

February 4, 2026

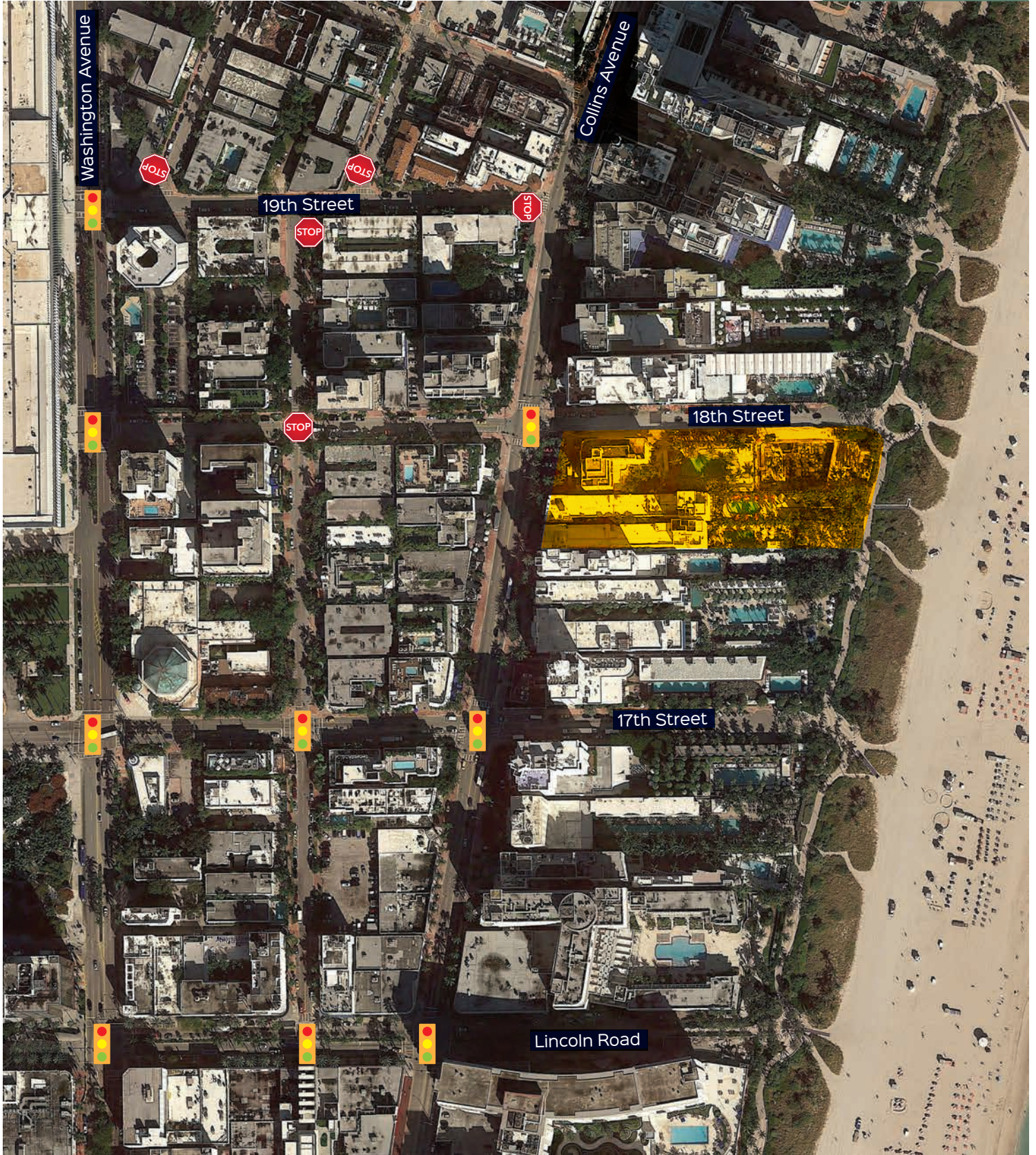
Mr. Jitendra Jain
Director of Development
Nahla Capital
645 Madison Avenue, 21st FL
New York, NY
212-433-3035
jj@nahlacapital.com

RE: The Raleigh Hotel Traffic Statement - #26107

Dear Jain,

The proposed project is located at 1757-1775 Collins Avenue in Miami Beach, Florida and includes three historic sites: The Raleigh, The Richmond Hotel, and South Seas Hotel. The project has previously received approval from the City of Miami Beach to re-develop the three sites with the following development program: 86 hotel rooms, 84 multifamily units, 15,350 SF of spa/fitness space, a total of 659 restaurant seats, a total of 7,529 SF of drinking place space (bars) and a 280 SF coffee shop. The project is proposing the following new development program: 86 hotel rooms, 52 multifamily units, 15,350 SF of spa/fitness space, a total of 659 restaurant seats, a total of 7,529 SF of drinking place space (bars / lounges), and a 280 SF coffee shop. This new development reduces the residential program by 32 dwelling units.

The project continues to propose the three drop-off / pick-up areas. One drop-off / pick-up area is located at the north east corner of the site, one is directly in front of The Raleigh, and one stretches along the front of The Richmond Hotel and South Seas Hotel. See Attachment A for the proposed site plan. Exhibit 1 shows the location of the project. This traffic statement documents project location/background and trip generation analysis.



Project Location

Exhibit 1

Location Map

Trip Generation Analysis

A trip generation analysis was conducted to compare the vehicular trips of the proposed and previously approved development programs. Trip generation for the proposed and approved uses was estimated using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 12th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends during AM peak hour and PM peak hour at a free-standing site's driveways. Trip generation worksheets are included in Attachment B.

The proposed and approved development programs are a mixed-use project that incorporates residential, hotel, restaurant, and health/fitness club land uses, which can satisfy the work trip, dining, and gym needs for some residents, hotel guests, employees, and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are also included in Attachment B.

The project is located in an urban environment that is conducive for pedestrian and bicycle activities. The area surrounding the project is served by transit. Three trolleys, the South Beach Loop, the Middle Beach Loop and the Collins Express, are provided by the City of Miami Beach with stops close to the project site. There are five Miami-Dade County Transit (MDT) bus routes that traverse this area of Miami Beach (Routes: 14, 36, 79, 100, and 150). Therefore, it is expected that employees, nearby residents, and guests in adjacent hotels will choose to walk to the proposed redevelopment. It is also anticipated that patrons will walk to the adjacent retail stores, the beach, other restaurants, and local places of interest. Furthermore, it is expected that a portion of the trips including employee trips will utilize public transit.

To account for these modes of transportation an adjustment can be applied to the trip generation of the proposed uses. US Census data shows an existing 21.3% overall use of other modes of transportation in US census Tract 42.06 where the project is located. However, in compliance with City standards the deduction used for other modes of transportation was capped at 20%. Census documentation is included in Attachment B. Exhibit 2 shows the trip generation summary for the proposed and approved uses. Exhibit 3 shows the project trip difference summary for the proposed and approved uses.

Exhibit 2: Trip Generation Summary

Proposed

Proposed ITE Land Use Designation ¹	Number of Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Hotel <i>Land Use Code: 310</i>	86 Rooms	15	14	29	9	9	18
Multifamily Housing (Mid-Rise) <i>Land Use Code: 221</i>	52 DU	3	11	14	14	8	22
Health / Fitness Club <i>Land Use Code: 492</i>	15,350 SF	18	17	35	33	25	58
Restaurant <i>Land Use Code: 931</i>	659 seats	-	-	-	146	71	217
Drinking Place <i>Land Use Code: 975</i>	7,529 SF	-	-	-	32	15	47
Coffee / Doughnut Shop without Drive Through Window <i>Land Use Code: 936</i>	280 SF	13	12	25	4	5	9
Total Gross Trips		49	54	103	238	133	371
Internalization ²	AM 5.8%	-3	-3	-6	-14	-14	-28
	PM 7.5%						
Other Modes of Transportation ³	20.0%	-9	-10	-19	-36	-15	-51
Pass-by (Restaurant PM Peak)	44.0%	0	0	0	-20	-20	-40
Net Proposed Trips		37	41	78	168	84	252

As of Rights

Existing ITE Land Use Designation ¹	Number of Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Hotel <i>Land Use Code: 310</i>	86 Rooms	15	14	29	9	9	18
Multifamily Housing (Mid-Rise) <i>Land Use Code: 221</i>	84 DU	6	22	28	21	12	33
Health / Fitness Club <i>Land Use Code: 492</i>	15,350 SF	18	17	35	33	25	58
Quality Restaurant <i>Land Use Code: 931</i>	659 seats	-	-	-	146	71	217
Drinking Place <i>Land Use Code: 975</i>	7,529 SF	-	-	-	32	15	47
Coffee / Doughnut Shop without Drive Through Window <i>Land Use Code: 936</i>	280 SF	13	12	25	4	5	9
Total Gross Trips		52	65	117	245	137	382
Internalization ²	AM 5.8%	-3	-3	-6	-18	-18	-36
	PM 7.5%						
Other Modes of Transportation ³	20.0%	-9	-10	-19	-36	-15	-51
Pass-by (Restaurant PM Peak)	44.0%	0	0	0	-20	-20	-40
Net Proposed Trips		40	52	92	171	84	255

Exhibit 3: Trip Generation Difference

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Net New Trips	37	41	78	168	84	252
As of Right Net New Trips	40	52	92	171	84	255
Total Existing	-3	-11	-14	-3	0	-3

¹ Based on ITE Trip Generation Manual, 12th Edition.

² Based on ITE Trip Generation Handbook, 3rd Edition.

³ According to US Census Data for Tract 42.06 21.3% of people use other modes of transportation. This deduction was capped at 20%.

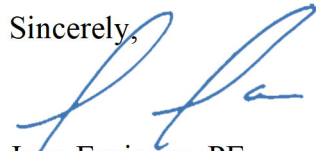
The results of the trip generation analysis indicate that the proposed development represents a decrease of 14 AM peak hour trips and 3 PM peak hour trips when compared to the approved Raleigh project.

Conclusions

A trip generation analysis was completed for the proposed project. The results of the trip generation analysis indicate that the proposed development represents a decrease of 14 AM peak hour trips and 3 PM peak hour trips when compared to the approved Raleigh project. Therefore, the proposed projects effect on the roadway when compared to the approved project is *de minimis*.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,



Juan Espinosa, PE
Senior Project Director – Transportation

s:\dpa\coral gables\transproj\26\26107\traffic statement\the raleigh hotel traffic statement_feb 2026.docx

Attachment A

Attachment B

Scenario - 1

Scenario Name: Proposed Feb 2026

User Group:

Dev. phase: 1

No. of Years to

Project Traffic : 0

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
310 - Hotel	General Urban/Suburban	Rooms	86	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	15	14	29
Data Source: Trip Generation Manual, 12th Ed					0.34	52%	48%	
221 - Multifamily Housing (Mid-Rise) - Not Close	General Urban/Suburban	Dwelling Units	52	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	3	11	14
Data Source: Trip Generation Manual, 12th Ed					$T = 0.42(X) - 7.77$	23%	77%	
492 - Health/Fitness Club	General Urban/Suburban	1000 Sq. Ft. GFA	15.35	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG)	18	17	35
Data Source: Trip Generation Manual, 12th Ed					$\ln(T) = 0.68\ln(X) + 1.70$	51%	49%	
931 - Fine Dining Restaurant	General Urban/Suburban	Seats	659	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	146	72	218
Data Source: Trip Generation Manual, 12th Ed					0.33	67%	33%	
975 - Drinking Place	General Urban/Suburban	1000 Sq. Ft. GFA	7.529	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	32	16	48
Data Source: Trip Generation Manual, 12th Ed					6.44	66%	34%	
936 - Coffee/Donut Shop without Drive-Through	General Urban/Suburban	1000 Sq. Ft. GFA	0.28	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	13	12	25
Data Source: Trip Generation Manual, 12th Ed					91.02	51%	49%	
310(1) - Hotel	General Urban/Suburban	Rooms	86	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	9	9	18
Data Source: Trip Generation Manual, 12th Ed					$T = 0.85(X) - 55.22$	51%	49%	
221(1) - Multifamily Housing (Mid-Rise) - Not	General Urban/Suburban	Dwelling Units	52	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	14	8	22
Data Source: Trip Generation Manual, 12th Ed					$T = 0.36(X) + 3.07$	64%	36%	
492(1) - Health/Fitness Club	General Urban/Suburban	1000 Sq. Ft. GFA	15.35	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	33	25	58
Data Source: Trip Generation Manual, 12th Ed					3.77	57%	43%	
936(1) - Coffee/Donut Shop without Drive-	General Urban/Suburban	1000 Sq. Ft. GFA	0.28	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	4	4	8
Data Source: Trip Generation Manual, 12th Ed					31.53	50%	50%	

AM Peak Hour Trip Generation and Internalization (Proposed)

[illegible]

(Proposed)

Total Sum	-28	Internal	
343		External Trips	
	7.5%		% Internal
251			
-50	20.0%		Transit/Pedestrian
0			
0.0			
-40	44%		% Passby (Quality Restaurant)
0	0%		% Passby (fine dining)
161			
			Net New External Trips

Scenario - 2

Scenario Name: As of Rights Feb 2026

User Group:

Dev. phase: 1

No. of Years to 0

Project Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
310 - Hotel	General	Rooms	86	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	15	14	29
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				0.34	52%	48%	
221 - Multifamily Housing (Mid-Rise) - Not Close	General	Dwelling Units	84	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	6	21	27
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				$T = 0.42(X) - 7.77$	23%	77%	
492 - Health/Fitness Club	General	1000 Sq. Ft. GFA	15.35	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG)	18	17	35
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				$\ln(T) = 0.68\ln(X) + 1.70$	51%	49%	
931 - Fine Dining Restaurant	General	Seats	659	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	146	72	218
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				0.33	67%	33%	
975 - Drinking Place	General	1000 Sq. Ft. GFA	7.529	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	32	16	48
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				6.44	66%	34%	
936 - Coffee/Donut Shop without Drive-Through	General	1000 Sq. Ft. GFA	0.28	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	13	12	25
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				91.02	51%	49%	
310(1) - Hotel	General	Rooms	86	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	9	9	18
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				$T = 0.85(X) - 55.22$	51%	49%	
221(1) - Multifamily Housing (Mid-Rise) - Not	General	Dwelling Units	84	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	21	12	33
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				$T = 0.36(X) + 3.07$	64%	36%	
492(1) - Health/Fitness Club	General	1000 Sq. Ft. GFA	15.35	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	33	25	58
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				3.77	57%	43%	
936(1) - Coffee/Donut Shop without Drive-	General	1000 Sq. Ft. GFA	0.28	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	4	4	8
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban				31.53	50%	50%	

AM Peak Hour Trip Generation and Internalization

[illegible]

(As of Right)

Total Sum		
-36	Internal	
346	External Trips	
	9.4%	% Internal
256		
-51	20.0%	Transit/Pedestrian
0		
0.0		
-40	44%	% Passby (Quality Restaurant)
0	0%	% Passby (fine dining)
165	Net New External Trips	

Commuting Characteristics by Sex



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Census Tract 42.06; Miami-Dade County; Florida					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	1,061	±642	729	±393	332	±27
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	63.7%	±26.2	58.4%	±26.3	75.3%	±27.
Drove alone	63.3%	±26.5	57.9%	±26.6	75.3%	±27.
Carpooled	0.4%	±0.8	0.5%	±1.1	0.0%	±14.
In 2-person carpool	0.4%	±0.8	0.5%	±1.1	0.0%	±14.
In 3-person carpool	0.0%	±4.8	0.0%	±6.9	0.0%	±14.
In 4-or-more person carpool	0.0%	±4.8	0.0%	±6.9	0.0%	±14.
Workers per car, truck, or van	1.00	±0.01	1.00	±0.02	1.00	±0.0
Public transportation	3.0%	±4.1	3.2%	±3.7	2.7%	±5.
Walked	15.3%	±16.7	17.8%	±20.5	9.6%	±11.
Bicycle	3.0%	±4.5	3.3%	±5.9	2.4%	±5.
Taxi or ride-hailing services, motorcycle, or other means	4.0%	±3.9	5.1%	±4.8	1.5%	±3.
Worked from home	11.0%	±8.7	12.2%	±9.2	8.4%	±10.
PLACE OF WORK						
Workers 16 years and over who did not work from home	944	±636	640	±386	304	±27
VEHICLES AVAILABLE						
PERCENT ALLOCATED						

Table Notes

Key Table Information

Table Title
Commuting Characteristics by Sex

Table ID
ACSST5Y2024.S0801

Survey/Program
American Community Survey

Year
2024

Dataset
ACS 5-Year Estimates Subject Tables

Source
U.S. Census Bureau, 2024 American Community Survey, 5-Year Estimates

Dataset Universe
The dataset universe of the American Community Survey (ACS) is the U.S. resident population and housing. For more information about ACS residence rules, see the [ACS Design and Methodology Report](#). Note that each table describes the specific universe of interest for that set of estimates.

Methodology

Unit(s) of Observation
American Community Survey (ACS) data are collected from individuals living in housing units and group quarters, and about housing units whether occupied or vacant. For more information about ACS sampling and data collection, see the [ACS Design and Methodology Report](#).

Geography Coverage
ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see [Geography Boundaries by Year](#).

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Sampling
The ACS consists of two separate samples: housing unit addresses and group quarters facilities. Independent housing unit address samples are selected for each county or county-equivalent in the U.S. and Puerto Rico, with sampling rates depending on a measure of size for the area. For more information on sampling in the ACS, see the [Accuracy of the Data document](#).

Confidentiality
The Census Bureau has modified or suppressed some estimates in ACS data products to protect respondents' confidentiality. Title 13 United States Code, Section 9, prohibits the Census Bureau from publishing results in which an individual's data can be identified. For more information on confidentiality protection in the ACS, see the [Accuracy of the Data document](#).

Technical Documentation/Methodology
Information about the American Community Survey (ACS) can be found on the [ACS website](#). Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the [Technical Documentation](#) section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see [ACS Technical Documentation](#)). The effect of nonsampling error is not represented in these tables.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see [Comparing ACS Data](#).

Weights
ACS estimates are obtained from a raking ratio estimation procedure that results in the assignment of two sets of weights: a weight to each sample person record and a weight to each sample housing unit record. Estimates of person characteristics are based on the person weight. Estimates of family, household, and housing unit characteristics are based on the housing unit weight. For any given geographic area, a characteristic total is estimated by summing the weights assigned to the persons, households, families or housing units possessing the characteristic in the geographic area. For more information on weighting and estimation in the ACS, see [ACS Technical Documentation](#).

[Accuracy of the Data document](#)

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Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.

Table Information

API Information

American Community Survey (ACS) data is available via API. For more information on available APIs, please see [Census Developers page](#) at [API Information](#)

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Symbols

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.
(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Data-Specific Notes

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

Additional Information

Contact Information

Contact the Census Bureau Customer Help Center at 1-800-923-8282 or submit a question at [ask.census.gov](#).

Suggested Citation

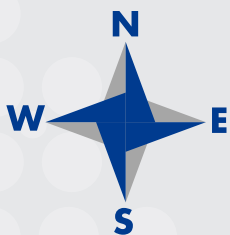
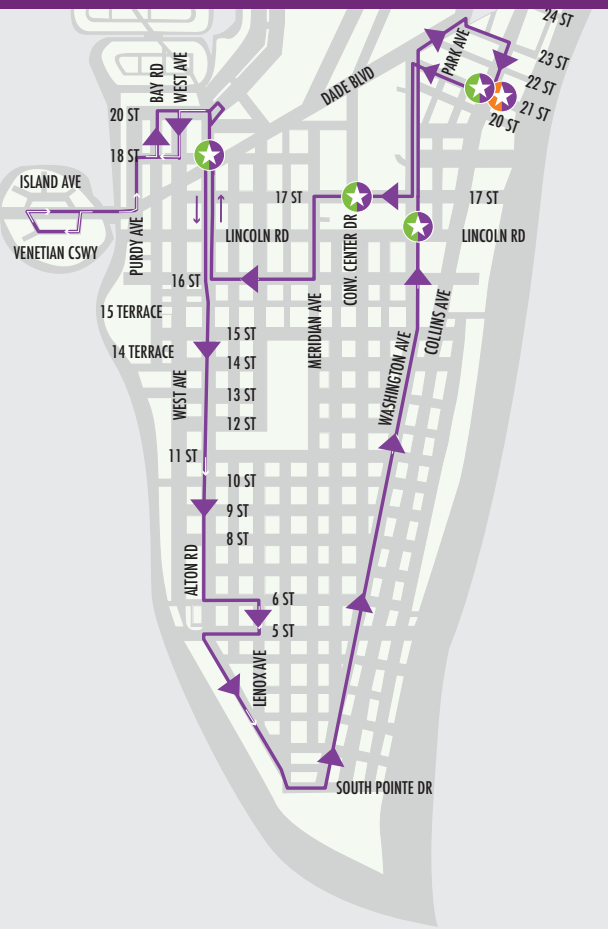
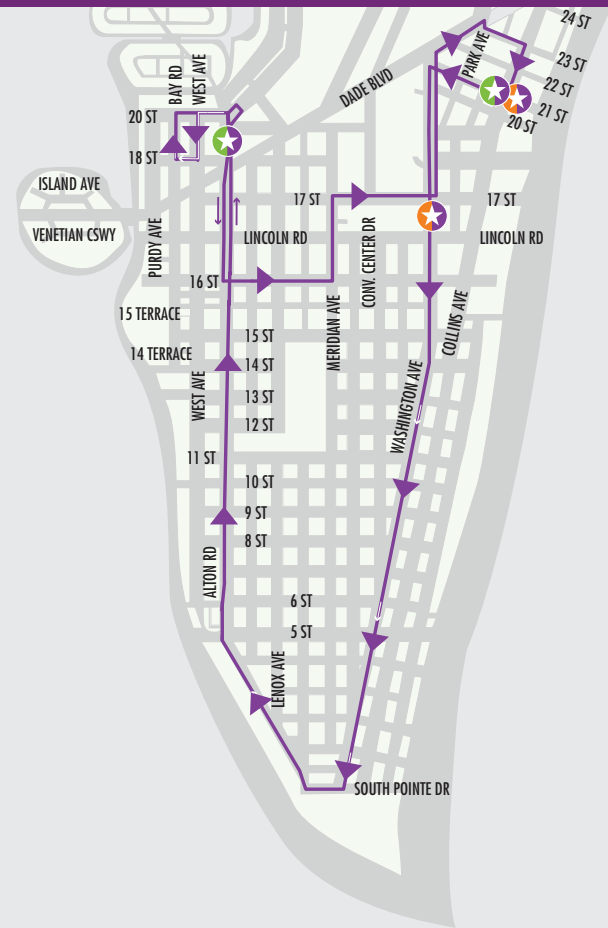
U.S. Census Bureau. "Commuting Characteristics by Sex" American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0801, 2024, <https://data.census.gov/table/ACSST5Y2024.S0801?q=S0801>: Accessed February 03, 2026.

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

[illegible]

Attachment C



See detailed route maps for South Beach Loops ►

For a full list of trolley stops visit: miamibeachtrolley.com

SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

Table with 4 columns: Day, From/Desde/De, To/Hasta/A, and Every/Cada/Chak. Rows include Weekday (Días Laborables/Lasemèn), Saturday (Sábado/Samdi), and Sunday (Domingo/Dimanch).

Frequencies are approximate and may vary depending on traffic and road conditions.
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.
Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

MetroCONNECT
YOUR FREE AND DIRECT CONNECTION TO MIAMI-DADE TRANSIT
SCAN TO DOWNLOAD THE APP OR CALL 786-321-5842
Includes QR code and image of a car.

Language Assistance: Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services.

Español: El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés.

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios.

Kreyòl Ayisyen: Miami-Dade Transit (MDT) angaje li a bay pasaje ak konsejans limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo.

Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo.

miamidade.gov/transportation
Information • Información • Enfòmasyon
311 (305.468.5900) TTY/Florida Relay: 711
Includes QR code and social media icons.

14 METROBUS
Includes large number 14 and Metrobus logo.

MARCH 2025 MARZO 2025 | MAS 2025

- Local service seven days a week.
- Travels from Mt. Sinai Medical Center to Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station along Collins Ave, Washington Ave, and the MacArthur Causeway.



- Servicio local los siete días de la semana.
- Va desde Mt. Sinai Medical Center hasta la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover, pasando por Collins Ave, Washington Ave y MacArthur Causeway.

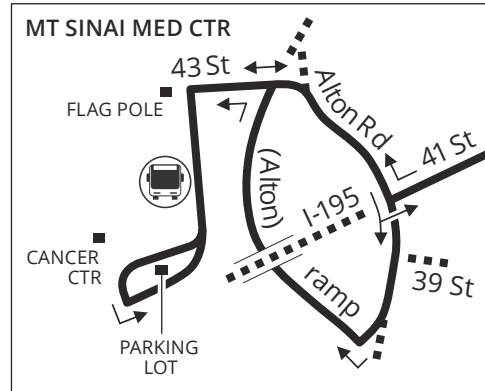
- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan Mt. Sinai Medical Center pou rive nan Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station sou Collins Ave, Washington Ave, ak MacArthur Causeway.

QR code with text: MORE INFORMATION / MÁS INFORMACIÓN | PLUS ENFOMASYON

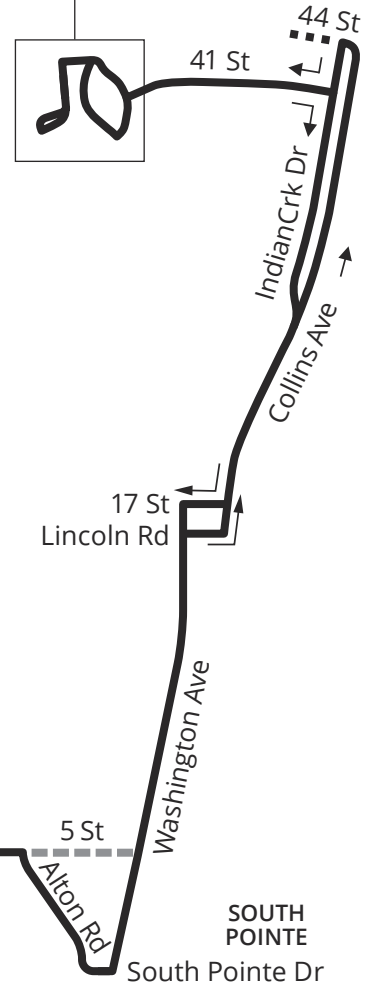
DRIVE LESS.LIVE MORE.™
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY
Includes Miami-Dade County logo.



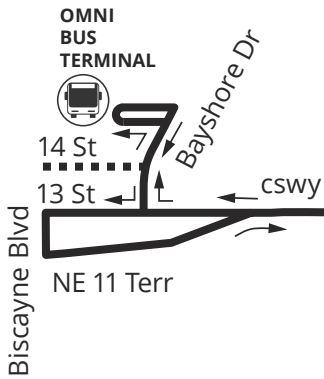
14



MID
BEACH



SOUTH
BEACH



NORTH

11/2023

SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	4:00 a.m.	6:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	6:00 a.m.	10:00 p.m.	15 min (36+36A) 30 min (36) 30 min (36A)
	10:00 p.m.	12:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
SATURDAY SÁBADO SAMDI	5:00 a.m.	7:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	7:00 a.m.	10:00 p.m.	15 min (36+36A) 30 min (36) 30 min (36A)
	10:00 p.m.	12:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
SUNDAY DOMINGO DIMANCH	5:00 a.m.	6:00 a.m.	60 min (36A)
	6:00 a.m.	8:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	8:00 a.m.	8:00 p.m.	20 min (36+36A) 40 min (36) 40 min (36A)
	8:00 p.m.	12:00 a.m.	60 min (36A)

Frequencies are approximate and may vary depending on traffic and road conditions.
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Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

Language Assistance: Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305- 468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

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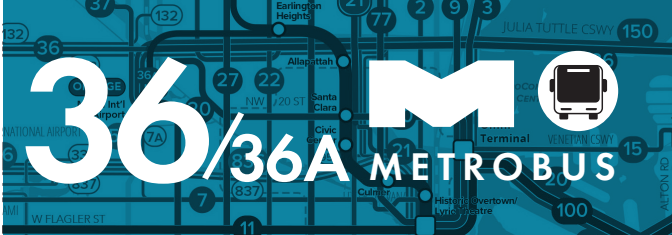
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MARCH 2024 MARZO 2024 | MAS 2024

- Local service seven days a week.
Travels from Downtown Doral to South Beach along NW/NE 36 St, the Julia Tuttle Causeway and Collins Ave.
Route 36A travels from Miami International Airport station.
Stops include Allapattah Metrorail station.
- Servicio local los siete días de la semana.
Va desde el downtown del Doral hasta South Beach, pasando por NW/NE 36 St, Julia Tuttle Causeway y Collins Ave.
La ruta 36A comienza en la estación del Aeropuerto Internacional de Miami.
Con parada en la estación de Allapattah del Metrorail.

- Sèvis lokal sèt jou sou sèt.
Vwayaje soti nan Downtown Doral rive nan South Beach sou NW/NE 36 St, Julia Tuttle Causeway ak Collins Ave.
Wout 36A vwayaje soti nan estasyon Ayewopò Entènasyonal Miami.
Arè yo gen ladan estasyon Allapattah Metrorail.

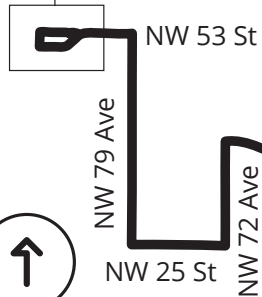
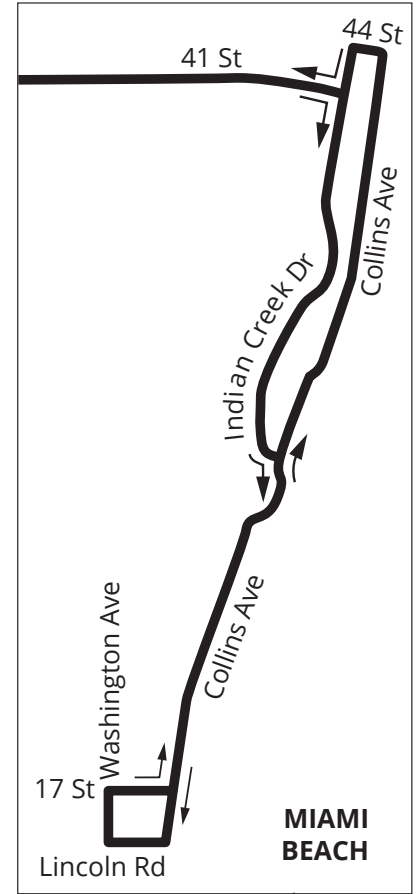
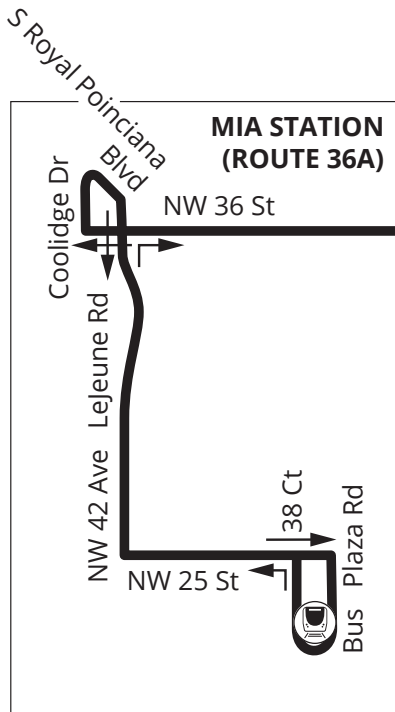
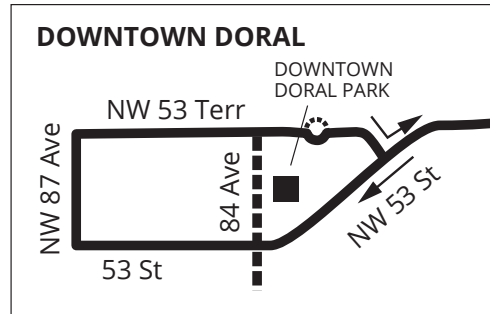


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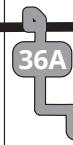
DRIVE LESS.LIVE MORE.™
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY logo



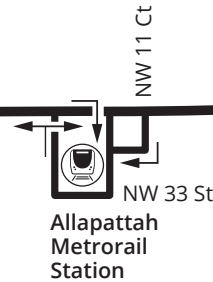
36/36A



36



NW 36 St



NE 36 St

Julia Tuttle Cswy

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	12:00 a.m.	4:00 a.m.	60 min (Northside-M Beach)
	4:00 a.m.	6:00 a.m.	30 min (Hialeah-M Beach)
	6:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00a.m.	30 min (Hialeah-M Beach)
SATURDAY SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	7:00 a.m.	30 min (Hialeah-M Beach)
	7:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00 a.m.	30 min (Hialeah-M Beach)
SUNDAY DOMINGO DIMANCH	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	8:00 a.m.	30 min (Hialeah-M Beach)
	8:00 a.m.	8:00 p.m.	20 min (Hialeah-M Beach)
	8:00 p.m.	12:00 a.m.	60 min (Hialeah-M Beach)

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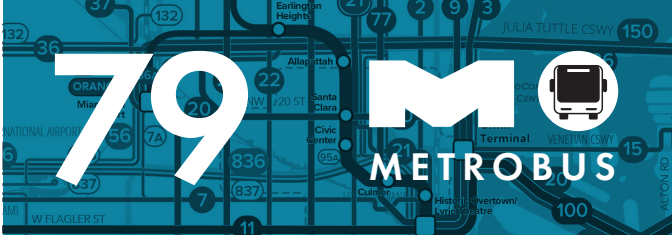
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APRIL 2024 ABRIL 2024 | AVRIL 2024

- Local service seven days a week.
- Travels from Hialeah Metrorail Station to South Beach along NW/NE 79 St, the 79th Street Causeway and Collins Ave
- Overnight trips travel from Northside Metrorail Station



- Servicio local los siete días de la semana.
- Va desde la estación de Hialeah del Metrorail hasta South Beach, pasando por NW/NE 79 St, 79th Street Causeway y Collins Ave.
- En el horario nocturno el recorrido comienza en la estación Northside del Metrorail.

- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan estasyon Hialeah Metrorail pou rive nan South Beach sou NW/NE 79 St, 79th Street Causeway ak Collins Ave.
- Vwayaj lannwit yo fèt soti nan estasyon Northside Metrorail.



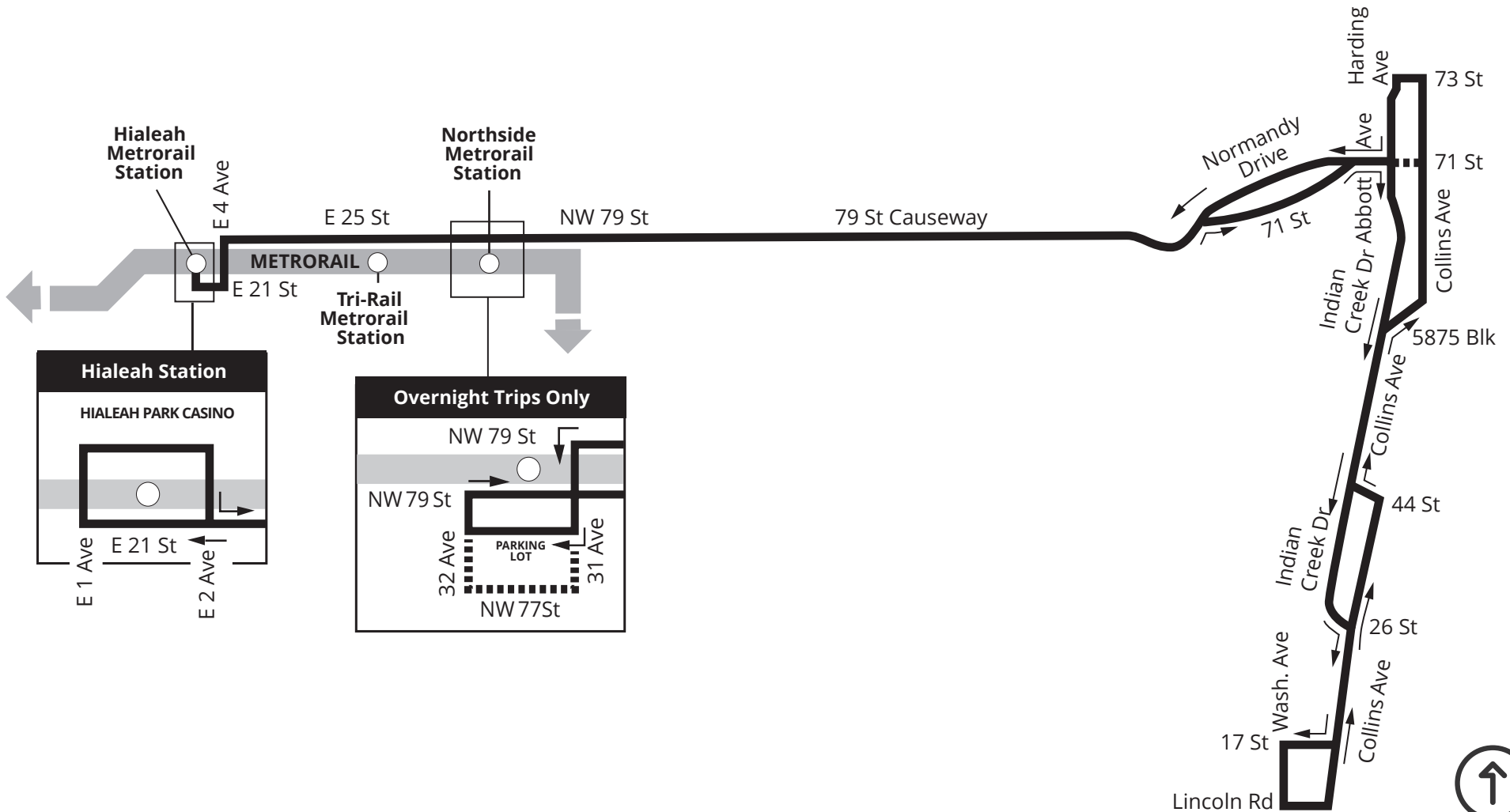
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



79



NORTH
11/2023

SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESE / DE	TO HASTA / A	EVERY CADA / CHAK
SEVEN DAYS A WEEK LOS SIETE DIAS SET JOU YON SEMEN	5 a.m.	11 p.m.	30 min

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APRIL 2025 ABRIL 2025 | AVRIL 2025

MIAMI BEACH AIRPORT EXPRESS

- Express service and limited-stop service, seven days a week.
- Express service from Miami International Airport Metrorail station to Mid Beach along the Julia Tuttle Causeway.
- Limited-stop service from Mid Beach to South Beach along Collins Ave / Indian Creek Dr and Washington Ave.



- Servicio expreso y con paradas limitadas, los siete días de la semana.
- Servicio expreso desde la estación del Metrorail del Aeropuerto Internacional de Miami hasta Mid Beach por Julia Tuttle Causeway.
- Servicio con paradas limitadas desde Mid Beach hasta South Beach por Collins Ave/Indian Creek Dr y Washington Ave.

- Sèvis eksprès ak sèvis arè limite, sèt jou sou sèt.
- Sèvis eksprès soti nan estasyon Metrorail Ayewopò Entènasyonal Miami rive nan Mid Beach sou Julia Tuttle Causeway.
- Sèvis arè limite soti nan Mid Beach rive nan South Beach sou Collins Ave / Indian Creek Dr ak Washington Ave.



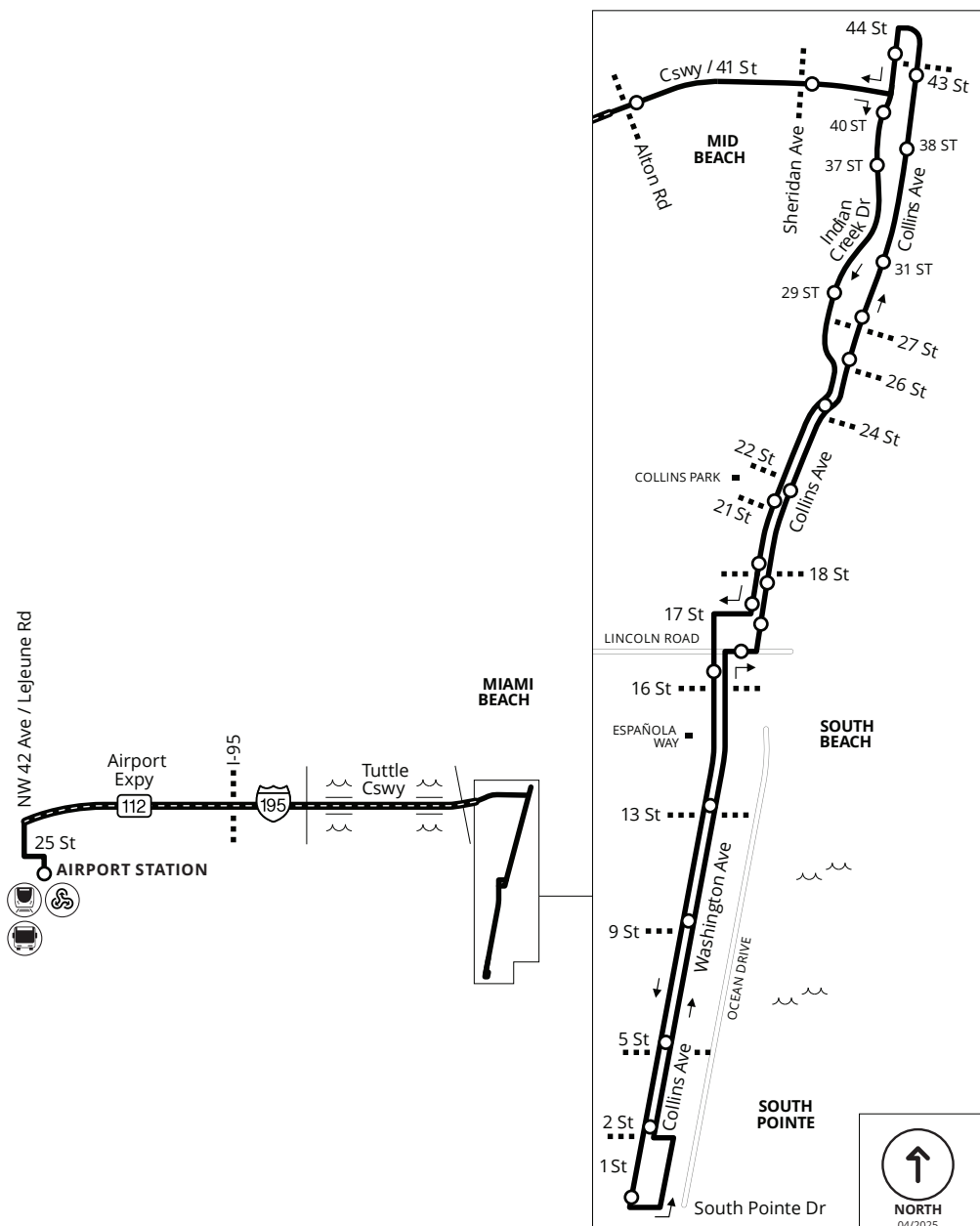
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DRIVE LESS.LIVE MORE.[™]
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY



150

MIAMI BEACH AIRPORT EXPRESS



SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
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	4:00 a.m.	10:00 p.m.	9 min
	10:00 p.m.	12:00 a.m.	20 min
SATURDAY SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min
	5:00 a.m.	7:00 a.m.	15 min
	7:00 a.m.	10:00 p.m.	9 min
SUNDAY DOMINGO DIMANCH	10:00 p.m.	12:00 a.m.	15 min
	12:00 a.m.	5:00 a.m.	60 min
	5:00 a.m.	7:00 a.m.	30 min
	7:00 a.m.	8:30 p.m.	15 min
	8:30 p.m.	12:00 a.m.	30 min

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MetroCONNECT
YOUR FREE AND DIRECT CONNECTION TO MIAMI-DADE TRANSIT
SCAN TO DOWNLOAD THE APP OR CALL 786-321-5842
[QR Code]

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100 METROBUS

MARCH 2025 MARZO 2025 | MAS 2025

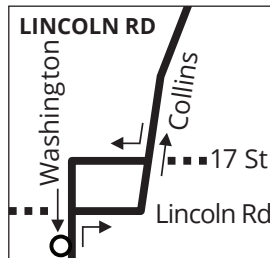
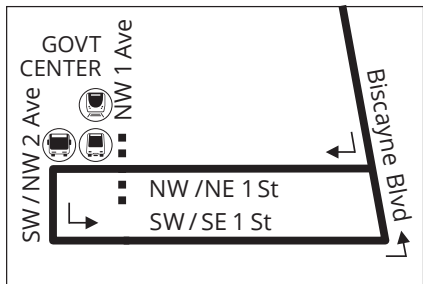
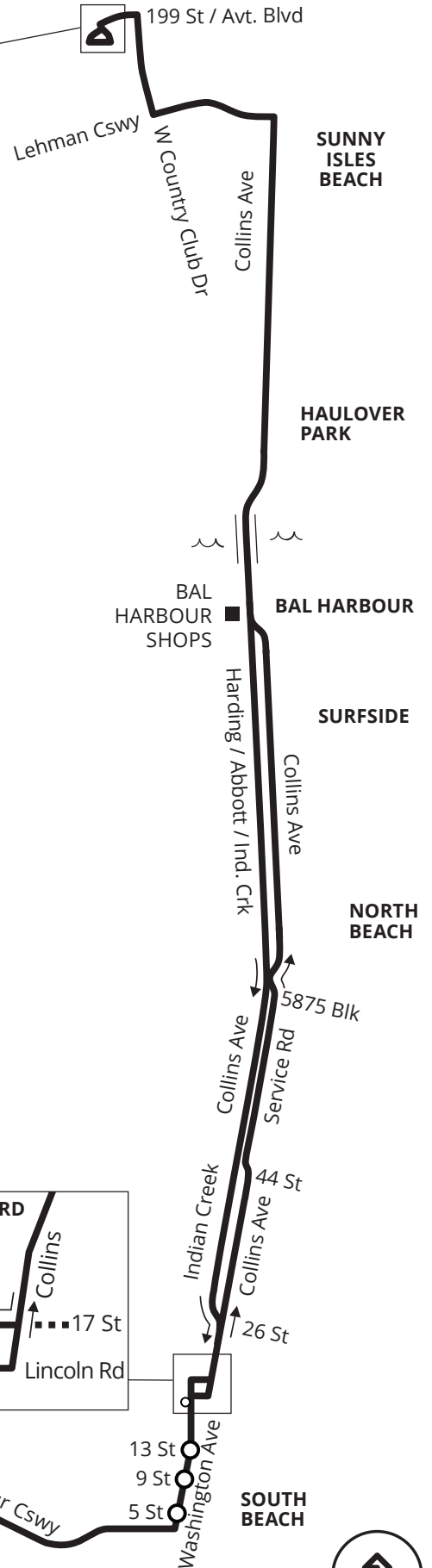
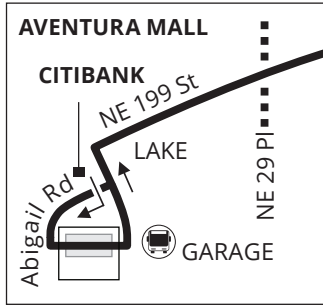
- Local service seven days a week.
 - Travels from the Bus Terminal at Aventura Mall to Downtown Miami through Miami Beach.
 - Stops include the Government Center Metrorail / Metromover station.
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- Servicio local los siete días de la semana.
 - Va desde la terminal de autobuses en Aventura Mall hasta el downtown de Miami, pasando por Miami Beach.
 - Con parada en la estación Government Center del Metrorail y el Metromover.
-
- Sèvis lokal sèt jou psou sèt.
 - Vwayaje soti nan Tèminal Otobis la nan Aventura Mall pou rive nan Downtown Miami atravè Miami Beach.
 - Arè yo gen ladan estasyon Metrorail / Metromover Government Center.

[QR Code]
MORE INFORMATION
MÁS INFORMACIÓN | PLUS ENFOMASYON

DRIVE LESS.LIVE MORE.™
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
MIAMI-DADE COUNTY



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LIMITED STOPS
on Washington Ave
between 5 St and Lincoln Rd

