

14 November 2023;
Revised: 13 December 2023

Grant Webster
Transportation Planner
Transportation and Mobility Department
1700 Convention Center Drive, Miami Beach, Florida 33139

**Re: Traffic Analysis Methodology
1333 Dade Boulevard (PB23-0641; DRB23-0985)
Miami Beach, Florida
Langan Project No.: 300331701**

Dear Mr. Webster:

Langan Engineering and Environmental Services, Inc. was retained to prepare a traffic-impact analysis for the 1333 Dade Boulevard mixed-use development that is expected to be built by 2027. The site will comprise approximately 0.19-acres located north of Dade Boulevard between Bay Road and West Avenue in Miami Beach, Florida. The proposed development comprises of one single-family housing (attached) residential unit and 10,356 square feet of office uses and will replace an existing automobile parts and service center. **Figure 1** below shows the site location. A copy of the proposed site plan is included in Attachment A. Please accept this letter as the traffic-analysis methodology for the proposed development.



Figure 1 – Site Aerial Photograph

Trip Generation

Trip generation will be based on information contained in the Institute of Transportation Engineer’s (ITE), Trip Generation Manual, 11th Edition. We used Land Use Code 943 – Automobile Parts and Service Center to represent the existing number of trips generated, and we used Land Use Code 215 – Single-Family Attached Housing and Land Use Code 710 – General Office to represent the expected number of trips that the project will generate. To provide a conservative analysis, we will only focus on the proposed land uses for the study. Attachment B contains the trip-generation calculations and excerpts from the ITE manual. The proposed development is expected to generate 168 daily, 25 morning peak-hour, and 26 afternoon peak hour trips as summarized in **Table 1** below.

Table1 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			
			In	Out	Total	In	Out	Total	
Existing Uses									
Automobile Parts and Service Center	5,912 SF	98	8	3	11	5	7	12	
Proposed Uses									
Single-Family Attached Housing	1 DU	7	0	1	1	1	0	1	
General Office	10,356 SF	161	21	3	24	4	21	25	
Total		168	21	4	25	5	21	26	
Net New Trips		70	13	1	14	0	14	14	

Data Collection

Morning and afternoon peak hour turning movement data will be collected on a typical weekday at the following intersections:

- Dade Boulevard and Bay Road (signalized)
- 18th Street and West Avenue (unsignalized)
- 18th Street and Bay Road (unsignalized)
- Dade Boulevard and West Avenue (signalized)
- 17th Street and West Avenue (signalized)

Data will be collected for four hours between 7:00 and 9:00 AM and between 4:00 and 6:00 PM and will be adjusted to reflect peak season traffic volumes using historical data from *Florida Department of Transportation (FDOT)*. We will coordinate with the City of Miami Beach to confirm the dates that the data collection activities can be performed.

Project Distribution

Project trip distribution will be based on the average cardinal distribution for Traffic Analysis Zone (TAZ) 639 of the Miami-Dade County 2045 Transportation Model. **Table 2** below shows the cardinal distribution based on a 2027 build out year. Attachment C contains the TAZ data.

Table 2 - Cardinal Distribution

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	15.40%	5.20%	5.20%	20.30%	2.40%	25.40%	14.90%	11.20%
2045	13.20%	4.30%	3.60%	15.00%	2.50%	33.60%	15.20%	12.70%
2027	14.52%	4.84%	4.56%	18.18%	2.44%	28.68%	15.02%	11.80%

Future Traffic

We will develop future traffic volumes by applying a compound growth rate to the collected traffic data. The growth rate will be based on a FDOT historical data from a traffic count station near the project. A one-half percent annual growth rate will be used if a negative growth rate is determined. We will review the county's platting database and include traffic from any approved but unbuilt projects. We will coordinate with the City of Miami Beach for the committed developments that need to be included as part of the study. We will also include any roadway improvements planned within the next three years.

Intersection Analysis

Intersection capacity analysis will be performed for the study intersection using software based on the Highway Capacity Manual methodology. The analysis will be performed for morning and afternoon peak-hour conditions using Synchro Software. The analysis scenarios will include the existing (2023), no-build (2027 without the project), and build (2027 with project) conditions. Project driveways will be analyzed for the build conditions. We will provide tables in the appendices that summarize the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions. Tables summarizing the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions will be included in the report appendices. Synchro reports for the 95th percentile queue lengths and tables summarizing this information for all exclusive turn-lanes will also be included in the report appendices.

Parking

A detailed discussion about the mechanical parking lifts will be included in the traffic study. In summary, the proposed development plans to implement a parking system that includes six (6) mechanical lifts, providing 12 parking spaces, one surface parking spot, and one ADA surface parking spot. Key access to operate the lifts will be restricted to the valet operators only. At least one valet operator will always be on-site to ensure that a car can be removed from the lift if necessary. As such, the valet operations will occur 24 hours a day. Residents, visitors, and office employees can drop their car off with valet, which will be processed to the mechanical lifts, but only the valet operators will have the key to access and operate the lifts. Residents will be able to self-park in non-lift spots after hours but will not be able to raise their car up the lift on their own.

Queuing Analysis

We will prepare a queuing analysis for the proposed gate-controlled access points to the site directly accessing public right-of-way using the queuing-analysis methodology from *Transportation and Land Development* published by the ITE. The access to/from the site will be one-way directional traffic at a time through the gate-controlled access. The queuing analysis will reflect this condition.

Valet Operations Analysis

We will prepare a queuing analysis for the proposed valet operation following the queuing-analysis methodology from *Transportation and Land Development* published by the ITE. The analysis will determine the number of valet-attendants needed to serve the expected traffic demand. Additionally, we will include a figure that shows the traffic circulation, and the valet parking routes to and from the vehicle drop-off/pick-up area.

Maneuverability Analysis

We will perform a maneuverability analysis for the trash collection area and vehicle parking area using Auto Turn software. Any deficiencies related to the maneuverability, traffic flow, and vehicular conflicts will be documented in the traffic study. We will include a description of the trash collection around the parking lot.

Multimodal Evaluation Analysis

We will provide a multimodal evaluation as part of the study and document the provided transit, pedestrian, and bicycle facilities near the project.

Transportation Demand Management and Control Measures

We will identify transportation control measures that the proposed development can implement to raise awareness of the available transportation modes in the area. We will also include Transportation Demand Management (TDM) strategies to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures include promoting bicycling and walking, encourage car/vanpooling, and offering alternatives to the typical workday hours. The traffic study will discuss which TDM strategies the proposed development intends to implement.

Report

The study methodology, analysis and findings will be summarized in a report that will be signed and sealed by a Florida registered professional engineer. Synchro LOS, queuing and signal-timing reports will be included in report's appendices.

If you have any questions regarding the information contained herein, please do not hesitate to contact me at (954) 320-2155.

Sincerely,

Langan Engineering and Environmental Services, Inc.



Maximo G. Polanco, P.E.
Senior Project Manager



Joe Goldberg, P.E.
Project Engineer

MGP:mgp

Attachments

Attachment A – Site Plan

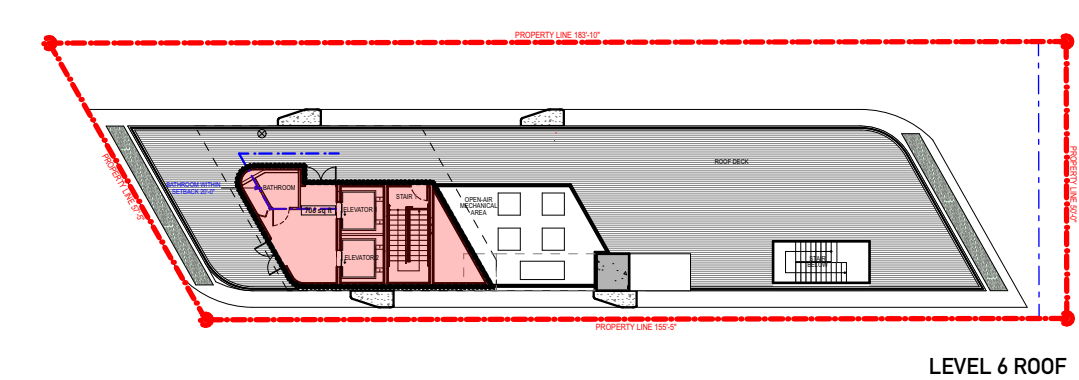
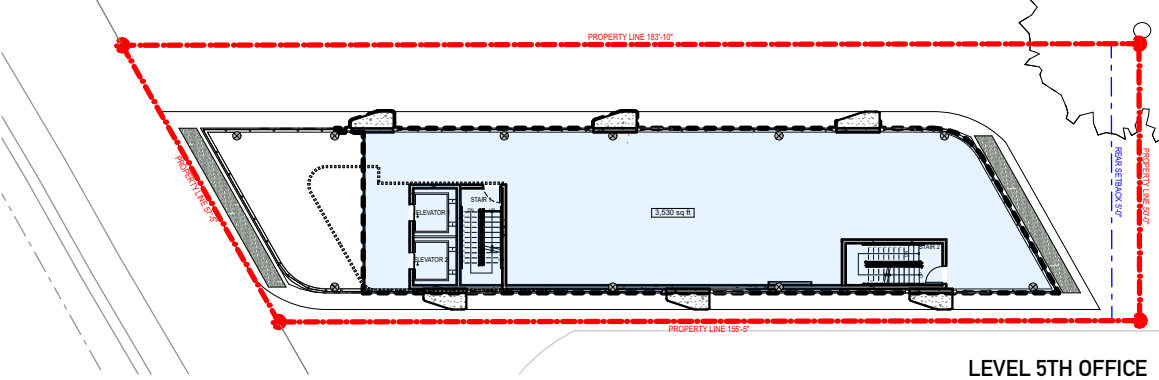
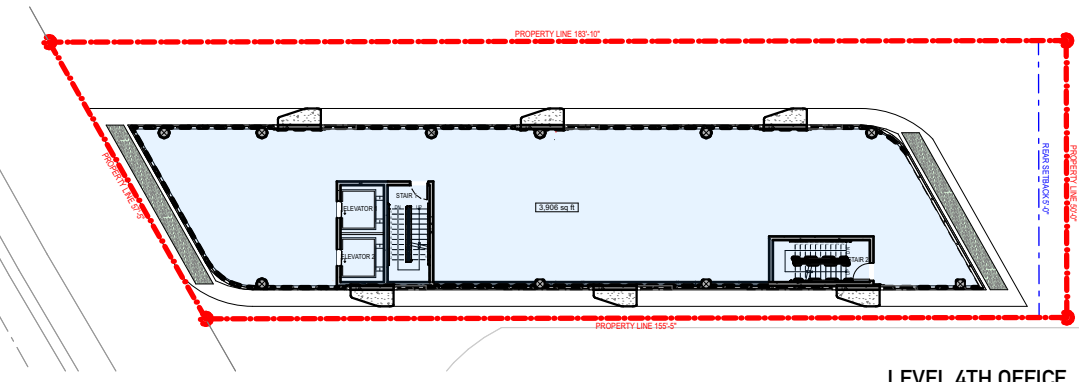
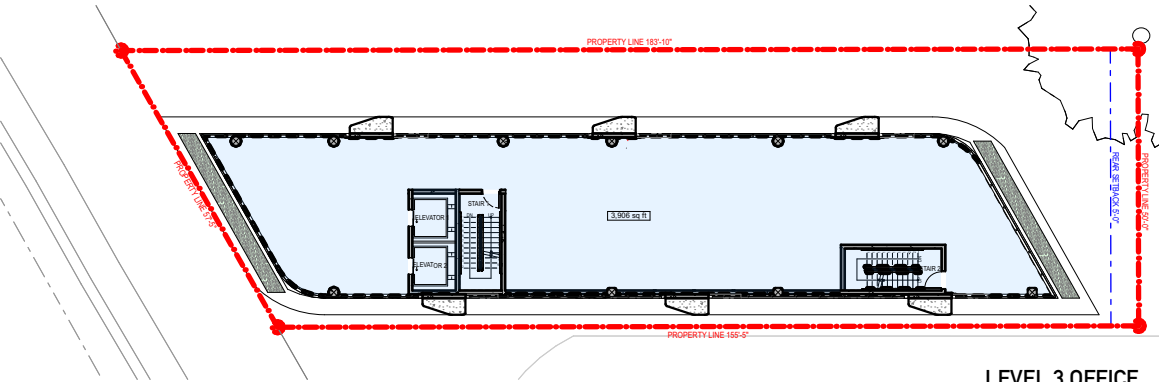
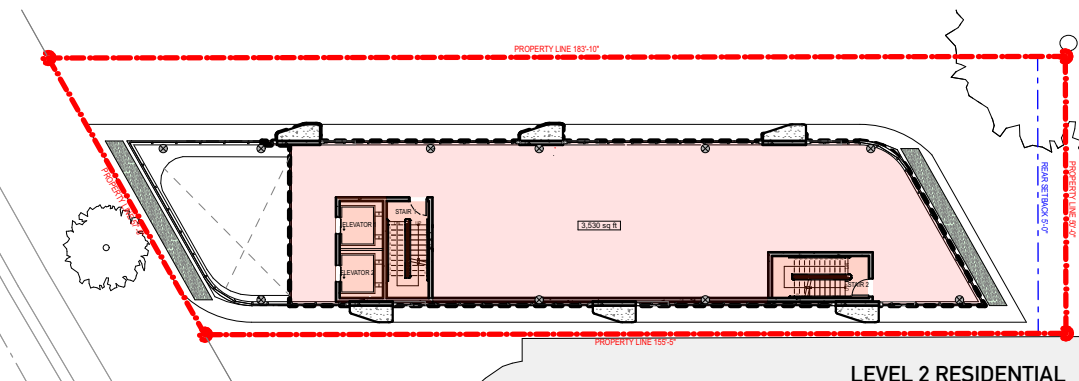
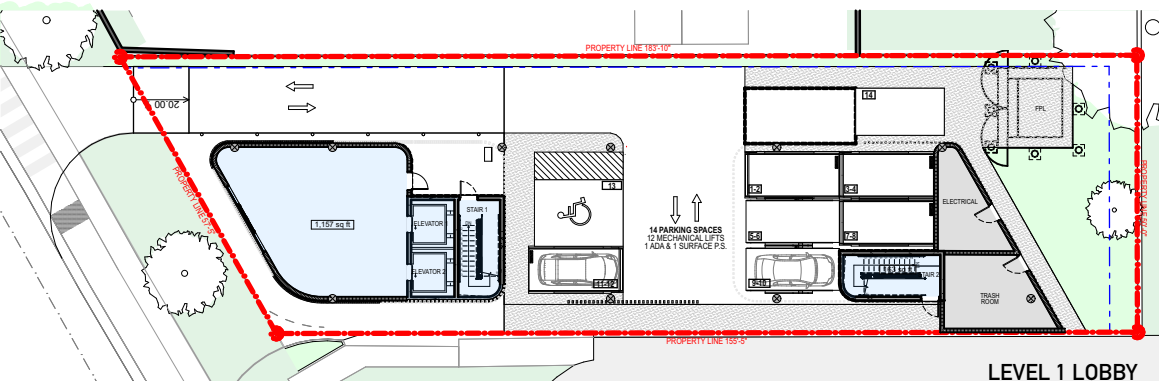
Attachment B – Trip Generation Data & ITE Excerpts

Attachment C – TAZ Data

FL Certificate of Authorization No. 6601

\\langan.com\data\MIA\data\7\300331701\Project Data\Correspondence\Methodology\2023-12-13 1333 Dade Boulevard Traffic Methodology.docx

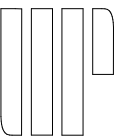
ATTACHMENT A
SITE PLAN

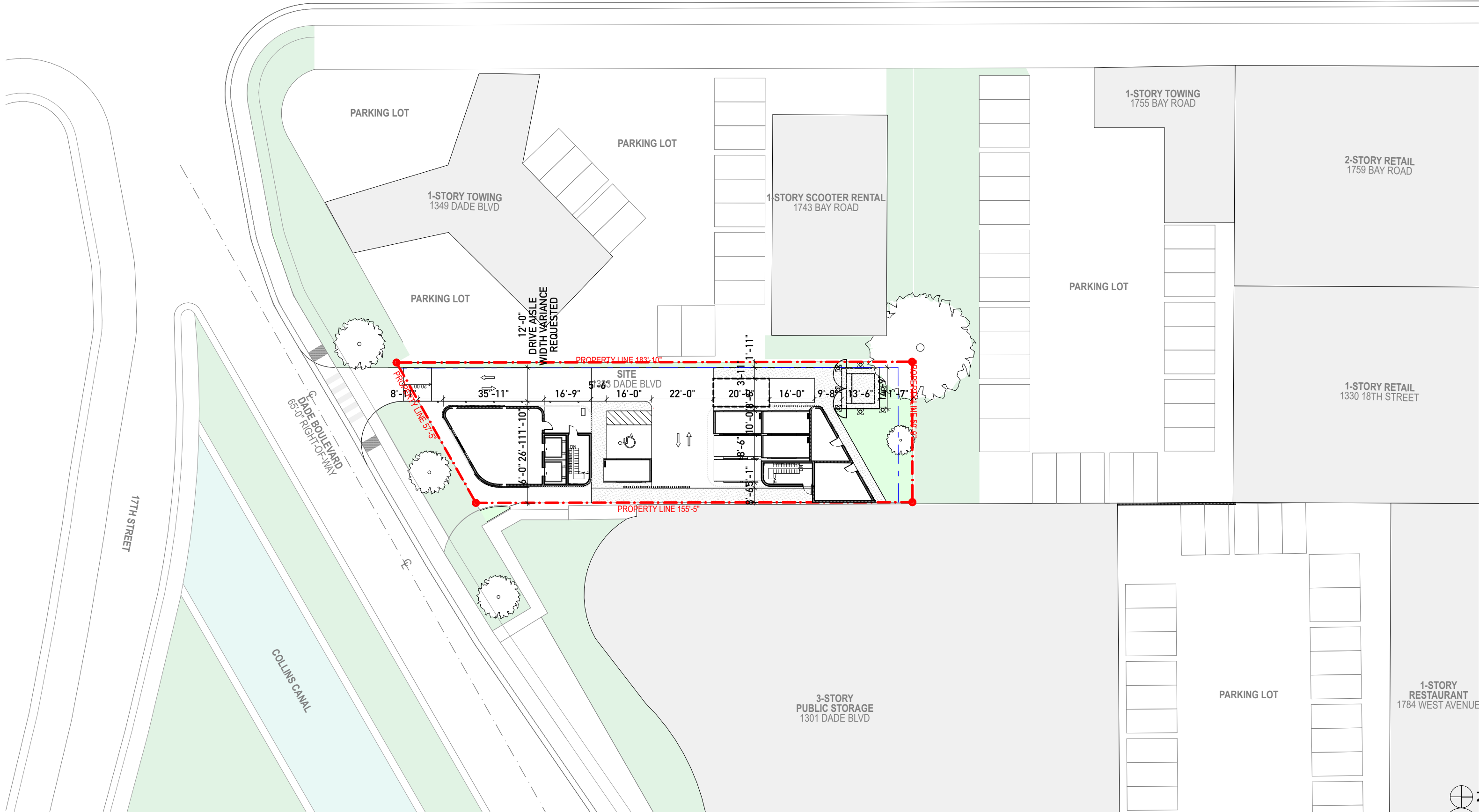


FLOOR AREA BY USE		
NAME	AREA	PERCENTAGE
CIRCULATION	1,849.38	10 %
MAIN LOBBY	835.12	5 %
OFFICE	9,977.90	60 %
RESIDENTIAL	3,529.61	21 %
RESIDENTIAL ROOFTOP	706.06	4 %
	16,898.07 ft ²	100 %

25 %
RESIDENTIAL
USE

FAR CHART	
LEVEL	AREA
GROUND LEVEL	1,320.11
LEVEL 2 RESIDENTIAL	3,529.71
LEVEL 3RD OFFICE	3,905.88
LEVEL 4TH OFFICE	3,905.88
LEVEL 5TH OFFICE	3,529.71
ROOF LEVEL	706.06
FAR TOTAL	16,898.07 ft²





17TH STREET

COLLINS CANAL

DADE BOULEVARD
65'-0" RIGHT-OF-WAY

PARKING LOT

PARKING LOT

PARKING LOT

PARKING LOT

PARKING LOT

1-STORY TOWING
1349 DADE BLVD

1-STORY SCOOTER RENTAL
1743 BAY ROAD

1-STORY TOWING
1755 BAY ROAD

2-STORY RETAIL
1759 BAY ROAD

1-STORY RETAIL
1330 18TH STREET

1-STORY RESTAURANT
1784 WEST AVENUE

3-STORY
PUBLIC STORAGE
1301 DADE BLVD

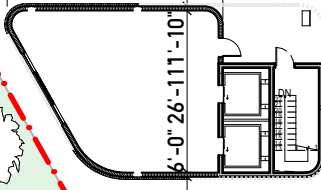
12'-0"
DRIVE AISLE
WIDTH VARIANCE
REQUESTED

PROPERTY LINE 183'-10"

PROPERTY LINE 97'-5"

PROPERTY LINE 155'-5"

PROPERTY LINE 64'-0"



SITE
DADE BLVD
16'-0"

35'-11"

16'-9"

22'-0"

20'-0"

16'-0"

9'-8"

13'-6"

11'-7"

8'-0"

6'-0" 26'-11" 10"

5'-3"

8'-6"

10'-0"

8'-6"

1'-11"

3'-11"

A-13

SITE PLAN

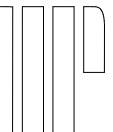
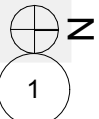
11/20/23

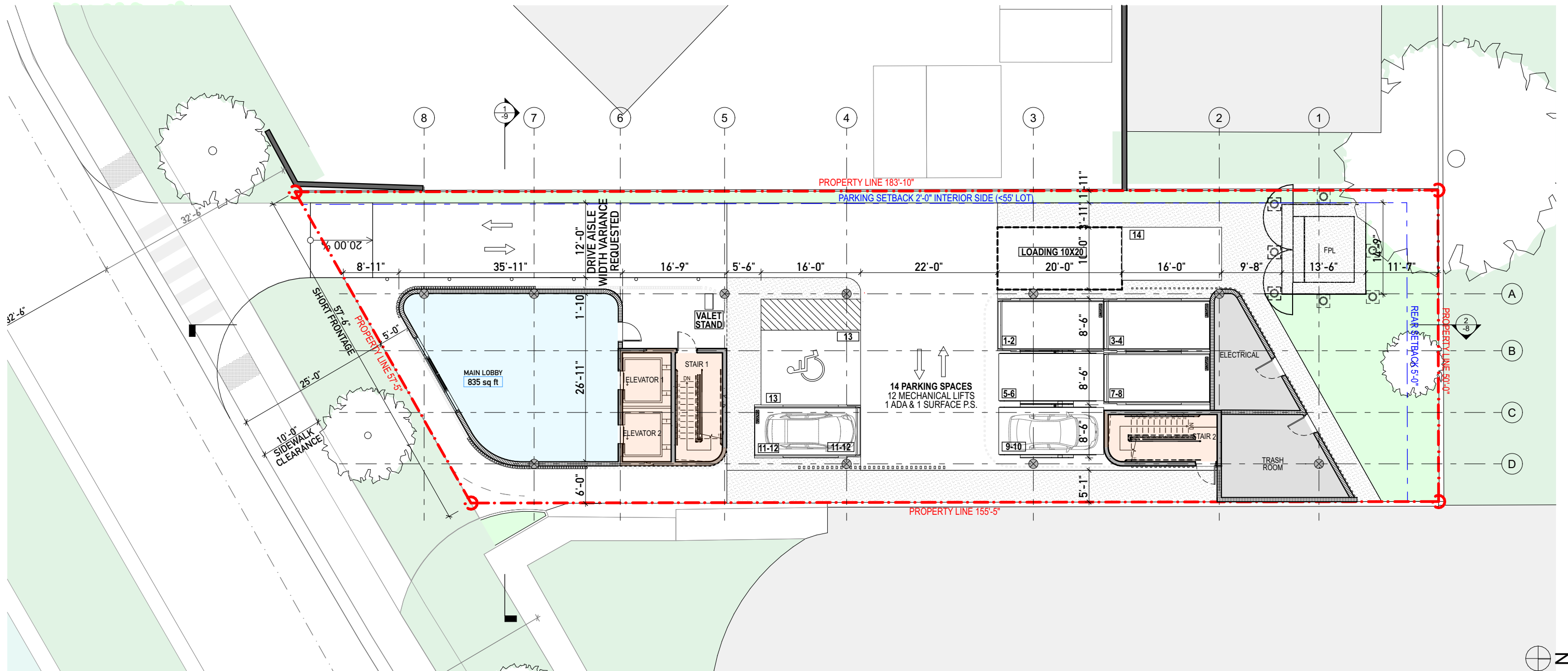
GROUND FLOOR
SCALE: 1/32" = 1'-0"

1333 DADE BLVD

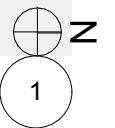
SCHEMATIC DESIGN

URBAN ROBOT © 2023





GROUND FLOOR
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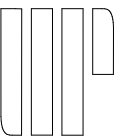


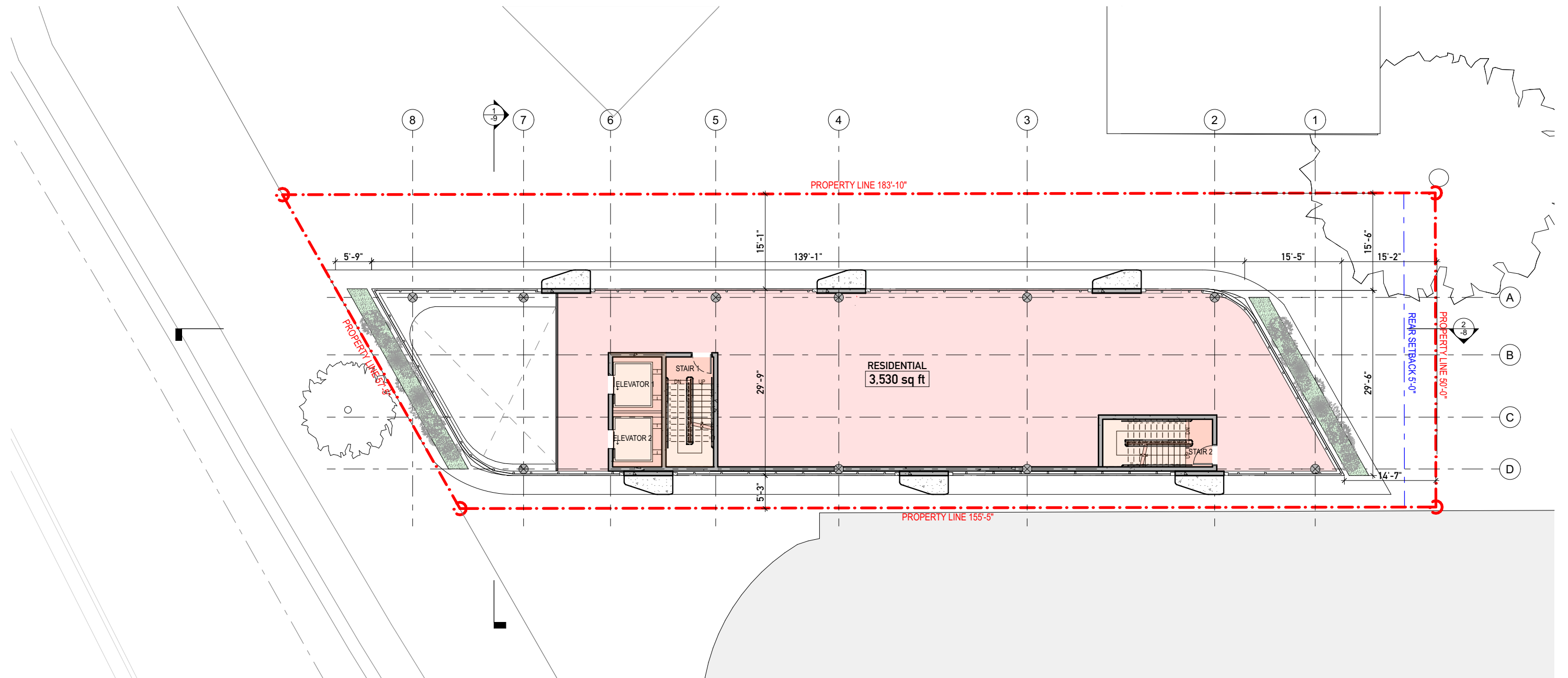
A-14

FLOOR PLAN LEVEL 1

11/20/23

1333 DADE BLVD
SCHEMATIC DESIGN
URBAN ROBOT © 2023





LEVEL 2 RESIDENTIAL
SCALE: 1/16" = 1'-0"

1

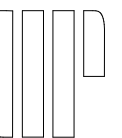


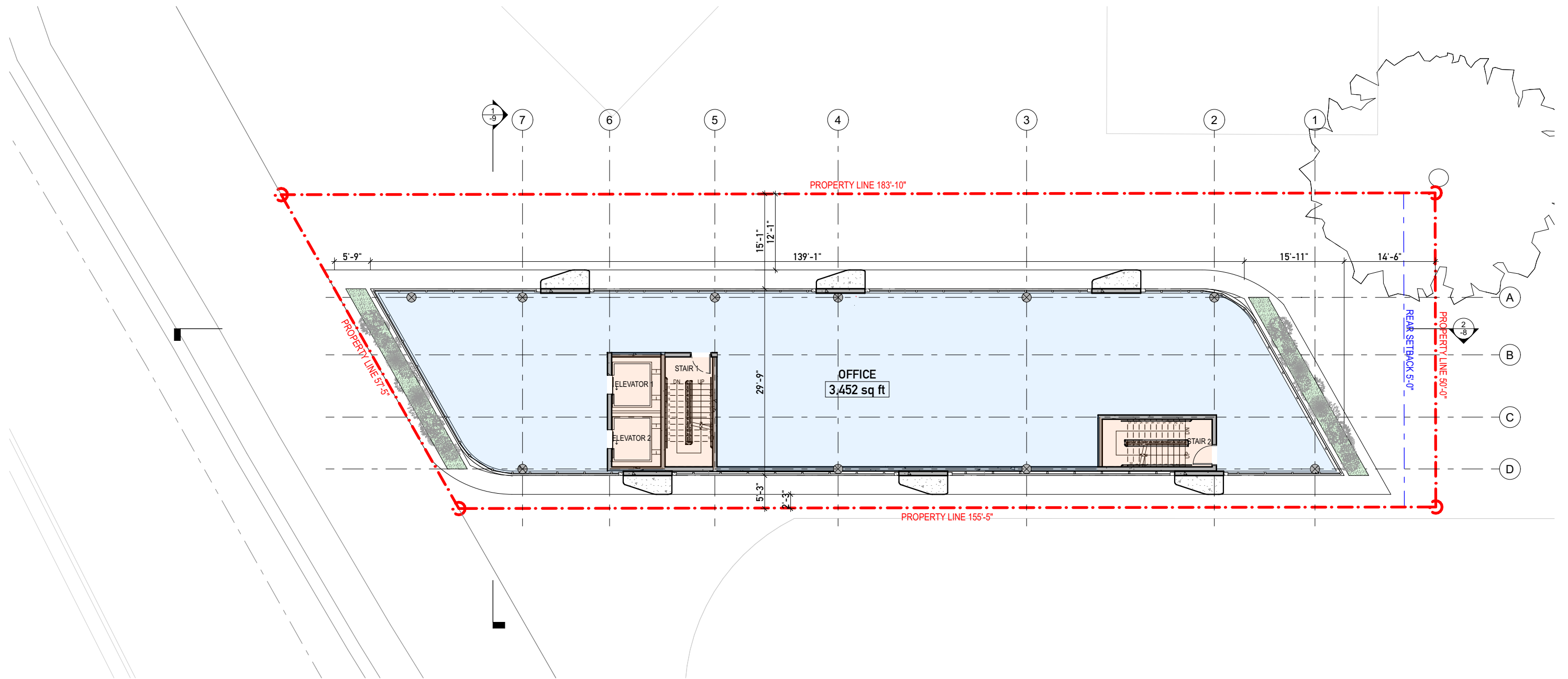
A-15

FLOOR PLAN LEVEL 2

11/20/23

1333 DADE BLVD
SCHEMATIC DESIGN
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LEVEL 3 OFFICE
 SCALE: 1/16" = 1'-0" 1 ⊕ Z

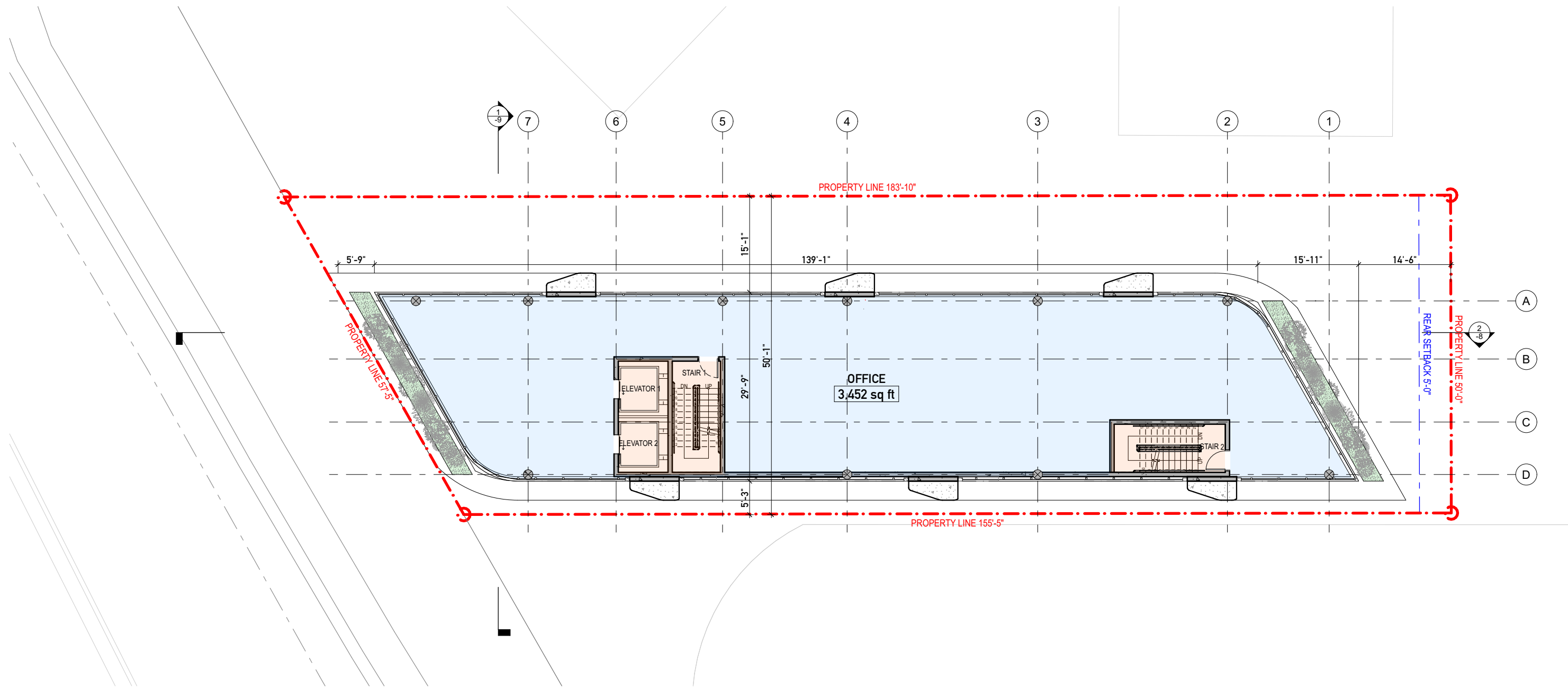
A-16

FLOOR PLAN LEVELS 3 TYP.

11/20/23

1333 DADE BLVD
 SCHEMATIC DESIGN
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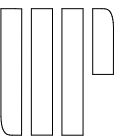
LEVEL 4 OFFICE
 SCALE: 1/16" = 1'-0" 1 ⊕ Z

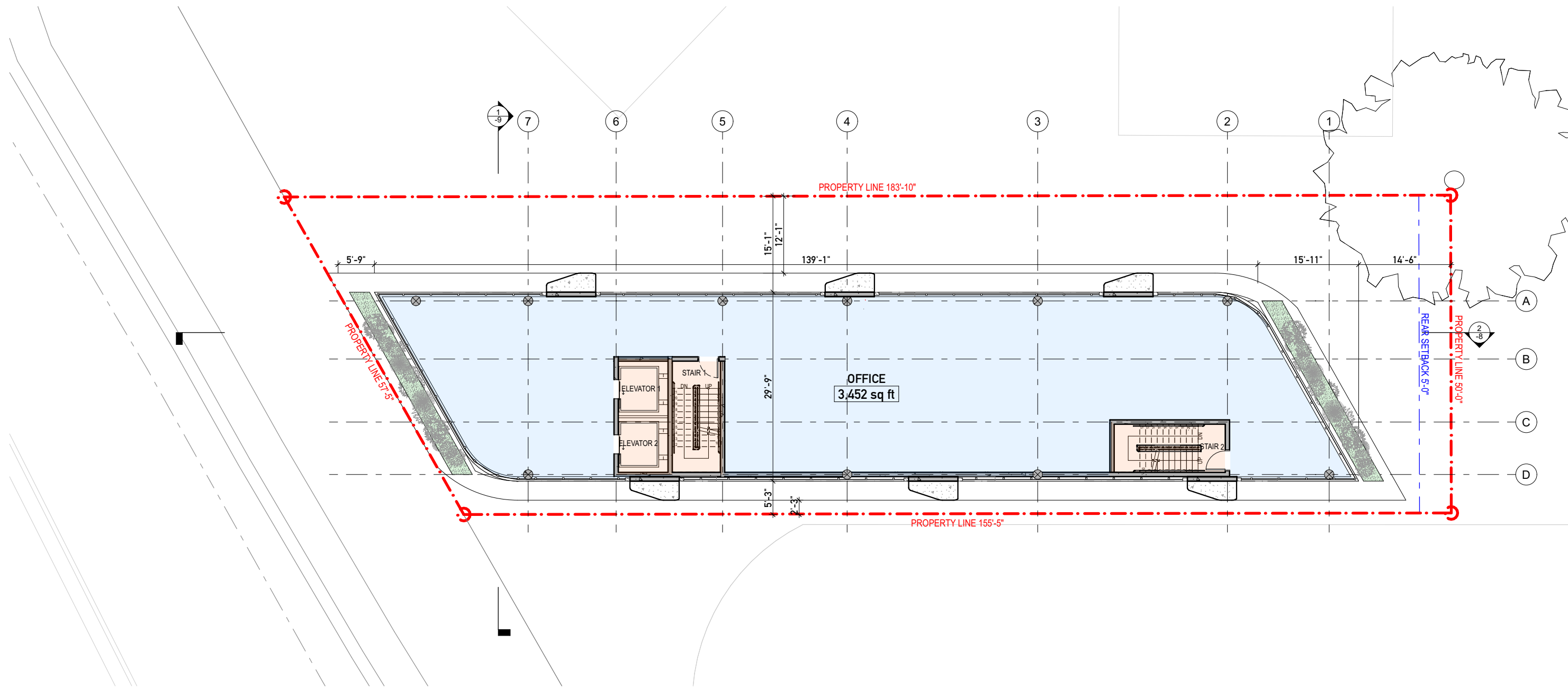
A-17

FLOOR PLAN LEVEL 4

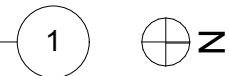
11/20/23

1333 DADE BLVD
 SCHEMATIC DESIGN
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LEVEL 5 OFFICE
SCALE: 1/16" = 1'-0"



A-18

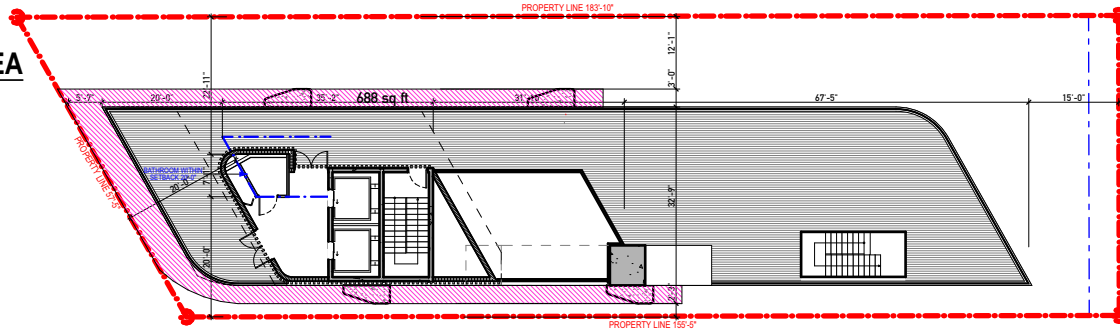
FLOOR PLAN LEVEL 5

11/20/23

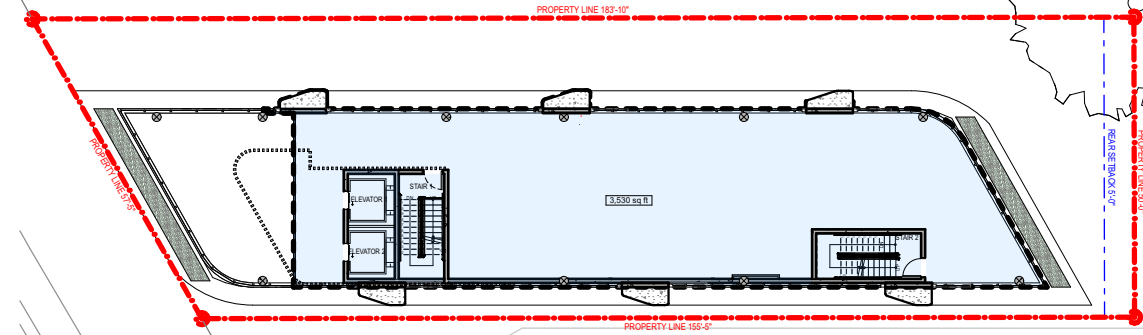
1333 DADE BLVD
SCHEMATIC DESIGN
URBAN ROBOT © 2023



**20% OF ENCLOSED FLOOR AREA
BELOW (LEVEL 5 OFFICE)**
= 706 SQ FT
DECORATIVE ROOF ADDITION
= 688 SQ. FT.

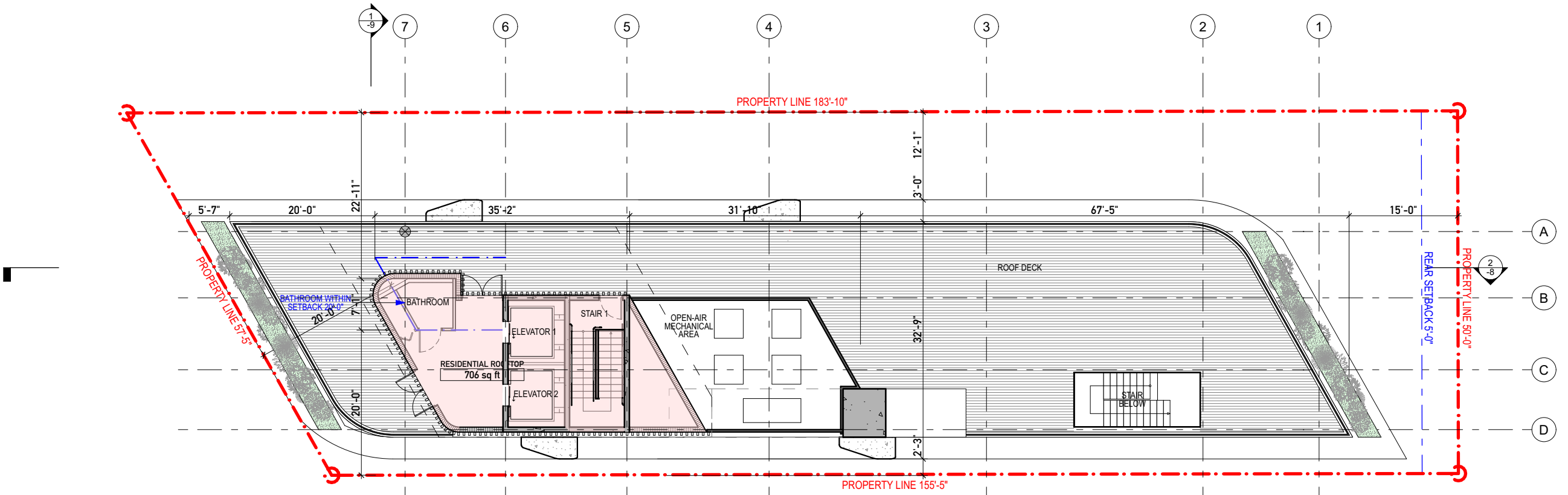


ROOF LEVEL - DECORATIVE ELEMENTS
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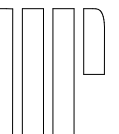


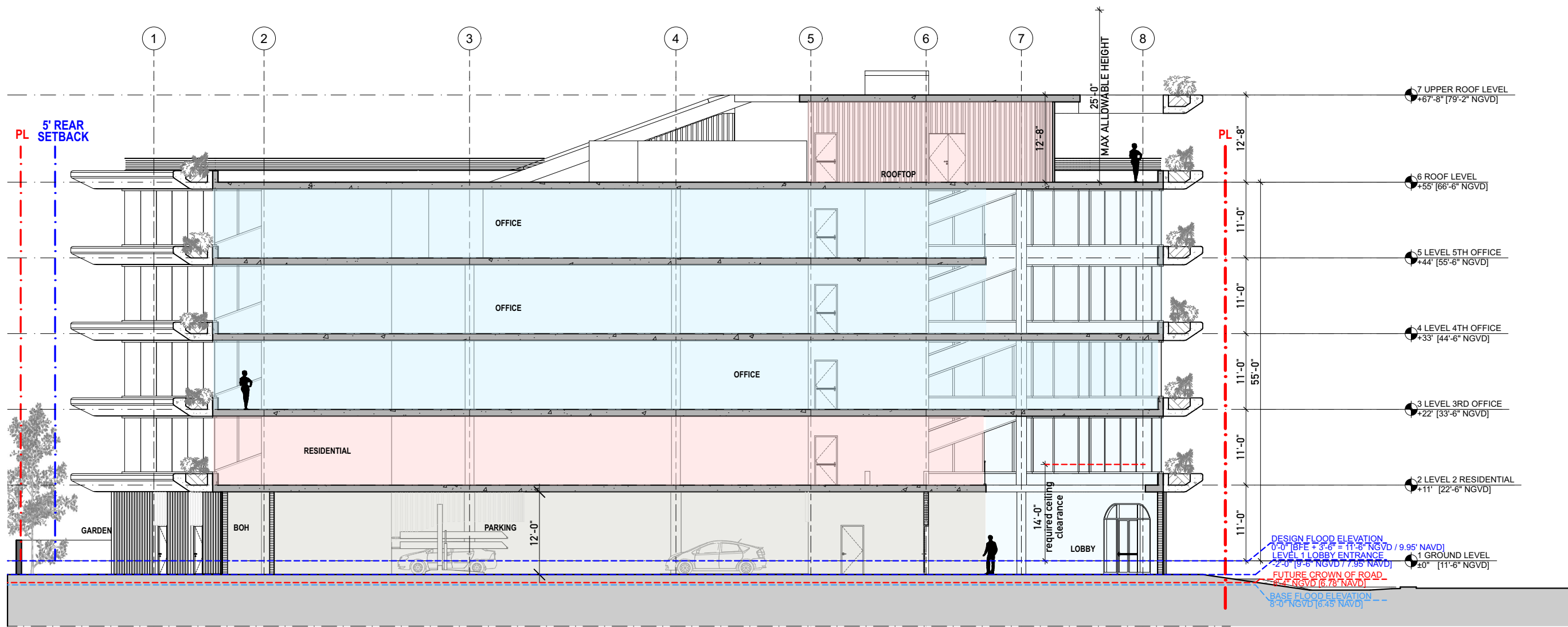
LEVEL 5 OFFICE
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LEVEL 05 ENCLOSED FLOOR AREA
3,530 SF X 20% = 706 SF
ROOFTOP AREA = 706 SF

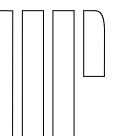


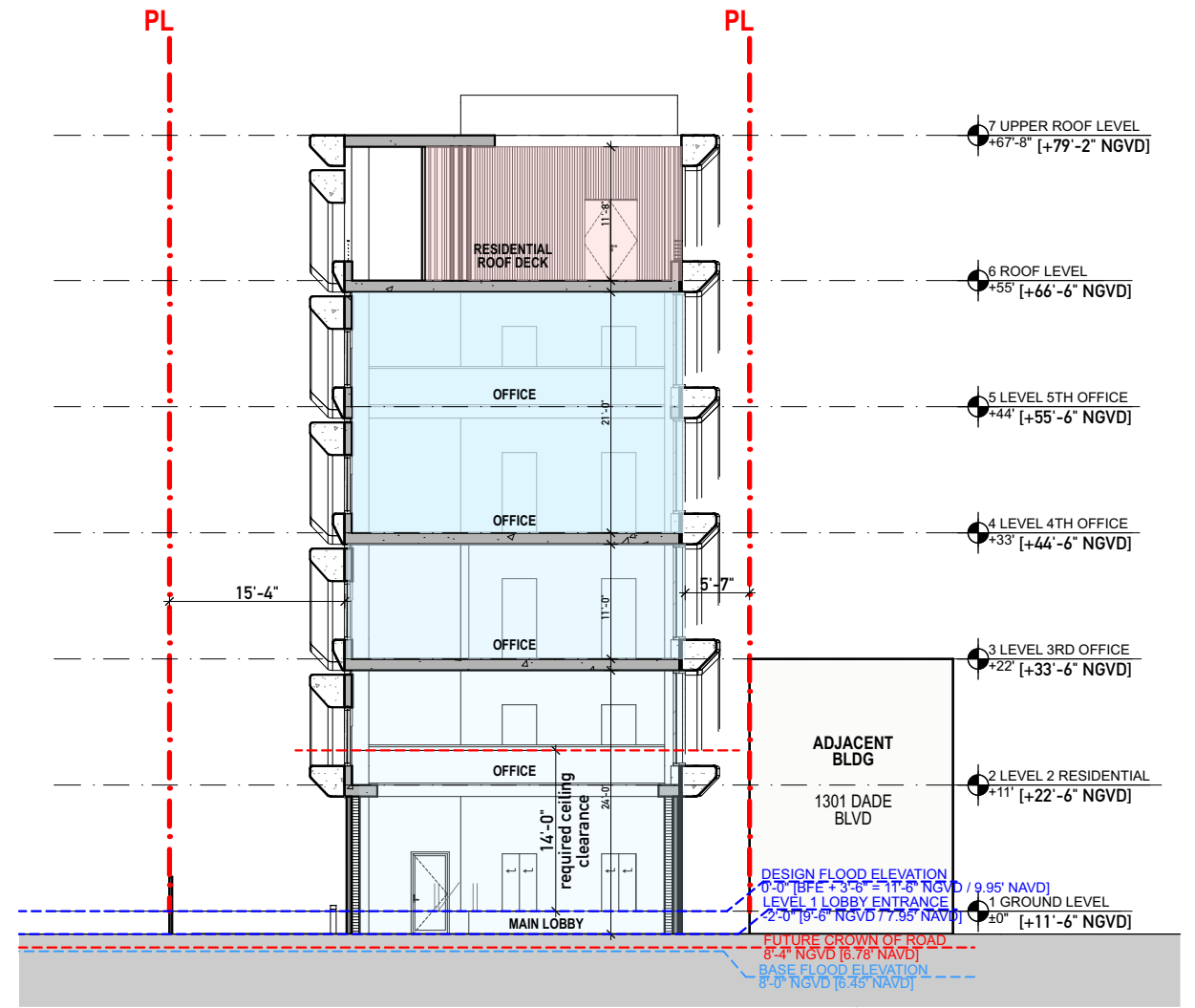
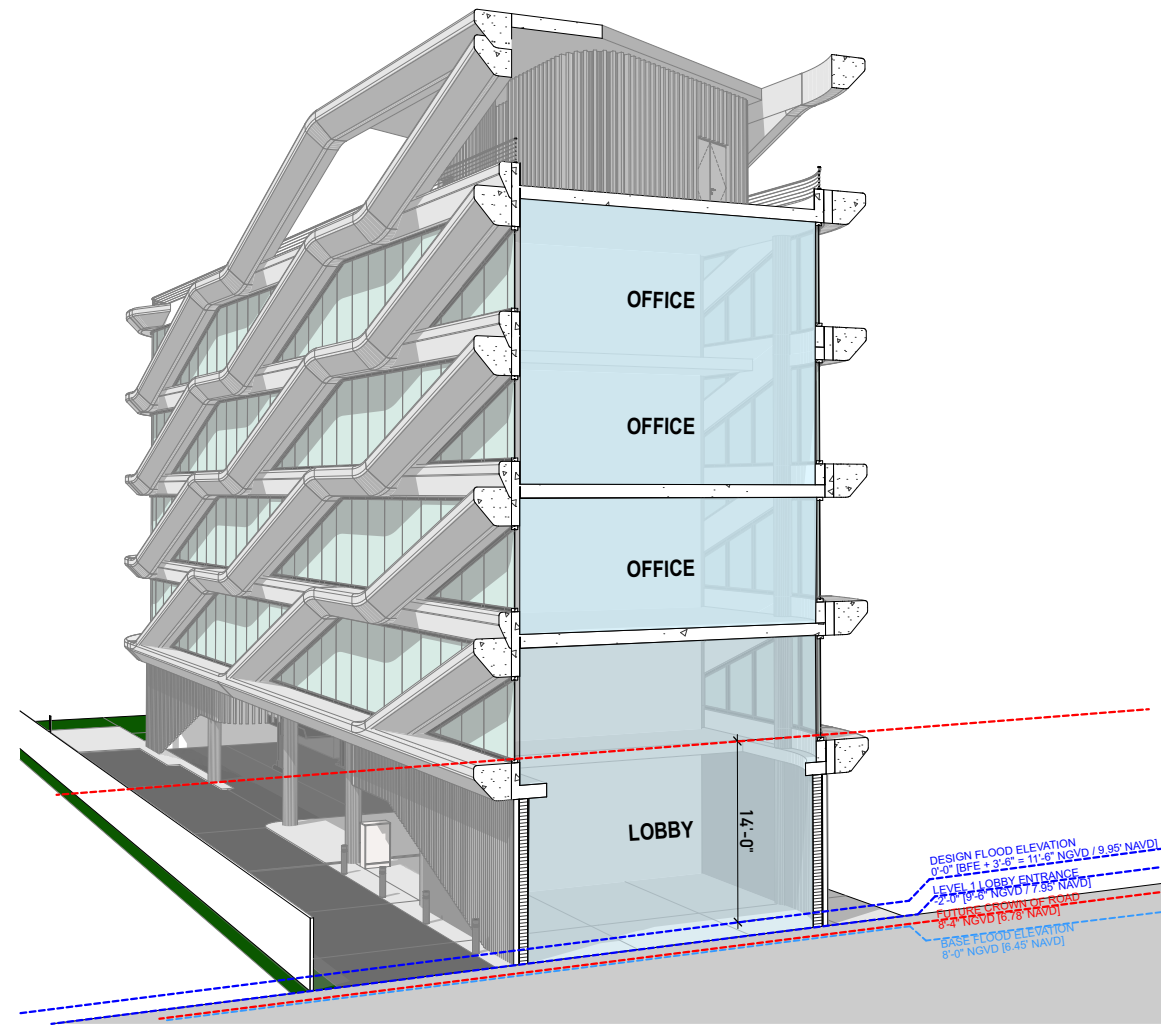
ROOF LEVEL
SCALE: 1/16" = 1'-0" 1



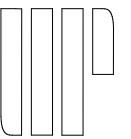


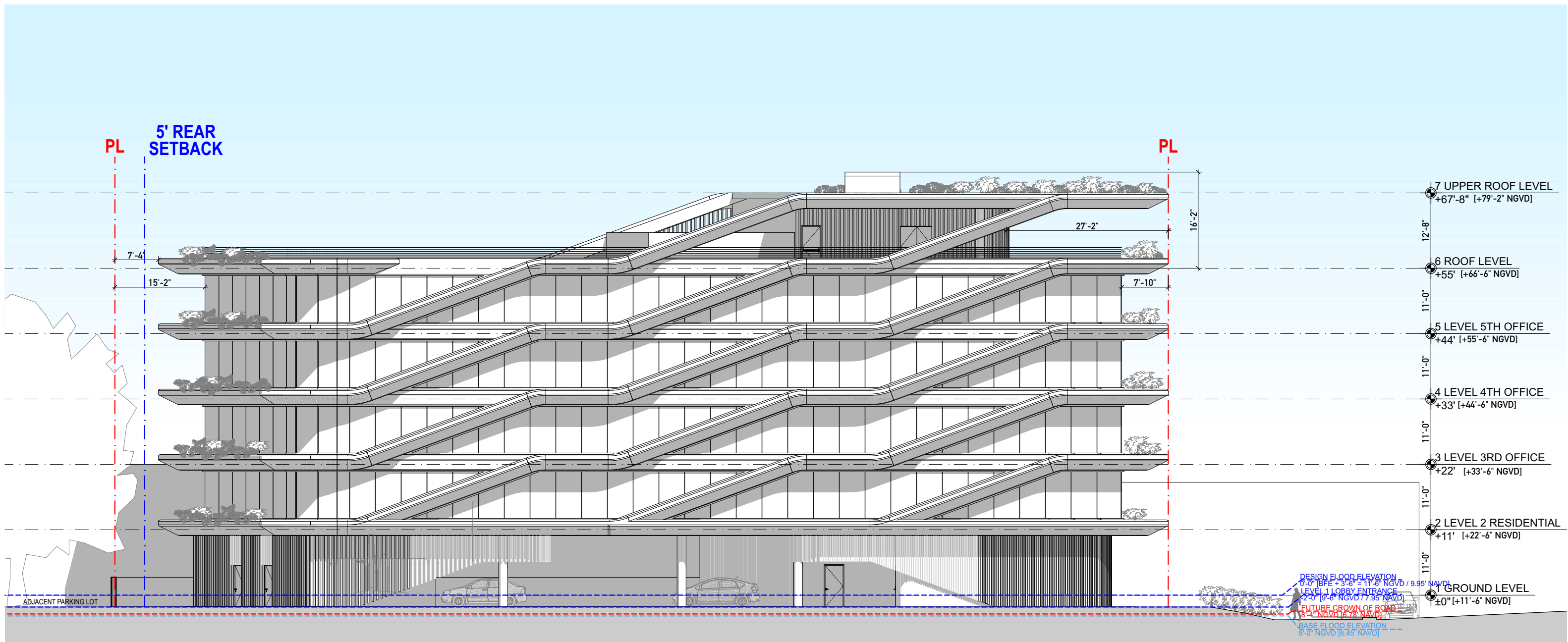
LONGITUDINAL SECTION 1
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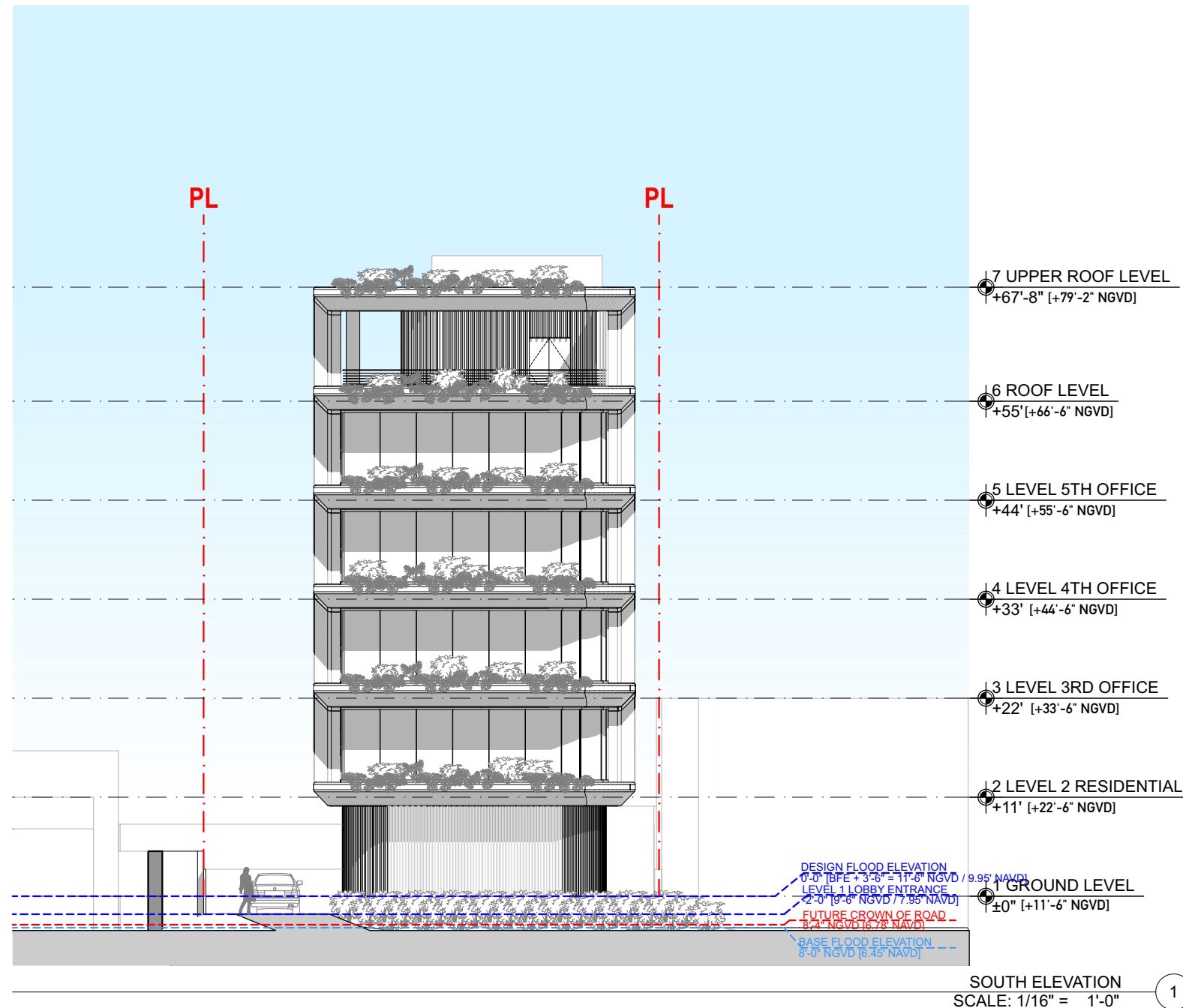


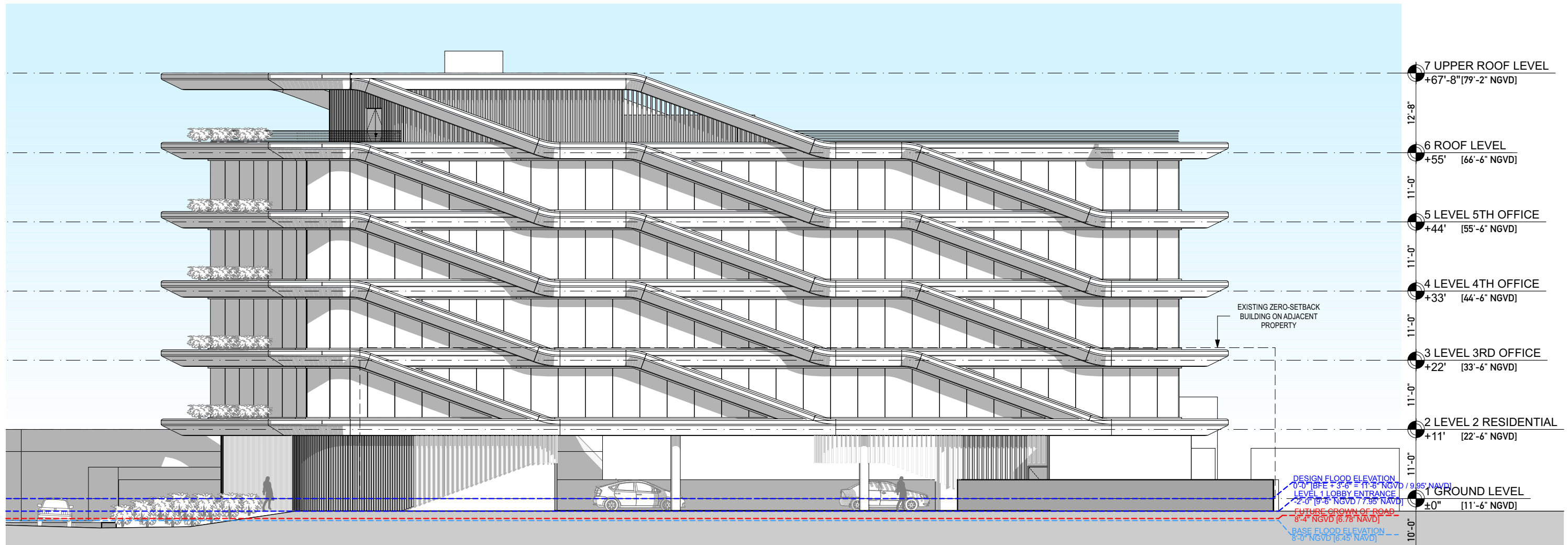
CROSS SECTION 1
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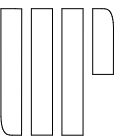


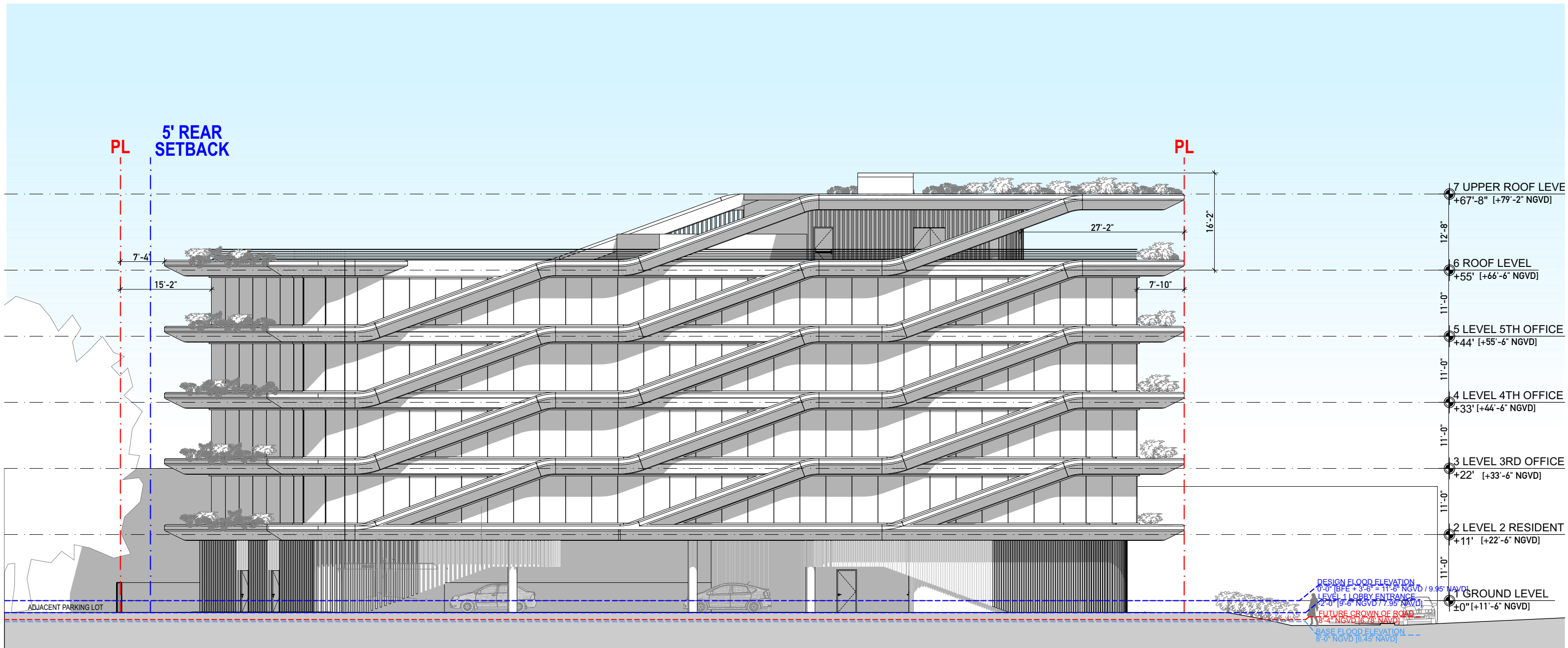
WEST ELEVATION
SCALE: 1/16" = 1'-0" ①





WEST ELEVATION
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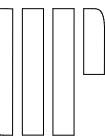


A-25

ELEVATIONS

11/20/23

1333 DADE BLVD
 SCHEMATIC DESIGN
 URBAN ROBOT © 2023





OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On: 10/19/2023

PROPERTY INFORMATION	
Folio	02-3233-012-0671
Property Address	1333 DADE BLVD MIAMI BEACH, FL 33139-1420
Owner	QRIAR OFFICE LLC
Mailing Address	7901 KINGSPONTE PKWY 10 ORLANDO, FL 32819
Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	2719 AUTOMOTIVE OR MARINE : AUTOMOTIVE OR MARINE
Beds / Baths /Half	0 / 0 / 0
Floors	2
Living Units	0
Actual Area	9,364 Sq.Ft
Living Area	8,444 Sq.Ft
Adjusted Area	5,912 Sq.Ft
Lot Size	8,450 Sq.Ft
Year Built	Multiple (See Building Info.)

ASSESSMENT INFORMATION			
Year	2023	2022	2021
Land Value	\$3,380,000	\$3,380,000	\$3,168,750
Building Value	\$310,255	\$310,965	\$274,274
Extra Feature Value	\$10,636	\$10,636	\$10,636
Market Value	\$3,700,891	\$3,701,601	\$3,453,660
Assessed Value	\$3,044,990	\$2,768,173	\$2,516,521

BENEFITS INFORMATION				
Benefit	Type	2023	2022	2021
Non-Homestead Cap	Assessment Reduction	\$655,901	\$933,428	\$937,139

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

SHORT LEGAL DESCRIPTION
ISLAND VIEW SUB PB 6-115
E50FT LOT 10 & ALL LOT 13
BLK 16 A
LOT SIZE 8450 SQUARE FEET
COC 25526-2943 04 2007 5



TAXABLE VALUE INFORMATION			
Year	2023	2022	2021
COUNTY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,044,990	\$2,768,173	\$2,516,521
SCHOOL BOARD			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,700,891	\$3,701,601	\$3,453,660
CITY			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,044,990	\$2,768,173	\$2,516,521
REGIONAL			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,044,990	\$2,768,173	\$2,516,521

SALES INFORMATION			
Previous Sale	Price	OR Book-Page	Qualification Description
04/26/2023	\$4,500,000	33692-3086	Qual by exam of deed
07/17/2012	\$100	28197-1982	Corrective, tax or QCD; min consideration
11/01/2003	\$1,000,000	21953-0522	Sales which are qualified
08/01/1988	\$285,000	13807-0270	Sales which are qualified

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <http://www.miamidadegov/info/disclaimer.asp>

ATTACHMENT B
TRIP GENERATION DATA & ITE EXCERPTS

**TRIP GENERATION ANALYSIS
1333 DADE BOULEVARD**

DAILY

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
<u>Existing Uses</u> Automobile Parts and Service Center	943	5,912 SF	T = 16.60 (X)	50%	50%	49	49	98
<u>Proposed Uses</u> Single-Family Attached Housing	215	1 DU	T = 7.20 (X)	50%	50%	3	4	7
General Office	710	10,356 SF	Ln (T) = 0.87 Ln(X) + 3.05	50%	50%	80	81	161
Total						83	85	168
Difference						34	36	70

MORNING PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
<u>Existing Uses</u> Automobile Parts and Service Center	943	5,912 SF	T = 1.91 (X)	72%	28%	8	3	11
Total						8	3	11
<u>Proposed Uses</u> Single-Family Attached Housing	215	1 DU	T = 0.48 (X)	25%	75%	0	1	1
General Office	710	10,356 SF	Ln (T) = 0.86 Ln(X) + 1.16	88%	12%	21	3	24
Total						21	4	25
Difference						13	1	14

AFTERNOON PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
<u>Existing Uses</u> Automobile Parts and Service Center	943	5,912 SF	T = 2.06 (X)	39%	61%	5	7	12
<u>Proposed Uses</u> Single-Family Attached Housing	215	1 DU	T = 0.57 (X)	59%	41%	1	0	1
General Office	710	10,356 SF	Ln (T) = 0.83 Ln(X) + 1.29	17%	83%	4	21	25
Total						5	21	26
Difference						0	14	14

Automobile Parts and Service Center (943)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 27

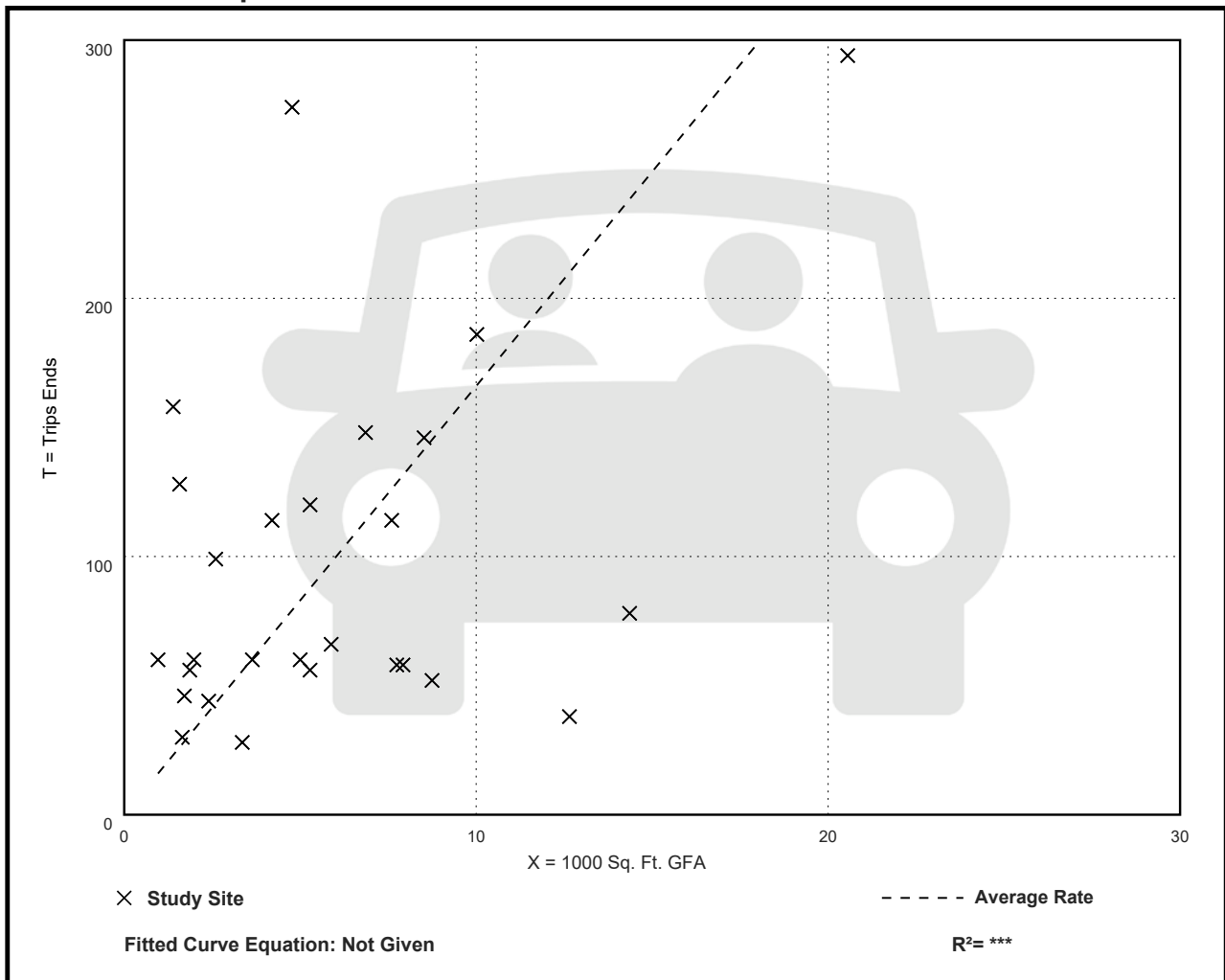
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.60	3.00 - 113.51	16.17

Data Plot and Equation



Automobile Parts and Service Center (943)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 26

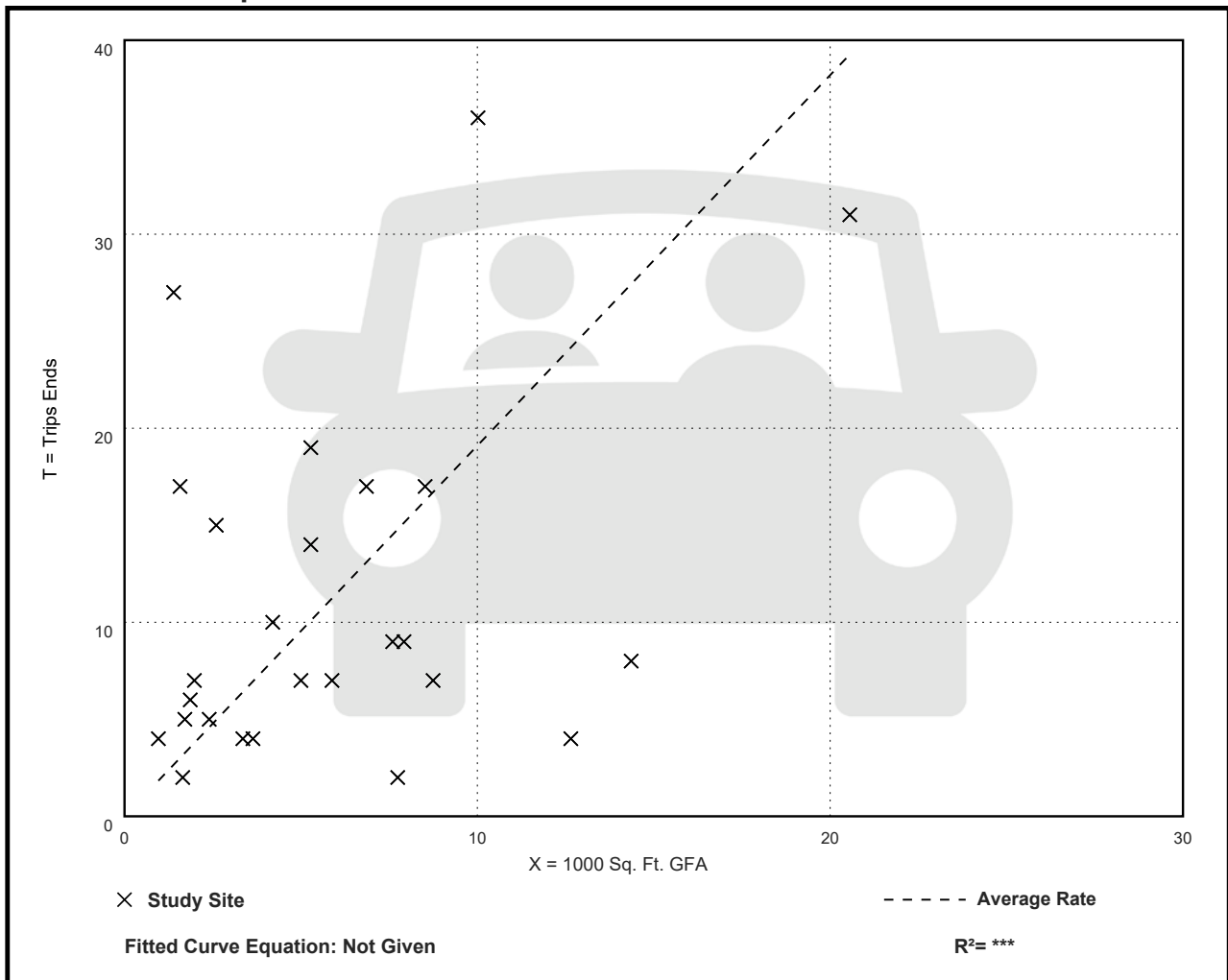
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

Data Plot and Equation



Automobile Parts and Service Center (943)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 27

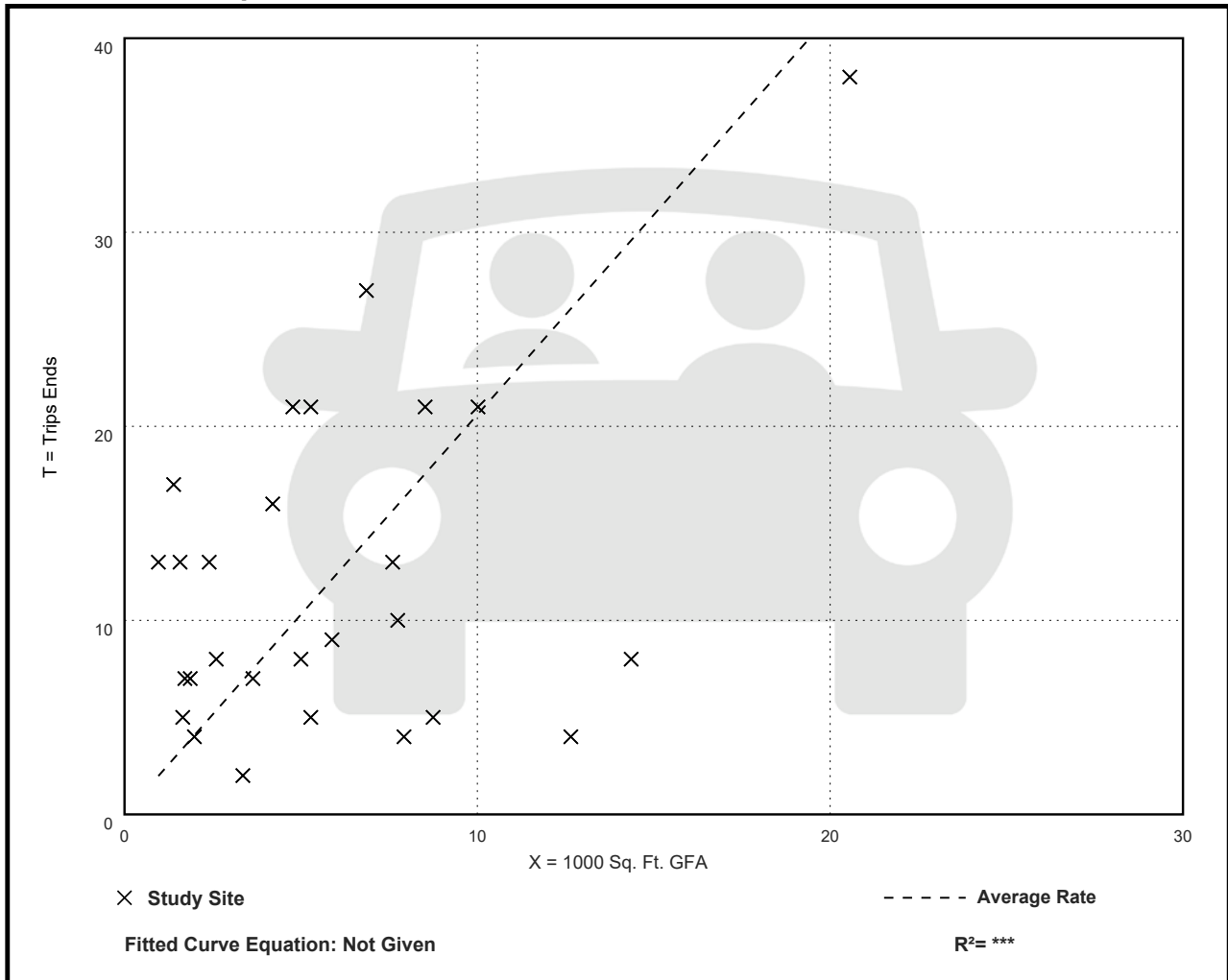
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.06	0.32 - 13.54	1.97

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

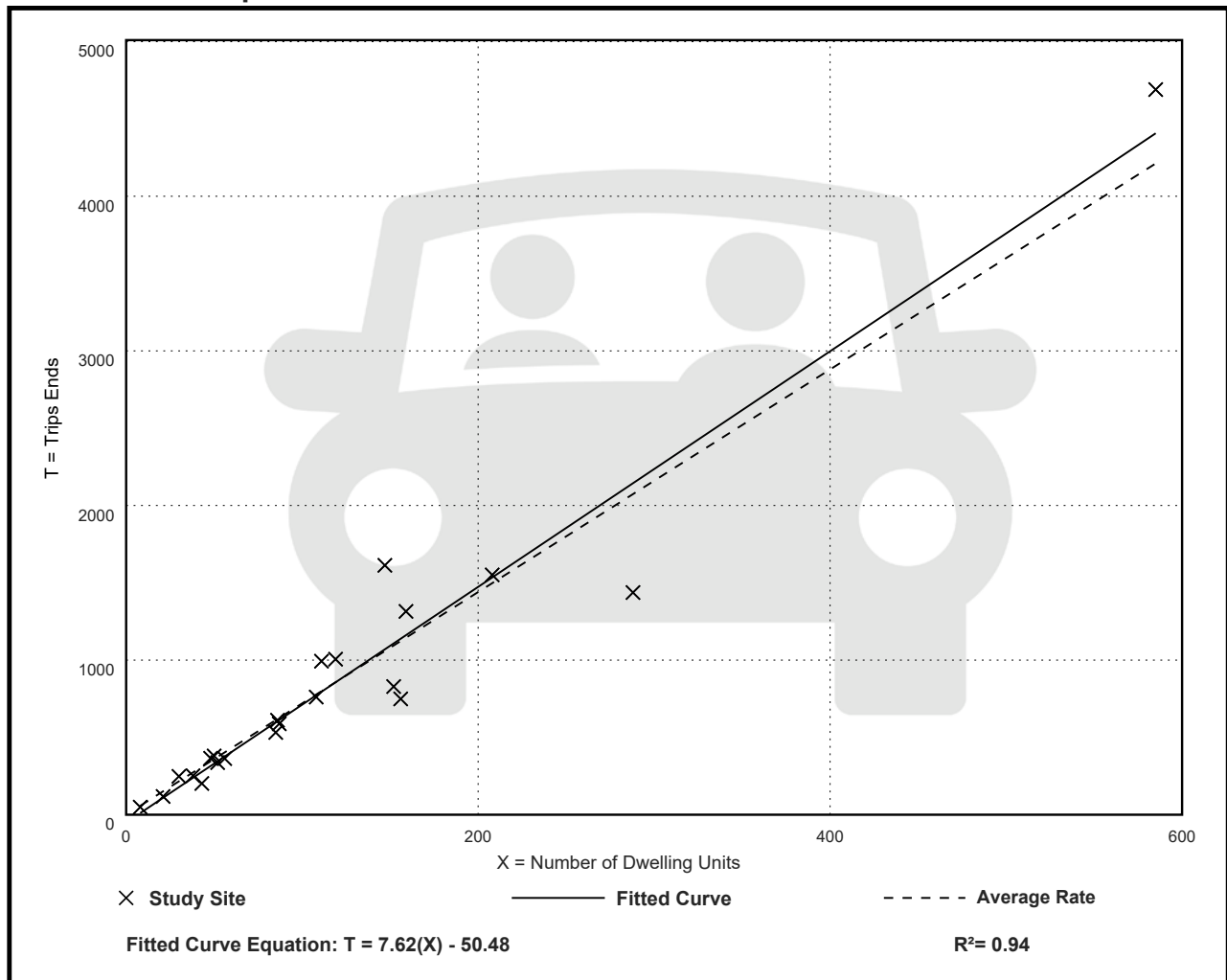
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

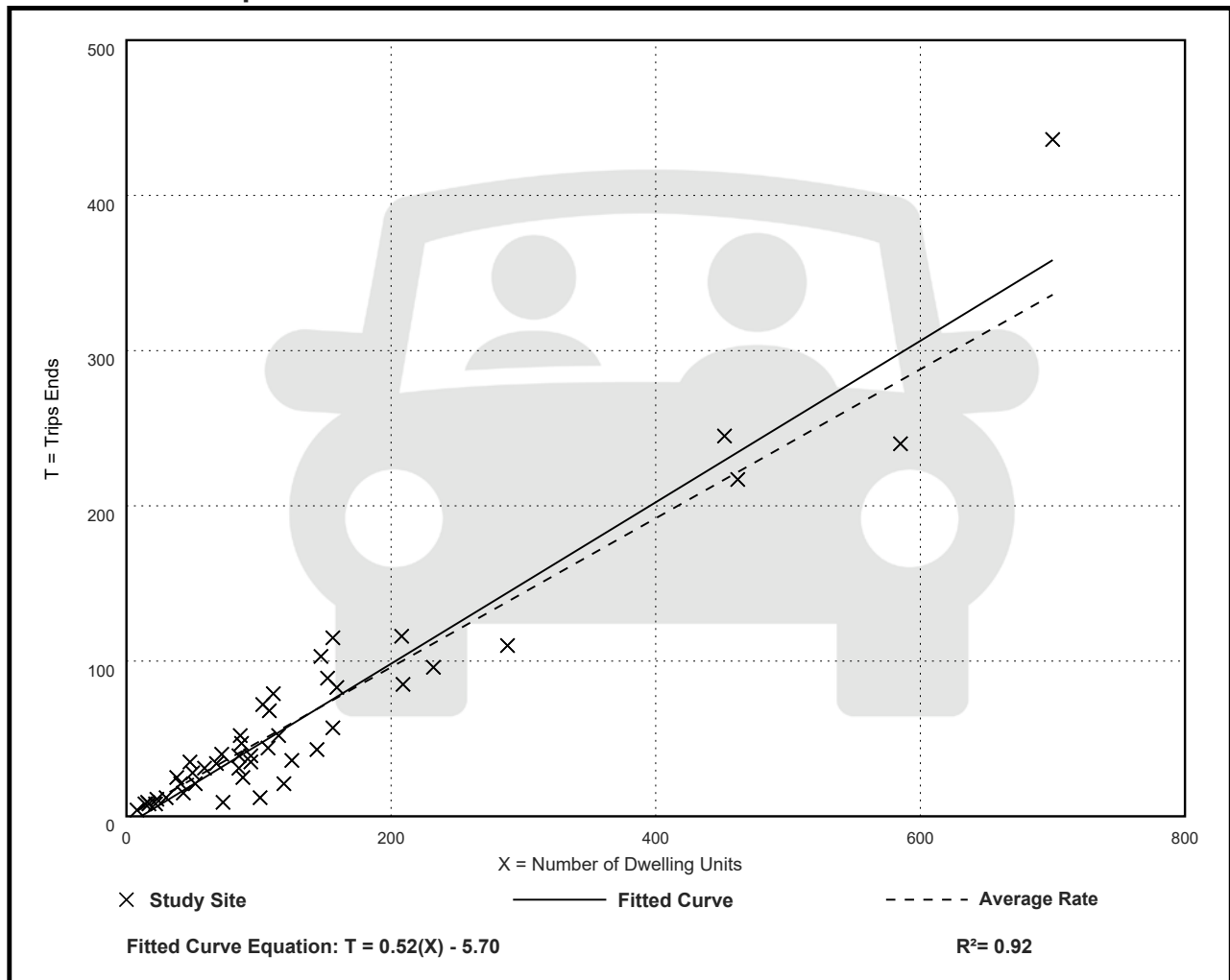
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

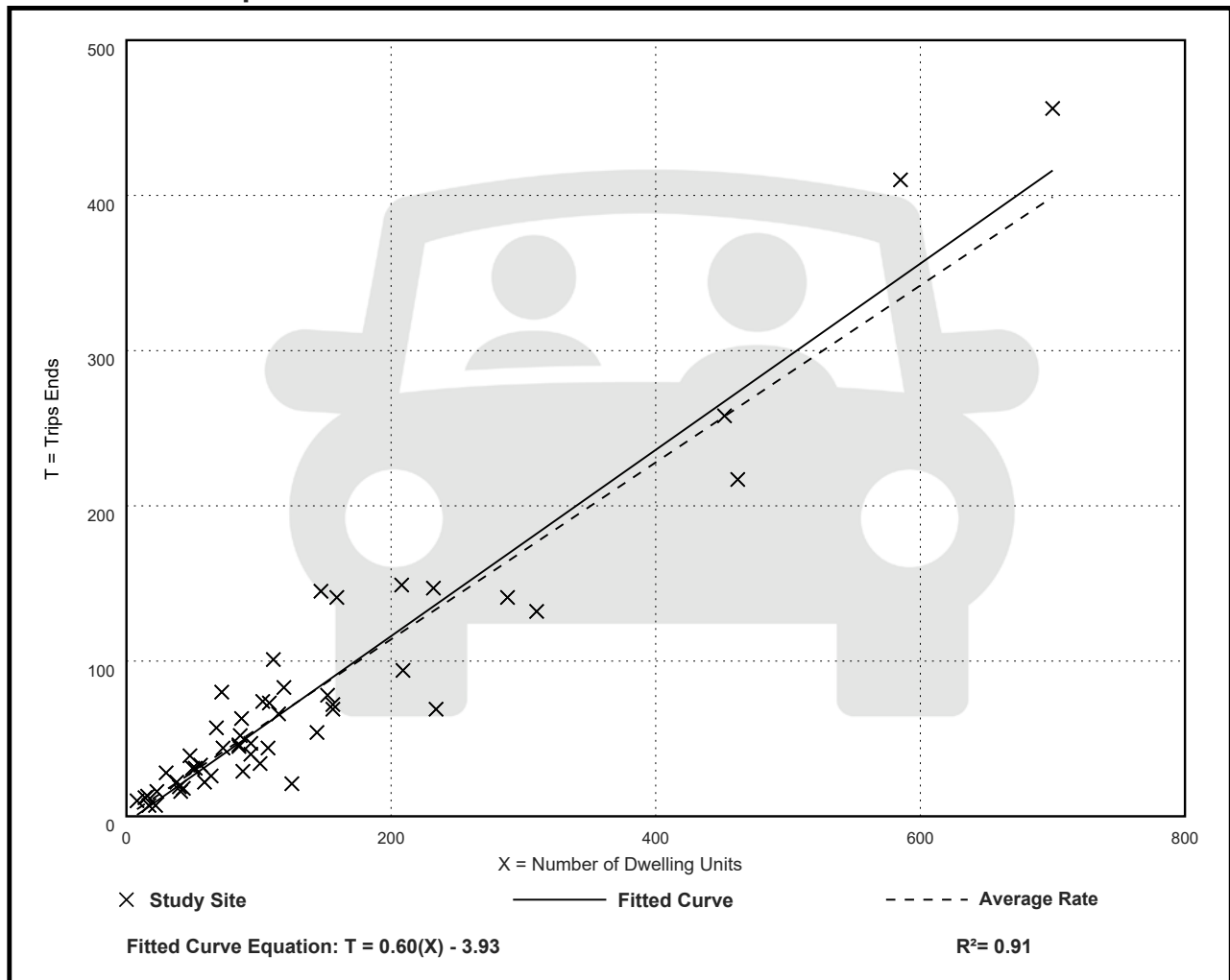
Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 59

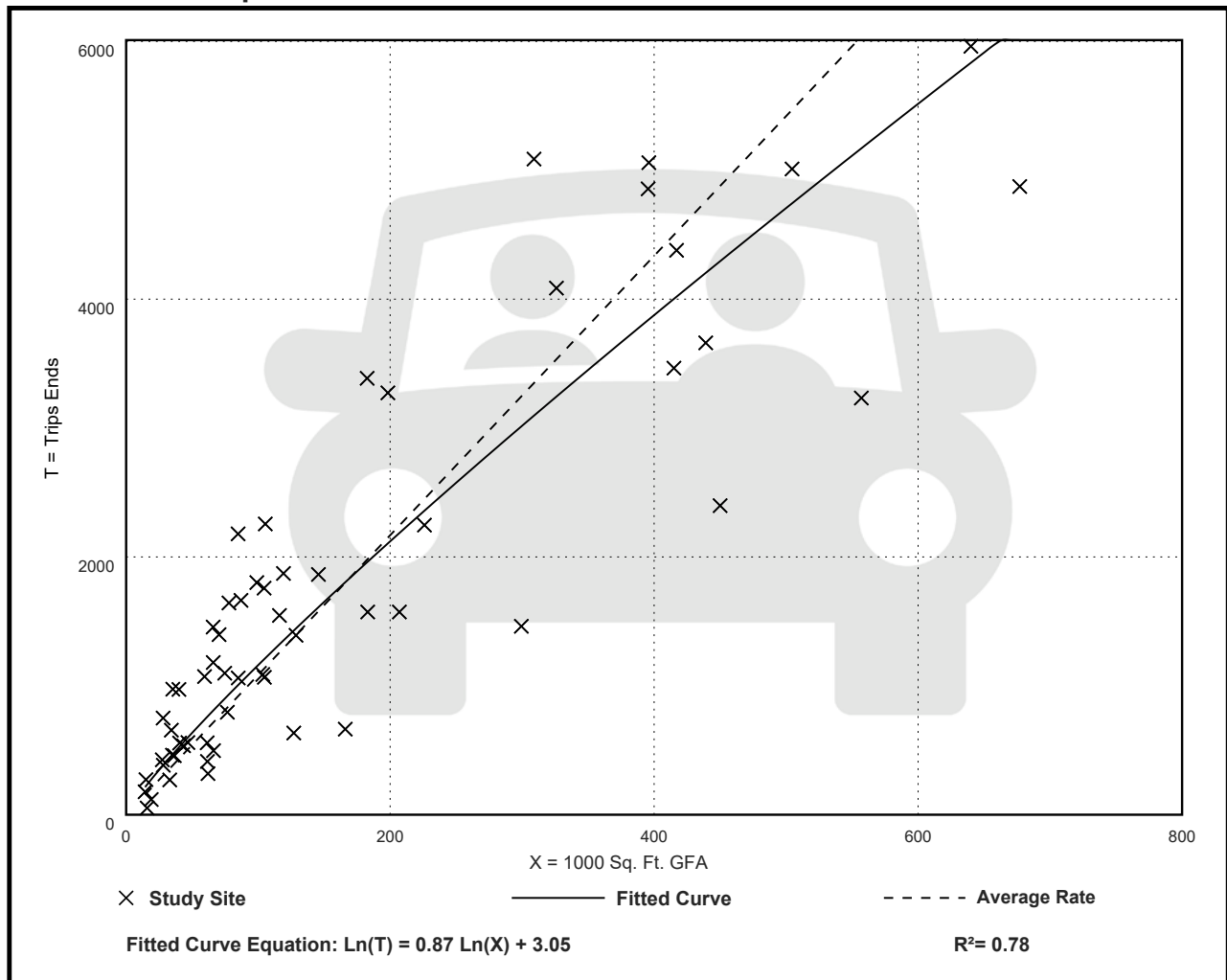
Avg. 1000 Sq. Ft. GFA: 163

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 221

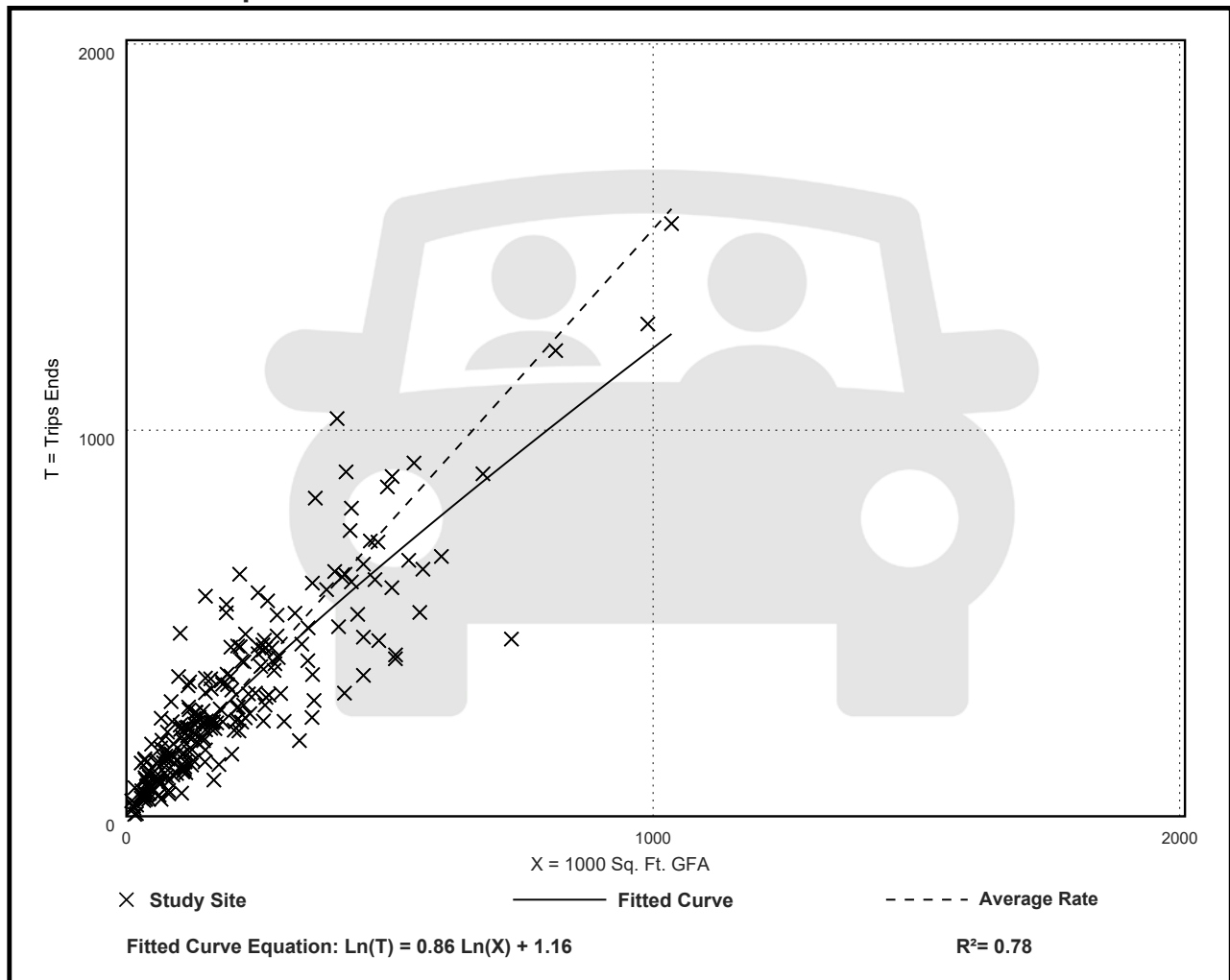
Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 232

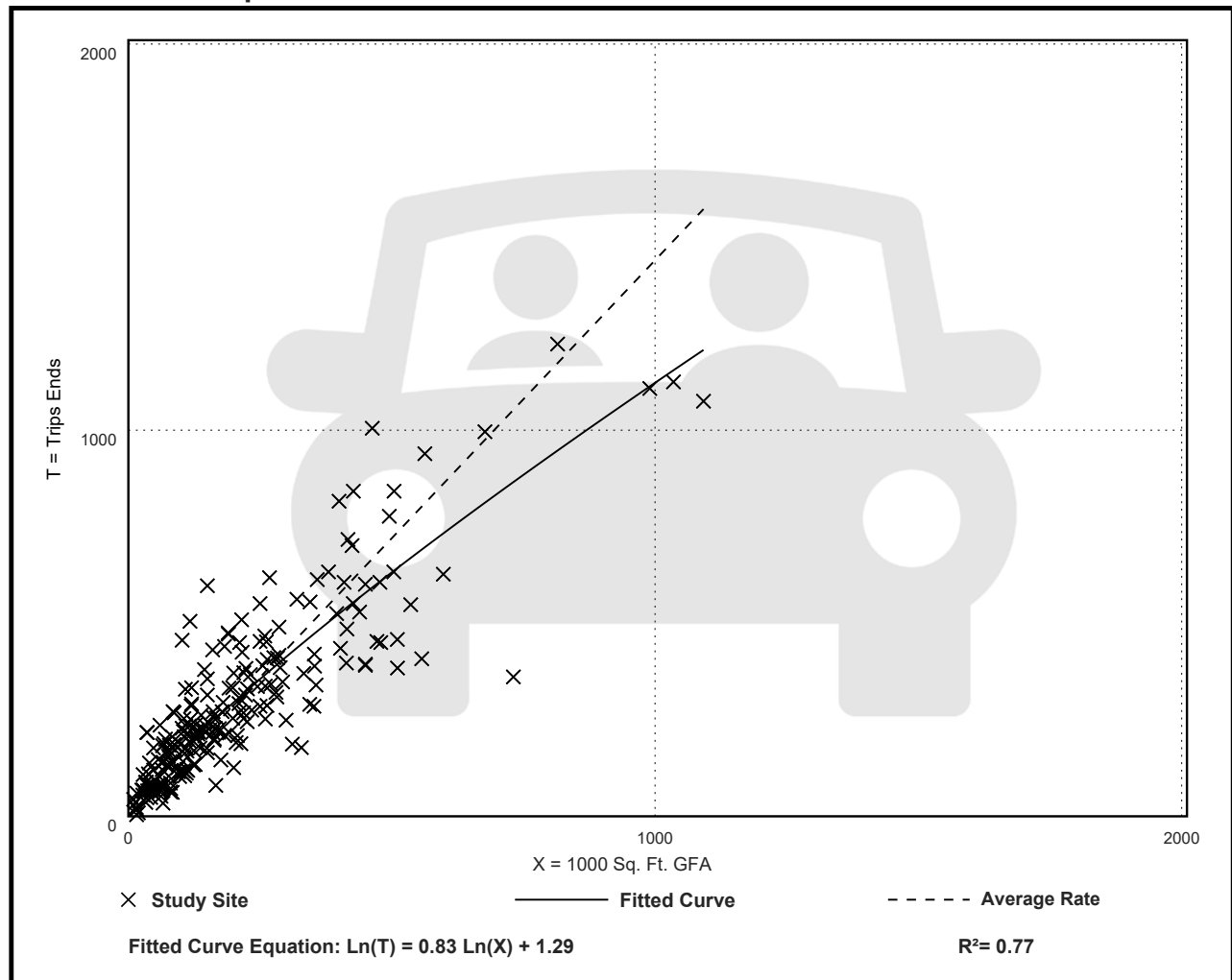
Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

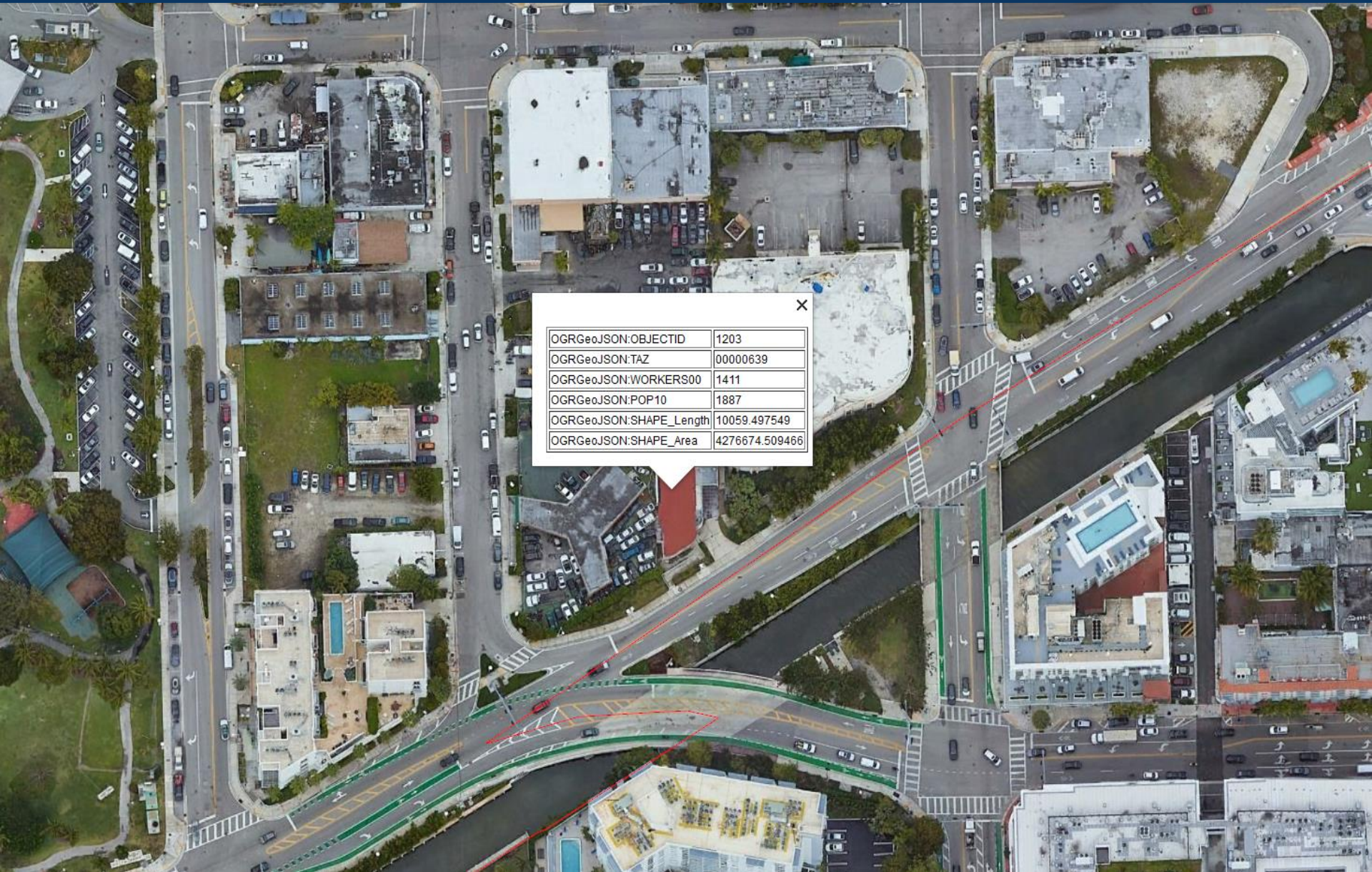
Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



ATTACHMENT C
TAZ DATA



Traffic Analysis Zones 2015

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
625	3525	Trips	610	160	-	557	431	1,317	679	1,035	4,961
625	3525	Percent	12.7	3.3	-	11.6	9.0	27.5	14.2	21.6	
626	3526	Trips	122	-	-	-	2,090	2,277	1,198	2,942	9,399
626	3526	Percent	1.4	-	-	-	24.2	26.4	13.9	34.1	
627	3527	Trips	279	-	-	-	2,051	2,578	845	1,965	8,061
627	3527	Percent	3.6	-	-	-	26.6	33.4	11.0	25.5	
628	3528	Trips	298	-	49	79	984	902	332	679	3,579
628	3528	Percent	9.0	-	1.5	2.4	29.6	27.2	10.0	20.5	
629	3529	Trips	1,374	549	344	1,656	1,708	3,707	1,668	2,101	14,261
629	3529	Percent	10.5	4.2	2.6	12.6	13.0	28.3	12.7	16.0	
630	3530	Trips	952	-	210	347	1,696	2,375	794	1,114	8,135
630	3530	Percent	12.7	-	2.8	4.6	22.7	31.7	10.6	14.9	
631	3531	Trips	255	-	-	-	1,215	1,471	440	1,030	4,651
631	3531	Percent	5.8	-	-	-	27.6	33.4	10.0	23.4	
632	3532	Trips	309	-	-	-	1,242	1,751	750	635	4,880
632	3532	Percent	6.6	-	-	-	26.5	37.4	16.0	13.5	
633	3533	Trips	310	-	-	-	1,181	1,428	750	730	4,590
633	3533	Percent	7.0	-	-	-	26.9	32.5	17.1	16.6	
634	3534	Trips	1,502	112	240	837	1,718	1,928	976	1,727	9,998
634	3534	Percent	16.6	1.2	2.7	9.3	19.0	21.3	10.8	19.1	
635	3535	Trips	779	-	-	-	2,021	1,994	952	1,411	8,010
635	3535	Percent	10.9	-	-	-	28.2	27.9	13.3	19.7	
636	3536	Trips	1,041	-	-	686	1,152	2,072	911	1,071	7,384
636	3536	Percent	15.0	-	-	9.9	16.6	29.9	13.1	15.4	
637	3537	Trips	323	31	87	217	126	601	303	290	1,987
637	3537	Percent	16.4	1.6	4.4	11.0	6.4	30.4	15.3	14.7	
638	3538	Trips	152	35	87	86	114	218	162	126	999
638	3538	Percent	15.5	3.6	8.9	8.7	11.6	22.3	16.5	12.9	
639	3539	Trips	825	281	277	1,089	131	1,364	796	599	5,721
639	3539	Percent	15.4	5.2	5.2	20.3	2.4	25.4	14.9	11.2	
640	3540	Trips	344	247	868	104	43	685	405	274	3,053
640	3540	Percent	11.6	8.3	29.2	3.5	1.5	23.1	13.6	9.2	
641	3541	Trips	1,051	1,714	291	723	309	1,572	1,188	916	8,356
641	3541	Percent	13.5	22.1	3.7	9.3	4.0	20.3	15.3	11.8	
642	3542	Trips	1,849	1,404	115	1,263	457	2,697	1,962	1,518	12,299
642	3542	Percent	16.4	12.5	1.0	11.2	4.1	23.9	17.4	13.5	
643	3543	Trips	1,747	551	-	965	479	2,595	1,554	1,715	10,383
643	3543	Percent	18.2	5.7	-	10.1	5.0	27.0	16.2	17.9	
644	3544	Trips	2,022	-	-	-	2,250	4,141	2,585	2,646	15,224
644	3544	Percent	14.8	-	-	-	16.5	30.4	19.0	19.4	
645	3545	Trips	1,268	-	-	-	907	1,498	1,720	1,351	7,018
645	3545	Percent	18.8	-	-	-	13.5	22.2	25.5	20.0	
646	3546	Trips	986	-	156	520	250	1,081	1,094	1,181	5,470
646	3546	Percent	18.7	-	3.0	9.9	4.7	20.5	20.8	22.4	
647	3547	Trips	350	103	114	165	66	354	359	408	1,979
647	3547	Percent	18.2	5.4	5.9	8.6	3.5	18.5	18.7	21.2	
648	3548	Trips	1,027	434	254	401	48	903	1,001	514	4,747
648	3548	Percent	22.4	9.5	5.5	8.8	1.0	19.7	21.9	11.2	
649	3549	Trips	754	192	184	230	41	612	743	427	3,320
649	3549	Percent	23.7	6.0	5.8	7.2	1.3	19.2	23.3	13.4	
650	3550	Trips	45	80	104	0	14	155	304	133	850
650	3550	Percent	5.4	9.6	12.4	0.0	1.6	18.5	36.5	16.0	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary												
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips	
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW		
625	3525	Trips	515	114	-	541	802	1,791	829	1,096	5,972	
625	3525	Percent	9.1	2.0	-	9.5	14.1	31.5	14.6	19.3		
626	3526	Trips	66	-	-	-	2,417	3,260	1,417	2,993	11,237	
626	3526	Percent	0.7	-	-	-	23.8	32.1	14.0	29.5		
627	3527	Trips	174	-	-	-	2,276	3,212	1,138	1,885	9,055	
627	3527	Percent	2.0	-	-	-	26.2	37.0	13.1	21.7		
628	3528	Trips	238	-	23	101	1,053	1,266	390	660	4,028	
628	3528	Percent	6.4	-	0.6	2.7	28.2	33.9	10.5	17.7		
629	3529	Trips	1,686	621	373	1,692	1,801	6,032	2,362	2,490	18,425	
629	3529	Percent	9.9	3.6	2.2	9.9	10.6	35.4	13.9	14.6		
630	3530	Trips	888	-	326	303	1,717	3,876	1,515	1,553	11,277	
630	3530	Percent	8.7	-	3.2	3.0	16.9	38.1	14.9	15.3		
631	3531	Trips	296	-	-	-	1,351	2,360	838	1,324	6,591	
631	3531	Percent	4.8	-	-	-	21.9	38.3	13.6	21.5		
632	3532	Trips	343	-	-	-	1,500	2,647	1,390	1,098	7,499	
632	3532	Percent	4.9	-	-	-	21.5	37.9	19.9	15.7		
633	3533	Trips	368	-	-	-	1,052	1,986	859	841	5,391	
633	3533	Percent	7.2	-	-	-	20.6	38.9	16.8	16.5		
634	3534	Trips	1,404	80	149	773	1,637	2,733	1,332	1,712	10,593	
634	3534	Percent	14.3	0.8	1.5	7.9	16.7	27.8	13.6	17.4		
635	3535	Trips	566	-	-	-	1,311	2,266	1,228	1,254	7,246	
635	3535	Percent	8.5	-	-	-	19.8	34.2	18.5	18.9		
636	3536	Trips	1,066	-	-	607	978	3,045	1,398	1,193	8,805	
636	3536	Percent	12.9	-	-	7.3	11.8	36.8	16.9	14.4		
637	3537	Trips	468	44	144	315	198	868	501	309	2,865	
637	3537	Percent	16.5	1.6	5.1	11.1	6.9	30.5	17.6	10.9		
638	3538	Trips	127	33	78	94	79	401	285	185	1,342	
638	3538	Percent	9.9	2.6	6.1	7.3	6.2	31.3	22.2	14.5		
639	3539	Trips	944	303	253	1,068	176	2,395	1,085	905	7,569	
639	3539	Percent	13.2	4.3	3.6	15.0	2.5	33.6	15.2	12.7		
640	3540	Trips	119	74	216	10	30	177	136	147	1,166	
640	3540	Percent	13.1	8.2	23.7	1.1	3.4	19.4	14.9	16.2		
641	3541	Trips	1,145	1,056	206	569	242	2,378	1,724	1,142	9,066	
641	3541	Percent	13.5	12.5	2.4	6.7	2.9	28.1	20.4	13.5		
642	3542	Trips	1,701	1,196	113	964	433	3,470	2,140	1,631	12,324	
642	3542	Percent	14.6	10.3	1.0	8.3	3.7	29.8	18.4	14.0		
643	3543	Trips	1,884	580	-	1,133	631	3,768	2,190	2,157	13,183	
643	3543	Percent	15.3	4.7	-	9.2	5.1	30.5	17.7	17.5		
644	3544	Trips	1,948	-	-	-	2,227	5,534	3,264	3,082	17,780	
644	3544	Percent	12.1	-	-	-	13.9	34.5	20.3	19.2		
645	3545	Trips	1,314	-	-	-	844	1,661	2,170	1,703	8,075	
645	3545	Percent	17.1	-	-	-	11.0	21.6	28.2	22.1		
646	3546	Trips	1,025	-	125	496	263	1,741	1,656	1,299	6,976	
646	3546	Percent	15.5	-	1.9	7.5	4.0	26.4	25.1	19.7		
647	3547	Trips	296	122	96	109	79	582	661	405	2,490	
647	3547	Percent	12.6	5.2	4.1	4.6	3.4	24.8	28.1	17.3		
648	3548	Trips	943	278	128	313	73	1,525	1,351	576	5,397	
648	3548	Percent	18.2	5.4	2.5	6.0	1.4	29.4	26.0	11.1		
649	3549	Trips	643	120	121	216	43	873	952	508	3,661	
649	3549	Percent	18.5	3.4	3.5	6.2	1.3	25.1	27.4	14.6		
650	3550	Trips	60	71	65	8	14	279	312	136	969	
650	3550	Percent	6.4	7.5	6.9	0.9	1.5	29.5	33.0	14.4		