

## Services:

Prime Consultant for the Development of a Mobility Plan & Mobility Fee

**Client:** City of North Miami Development Services Department

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Project Duration:	Status:	Year Adopted:	Cost:
8 months	Completed	2024	\$92,750

NUE Urban Concepts prepared the City of North Miami 2045 Mobility Action Plan to establish a long-range, multimodal strategy for improving safety, access, and mobility while supporting future growth and redevelopment. The plan advanced the City's transition from auto-oriented transportation planning toward a people-focused, multimodal system.

The Mobility Action Plan evaluated existing conditions, planned development, and future travel demand through 2045, with a focus on addressing safety concerns, connectivity gaps, and equity needs. The plan incorporated data analysis, policy review, stakeholder coordination, and mapping to identify priority corridors and focus areas. Recommendations emphasized walking, bicycling, transit, micromobility, and safer street design while maintaining appropriate vehicular access.

Key components included a multimodal street network, sidewalk and bicycle network improvements, intersection and corridor safety enhancements, transit-supportive infrastructure, and implementation strategies aligned with Vision Zero principles. The plan also recommended updates to the City's Comprehensive Plan and Land Development Regulations to support complete streets, access management, and multimodal quality of service standards.

The projects in the Mobility Plan were used as the basis for the development of a Mobility Fee to be assessed on new development. The Mobility Fee Technical Report established a single mobility fee assessment area and citywide benefit district and demonstrated the required



## PEDESTRIAN PRIORITY STREETS

NORTH MIAMI MOBILITY ACTION PLAN

### SUMMARY:

These streets are proposed to be designed with the intent to prioritize people walking. Design will feature lower vehicle speeds, safer crossings, and streetscape (i.e., hardscape and landscape) amenities for people. On longer blocks and key destinations, providing mid-block crossings with appropriate traffic calming measures. Sidewalks along these streets are used frequently by people walking and accessing transit and therefore a higher level of streetscape amenities is emphasized.

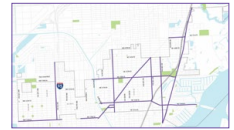
Priority Walking Streets can function either as a means to move people or can act as destinations in themselves by reclaiming streets for spending time and offering a high level of social interaction. Priority Walking Streets are a high priority for retrofitting existing streets as part of any street rebranding, reconstruction, rehabilitation, safety, operational, or capacity improvements.

The City can elect to utilize mobility fees and other funding sources to encourage the County or State to upgrade sidewalks and streetscape as part of street improvements. The City can also offer development activity (for example, redevelopment and new development) mobility fee credits or reimbursements for the construction of off-site (for example, beyond the limits of development activity) sidewalk and streetscape improvements.



### TYPICAL FEATURES:

- Minimum 10' wide sidewalks, ideally pavers
- Shade trees with 30-foot spacing
- Streetscape themed features & public art
- Seating areas, particularly at mid-block locations
- Protective bollards at crosswalks
- Lighting, with common themes, scaled for people
- Signal master arms at intersections
- Themed street signage
- Themed informational and directional signage
- Themed and shaded transit shelters
- Bulb-outs at intersections
- Reduced distances at mid-block crossings
- Crossing design for handicapped accessibility
- Median safe zones where possible



### PROPOSED PEDESTRIAN PRIORITY STREETS

City	NE 14th Avenue
County	NE 16th Avenue
	NE 15th Street
	Biscayne Boulevard (US 1)
	Dixie Highway (SR 907)
	NE 6th Avenue (SR 935)
	NW 7th Avenue (US 441)
State	NW 11th Street (SR 924)
	NE 123rd / 125th Street (SR 922)
	NE 135th Street (SR 916)

### SIDEWALK ZONES



- FRONTAGE ZONE:** It functions as an extension of the building, whether it be through entryways and doors, or sidewalk cafes and sandwich boards. The frontage zone comprises of both the structure and the facade of the building fronting the street, as well as the space immediately adjacent to the building.
- PEDESTRIAN THROUGH ZONE:** It's the primary accessible pathway that runs parallel to the street. The pedestrian through zone ensures that pedestrians have a safe and adequate space to walk. It should be 5-7 feet wide in residential settings and 8-12 feet wide in downtown or commercial areas.
- FURNITURE ZONE:** The section of the sidewalk between the curb and the pedestrian zone in which street utilities and amenities, such as lighting, benches, utility poles, trees, and bicycle parking are provided.
- ENHANCEMENT BUFFER ZONE:** The situational space immediately next to the sidewalk may comprise a variety of different optional elements. This buffer zone can be used for vehicular parking, commercial loading zones, curbside bike lanes, or protected bike lanes. It can also include parklets, stormwater management features, bike racks, bike share stations, and curbside extensions.



rational nexus and rough proportionality between new development and planned improvements. The completed Technical Report provided the technical foundation necessary for ordinance adoption, Comprehensive Plan consistency, and long-term implementation of North Miami's mobility fee program, enabling the City to fund a safer, more connected, and multimodal transportation system aligned with its growth and redevelopment goals. ■