Kimley»Horn

April 28, 2020

Mr. David Martin
Alton Mixed Use Investments, LLC
2665 South Bayshore Drive, Suite 1020
Coconut Grove, Florida 33133

***Re: 300 Alton Road***
***Miami Beach, Florida***
***Trip Generation Analysis***

Dear Mr. Martin:

Kimley-Horn and Associates, Inc. has performed a trip generation analysis for the proposed redevelopment located at 300 Alton Road in Miami Beach Florida. Currently, the site proposed for redevelopment is occupied by 26,296 square feet of retail space, 950 total restaurant seats, and a 400-berth marina. The proposed redevelopment consists of approximately 20,000 square feet of retail space, 250 restaurant seats, 15,000 square feet of office, 60 multifamily residential units, and a 400-berth marina. Please note that the 400-berth marina is existing to remain as part of the proposed redevelopment. A location map and conceptual site plan are provided in Attachment A.

## TRIP GENERATION ANALYSIS

A trip generation analysis was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition for the existing and proposed redevelopment plans. The trip generation for the existing development was determining utilizing ITE Land Use Code (LUC) 820 (Shopping Center), 931 (Quality Restaurant), and 420 (Marina). The trip generation for the proposed redevelopment was determined utilizing ITE LUC 820 (Shopping Center), 931 (Quality Restaurant), 710 (General Office Building), 420 (Marina), and 222 (Multifamily Housing [High-Rise]).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the project is located. The US Census data indicated that there is a 21.8 percent (21.8%) multimodal factor based on the project's location. However, to provide a conservative analysis, a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations to account for the urban environment in which the project is located. It is expected that a portion of residents, employees, guests, and patrons will choose to walk, bike, or use public transit to and from the site.

Internal capture is expected between complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook,* 3rd Edition. An internal capture rate of 6.9 percent (6.9%) for the A.M. peak hour trip generation and an internal capture rate of 31.2 percent (31.2%) for the P.M. peak hour trip generation are expected for the existing development. An internal capture rate of 7.6 percent (7.6%) for the A.M. peak hour trip generation and an internal capture rate of 32.0 percent (32.0%) for the P.M. peak hour trip generation are expected for the proposed redevelopment.

Pass-by capture rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by rate for the retail land use is 34.0 percent (34.0%) and pass-by rate for the restaurant land use is 44.0 percent (44.0%) during the P.M. peak hour.

As Table 1 indicates, the proposed redevelopment is expected to result in an increase of 19 net new A.M. peak hour trips and a reduction of 48 net new P.M. peak hour trips. Detailed trip generation calculations are contained in Attachment B.

**Table 1: Net New Trip Generation Summary**

| Development Plan | A.M. Peak Hour Trip Generation | | | P.M. Peak Hour Trip Generation | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| Existing Development | 26 | 28 | 54 | 125 | 78 | 203 |
| Proposed Redevelopment | 34 | 39 | 73 | 85 | 70 | 155 |
| **Net New Redevelopment** | **8** | **11** | **19** | **-40** | **-8** | **-48** |

Based on the trip generation analysis, the proposed redevelopment is not expected to result in a significant impact to the external roadway network. If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

John J. McWilliams, P.E.
Attachments

JOHN JOSEPH MCWILLIAMS
LICENSE
No 62541
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This document has been digitally signed and sealed by John Joseph McWilliams, P.E. on the date adjacent to the seal.

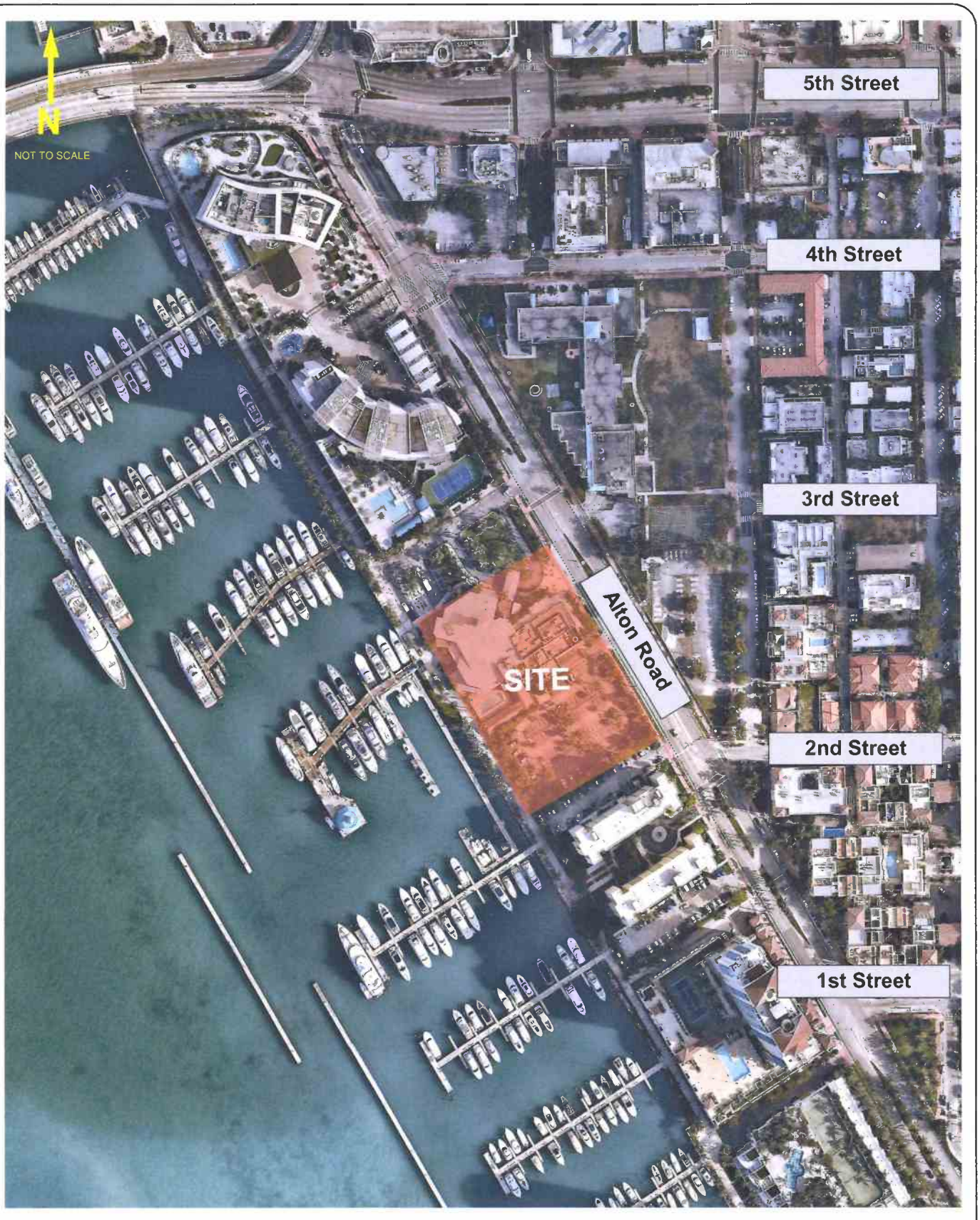
John J McWilliams Digitally signed by John J McWilliams Date: 2020.04.28 16:33:00 -04'00'

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

John J. McWilliams, P.E.
Florida Registration Number 62541
Kimley-Horn and Associates, Inc.
600 North Pine Island Road, Suite 450
Plantation, Florida 33324
CA # 00000696

https://kimleyhorn-my.sharepoint.com/personal/cory_dorman_kimley-horn_com/Documents/Project Folders/043923005-300 Alton Road/correspondence/ltr/04 24 2020 Trip Gen Letter.docx

Attachment A



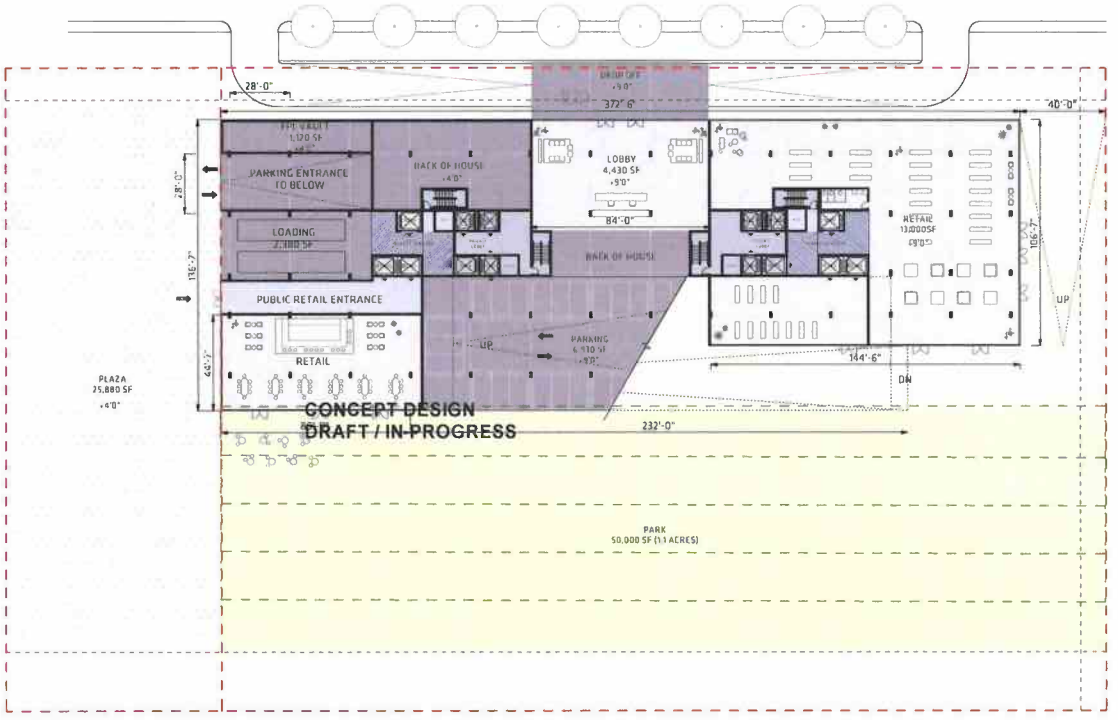

Kimley»Horn



Location Map
300 Alton Road
Miami Beach, Florida


MARINA PARK SITE PLAN
CONCEPT DESIGN
DRAFT / IN PROGRESS

| PROGRAM | ORIGINAL SF | TOTAL SF |
|---|---|---|
| RETAIL | 26,000 | 26,000 |
| OFFICE | 8,260 | 8,260 |
| PARKING | 66,920 (190 SPOTS) | 66,920 (190 SPOTS) |
| LOADING | 2,380 | 2,380 |
| BACK OF HOUSE | 7,870 | 7,870 |
| LOBBY | 4,430 | 4,430 |
| TOTAL | 115,860 SF | 126,410 SF |
| TOTAL PODIUM FAR | 48,790 SF | 49,340 SF |




CONCEPT DESIGN
DRAFT / IN PROGRESS

# GROUND FLOOR (+9'4")

0 10' 20' 40' 60' 100' N

Attachment B

# AM PEAK HOUR TRIP GENERATION COMPARISON

## EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

| | | ITE TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | GROSS VOLUMES | | | MULTIMODAL REDUCTION | | EXTERNAL TRIPS | | | INTERNAL CAPTURE | | NET NEW EXTERNAL TRIPS | | | PASS-BY CAPTURE | | NET NEW EXTERNAL TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Land Use | ITE Edition | ITE Code | Scale | ITE Units | Percent In | Percent Out | In | Out | Total | Percent | MR Trips | In | Out | Total | Percent | IC Trips | In | Out | Total | Percent | PB Trips | In | Out | Total |
| GROUP 1 | 1 | Shopping Center | 10 | 820 | 26.296 | ksf | 62% | 38% | 15 | 10 | 25 | 20.0% | 5 | 12 | 8 | 20 | 10.0% | 2 | 11 | 7 | 18 | 0.0% | 0 | 11 | 7 | 18 |
| | 2 | Quality Restaurant | 10 | 931 | 950 | seat | 50% | 50% | 10 | 9 | 19 | 20.0% | 4 | 8 | 7 | 15 | 13.3% | 2 | 7 | 6 | 13 | 0.0% | 0 | 7 | 6 | 13 |
| | 3 | Marina | 10 | 420 | 400 | brth | 33% | 67% | 9 | 19 | 28 | 20.0% | 5 | 8 | 15 | 23 | 0.0% | 0 | 8 | 15 | 23 | 0.0% | 0 | 8 | 15 | 23 |
| | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ITE Land Use Code | | Rate or Equation | | | Total: | | 34 | 38 | 72 | 20.0% | 14 | 28 | 30 | 58 | 6.9% | 4 | 26 | 28 | 54 | 0.0% | 0 | 26 | 28 | 54 |
| | | 820 | | Y=0.94(X) | | | | | | | | | | | | | | | | | | | | | | |
| | | 931 | | Y=0.02(X) | | | | | | | | | | | | | | | | | | | | | | |
| | | 420 | | Y=0.07(X) | | | | | | | | | | | | | | | | | | | | | | |

## PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

| | | ITE TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | GROSS VOLUMES | | | MULTIMODAL REDUCTION | | EXTERNAL TRIPS | | | INTERNAL CAPTURE | | NET NEW EXTERNAL TRIPS | | | PASS-BY CAPTURE | | NET NEW EXTERNAL TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Land Use | ITE Edition | ITE Code | Scale | ITE Units | Percent In | Percent Out | In | Out | Total | Percent | MR Trips | In | Out | Total | Percent | IC Trips | In | Out | Total | Percent | PB Trips | In | Out | Total |
| GROUP 2 | 1 | Shopping Center | 10 | 820 | 20 | ksf | 62% | 38% | 12 | 7 | 19 | 20.0% | 4 | 10 | 5 | 15 | 13.3% | 2 | 9 | 4 | 13 | 0.0% | 0 | 9 | 4 | 13 |
| | 2 | Quality Restaurant | 10 | 931 | 250 | seat | 50% | 50% | 3 | 2 | 5 | 20.0% | 1 | 2 | 2 | 4 | 50.0% | 2 | 1 | 1 | 2 | 0.0% | 0 | 1 | 1 | 2 |
| | 3 | General Office Building | 10 | 710 | 15 | ksf | 86% | 14% | 15 | 2 | 17 | 20.0% | 3 | 12 | 2 | 14 | 14.3% | 2 | 11 | 1 | 12 | 0.0% | 0 | 11 | 1 | 12 |
| | 4 | Marina | 10 | 420 | 400 | brth | 33% | 67% | 9 | 19 | 28 | 20.0% | 6 | 7 | 15 | 22 | 0.0% | 0 | 7 | 15 | 22 | 0.0% | 0 | 7 | 15 | 22 |
| | 5 | Multifamily Housing (High-Rise) | 10 | 222 | 60 | du | 24% | 76% | 7 | 23 | 30 | 20.0% | 6 | 6 | 18 | 24 | 0.0% | 0 | 6 | 18 | 24 | 0.0% | 0 | 6 | 18 | 24 |
| | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ITE Land Use Code | | Rate or Equation | | | Total: | | 46 | 53 | 99 | 20.0% | 20 | 37 | 42 | 79 | 7.6% | 6 | 34 | 39 | 73 | 0.0% | 0 | 34 | 39 | 73 |
| | | 820 | | Y=0.94(X) | | | | | | | | | | | | | | | | | | | | | | |
| | | 931 | | Y=0.02(X) | | | | | | | | | | | | | | | | | | | | | | |
| | | 710 | | Y=1.16(X) | | | | | | | | | | | | | | | | | | | | | | |
| | | 420 | | Y=0.07(X) | | | | | | | | | | | | | | | | | | | | | | |
| | | 222 | | Y=0.28*(X)+12.86 | | | | | | | | | | | | | | | | | | | | | | |

| | IN | OUT | TOTAL |
|---|---|---|---|
| NET NEW TRIPS | 8 | 11 | 19 |

# PM PEAK HOUR TRIP GENERATION COMPARISON

## EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

| | | ITE TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | GROSS VOLUMES | | | MULTIMODAL REDUCTION | | EXTERNAL TRIPS | | | INTERNAL CAPTURE | | NET NEW EXTERNAL TRIPS | | | PASS-BY CAPTURE | | NET NEW EXTERNAL TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Land Use | ITE Edition | ITE Code | Scale | ITE Units | Percent In | Percent Out | In | Out | Total | Percent | MR Trips | In | Out | Total | Percent | IC Trips | In | Out | Total | Percent | PB Trips | In | Out | Total |
| GROUP 1 | 1 | Shopping Center | 10 | 820 | 26.296 | ksf | 48% | 52% | 97 | 105 | 202 | 20.0% | 40 | 78 | 84 | 162 | 36.4% | 59 | 46 | 57 | 103 | 34.0% | 35 | 30 | 38 | 68 |
| | 2 | Quality Restaurant | 10 | 931 | 950 | seat | 67% | 33% | 178 | 88 | 266 | 20.0% | 53 | 143 | 70 | 213 | 29.6% | 63 | 115 | 35 | 150 | 44.0% | 66 | 64 | 20 | 84 |
| | 3 | Marina | 10 | 420 | 400 | brth | 60% | 40% | 50 | 34 | 84 | 20.0% | 17 | 40 | 27 | 67 | 23.9% | 16 | 31 | 20 | 51 | 0.0% | 0 | 31 | 20 | 51 |
| | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Total: | | | 325 | 227 | 552 | 20.0% | 110 | 261 | 181 | 442 | 31.2% | 138 | 192 | 112 | 304 | 33.2% | 101 | 125 | 78 | 203 |

| ITE Land Use Code | Rate or Equation |
|---|---|
| 820 | LN(Y) = 0.74*LN(X)+2.89 |
| 931 | Y=0.28(X) |
| 420 | Y=0.21(X) |

## PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

| | | ITE TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | GROSS VOLUMES | | | MULTIMODAL REDUCTION | | EXTERNAL TRIPS | | | INTERNAL CAPTURE | | NET NEW EXTERNAL TRIPS | | | PASS-BY CAPTURE | | NET NEW EXTERNAL TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Land Use | ITE Edition | ITE Code | Scale | ITE Units | Percent In | Percent Out | In | Out | Total | Percent | MR Trips | In | Out | Total | Percent | IC Trips | In | Out | Total | Percent | PB Trips | In | Out | Total |
| GROUP 2 | 1 | Shopping Center | 10 | 820 | 20 | ksf | 48% | 52% | 79 | 86 | 165 | 20.0% | 33 | 63 | 69 | 132 | 28.8% | 38 | 46 | 48 | 94 | 34.0% | 32 | 30 | 32 | 62 |
| | 2 | Quality Restaurant | 10 | 931 | 250 | seat | 67% | 33% | 47 | 23 | 70 | 20.0% | 14 | 38 | 18 | 56 | 46.4% | 26 | 23 | 7 | 30 | 44.0% | 13 | 13 | 4 | 17 |
| | 3 | General Office Building | 10 | 710 | 15 | ksf | 16% | 84% | 3 | 16 | 19 | 20.0% | 4 | 2 | 13 | 15 | 40.0% | 6 | 0 | 9 | 9 | 0.0% | 0 | 0 | 9 | 9 |
| | 4 | Marina | 10 | 420 | 400 | brth | 60% | 40% | 50 | 34 | 84 | 20.0% | 16 | 41 | 27 | 68 | 13.2% | 9 | 37 | 22 | 59 | 0.0% | 0 | 37 | 22 | 59 |
| | 5 | Multifamily Housing (High-Rise) | 10 | 222 | 60 | du | 61% | 39% | 18 | 11 | 29 | 20.0% | 6 | 14 | 9 | 23 | 65.2% | 15 | 5 | 3 | 8 | 0.0% | 0 | 5 | 3 | 8 |
| | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Total: | | | 197 | 170 | 367 | 20.0% | 73 | 158 | 136 | 294 | 32.0% | 94 | 111 | 89 | 200 | 22.5% | 45 | 85 | 70 | 155 |

| ITE Land Use Code | Rate or Equation |
|---|---|
| 820 | LN(Y) = 0.74*LN(X)+2.89 |
| 931 | Y=0.28(X) |
| 710 | LN(Y) = 0.95*LN(X)+0.36 |
| 420 | Y=0.21(X) |
| 222 | Y=0.34*(X)+8.56 |

| | IN | OUT | TOTAL |
|---|---|---|---|
| NET NEW TRIPS | -40 | -8 | -48 |

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (EXISTING)

**GROSS TRIP GENERATION**

INPUT

| Land Use | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|
| | Enter | Exit | Enter | Exit |
| Office | 0 | 0 | 0 | 0 |
| Retail | 12 | 8 | 78 | 84 |
| Restaurant | 8 | 7 | 143 | 70 |
| Cinema/Entertainment | 8 | 15 | 40 | 27 |
| Residential | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 |
| | 28 | 30 | 261 | 181 |

**INTERNAL TRIPS**

OUTPUT

| Land Use | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|
| | Enter | Exit | Enter | Exit |
| Office | 0 | 0 | 0 | 0 |
| Retail | 1 | 1 | 32 | 27 |
| Restaurant | 1 | 1 | 28 | 35 |
| Cinema/Entertainment | 0 | 0 | 9 | 7 |
| Residential | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 |
| | 2 | 2 | 69 | 69 |

OUTPUT

| ***Total % Reduction*** | ***6.9%*** | ***31.2%*** |
|---|---|---|
| Office | | |
| Retail | 10.0% | 36.4% |
| Restaurant | 13.3% | 29.6% |
| Cinema/Entertainment | 0.0% | 23.9% |
| Residential | | |
| Hotel | | |

**EXTERNAL TRIPS**

OUTPUT

| Land Use | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|
| | Enter | Exit | Enter | Exit |
| Office | 0 | 0 | 0 | 0 |
| Retail | 11 | 7 | 46 | 57 |
| Restaurant | 7 | 6 | 115 | 35 |
| Cinema/Entertainment | 8 | 15 | 31 | 20 |
| Residential | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 |
| | 26 | 28 | 192 | 112 |

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (PROPOSED)

### GROSS TRIP GENERATION

INPUT

| Land Use | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|
| | Enter | Exit | Enter | Exit |
| Office | 12 | 2 | 2 | 13 |
| Retail | 10 | 5 | 63 | 69 |
| Restaurant | 2 | 2 | 38 | 18 |
| Cinema/Entertainment | 7 | 15 | 41 | 27 |
| Residential | 6 | 18 | 14 | 9 |
| Hotel | 0 | 0 | 0 | 0 |
| | 37 | 42 | 158 | 136 |

### INTERNAL TRIPS

OUTPUT

| Land Use | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|
| | Enter | Exit | Enter | Exit |
| Office | 1 | 1 | 2 | 4 |
| Retail | 1 | 1 | 17 | 21 |
| Restaurant | 1 | 1 | 15 | 11 |
| Cinema/Entertainment | 0 | 0 | 4 | 5 |
| Residential | 0 | 0 | 9 | 6 |
| Hotel | 0 | 0 | 0 | 0 |
| | 3 | 3 | 47 | 47 |

OUTPUT

| ***Total % Reduction*** | ***7.6%*** | ***32.0%*** |
|---|---|---|
| Office | 14.3% | 40.0% |
| Retail | 13.3% | 28.8% |
| Restaurant | 50.0% | 46.4% |
| Cinema/Entertainment | 0.0% | 13.2% |
| Residential | 0.0% | 65.2% |
| Hotel | | |

### EXTERNAL TRIPS

OUTPUT

| Land Use | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|
| | Enter | Exit | Enter | Exit |
| Office | 11 | 1 | 0 | 9 |
| Retail | 9 | 4 | 46 | 48 |
| Restaurant | 1 | 1 | 23 | 7 |
| Cinema/Entertainment | 7 | 15 | 37 | 22 |
| Residential | 6 | 18 | 5 | 3 |
| Hotel | 0 | 0 | 0 | 0 |
| | 34 | 39 | 111 | 89 |

United States Census Bureau

**Note: This is a modified view of the original table produced by the U.S. Census Bureau.**

**Note: This download or printed version may have missing information from the original table.**

# MEANS OF TRANSPORTATION TO WORK

**Survey/Program:**
American Community Survey
**Universe:**
Workers 16 years and over
**Year:**
2018
**Estimates:**
5-Year
**Table ID:**
B08301

Source: U.S. Census Bureau, 2018 American Community Survey 1-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

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 the 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.

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

While the 2018 American Community Survey (ACS) data generally reflect the July 2015 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas, in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineations due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

- An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
- An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
- An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
- An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
- An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
- An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

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.

(244+19+153)/(1,905) = 21.8%

| | Census Tract 45, Miami-Dade C |
|---|---|
| | Estimate |
| Total: | 1,905 |
| Car, truck, or van: | 1,070 |
| Drove alone | 973 |
| Carpooled: | 97 |
| In 2-person carpool | 97 |
| In 3-person carpool | 0 |
| In 4-person carpool | 0 |
| In 5- or 6-person carpool | 0 |
| In 7-or-more-person carpool | 0 |
| Public transportation (excluding taxicab): | 244 |
| Bus or trolley bus | 176 |
| Streetcar or trolley car (carro publico in Puerto Rico) | 0 |
| Subway or elevated | 33 |
| Railroad | 35 |
| Ferryboat | 0 |
| Taxicab | 0 |
| Motorcycle | 0 |
| Bicycle | 19 |
| Walked | 153 |
| Other means | 31 |
| Worked at home | 388 |