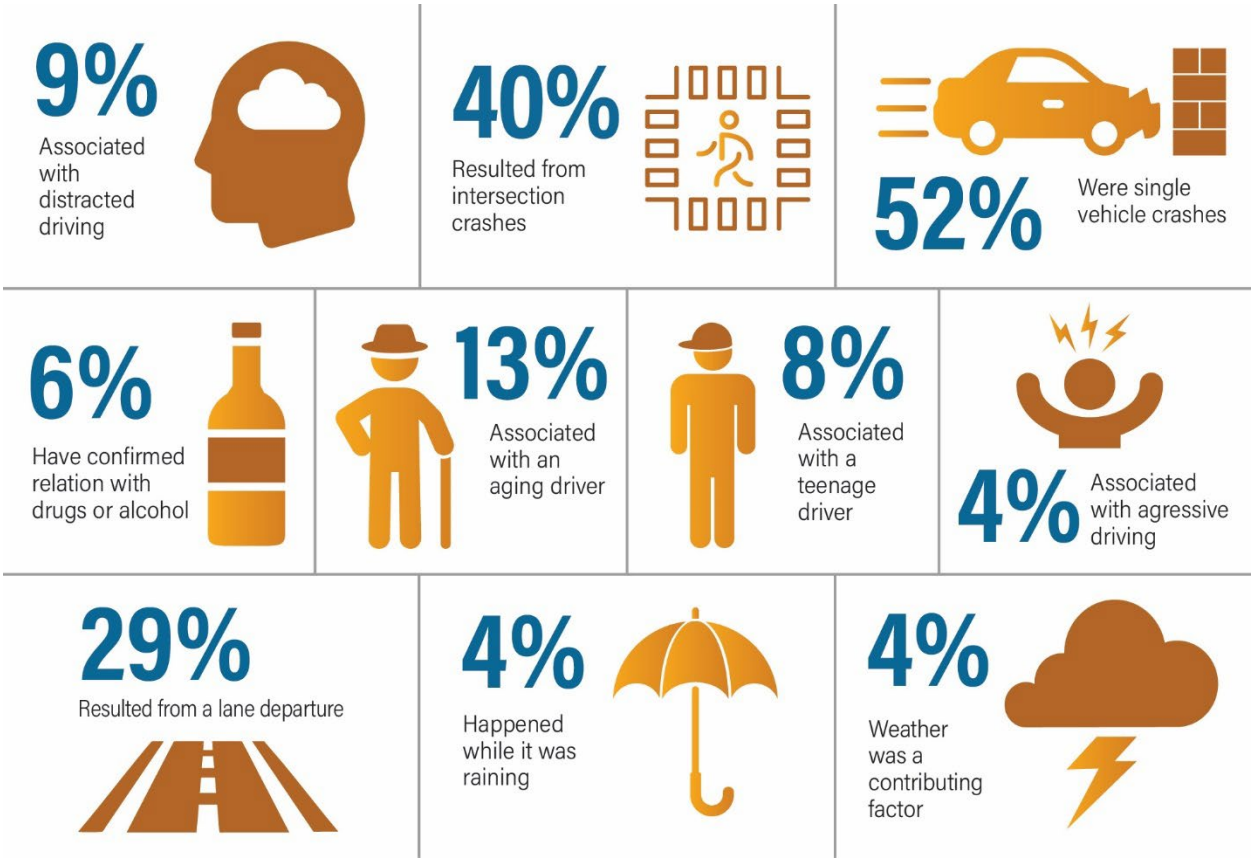
- Project Description: SR 909/W Dixie Highway from south of NE 129th Street to north of NE 151st Street
    - Resurfacing
    - FDOT Project Number: 4439361
    - Construction Year: 2025
- Project Description: North Miami Avenue and North 163rd Street
    - Intersection Improvements
    - FDOT Project Number: 4493721
    - Construction Year: 2026
- Project Description: SR 826/NE 163rd Sreet from east of US-1 to east of NE 35th Avenue
    - Resurfacing
    - FDOT Project Number: 4525621
    - Construction Year: 2027
- Project Description: SR 5/Biscayne Boulevard from NE 123rd Sreet to NE 163rd Sreet
    - Pedestrian Safety Improvements including two (2) midblock crossings and realigning curbs to reduce pedestrian exposure at intersections
    - "Closing the box" at the intersection of NE 163rd Street
    - FDOT Project Number: 4511231
    - Construction Year: 2028

Crash & Safety Analysis

Data driven analysis was completed for the Vision Zero Safety Action Plan to identify transportation safety needs and trends in North Miami Beach.

Five full years of crash data was utilized in the plan for crash analysis from 2019 to 2023. This timeframe was chosen for the crash data in order to get the most complete year to year results. The crash data utilized in the project for analysis was sourced from Signal 4 Analytics, a publicly funded research and data hub located at the University of Florida. Signal 4 Analytics hosts the Florida Traffic Safety Dashboard for the state, which provides an overview of crashes for the state in a online mapping platform. **Figure 8** identifies the factors that were contributing factors for the crashes analyzed during the study.

Figure 8: Factors in Fatal and Severe Injury Crashes



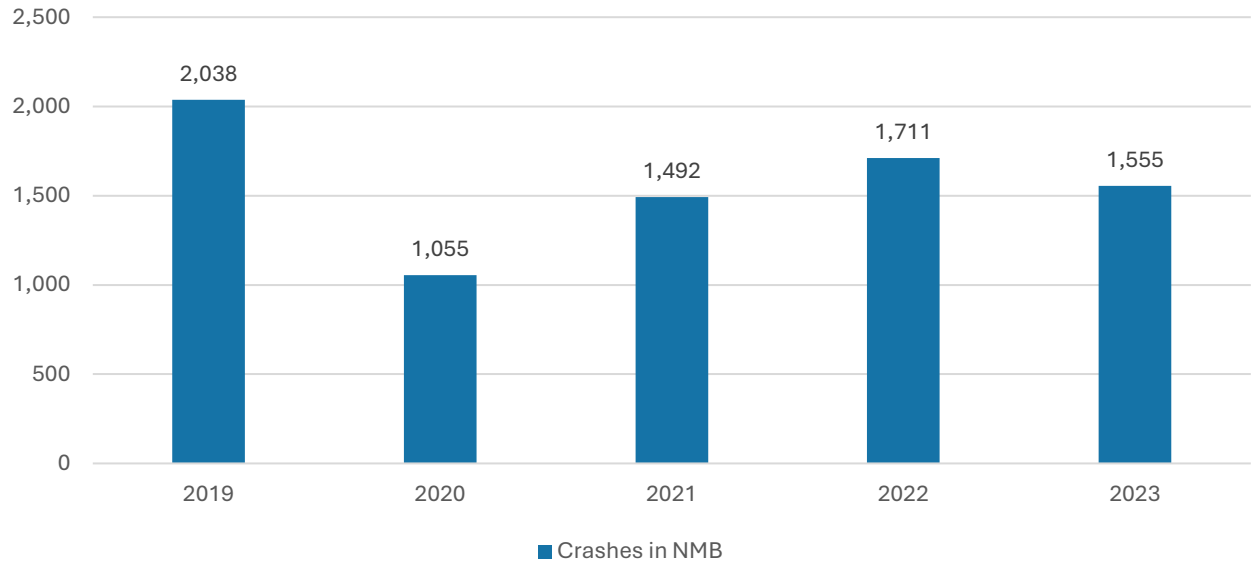
Source: Signal4analytics.com

Crash Data & Trends

In total, there were 7,851 reported crashes within the boundary of the city for the five-year evaluation period. It should be noted that 2020 is an outlier for data trends as this was during the height of the Covid-19 pandemic and associated travel limitations. Therefore, it was expected that due to the decreased traffic volume, there would likely be less crashes, which is what the data indicates for 2020. Although the number of crashes in 2020 was below average, the causes, severity, and locations of the crashes were still valuable data points for the plan.

As shown in **Figure 9**, the year 2019 represents the most dangerous year in terms of crash severity and total number of crashes for the city. In 2019, there were 2,038 total crashes with 10 reported fatal crashes, 29 reported serious injury crashes, and 348 crashes resulting with some type of injury. The total number of crashes that occurred within the ciy limits of North Miami Beach decreased in 2020 and increased in 2021 and 2022. The total number of crashes in 2023 decreased from 2022. Calculated crash rates that normalize the frequency of crashes to exposure using million vehicle miles traveled (MVMT) is presented later in this section.

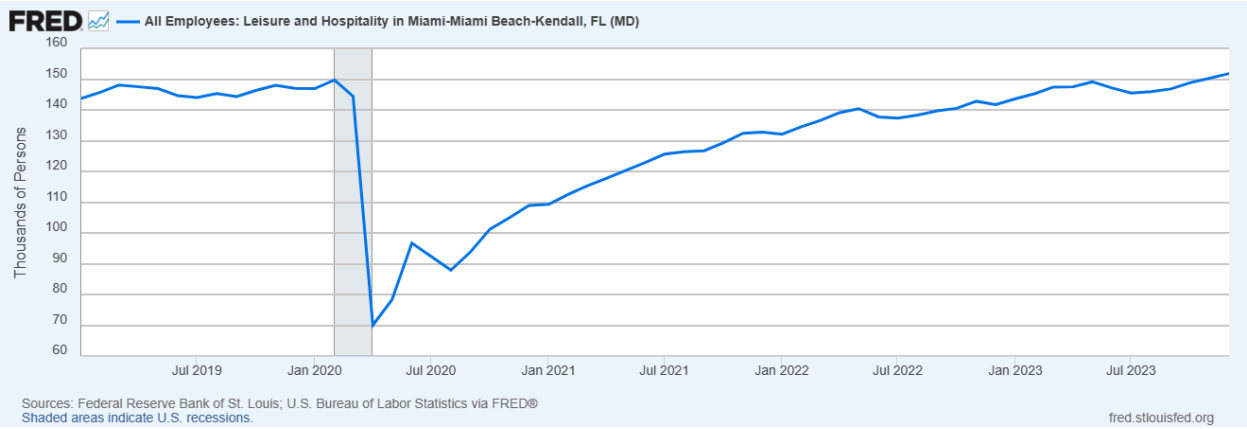
Figure 9: North Miami Beach Crash Summary (2019-2023)



Source: Signal4analytics.com

Retrospectively, it is hard to ascertain why most crashes during this 5-year time period occurred in 2019. Possible factors may include higher rates of visitor travel for 2019 compared to 2020-2023, which is supported by the number of employees working in leisure and hospitality for the greater Miami, Miami Beach, and Kendall areas. See **Figure 10** from the Federal Reserve Bank of St. Louis and the U.S. Bureau of Labor Statistics which shows the number of people employed in the leisure and hospitality industry for the Miami-Miami Beach-Kendall area.

Figure 10: Number of People Employed in the Leisure & Hospitality Industry



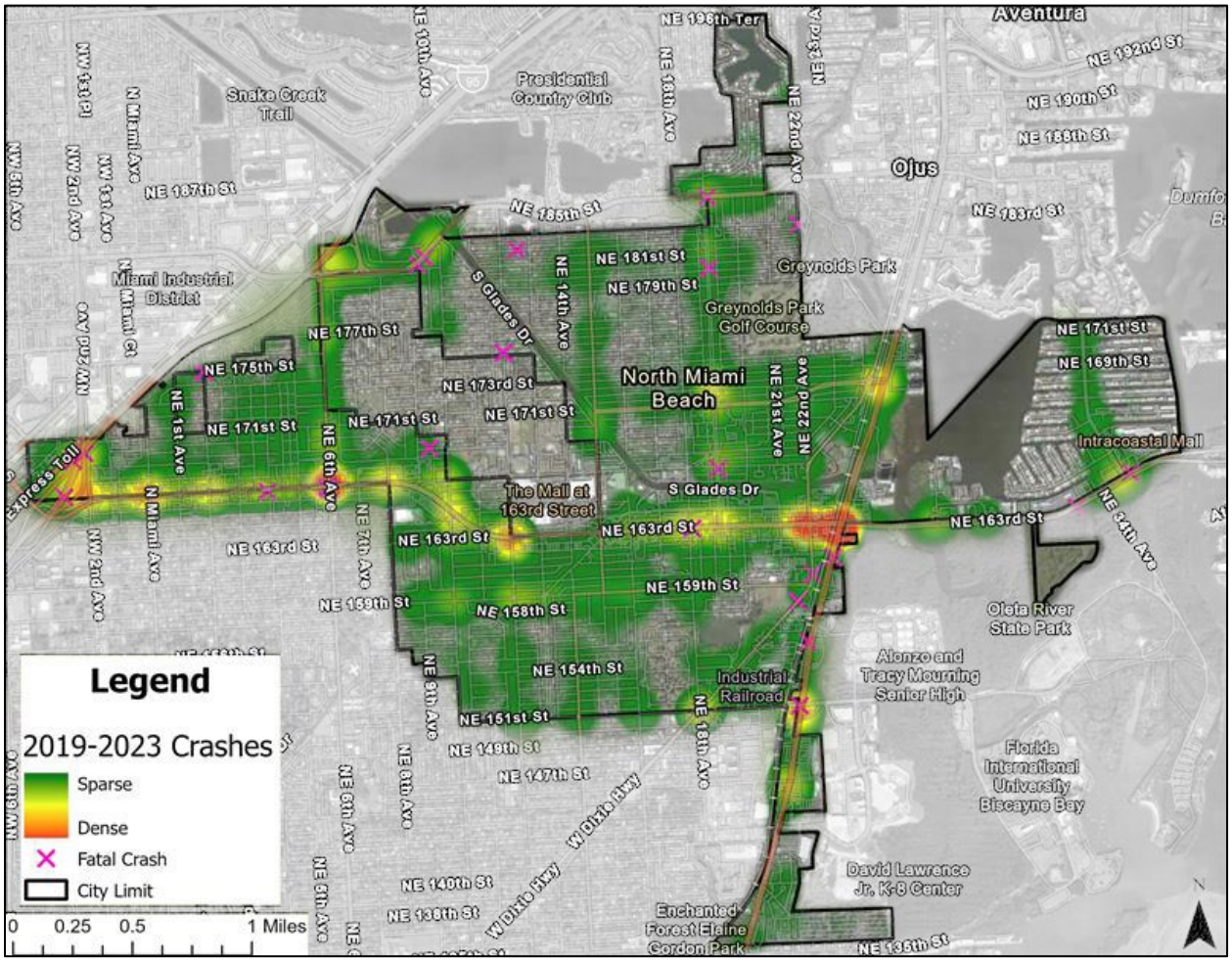
Source: Federal Reserve Bank of St. Louis; US Bureau of Labor Statistics via FRED

As shown in **Figure 10,** 2019 was the height of the leisure and hospitality industry by employment numbers, showing between 140,000 to 150,000 employed persons. The dark shaded portion in **Figure 10** represents an identified recession within the U.S. market as a result of business closures due to the Covid-19 pandemic. Given the impact that Covid-19 had on the industry, it is a fair assumption that there was an overall decrease in visitor travel post 2020, finally recovering in 2023. However, without an in-depth, retroactive review of both travel patterns and crash data, it is difficult to determine why 2019 was an outlier for crash data as shown in **Figure 9**.

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The general crash trends for the study found that intersections were the most common location for fatal or serious injury crashes to occur (40%) and that the majority of fatal or serious injury crashes were single vehicle crashes (52%), involving either a lone vehicle and a pedestrian (not classified as a vehicle by Signal 4 Analytics) or just a lone vehicle. Building upon this, another major finding was that 29% of all fatal and severe crashes resulted from vehicles departing from their lanes and striking a static object, another vehicle, or pedestrians and cyclists. As a whole, these trends align with the top three types of impacts for all crashes. See **Figure 11** for a heat map of all the crashes that occurred within the City of North Miami Beach for the five-year study period. Additional heat maps based on crash severity and users is presented in the next section.

Figure 11: North Miami Beach Overall Crash Heat Map (2019-2023)



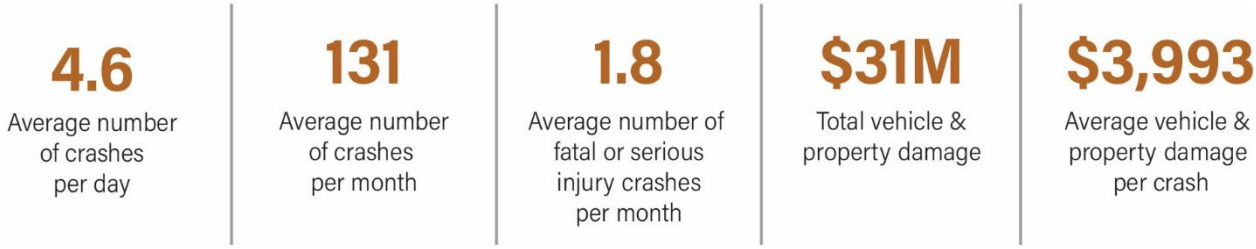
Source: Signal4analytics.com

The top three reported types of impact, meaning the manner in which contact occurred during the crash, were:

1. Front to rear (35%),
2. Angle (27%),
3. Same Direction Side Swipe (17%).

These types of crash impacts are common at intersections, where there is a multitude of conflict points possible for potential crashes and traffic congestion. The average number of crashes per day that occur within the city limits of North Miami Beach for the five-year study period is 4.6, with an average of 1.8 fatal or serious injury crashes per month, as shown in **Figure 12**. The economic cost of crashes occuring within the city averages to $3,993 per crash.

Figure 12: High-Level Crash Data Overview



Source: Signal4analytics.com

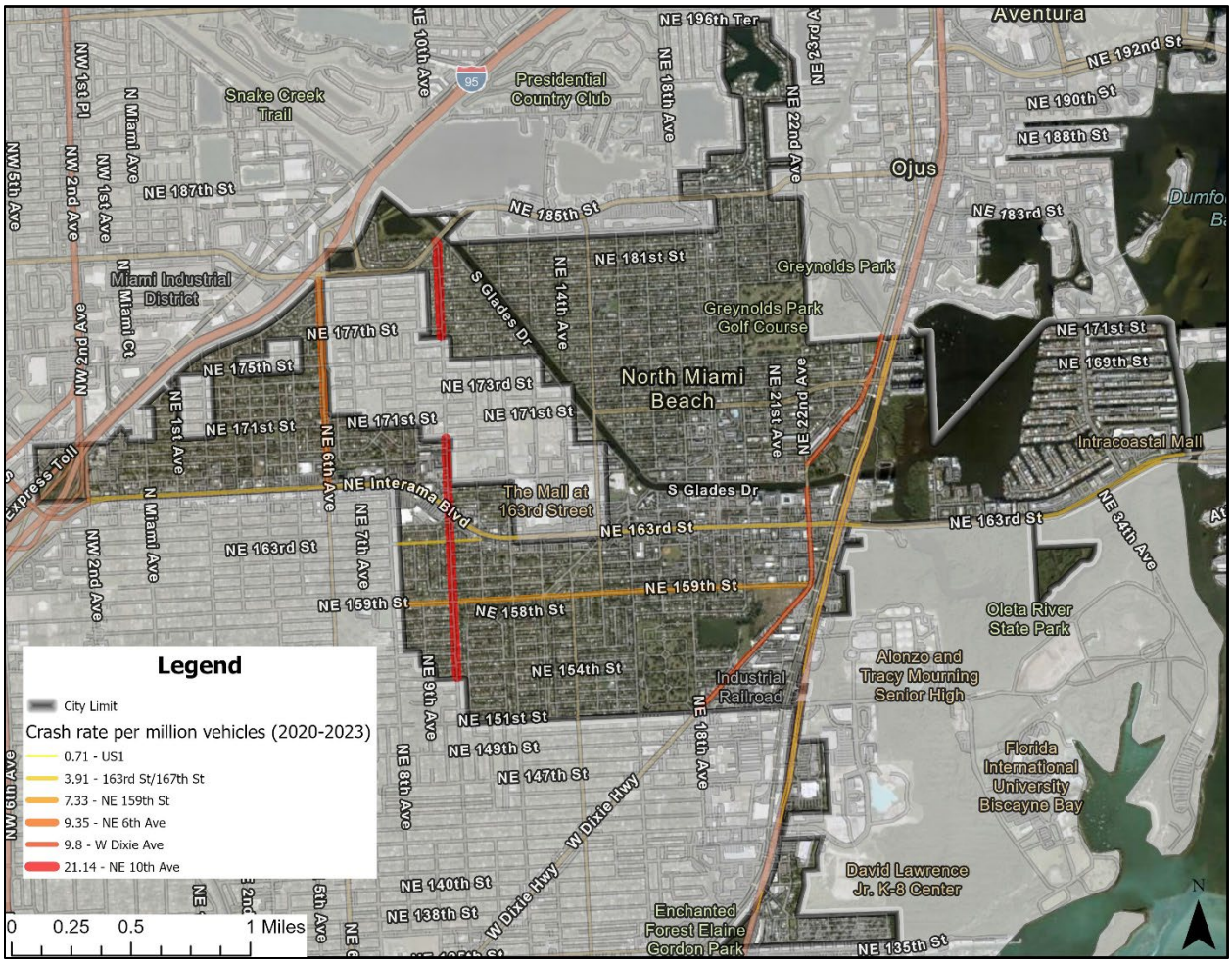
In addition to analyzing crash types and trends, historical Average Annual Daily Traffic (AADT) data from the FDOT Florida Traffic Online (FTO) website was used to calculate crash rates for strategically selected roadways within the City. Selected roadways were chosen based on available historic AADT data, public feedback from engagement events and surveys, as well as their role as major north-south or east-west corridors. Crash rates were calculated per million vehicle miles traveled (MVMT) for each segment. The results are presented in **Table 3** and **Figure 13**, with **Table 3** comparing the selected road segments to state and county averages for similar roadway facility types. Statewide and county crash rates were obtained from Signal4 Analytics.

All roadway segments, except for US 1/Biscayne Boulevard have calculated crash rates that exceeded county and statewide averages for similar roadway facility types.

Table 3: Crash Rates PMV for Major Travel Corridors within City of North Miami Beach

Road Name	Facility Type	Crash Rate (MVMT)	County Average Crash Rate	State Average Crash Rate
NE 163rd / 167th Street	6+ lanes, two-way, divided raised median	3.91	1.99	4.97
NE 10th Avenue	2-3 lanes, two-way, undivided median	21.14	1.45	3.97
NE 159th Street	2-3 lanes, two-way, undivided median	7.33	1.45	3.97
NE 6th Avenue	4-5 lanes, two-way, divided paved	9.35	0.97	6.16
US 1/Biscayne Blvd	6+ lanes, two-way, divided raised median	0.71	1.99	4.97
West Dixie Highway	2-3 lanes, two-way, divided paved median	9.80	1.07	6.55

Figure 13: Crash Rates PMV for Major Travel Corridors within City of North Miami Beach



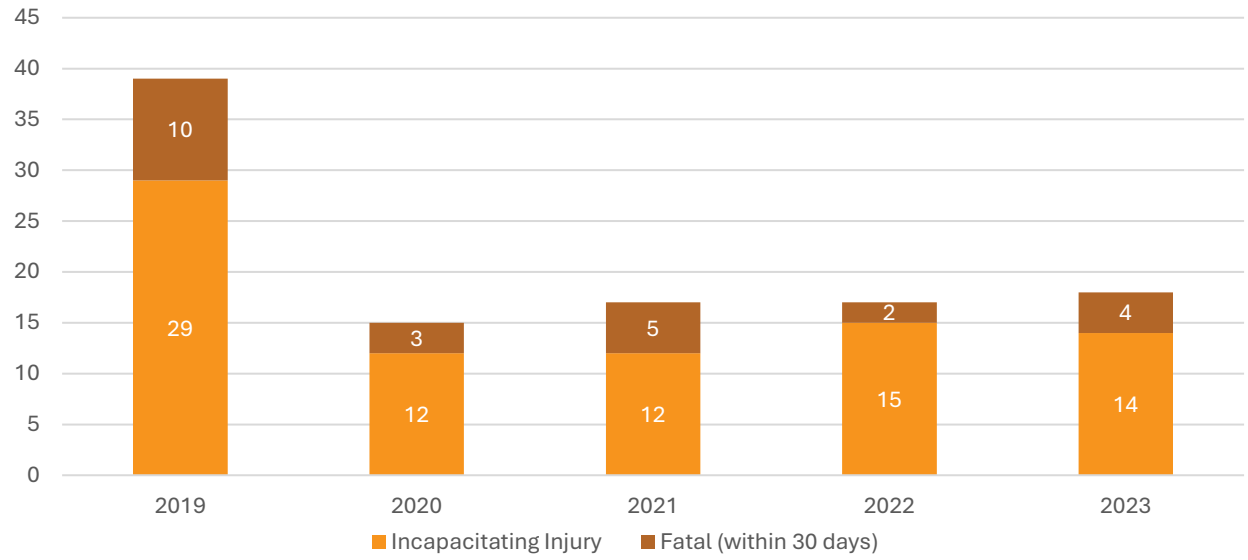
Source: Signal4analytics.com and FTO website

As shown by **Figure 13**, NE 10th Avenue has the highest crash rate MVMT, with a rate of 21.14. This route is a major north-south corridor that features access to multiple points of interest (schools, stores, employment), as well as serving as a feeder road into east-west corridors like NE 163rd Street / NE 167th Street.

The High Injury Network

As part of the planning process of identifying dangerous transportation locations within the city and the requirement of the Safe Streets for All (SS4A) program grant, the city's High Injury Network (HIN) was identified. It should be noted that the Miami Dade Department of Transportation and Public Works (DTPW) performed a county-wide HIN analysis, isolating analyses to solely roads maintained by the county and local municiplaties whereas the analysis for this report included all roadways within the boundaries of the City of North Miami Beach. The HIN used GIS analysis to identify the roadways with the highest frequency of crashes and most severe crashes. This data will aid the city in understanding where the most severe crashes are happening to maximize potential planning intervention. The HIN found that the city has a KSI (killed or serious injury) rate of 1.35%, meaning that 1.35% of all crashes result in serious injury or fatalities. Comparatively, this rate is slightly higher than that of Miami-Dade County, which has a KSI rate of 1.26% for the same study period. **Figure 14** graphically shows the number of crashes resulting in fatality or incapacitating injury for the study period.

Figure 14: *Number of Crashes Resulting in Fatality or Incapacitating Injury (2019-2023)*



Source: Signal4analytics.com

The process to create the HIN included assigning values to specific crash types and vulnerable road users. Please note, the procedure for analyzing the data and deriving the HIN was built upon the established method provided by the Miami DTPW's own technical HIN analysis, as found within their Safety Action Plan's Technical Supplement. For this study, vulnerable road users were identified as pedestrians and bicyclists. These groups were chosen as vulnerable road users due to the scaling intensity in which crashes involving these groups are typically more severe. **Table 4** shows values assigned to each crash type and road user. Injury (not serious or fatal) crashes are defined as crashes where injuries are not disabling. Serious or incapacitating injury crashes are defined as crashes were victims are disabled as a result of the crash, typically requiring hospitalization and transport to medical services. Fatal crashes are defined as crashes where the

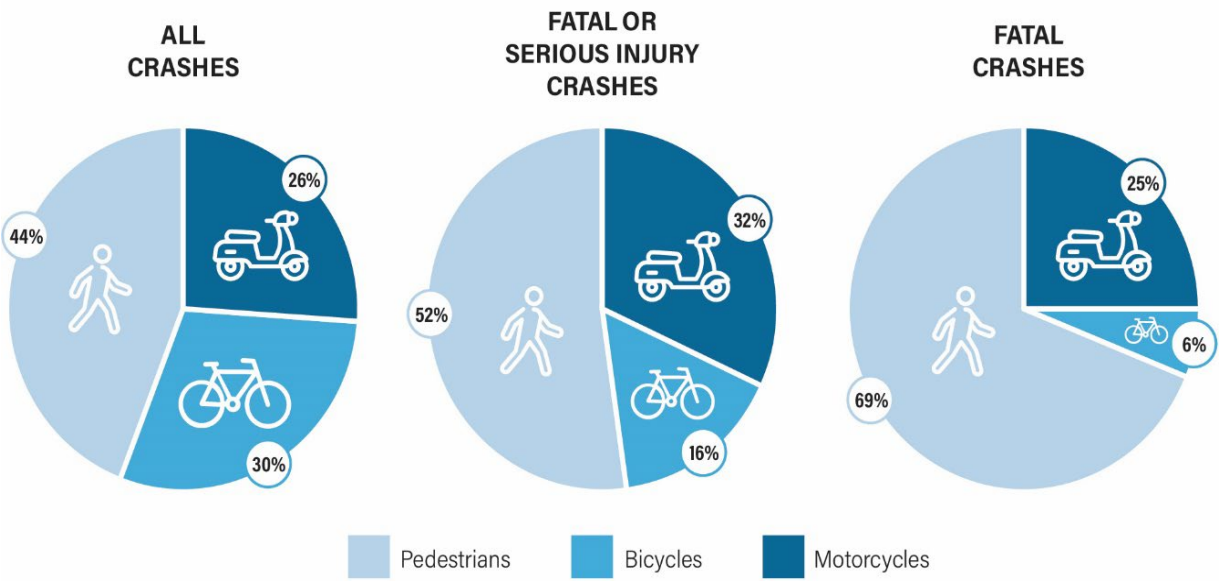
injury results in death within 30 days of the crash.

Table 4: HIN Scoring Methodology

Crash Severity or Road User	Value Assigned
Injury (not serious or fatal)	1.00
Bicycle or Pedestrian	1.25
Serious or Incapacitating Injury	1.50
Fatal	2.00

The scores for each crash type and road user purposefully overlap to identify the most severe crashes with vulnerable road users. For example, a fatal crash involving a pedestrian or bicyclist would score 3.25. After assigning values to each individual crash, the crashes were paired with the roadway that they occurred on. To generalize the network and to reduce the amount of short segments, the road data was simplified based on ownership, speed limit, and width. Finally, for each road segment, the total values of the crash scores were added together to derive a crash score for that roadway. For reference, **Figure 15** visualizes the distribution of vulnerable road user crashes based on severity.

Figure 15: Vulnerable Road User Crashes by Mode

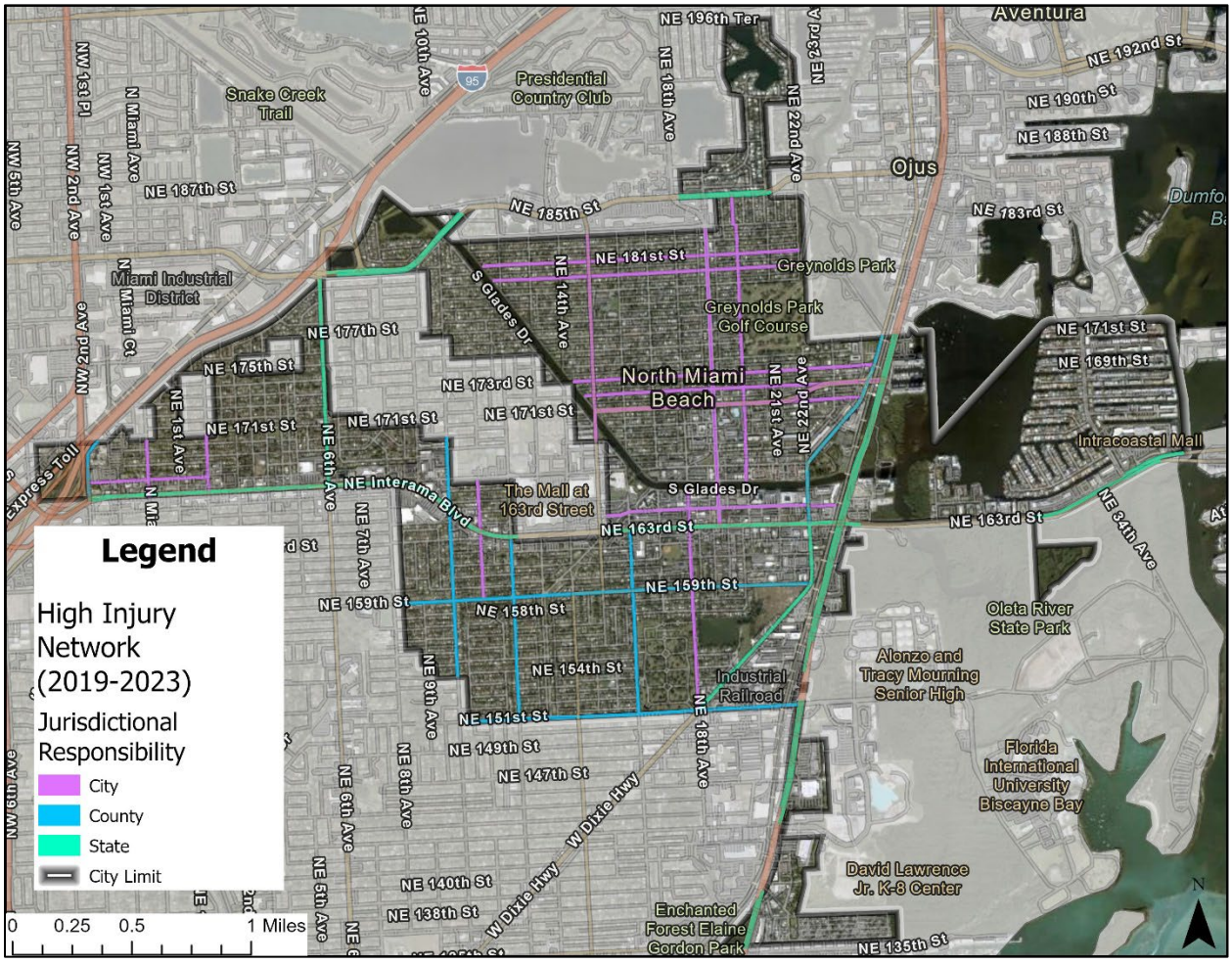


Source: Signal4analytics.com

The results of the HIN analysis identified 28 individual roadways within the city as part of the HIN, representing 11.2% of all roadways within the city and 6.2% of all city maintained roadways. In terms of overall jurisdiction of roadways on the HIN, 48.2% are maintained by the city, 27.5% are maintained by the state, and 24.1% are maintained by the county. **Figure 16** shows the final HIN map for the city, representing a network of where the most severe and most frequent crashes are occuring. Note, some road segments are divided due to the city's municipal boundary.

Identifying the HIN is a critical step in Vision Zero Action Plans and helps aim focus on where to eliminate traffic-related fatalities and serve injury crashes. Miami-Dade DTPW has already taken several steps to implement countermeasures for their roadways identified in their HIN including establishing and funding a Vision Zero Program, briefed elected officials and cultivated internal leadership to create momentum, conducted workshops, and prioritized funding along the HIN.

Figure 16: High Injury Network Map



Source: Signal4analytics.com

Figures 17-19 visualize the HIN with different types of KSI crash types, reviewing the different

patterns associated with each type of severe crash.

Figure 17: HIN with All KSI Crash Heat Map

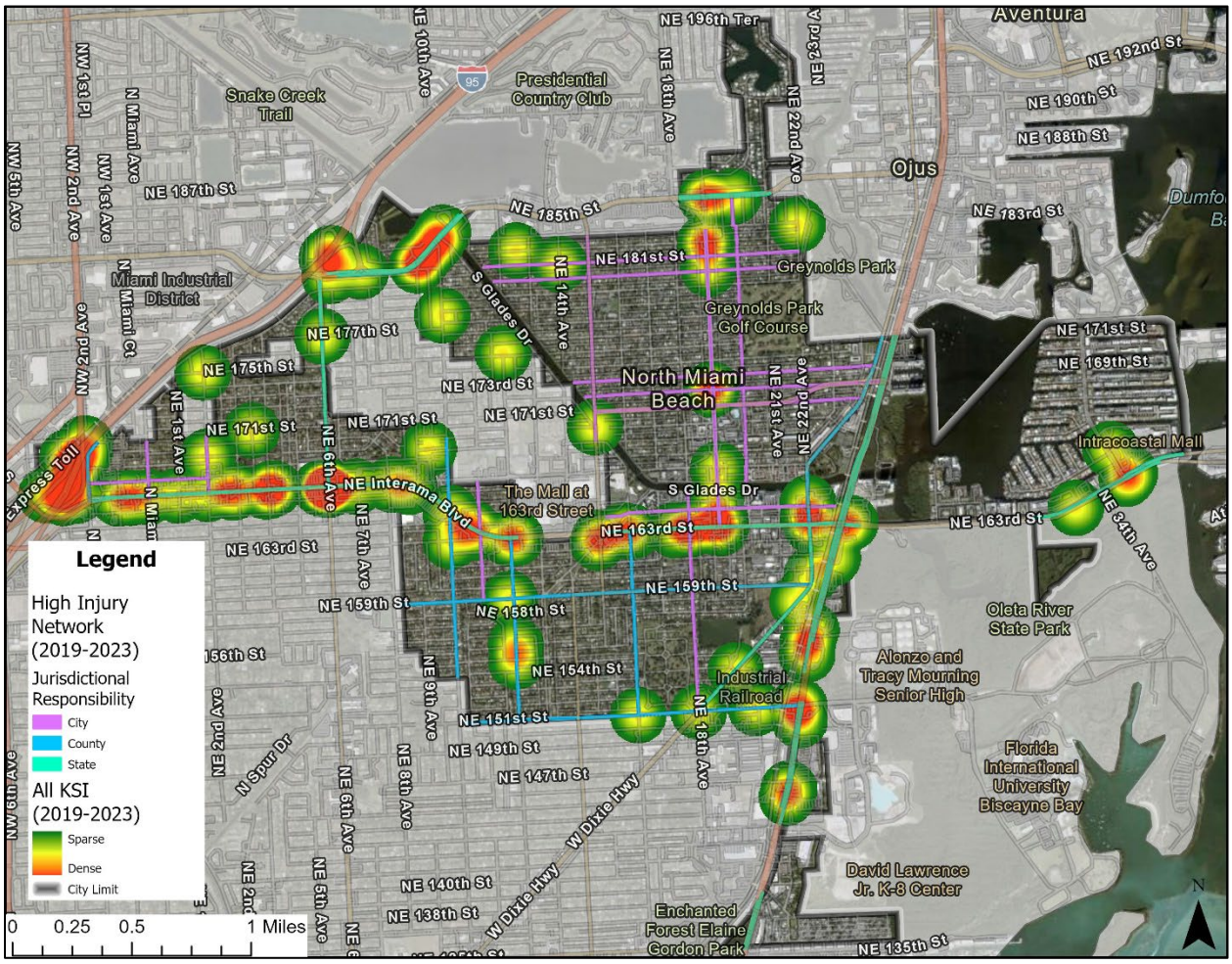
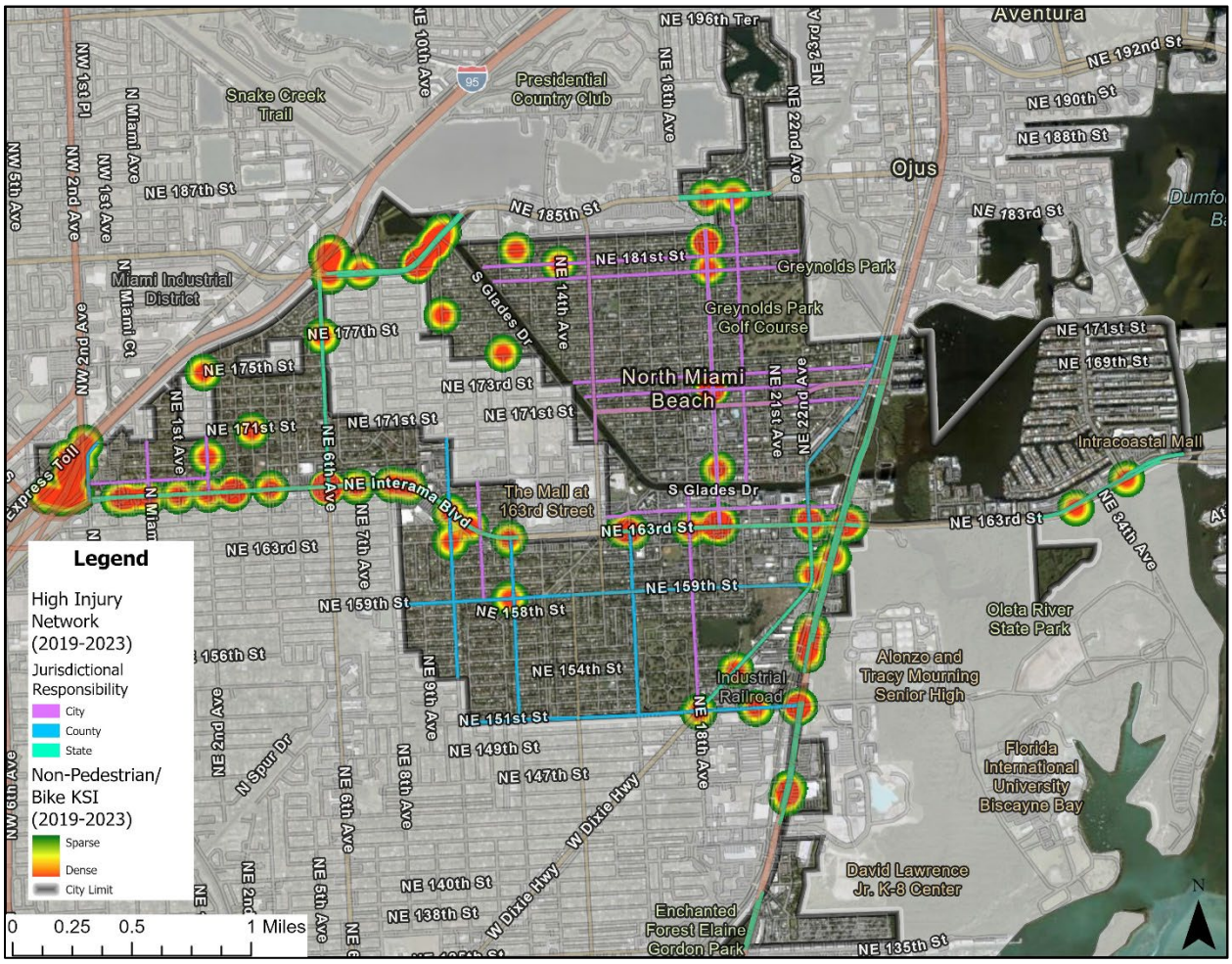


Figure 17 displays the HIN overlaid on top of a heat map showing all of the KSI crashes recorded for the City during the study period. As shown by the map, the density of crashes is largely consistent with the network links of the HIN. Note, this heat map includes both vulnerable road user (bicyclists and pedestrians) and vehiclular KSI crashes. As a result, there is a mixture of density locations shown on the map, but since the majority of crashes occurred at intersections, those locations are the densest for crashes on this map. **Figure 18** will take this analysis further, isolating KSIs for non-vulnerable road users (no bicyclist or pedestrian crashes).

Figure 18: HIN with Non-vulnerable Road User KSI Crash Heat Map



As shown by **Figure 18** and supporting the findings of the overal crash analysis of the study, the majority (40%) of all crashes occurred at intersections. This percentage increases to 45% when removing any KSI involving pedestrians and bicyclists. Since these crashes are vehicular, and do not include bicyclists and pedestrians, the location pattern of crashes is supported by general traffic crash findings. Typical intersections can contain as many as 32 potential vehicle to vehicle conflict points, or locations where crashes may occur due to driver error or unsafe design (*FDOT Manual on Intersection Control Evaluations, 2025*). The heat map for non-vulnerable road users directly supports this, as almost all of the density locations are intersections. **Figure 19** on the otherhand, shows the heat density locations of pedestrian and bicyclist KSIs. These crashes vary in location, but the heat map is distinctly different than the heat map for non-vulnerable road users.

Figure 19: HIN with Vulnerable Road Users KSI Crash Heat Map

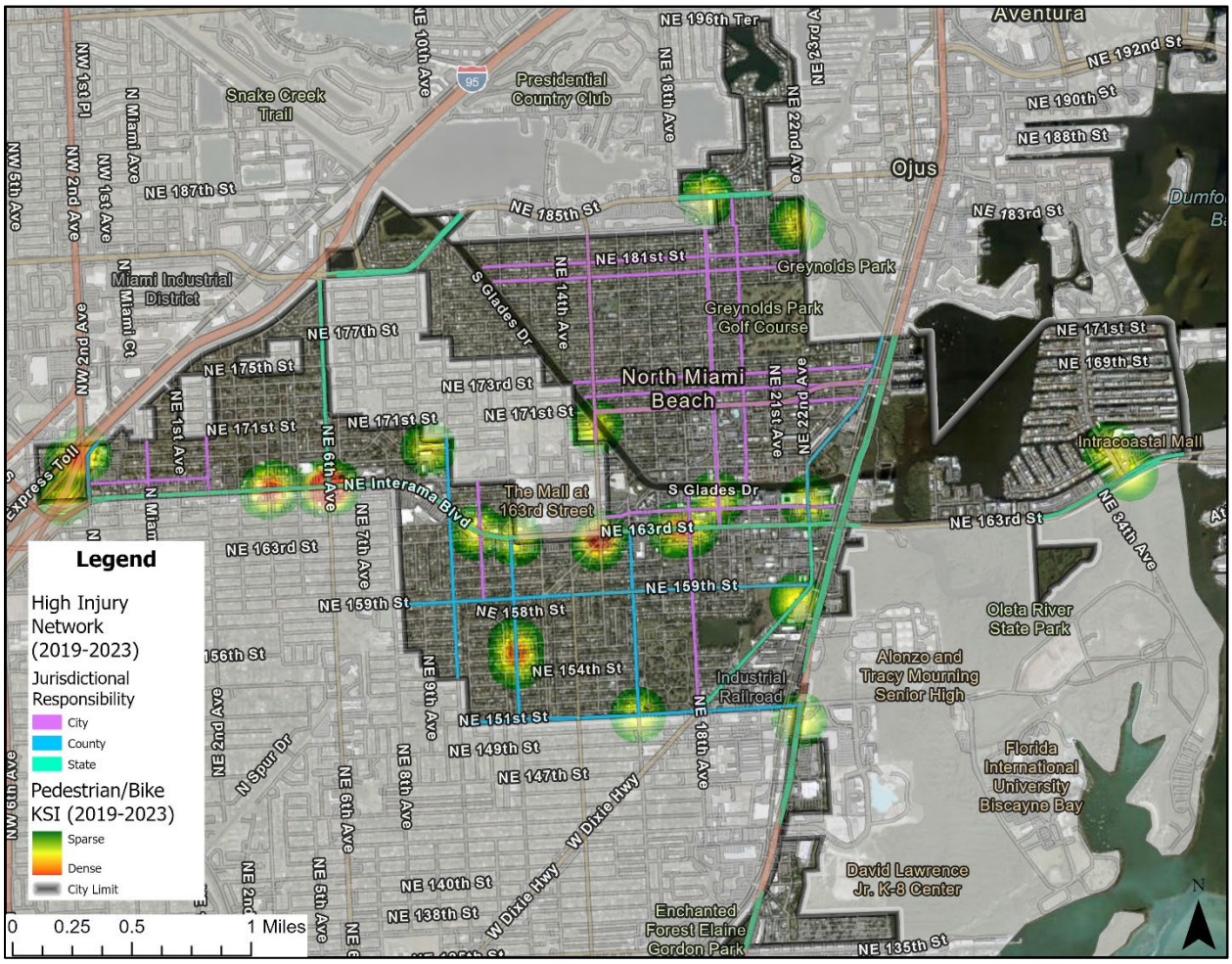


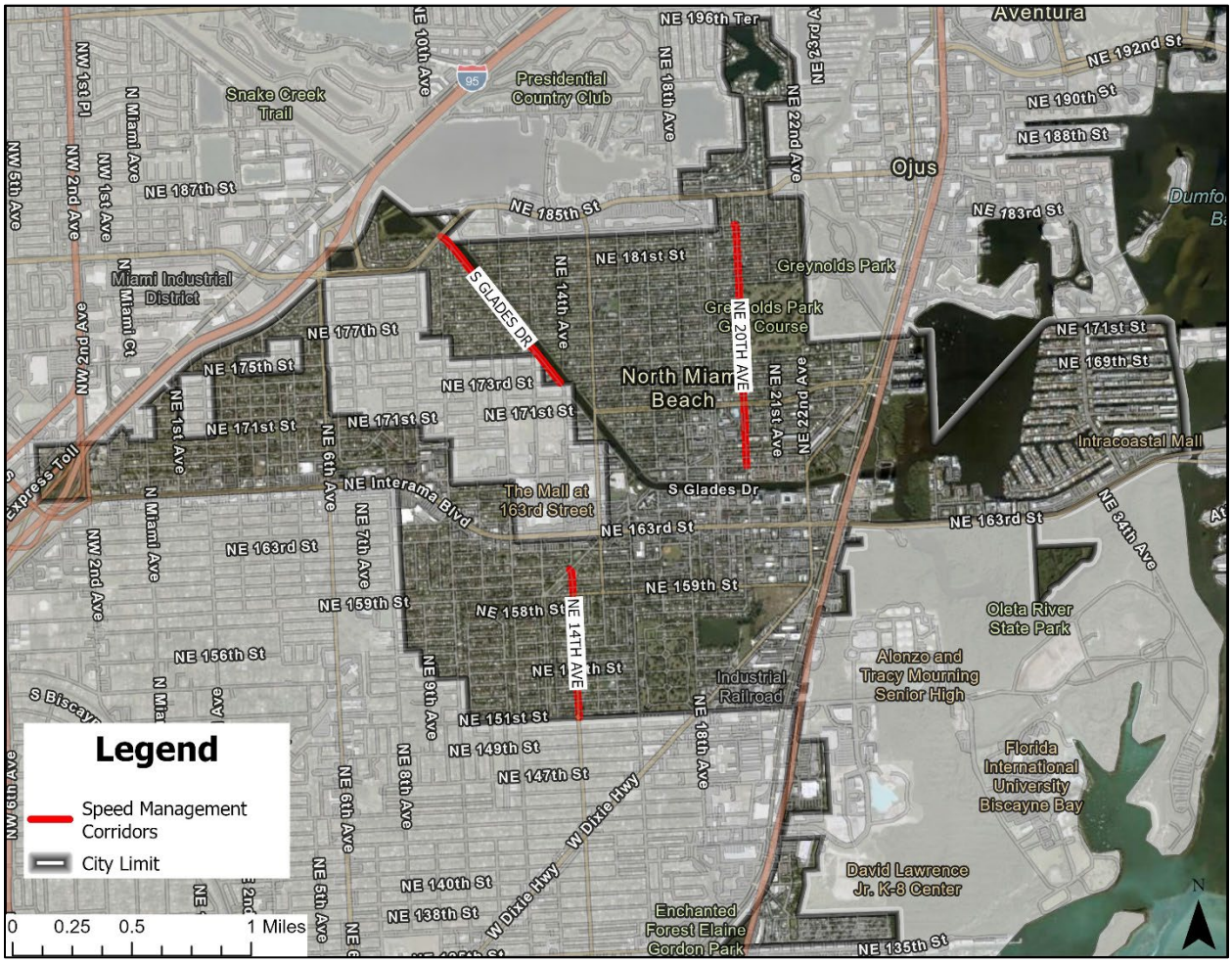
Figure 19 highlights that intersections continue to be the primary locations for crashes. However, there is a subtle shift in the nature of these intersection-related incidents. **Figure 18** shows that the main arterial roads, NE 167th Street and NE 163rd Street, are heavily concentrated with crash hotspots at intersections. In contrast, hotspots involving vulnerable road users (such as pedestrians and cyclists) tend to be located slightly off these main corridors, often at neighborhood intersections or where local streets connect to major roads. This pattern aligns with expected travel behavior of vulnerable road users, who frequently walk or bike within their neighborhoods or travel to destinations like storefronts along the main roads. That said, NE 167th Street and NE 163rd Street still show significant crash hotspots involving vulnerable road users, indicating that these intersections pose risks to all road users. It's important to emphasize that vulnerable road users face inherently higher risks of severe or fatal injuries. The amount of kinetic energy required to cause harm to a pedestrian or cyclist is much lower than that needed to injure someone in a vehicle, making their safety a critical concern.

Speed Management Corridors

As noted by the resolution adopting the city's Vision Zero goal of zero traffic fatalities, drag racing and stunt driving were noted concerns of the community and elected officials. In an effort to identify specific areas of need, the project team worked with city staff to determine locations where speeding was an identifiable problem and safety concern. The project team then worked with traffic data collection consultants to obtain speed and volume data for 27 segments throughout the city. Speed data for the 27 segments is provided in **Appendix C**.

Of the 27 segments, three (3) segments were identified as Speed Management Corridors. These segments experienced 85 percentile speeds exceeding the posted speed by more than 5 mph. The resulting segments identified were: S Glades Drive (from NE 185th Street to NE 173rd Street), NE 14th Avenue (from Miami Drive to NE 151st Street) , and NE 20th Avenue (from NE 183rd Street to NE 167th Street). **Figure 20** shows the Speed Management Corridors mapped.

Figure 20: Speed Management Corridors Map



Source: Speed Data collected December 2024

Priority Safety Projects

To strategically and successfully achieve the goal of zero traffic fatalities by 2050 with limited resources, specific project locations should be prioritized before others. The method for prioritizing locations revolves around assigning values to potential project areas. For the Safety Action Plan, values were assigned to the most dangerous intersections on the HIN and Speed Management Corridors. The values assigned to each asset are scored against the weighting criteria to make up the overall prioritization of areas.

Prioritization Criteria

The prioritization criteria for projects was established in conjunction with input from city staff and also based on information received during the overall public engagement process. See **Table 5** for a complete breakdown of the prioritization criteria.

Table 5: Prioritization Criteria for Project Areas

Criteria	Scoring Method (points)	Weight
1. On High Injury Network (HIN)?	0 = No 1 = Yes	50%
2. On Speed Management Corridor?[1]	0 = No 1 = Yes	10%
3. Proximity to Community Hubs[2]	1 = 10,000–2,001 ft 2 = 2,000–1,501 ft 3 = 1,500–1,001 ft 4 = 1,000–751 ft 5 = 750–501 ft 6 = 500–401 ft 7 = 400–301 ft 8 = 300–201 ft 9 = 200–101 ft 10 = 100 ft or less	15%
4. Within Community Redevelopment Area (CRA)?	0 = No 1 = Yes	5%
5. Number of KSI (Killed or Serious Injuries)	0 KSI = 1 1 KSI = 3 2 KSI = 5 3–6 KSI = 8 7+ KSI = 10	20%
Total Score	Sum of weighted scores (0 to 10 points max)	100%

[1] Areas with 85th percentile speeds exceed posted speed by more than 5 mph.

[2] Schools, churches, parks, libraries, community centers.

Each prioritization criteria was chosen strategically, with great emphasis placed on overlapping data driven results with public input and direction. Three of the five prioritization criteria are binary, meaning they are not scaled and are simply evaluated in a yes or no fashion. In the sections to follow, each of the prioritization criteria will be discussed and reviewed.

1) Prioritization Criteria: Is the segment/intersection on the HIN?

With the HIN representing the locations of the most severe and most frequent crashes, inherently these areas should be prioritized as areas of need. As such, if the segment or intersection was located on the HIN, the asset was scored 1 point with a weight of 50%.

2) Prioritization Criteria: Is the segment/intersection located on a Speed Management Corridor?

Speed Management Corridors were identifed as segments that experienced 85th percentile speeds exceeding the posted speed by more than five (5) miles per hour (mph). The resulting segments identified were: S Glades Drive (from NE 185th Street to NE 173rd Street), NE 14th Avenue (from Miami Drive to NE 151st Street), and NE 20th Avenue (from NE 183rd Street to NE 167th Street) and are shown in **Figure 20**.

One noteable speed management corridor identified is S Glades Drive which has a posted speed limit of 20 mph and vehicles were recorded averaging 27 mph. Intersections or segments that intersect with the Speed Management Corridors were given a weight of 10%.

3) Prioritization Criteria: Proximity to Community Hubs

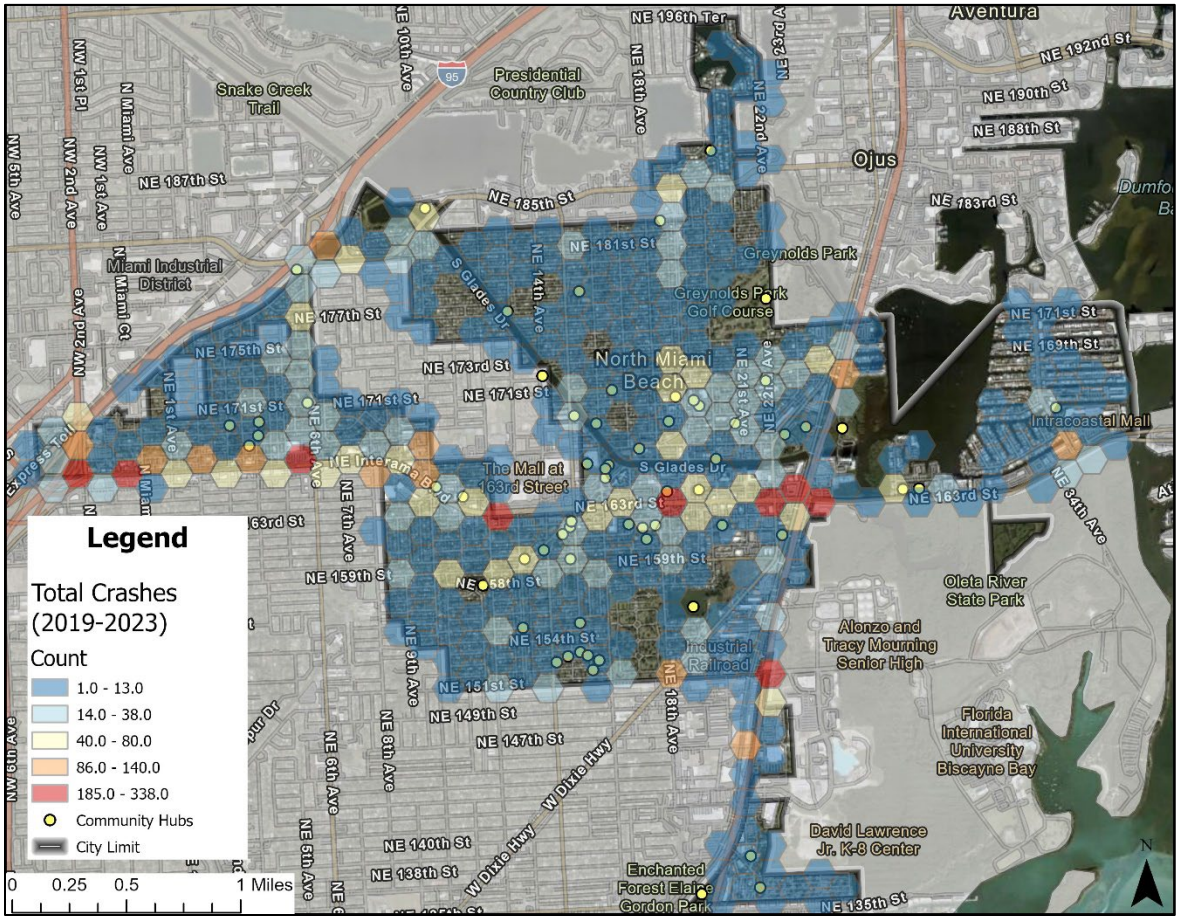
In discussions with the public at community engagement events and also through collaboration with city staff, community hubs were used to identify areas of need that are also highly utilized by the community. These locations are also important through the lens of equity, as they are used by all members of the community. One of the goals of the Safe Streets and Roads for All (SS4A) grant program is to improve equity by focusing on the safety needs of historically underserved and marginalized communities. By focusing and prioritizing community hubs, underserved and disadvantaged communities such as the blockgroup east of NE 14th Avenue from NE 151st Street and NE 163rd Street can be represented for equitable investment.

Community hubs were identified as being churches, parks, community centers, and schools. As such, churches, parks, community centers, and schools were related to intersections and segments based on proximity. Schools are important to prioritize as students are typically vulnerable users. Proximity was scored using the following values:

- 1 point = 10,000 ft. to 2,001 ft.
- 2 points = 2,000 ft. to 1,501 ft.
- 3 points = 1,500 ft. to 1,001 ft.
- 4 points = 1,000 ft. to 751 ft.
- 5 points = 750 ft. to 501 ft.
- 6 points = 500 ft. to 401 ft.
- 7 points = 400 feet to 301 ft.
- 8 points = 300 feet to 201 ft.
- 9 points = 200 feet to 101 ft.
- 10 points = 100 ft. or less.

See **Figure 21** for a complete map of the community hubs in relation to crash frequency.

Figure 21: Community Hubs within the City of North Miami Beach

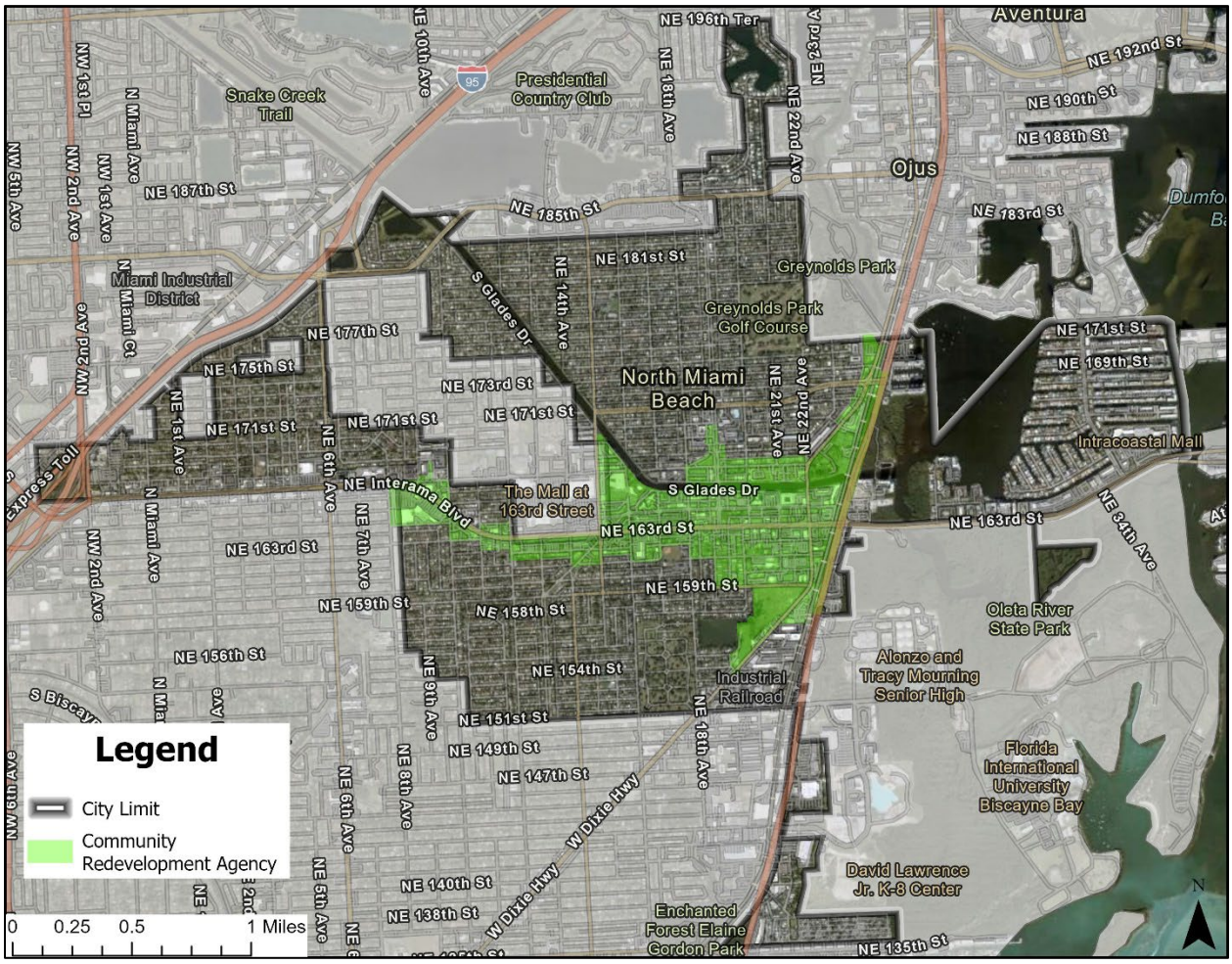


Source: Florida Geographic Data Library, 2024

4) Prioritization Criteria: Is the segment/intersection located within the CRA?

The purpose of the North Miami Beach CRA is to eliminate the spread of blighted areas, improve property values, improve public infrastructure, and to prevent or reduce crime. The CRA represents the area of the city that both the community and elected officials wish to improve, making it an ideal variable for equity. As such, the CRA limits represented an critical layer to utilize as a prioritization metric based on if the segment or intersection was located within the CRA. **Figure 22** shows the location of the CRA within the City of North Miami Beach.

Figure 22: Community Redevelopment Agency Limits



Source: City of North Miami Beach GIS

5) Prioritization Criteria: Number of KSI crashes per segment/intersection?

Since not all of the Speed Management Corridors are on the HIN and because there is a varying level of severity within the HIN itself, a secondary crash severity measure was utilized for prioritization. For each segment and intersection, the number of KSI crashes were identified. This numerical count helps prioritize the areas of most need based upon the count of fatal or serious injury crashes.

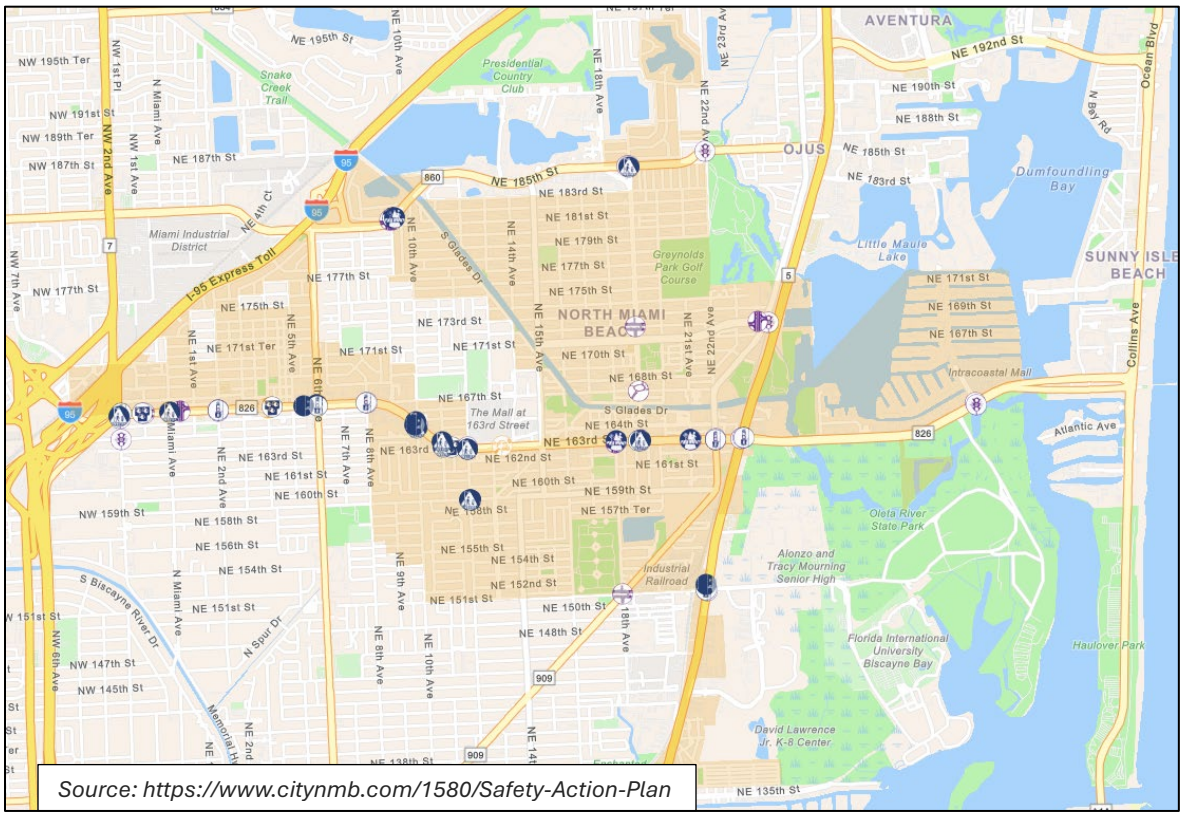
Community Concerns & Priorities

To engage the community and receive feedback on their concerns and priorities related to the Safety Action Plan, a survey and interactive webmap were hosted on a city webpage for three (3) months between February 2025 and May 2025. In addition to being hosted on the city webpage, flyers with QR codes that linked to the survey and webpage were distributed to numerous local community members, such as churches, soccer clubs, the library, and schools.

The interactive webmap was used as a screening tool for potential projects and to identify areas of concern based on public input, allowing participants to select Proven Safety Countermeasures and

leave comments on the interactive map. **Figure 23** shows a screenshot of the engagement map prior to close out of the portal, showing the safety countermeasure icons that were placed by residents. A concentration of comments and proposed countermeasures can be seen along the NE 176th Street/NE 163rd Street/SR-826 corridor.

Figure 23: Screenshot of the Safety Action Plan Engagement Map



Source: https://www.citynmb.com/1580/Safety-Action-Plan

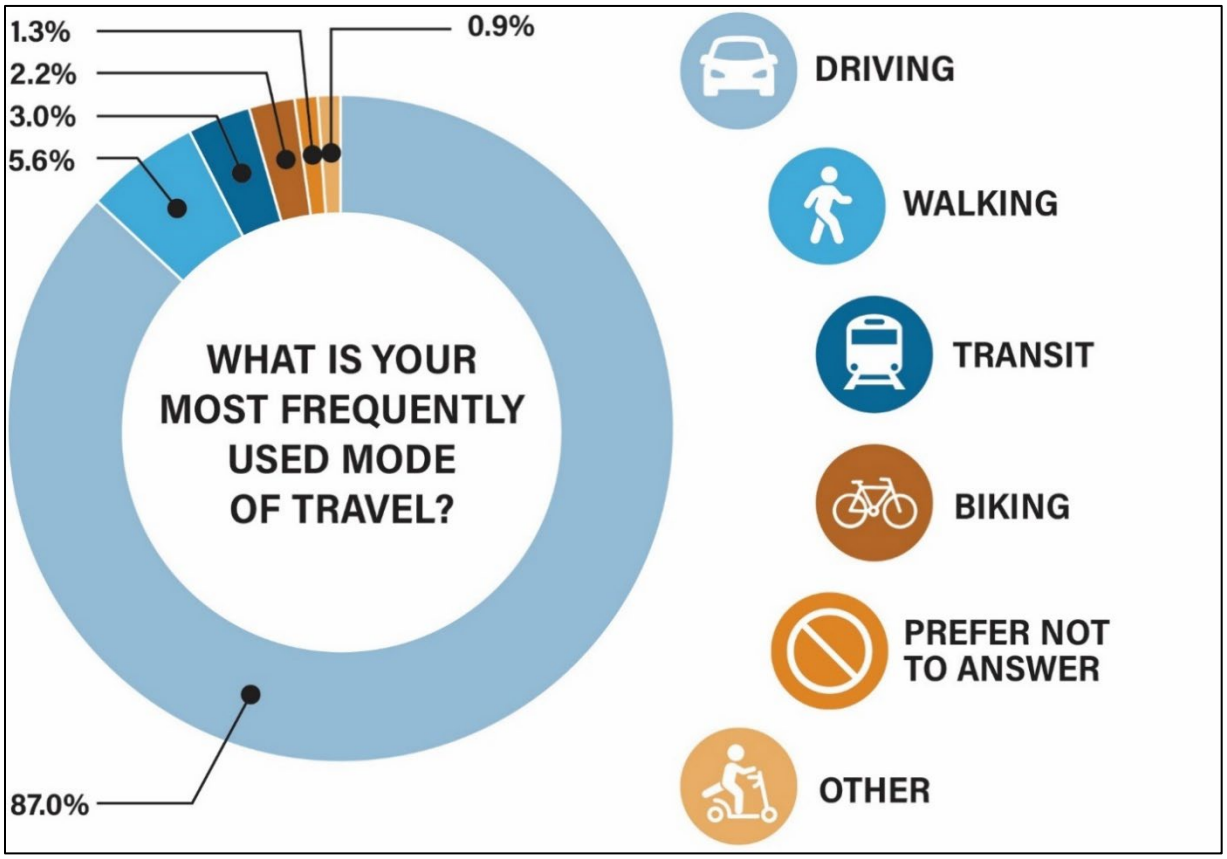
While not all the projects identified by the public within the webmap made it on the final list of recommended projects, the data was utilized to understand where residents perceived specific issues and were checked against crash data.

To increase accessibility, the survey was provided in three (3) languages: English, Spanish, and Creole. In total, the survey received 231 individual responses. The results of the survey are summarized in the sections to follow. A tabular summary of the survey results is provided in **Appendix B**.

Key Takeaways from the Survey results

As shown in **Figure 24,** survey results reveal that driving is overwhelmingly the dominant mode choice of transportation, with 87% of respondents using it, while walking (5.6%), transit (3%), and biking (2.2%) are far less common.

Figure 24: Most Frequently Used Mode of Travel

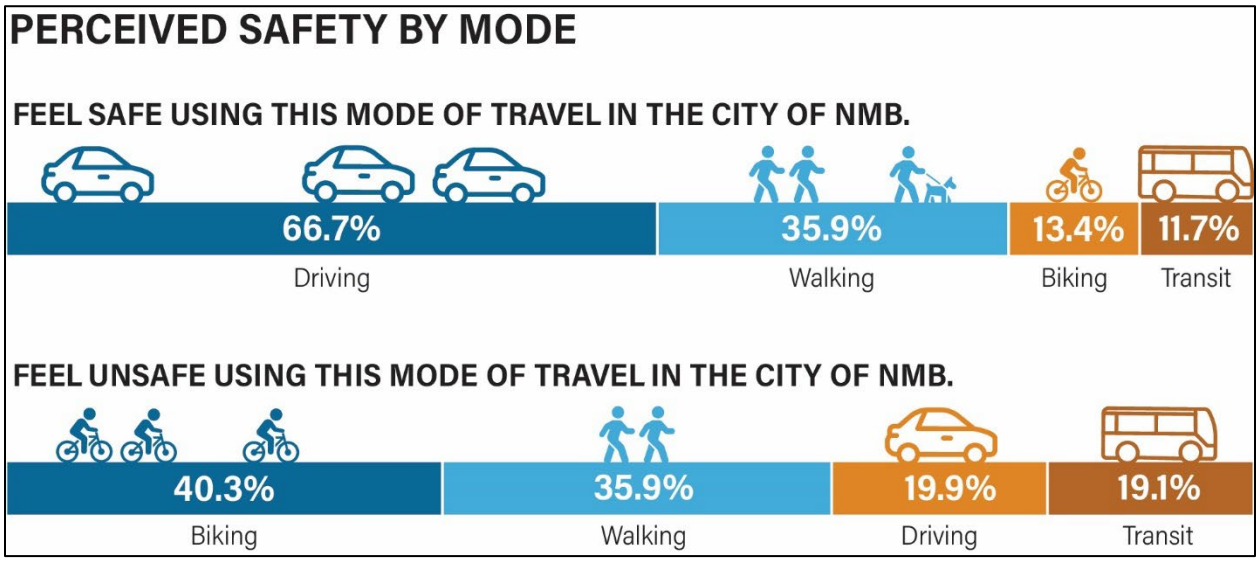


Source: Community Engagement Survey, 2025

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Figure 25 shows that safety perceptions vary significantly by mode: two-thirds of respondents feel safe driving, but only about a third feel safe walking, and even fewer feel safe biking or using transit. Biking is perceived as the most unsafe mode choice in North Miami Beach, followed closely by walking. These safety concerns influence travel behavior, with over 60% of respondents reporting that safety perceptions affect their choices, ranging from anxiety and fear of collisions to changing travel modes or destinations. The leading perceived causes of unsafe conditions include poor driver behavior, unsafe street design, and inadequate traffic signal timing.

Figure 25: Perceived Safety by Mode



Source: Community Engagement Survey, 2025

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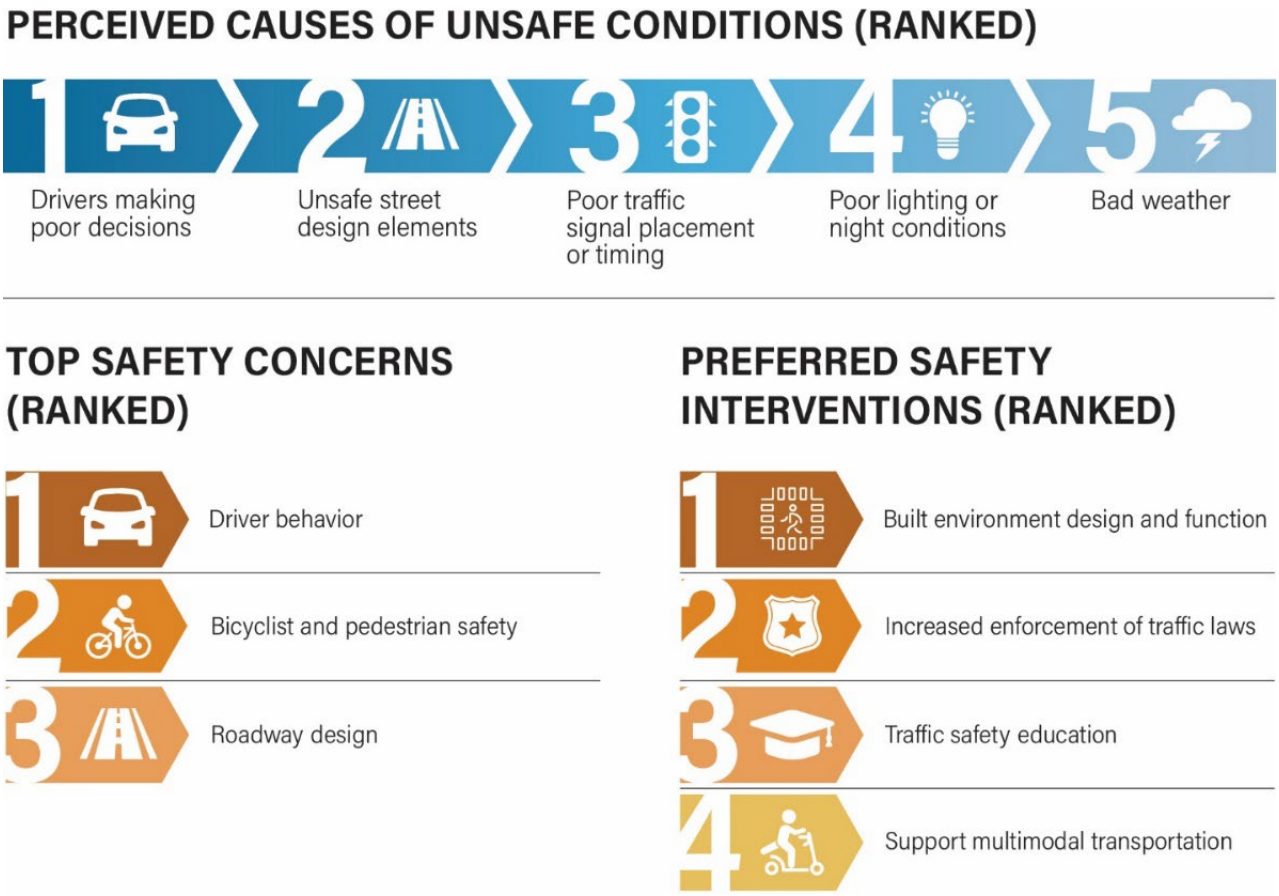
When it comes to perceived causes of unsafe conditions, top safety concerns, and preferred safety interventions to address safety concerns, residents ranked their responses as shown in **Figure 26**.

For percieved causes of unsafe conditions, drivers making poor decisions topped the ranking, followed by unsafe street design elements, poor traffic signal placement or timing, poor lighting or night conditions, with bad weather ranking last. Understanding and addressing perceived safety concerns is essential, as they significantly influence individuals' decisions to walk, bike, or use public transit, regardless of actual crash statistics.

Survey responders ranked their top safety concerns as driver behavior, followed by bicyclist and pedestrian safety, and roadway design third.

For preferred safety interventions, participants ranked built environment design and function as their number one priority for intervention, increased enforcement second, followed by traffic safety education, and support for multimodal transportation ranking last.

Figure 26: Ranked Responses Related to Safety Concerns and Interventions



Source: Community Engagement Survey, 2025

Open Ended Response Summary – Ranked in order of comment frequency

The survey did provide an area of free response where the survey responders were able to type in comments, concerns and/or countermeasures for consideration. Considering the number of responses from the survey the free responses were grouped together into seven (7) categories and responses were summarized and ranked in order of comment frequency.

1. Traffic Safety and Law Enforcement

Police Presence and Enforcement

- A dominant concern is the lack of visible and effective traffic enforcement.
- Residents called for more officers, especially in high-risk areas like 167th Street and 19th Avenue.
- Suggestions included:
    - Increased patrols during rush hours
    - Undercover enforcement
    - Use of traffic cameras
    - More consistent ticketing for violations such as speeding, red-light running, and illegal parking
    - Stricter enforcement against distracted driving (e.g., phone use)

2. Speeding and Driver Behavior

Speeding and Control Measures

- Speeding in residential areas is a major issue.
- Requests included speed bumps on NE 187th Street, 174th Street, 159th Street, and near parks and schools.
- Additional suggestions: radar enforcement and better signage.

Driver Behavior

- Concerns include reckless driving, failure to yield, aggressive lane changes, and distracted driving.
- Residents suggested public education campaigns and stricter penalties to improve accountability.

3. Traffic Flow and Signal Timing

Signal Improvements

- Frustration with poorly timed or missing traffic signals.
- Specific requests:
    - Left-turn signals at key intersections (e.g., Dixie Highway and 151st Street)
    - Emergency pedestrian buttons

- AI-based traffic light synchronization
- Better signs at confusing intersections (e.g., 14th Ave & 151st St, 19th Ave & 183rd St)

Congestion Hotspots

- Heavy congestion reported on 163rd Street and Miami Gardens Drive.
- Suggestions: redesign traffic routes, add roundabouts, and improve lane management.

Railroad Crossings

- Concerns about Brightline crossings at NE 163rd Street and NE 172nd Street.
- Requests to adjust crossing arm timing and reduce train speeds.

4. Infrastructure and Street Design

Sidewalks and Bike Lanes

- Sidewalks are often crumbling, blocked, or obstructed.
- Residents called for:
  - Continuous, well-maintained sidewalks
  - Protected bike lanes physically separated from traffic
  - Better lighting and visibility at night
  - Clearer, continuous bike lane markings

Street Design and Maintenance

- Requests included:
  - Repainting faded lane markings
  - Widening narrow streets (e.g., 19th Avenue)
  - Installing roundabouts and clearer signage
  - Addressing potholes and drainage issues
  - Improved intersection design and maintenance

Scooter and E-Vehicle Regulation

- Electric scooters and e-bikes seen as safety hazards, especially on sidewalks.
- Suggestions included:
  - Clear rules for operation
  - Age restrictions
  - Mandatory safety courses

5. Urban Growth and Planning

Unchecked Development

- Concerns about rapid construction of high-rises and multifamily buildings without infrastructure upgrades.
- Fears include worsening congestion, reduced safety, and strain on public services.

Revitalization and Equity

- Some support revitalization, but others urge equitable resource distribution and prioritization of basic infrastructure before new projects.

6. Public Transit and Accessibility

Transit Concerns

- Criticism of unreliable bus service and underused trolleys.
- Suggestions:
    - Reallocate trolley funds to road safety
    - Pressure county for better regional transit
    - Improve transportation options for seniors
    - Address bus driver behavior and interactions with other road users

7. Community Safety and Engagement

Lighting and Visibility

- Strong demand for improved street lighting, especially at intersections and in darker neighborhoods.

Code Compliance and Property Maintenance

- Calls for stricter enforcement of:
    - Parking regulations
    - Sidewalk and landscaping maintenance
    - Removal of inoperable vehicles

Community Engagement

- Ideas included:
    - Crime watch patrols
    - Sidewalk inspection programs
    - Public awareness campaigns on pedestrian safety and right-of-way laws
    - Increased safety measures for seniors

Policies, Programs & Projects

As discussed in previous sections, the North Miami Beach Safety Action Plan utilizes both the Safe System Approach, as recommended by US DOT, and the five (5) guiding principles adopted by the City Commission to create the plan (evaluation, education, equity, engagement, and engineering). These two (2) sets of principles are directly connected and create five (5) key strategies for the Safety Action Plan that follow the national approach but also provide for more focused strategies related to the city itself. **Table 6** shows how these principles are connected within the plan.

Table 6: North Miami Beach Safety Action Plan Strategy Matrix

NMB Strategy	NMB Guiding Principle(s)	Safe System Approach
1) Data-driven and infrastructure-based prevention	Evaluation, Engineering	Prevent Death & Serious Injury Crashes
2) Awareness and forgiving design	Education, Engineering	Design for Human Mistakes/Limitations
3) Speed data and physical interventions with traffic calming and speed management	Evaluation, Engineering	Reduce Speed & Kinetic Energy
4) Inclusive planning and communication	Engagement, Equity	Shared Responsibility
5) Crash trend analysis and targeted countermeasures	Evaluation, Engineering	Proactively Identify & Address Risk

Strategies outlined in the following section are proposed policy and program driven recommendations to advance the city to Vision Zero. Key Performance Indicators (KPIs) are assigned to the policies and programs and are trackable indicators for measuring progress toward Vision Zero goals. In essence, the recommendations align the city with a path to achieve Vision Zero utilizing the guiding principles, while the KPIs track the progress along that path.

1) Data-driven and infrastructure-based prevention

Safe System Approach: Preventing Death and Serious Injury Crashes

NMB Plan Principles: Evaluation, Engineering

Strategy:
This strategy emphasizes using data analysis (evaluation) and infrastructure design (engineering) to proactively prevent crashes. For example, if a roadway corridor has a known speeding issue, the roadway can be re-designed with speed management countermeasures and traffic calming features to change driver behavior and slow drivers down before a serious injury or fatal crash can occur. This approach shifts the focus from reacting to crashes to preventing them before they occur.

Table 7: Data-Driven and Infrastructure-Based Prevention Commitments

Potential Strategy	Lead Agency	Implementation	Key Performance Indicator
Target improvements on HIN (Policy)	NMB Public Works	Prioritize long range planning efforts and funding to focus on the HIN for transportation improvements. Utilize FHWA Proven Safety Countermeasures as lead project types.	Track and monitor the number of improvements done to the HIN.
Explore potential enforcement policies regarding electric scooter safety (Policy)	NMB Police Department, NMB City Commission	Review state law and work with city officials to develop an enforcement strategy for unsafe electric scooter use.	Conduct City workshop(s) to develop an enforcement strategy for electric scooters.
Review potential countermeasures to prevent pedestrians from crossing NE 163rd/167th Street at mid-block points (Program)	NMB Public Works, NMB Police Department	Work with state transportation partners to develop an understanding of potential countermeasures to prevent pedestrians from crossing NE 163rd/167th Street at mid-block points.	Conduct meetings with FDOT to establish a project blueprint and/or corridor vision to enhance pedestrian safety.

2) Awareness and forgiving design

Safe System Approach: Design for Human Behavior and Mistakes

NMB Plan Principles: Education, Engineering

Strategy:
Recognizing that humans will make mistakes, this connection supports educating road users about safe behaviors (education) while also designing roads that consider errors due to human behavior (engineering). Examples include roundabouts that reduce severe crashes, or rumble strips that alert drivers when they drift. The goal is to minimize the consequences of mistakes, not just try to eliminate them.

Table 8: Awareness + Forgiving Design Commitments

Potential Strategy	Lead Agency	Implementation	Key Performance Indicator
Conduct Driver Education Workshops in each Commission District. (Program)	NMB Public Works, NMB Police Department, NMB Communications	Focus on educating the general public about dangers associated with aggressive driving. Offer community incentives for participation, i.e a place for traffic concerns to be heard by local elected officials and staff.	Conduct one (1) Driver Education Workshop in each City Commission District.
Conduct Driver Education Social Media Campaign (Program)	NMB Public Works, NMB Police Department, NMB Communications	Utilize social media platforms to attract a wider range of community members with safety campaigns and awareness initiatives centered around advancing transportation safety.	Conduct monthly social media posts with various city social media accounts to promote transportation safety.
Electric Scooter Use Education Campaign (Program)	NMB Public Works, NMB Police Department, NMB Communications	Work with community groups and city staff to be present at community events with education materials, flyers, and/or a booth to educate residents on the safe use of electric scooters.	Attend two (2) community events per year and provide education resources to residents.

3) Speed data and physical interventions

Safe System Approach: Reduce Speed and Kinetic Energy

NMB Plan Principles: Evaluation, Engineering

Strategy:
Speed is a critical factor in crash severity. This connection involves analyzing speed data (evaluation) and implementing physical measures (engineering) like speed humps, narrowed lanes, or signal timing to manage speeds. The aim is to reduce kinetic energy in potential crashes, making them more survivable.

Table 9: Speed Data + Physical Intervention Commitments

Potential Strategy	Lead Agency	Implementation	Key Performance Indicator
Use speed data to identify Speed Management Corridors and implement traffic calming improvements. (Policy)	NMB Public Works	Develop a policy to implement traffic calming projects on roadway segments identified as a Speed Management Corridor. Update Speed Management Corridors with traffic and speed data collection annually or every two (2) years.	Track and monitor the number of traffic calming improvements installed on Speed Management Corridors or roadways with known speeding issues.
Speed Limit Enforcement (Program)	NMB Police Department	Target Speed Limit enforcement on Speed Management Corridors and the HIN.	Number of Speed Enforcement Campaigns on the HIN and Speed Management Corridors.

4) Inclusive planning and communication

Safe System Approach: Shared Responsibility

NMB Plan Principles: *Engagement, Equity*

Strategy:
Safety is a shared responsibility among planners, engineers, policymakers, and the public. This connection highlights the importance of inclusive engagement (engagement) and ensuring that all communities, especially vulnerable or underserved ones, are considered in planning (equity). It promotes collaborative decision-making and equitable access to safe transportation.

Table 10: Inclusive Planning and Communication Commitments

Potential Strategy	Lead Agency	Implementation	Key Performance Indicator
Communicate Data Transparently (Program)	NMB Public Works and NMB Police Department	Develop and regularly update a publicly facing dashboard to communicate the HIN and track overall Vision Zero Progress for the community.	Update Dashboard once a year with crash data and findings and Dashboard visits per year

5) Crash trend analysis and targeted countermeasures

Safe System Approach: Proactively Identify and Address Risk

NMB Plan Principles: Evaluation, Engineering

Strategy:
Instead of waiting for crashes to happen, this approach uses trend analysis (evaluation) to identify emerging risks and applies targeted engineering solutions (engineering) to address them. For instance, if data shows a rise in pedestrian injuries in a certain area, interventions like better crosswalks or pedestrian signals can be implemented before more crashes occur.

Table 11: Crash Trend Analysis + Targeted Countermeasures Commitments

Potential Strategy	Lead Agency	Implementation	Key Performance Indicator
Focus improvements on vulnerable road users (Policy)	NMB Public Works	Advance policies, programs, and projects that improve safety outcomes for vulnerable road users (pedestrians, bicyclists, and transit riders)	Adopt city wide resolution that prioritizes vulnerable road users, consistent with Miami-Dade County's prioritization of vulnerable road users.

The Safety Action Plan requires actions to be taken that will implement the plan. Below are the recommended program actions and potential policies to develop the subsequent phases of the Safety Action Plan.

Summary of Policy Recommendations

Policy has the ability to set engineering standards or guide funding decision-making that directly attributes to transportation safety outcomes. The policies developed for this plan are aligned with the goal of reaching zero traffic-related deaths in the city by 2050.

- Target Improvements on High Injury Network (HIN)
    - **Lead Agency**: NMB Public Works
    - **Implementation Strategy**: Prioritize funding for long-range transportation planning efforts focused on the HIN via the transportation element in the Capital Improvement Program (CIP). Use FHWA Proven Safety Countermeasures as the primary project types.
- Explore potential enforcement policies for the unsafe use of electric scooters
    - **Lead Agency:** NMB Police Department and NMB City Commission
    - **Implementation Strategy:** Review state law and work with City officials to develop an enforcement policy for unsafe electric scooter use.
- Use speed data to identify Speed Management Corridors and implement traffic calming improvements
    - **Lead Agency**: NMB Public Works
    - **Implementation Strategy**: Develop a policy to implement traffic calming improvements on roadway segments identified as a Speed Management Corridor using speed and volume data that is updated at regular intervals (annually or every two (2) years).
- Focus Improvements on Vulnerable Road Users
    - **Lead Agency**: NMB Public Works
    - **Implementation Strategy**: Advance citywide policies, programs, and projects that prioritize safety for pedestrians, bicyclists, and transit riders. Align with Miami-Dade County's prioritization of vulnerable road users.

Summary of Program Recommendations

To create a community culture of safety, this plan recommends several programs to focus on behavior changes through education and enforcement.

- Review Countermeasures to prevent pedestrians from crossing NE 163rd/167th Street at mid-block points
    - **Lead Agency**: NMB Public Works, NMB Police Department
    - **Implementation Strategy:** Work with state transportation partners to develop an understanding of potential countermeasures to prevent pedestrians from crossing NE 163rd/167th Street at mid-block points.
- Driver Education Workshops
    - **Lead Agency**: NMB Public Works, NMB Police Department, NMB Communications
    - **Implementation Strategy**: Conduct driver education workshops in each Commission District to educate the public about the dangers of aggressive driving. Offer community incentives and provide a platform for residents to voice traffic concerns to local officials.
- Conduct Driver Education Social Media Campaign
    - **Implementation Strategy**: Utilize social media platforms to attract a wider range of community members with safety campaigns and awareness initiatives centered around advancing transportation safety.
    - **Lead Agency:** NMB Public Works, NMB Police Department, NMB Communications
- Safe Electric Scooter Use Education Campaign
    - **Implementation Strategy**: Work with community groups and city staff to be present at community events with education materials, flyers, and/or a booth to educate residents on the safe use of electric scooters.
    - **Lead Agency:** NMB Public Works, NMB Police Department, NMB Communications
- Speed Limit Enforcement
    - **Lead Agency**: NMB Police Department
    - **Implementation Strategy**: Focus speed limit enforcement efforts on Speed Management Corridors and the High Injury Network (HIN).
- Communicate Data Transparently
    - **Lead Agency**: NMB Public Works
    - **Implementation Strategy**: Develop a public dashboard to display the HIN and track Vision Zero progress, ensuring transparency and community engagement.

Recommended Projects

After analyzing crash and speed data, recommended projects were identified and prioritized for the City of North Miami Beach. FHWA proven countermeasures were used to develop project recommendations. Planning-level cost estimates are provided for each countermeasure chosen for the project using low, medium, and high averages that were provided by the FHWA. Note that these cost estimates are subject to local and current material costs and should be updated in later phases of the Safety Action Plan.

Some project locations identified through this Safety Action Plan were already identified for future improvements by other agencies. The city will need to keep coordinating with these other agencies to ensure future improvements align with this Safety Action Plan. **Table 12** summarizes recommended projects and overall prioritization scores that are not identified in other work programs or master plans. **Table 13** summarizes recommended projects and overall prioritization scores that are identified in other work programs or master plans. These recomended projects are based upon Proven Safety Countermeasures identified by the FHWA.

Proven Safety Countermeasures

In a direct response to the severe and frequent crashes observed on the HIN, the project team adopted the use of the FHWA's 28 Proven Safety Countermeasures (PSCs). The PSCs from the FHWA are proven and effective at reducing roadway fatalities and serious injury crashes. While not all 28 PSCs were identified as potential solutions for the study, the team included descriptions of all PSCs to serve as resources for future interventions.

These countermeasures target key safety areas; speed management, intersections, roadway departures, and pedestrian/bicyclist safety, and often address multiple areas at once. Please see a short description of each PSC below, grouped by their key safety areas. This Safety Action Plan proposes PSC at 25 intersection locations identified in the HIN based on crash history and intersection crash profiles provided in **Appendix D**.

PSCs that were chosen for the study are highlighted in orange. For purposes of the cost estimates, the FHWA defines a corridor as an interconnected network of transportation facilties that may include multiple freeways, arterial roadways, and transit services.

SPEED MANAGEMENT



PSC: Appropriate Speed Limits for All Road Users

Setting speed limits that consider the safety of all road users, including pedestrians and cyclists, helps create a safer traffic environment. This involves evaluating road context and user behavior.

Medium Cost: $26,475 per corridor level improvement. Note, this cost is based on estmated cost of speed study and sign replacement.



PSC: Speed Safety Cameras (SSCs)
SSCs automatically detect and record vehicles exceeding speed limits, serving as a deterrent to speeding. Their use has been associated with reductions in speed-related crashes.

Medium Cost: $211,800 per corridor level improvement.



PSC: Variable Speed Limits (VSLs)
VSLs adjust speed limits based on real-time traffic, weather, or road conditions to enhance safety. They help manage traffic flow and reduce crash risks during changing conditions.

High Cost: $1,059,000 per corridor level improvement.

PEDESTRIAN/BICYCLIST SAFETY



PSC: Road Diets (Roadway Reconfigurations)
Road diets involve reducing the number of travel lanes to allocate space for other uses such as bike lanes, parking, or turn lanes. This reconfiguration can lead to reduced vehicle speeds and improved safety for all road users.

High Cost: $1,111,541. Cost based on corridor length and is a representative average price.



PSC: Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
Installing medians or pedestrian islands provides a safe refuge for pedestrians crossing multi-lane roads, allowing them to focus on one direction of traffic at a time. This design improves pedestrian safety and can also manage vehicle turning movements.

Low Cost: $14,296 per crossing. Depends on scope of construction project.



PSC: Pedestrian Hybrid Beacons (PHBs)
PHBs are traffic control devices that help pedestrians cross busy streets by stopping vehicular traffic with a red signal. They are activated by pedestrians and have been shown to significantly reduce pedestrian crashes.

Medium Cost: $61,422 per crossing.



PSC: Crosswalk Visibility Enhancements
Enhancing crosswalk visibility through high-visibility markings, signage, and lighting increases driver awareness and helps reduce pedestrian-related crashes.

Low Cost: $17,367 per crossing.



PSC: Rectangular Rapid Flashing Beacon (RRFB)
RRFBs are bright, rectangular yellow lights that flash quickly, grabbing driver's attention when a pedestrian is about to cross the roadway.

Medium Cost: $23,562 per crossing.



PSC: Leading Pedestrian Intervals (LPIs)
LPIs give pedestrians a head start by activating the walk signal a few seconds before the green light for vehicles. This increases pedestrian visibility and reduces conflicts with turning vehicles.

Low Cost: $1,270 per intersection.



PSC: Walkways
Providing designated walkways, such as sidewalks or paths, separates pedestrians from vehicular traffic. This infrastructure is fundamental in preventing pedestrian injuries and fatalities.

High Cost: $317,700 per mile.



PSC: Bicycle Lanes
Designated bicycle lanes offer cyclists a defined space on the roadway, reducing conflicts with motor vehicles. They promote safer and more predictable interactions between cyclists and drivers.

Medium Cost: $185,325 per mile.

ROADWAY DEPARTURE



PSC: Longitudinal Rumble Strips and Stripes on Two-Lane Roads
These are grooves or raised stripes placed along the centerline or edge line of roads to alert inattentive drivers through vibration and sound. They are effective in reducing roadway departure crashes.

Low Cost: $2,557 per mile.



PSC: Enhanced Delineation for Horizontal Curves
Improving signage, pavement markings, and surface friction on curves helps drivers navigate safely, especially under adverse conditions. These enhancements reduce the risk of run-off-road crashes.

Low Cost: $2,753 per mile.



PSC: SafetyEdge

SafetyEdge is a paving technique that shapes the edge of the pavement to a 30-degree angle, making it easier for drivers to re-enter the roadway if they drift off. This reduces the risk of crashes due to edge drop-offs.

Low Cost: $2,118 per mile.



PSC: Roadside Design Improvements at Curves

Enhancing roadside features at curves, such as clear zones and barriers, helps prevent vehicles from leaving the roadway. These improvements mitigate the severity of crashes when vehicles run off the road.

High Cost: $529,500 per mile, depending on slope and scope of work.



PSC: Median Barriers

Installing median barriers prevents vehicles from crossing over into oncoming traffic lanes, reducing the likelihood of head-on collisions. They are particularly effective on divided highways.

Medium Cost: $252,042 per mile.



PSC: Wider Edge Lines

Wider edge lines enhance the visibility of the boundaries of the travel lane for the driver. Wide edges are typically 2 inches wider than normal edge lines.

Low Cost: $2,753 per mile.

INTERSECTIONS



PSC: Roundabouts

Roundabouts are circular intersections designed to improve traffic flow and reduce severe crashes by eliminating crossing conflicts. They have been shown to significantly decrease fatal and injury crashes compared to traditional intersections.

High Cost: $1,313,160 per intersection. Varies depending on size and width of intersection.



PSC: Reduced Left-Turn Conflict Intersections (e.g., RCUTs)

These intersections modify traffic patterns to minimize left-turn conflicts, often by redirecting left-turning vehicles to make right turns followed by U-turns. This design reduces potential collision points and improves safety.

High Cost: $1,228,440 per intersection. Varies depending on size and width of intersection.



PSC: Corridor Access Management

Access management involves controlling the location, design, and operation of driveways and intersections to improve traffic flow and safety. Techniques include consolidating access points and implementing medians to reduce conflict points.

Medium Cost: $206,505 per project.



PSC: Backplates with Retroreflective Borders

Adding retroreflective borders to traffic signal backplates enhances signal visibility, especially during nighttime or adverse weather conditions.

Low Cost: $2,118 per intersection.



PSC: Yellow Change Intervals

Properly timed yellow intervals at traffic signals provide drivers with adequate warning before the signal turns red. This reduces red-light running and associated crashes.

Low Cost: $5,295 per intersection.



PSC: Dedicated Left- and Right-Turn Lanes at Intersections

Adding dedicated turn lanes at intersections separates turning vehicles from through traffic, reducing rear-end and turning collisions. This design improves traffic flow and safety.

High Cost: $529,500 per intersection. This cost assumes one turn lane per intersection.



PSC: Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Implementing a combination of low-cost safety measures, such as enhanced signage and pavement markings at stop-controlled intersections.

Low Cost: $10,590 per intersection.

CROSSCUTTING



PSC: Local Road Safety Plans (LRSPs)

LRSPs are strategic plans developed by local agencies to identify and address roadway safety issues. They guide the implementation of targeted safety improvements based on data analysis.

No Cost Estimate: Cost is dependent on scope and geographical extent of LRSP.



PSC: Road Safety Audits (RSAs)

RSAs are formal evaluations of existing or planned roadways conducted by a multidisciplinary team to identify safety issues and recommend improvements. They help integrate safety considerations into all stages of project development.

No Cost Estimate: Cost is dependent on scope and geographical extent of RSA.



PSC: Pavement Friction Management

Managing pavement friction involves monitoring and improving road surface conditions to ensure adequate traction. This reduces the risk of skidding and loss-of-control crashes, especially in wet conditions.

Medium Cost: $74,130 per curve. Note, average curve computed for cost estimate was 0.12 miles long and 26 feet wide.



PSC: Lighting

Installing or upgrading roadway lighting improves visibility for drivers, cyclists, and pedestrians, particularly at night. Enhanced lighting reduces the likelihood of crashes in low-light conditions.

Medium Cost: $116,490 per luminaire system. Note, cost is derived from averaged high mast light pole furnishing and installation.

Please note, all icons and symbology assoicated with the FHWA countermeasures were sourced from the FHWA Proven Safety Countermeasures website *https://highways.dot.gov/safety/proven-safety-countermeasures*.

Table 12: Recommended Projects: Intersections and Corridors with No Planned Improvements

#	Intersection or Corridor Planning Level Construction Cost Estimate ($)	Overall Prioritization Score	Roundabouts	Bicycle Lanes	Crosswalk Visibility Enhancements	Leading Pedestrian Interval	Medians and Pedestrian Refuge Islands	Pedestrian Hybrid Beacons	Lane Repurposing (Roadway Reconfiguration)	Corridor Access Management	Dedicated Left- and Right-Turn Lanes	Reduced Left-Turn Conflict Intersections	Systemic Application of Multiple Low-Cost CMs	Yellow Change Intervals	Lighting	Local Road Safety Plans	Road Safety Audit
1	NE 163rd St & NE 18th Ave Total Estimated Cost: $237,000	7.8					X			X			X	X			
2	NE 163rd St & NE 19th Ave Total Estimated Cost: $225,000	7.8			X	X				X							
3	N Miami Beach Blvd & NE 10th Ave Total Estimated Cost: $1,330,000	7.7		X	X				X				X	X			
4	NE 167th St & NE 4th Ave Total Estimated Cost: $178,000	7.65						X							X		
5	NE 167th St & NE 6th Ave Total Estimated Cost: $132,000	7.6				X	X								X		
6	N Miami Beach Blvd & NE 11th Ave Total Estimated Cost: $17,000	7.55			X												
7	NE 163rd St & NE 12th Ave Total Estimated Cost: $1,263,000	7.2			X	X						X	X	X			
8	NE 181st St & NE 9th Ct Total Estimated Cost: $2,762,000	7.2	X				X		X						X		
9	NE 167th St & NE 19th Ave Total Estimated Cost: $1,313,000	6.95	X														
10	NE 172nd St & NE 19th Ave Total Estimated Cost: $1,228,000	6.9										X					
11	NE Miami Gardens Dr & NE 19th Ave Total Estimated Cost: $33,000	6.75			X									X			
12	NE 171st St & NE 19th Ave Total Estimated Cost: $562,000	6.7			X	X	X				X						
13	NE 167th St & NE 10th Ave Total Estimated Cost: $135,000	6.55			X	X									X		
14	NE 167th St & NE 8th Ave Total Estimated Cost: $17,155	6.5				X								X	X		
15	NE 151st St & Biscayne Blvd Total Estimated Cost: $134,000	6.3				X								X	X		X
16	NW 167th St & NW 1st Ave Total Estimated Cost: $1,290,000	5.9						X				X					
17	NE 163rd St & NW 2nd Ave Total Estimated Cost: $35,000	5.5			X	X								X	X		
18	NE 14th Ave (From Miami Dr to NE 151st St) Total Estimated Cost: $1,341,000	2.65			X										X	X	X
19	NE 168th St & NE 9th Ave Total Estimated Cost: $1,447,000	1.3			X										X		X

Table 13: Recommended Projects: Intersections and Corridors with Planned Improvements

#	Intersection or Corridor Planning Level Construction Cost Estimate ($)	Overall Prioritization Score	Roundabouts	Crosswalk Visibility Enhancements	Leading Pedestrian Interval	Medians and Pedestrian Refuge Islands	Backplates with Retroreflective Borders	Reduced Left-Turn Conflict Intersections	Systemic Application of Multiple Low-Cost CMs	Yellow Change Intervals	Lighting	Local Road Safety Plans	Road Safety Audit
1	NE 163rd St & W Dixie Hwy Total Estimated Cost: $17,000	**7.2**			X				X	X			X
2	NE 159th St & NE 12th Ave Total Estimated Cost: $32,000	**6.95**		X		X							
3	NE 163rd St & Biscayne Blvd Total Estimated Cost: $17,000	**6.8**			X				X	X			
4	NE 20TH AVE (From NE 183rd St to NE 167th St) Total Estimated Cost: $1,324,000	**6.7**	X							X		X	X
5	NE 163rd St & NE 35th Ave Total Estimated Cost: $16,000	**6.2**								X	X		
6	NE 167th St & NE 2nd Ave Total Estimated Cost: $17,000	**6.2**			X					X	X		
7	NE 172nd St & Biscayne Blvd Total Estimated Cost: $21,000	**6.1**		X	X		X						X
8	NE 172nd St & W Dixie Hwy Total Estimated Cost: $16,000	**6.1**								X	X		X
9	NE 151st St & W Dixie Hwy Total Estimated Cost: $1,228,000	**6.05**						X					
10	NW 167th St & N Miami Ave Total Estimated Cost: $134,000	**5.9**		X							X		
11	S Glades Dr (NE 185th St to NE 173rd St) Total Estimated Cost: $116,000	**2.5**									X	X	X

***** Locations have been identified in other city, county, and state work programs and transportation master plans

Plan Summary and Next Steps

The North Miami Beach Vision Zero Safety Action Plan is a comprehensive initiative aimed at eliminating traffic fatalities by 2050. Rooted in the Safe System Approach, the plan emphasizes that no loss of life is acceptable and that safety must be proactively designed into the transportation system. It adopts five guiding principles—Evaluation, Education, Equity, Engagement, and Engineering—to guide its strategies. The plan is supported by crash data analysis from 2019 to 2023, which revealed a concerning trend of fatal and severe injury crashes, particularly in 2019 and again in 2024. The city's demographic profile, including a diverse population and high reliance on personal vehicles, further informs the plan's targeted interventions.

The plan identifies a High Injury Network (HIN) and Speed Management Corridors to prioritize areas with the most severe crash histories. It incorporates 28 Proven Safety Countermeasures recommended by the Federal Highway Administration (FHWA), such as roundabouts, pedestrian hybrid beacons, and road diets. These countermeasures are strategically applied to intersections and corridors based on crash severity, proximity to community hubs (for equity and vulnerable user prioritization), and alignment with redevelopment areas. The plan also integrates existing local, county, and state transportation policies and projects to ensure alignment and leverage ongoing efforts.

Community engagement played a central role in shaping the plan. Through multilingual surveys and interactive mapping tools, residents voiced concerns about speeding, poor infrastructure, and unsafe driver behavior. The feedback highlighted a strong demand for better enforcement, improved signal timing, safer pedestrian and bicycle infrastructure, and more responsive urban planning. These insights directly influenced the prioritization of projects and the development of policy and program recommendations.

To implement the plan, the City of North Miami Beach outlines a phased approach. Immediate actions include forming a Vision Zero Task Force, developing a traffic calming plan, and launching a public dashboard to track progress. Over the next five years, the city will focus on public education, targeted enforcement, and infrastructure improvements. Key Performance Indicators (KPIs) will monitor progress, ensuring accountability and transparency. By aligning local efforts with broader regional and federal safety goals, the City of North Miami Beach Vision Zero Safety Action Plan sets a bold and actionable path toward safer streets for all.

Implementation Timeline for Policies, Programs, & Projects

The policies and programs identified within this section provide a blueprint for advancing the Vision Zero goal within the City, but they require key elements and champions to be established in order to successfully manage and guide the outcomes. The first five (5) policies and programs listed below represent the needed power to push the Vision Zero programs and policies forward and to track progress and should be completed within the first year of implementation of the action plan. The remaining two (2) policies and programs listed below should be implemented within years two (2) through five (5) of the Safety Action Plan.

FIRST YEAR TARGETS

1. **Establish a Vision Zero Task Force** - In order to promote a shared responsibility for safety and continued collaboration, a Vision Zero Task Force will be a working group that meets regularly throughout the year to review crash trends and safety initiatives.

   The Vision Zero Task Force should include members from FDOT District 6, Miami-Dade DTPW, Miami-Dade TPO, Miami-Dade School Board, and the City of North Miami Beach various departments. To facilitate implementation of recommended projects, the Vision Zero Task Force shall identify key reccomended projects that require cross-agency collaboration.

Timeline: Immediately upon adoption of Safety Action Plan.

2. **Establish an Implementation Plan for the Safety Action Plan Recommended Projects -** This task is to coincide with the working group between FDOT District 6, Miami-Dade DTPW, Miami-Dade TPO, and the City of North Miami Beach. The Projects Implementation Plan will detail needed improvements at identified project locations listed in **Table 12**, develop concept plans, preliminary site specific cost estimates (including mobilization, design, contingency, construction engineering and inspection), and identify funding strategies to implement recommended projects.

Timeline: On-going, aligned with the establishment of the Vision Zero Task Force.

3. **Create traffic calming/speed management plan** – The city will develop a plan to identify appropriate locations for traffic calming measures based on an evaluation and analysis of speeding records, speed data, and crash data.

Timeline: Immediately upon adoption of Safety Action Plan.

4. **Collect and Analyze Data for Project Evaluation** – A data-driven approach is the backbone of a Safe System Approach to measure effectiveness. Annual reporting of crash data will be completed to evaluate the safety benefits of projects implemented.

Timeline: On-going, semi-annual basis to track yearly trends.

5. **Publish Annual Safety Report using a Public Dashboard –** The city will track KPIs on a dashboard system that will be available to the public. Progress will be tracked regularly in annual intervals and include safety trends that will help communicate the progress towards the plan's goals.

Timeline: Immediately upon adoption of Safety Action Plan and updated annually.

YEAR 2 THROUGH 5 TARGETS

6. **Local outreach and public awareness** – Public engagement booths can be effective at local events such as the Heart Health Walk and Snow Fest to promote education on safe pedestrian, bicycle and driving behavior. Running safety campaigns to raise public awareness about road safety issues such as distracted driving or operating electric bicycles safely can be utilized.

Timeline: On-going until Vision Zero goal is achieved.

7. **Targeted Enforcement** - Targeted enforcement can help reinforce safe travel behavior to follow state and local traffic laws. Police presence could be increased at locations with a high history of speeding and/or crashes. Areas for targeted enforcement should be reviewed on a yearly basis based on crash data collected, task force recommendations, and ticketing.

Timeline: On-going until Vision Zero goal is achieved.

By implementing these plans, policies and programs a successful outcome can be achieved by the Safety Acion Plan.