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%tile 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 queueing analysis for the proposed gate-controlled access points to the site directly accessing public right-of-way using the queueing-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 queueing analysis will reflect this condition.

Valet Operations Analysis
We will prepare a queuing analysis for the proposed valet operation following the queueing-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



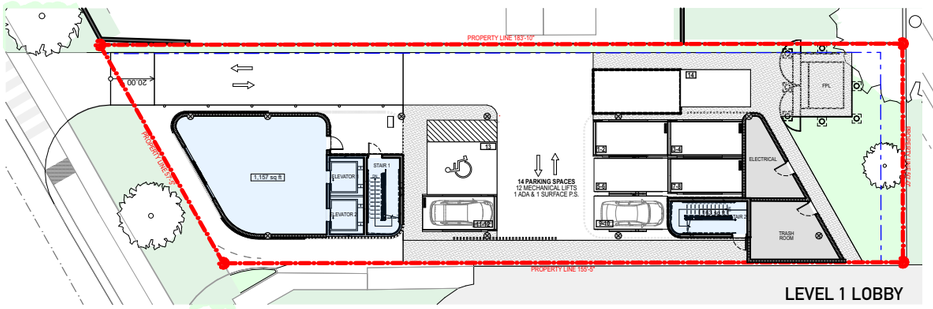
Joe Goldberg, P.E.
Project Engineer

MGP:mgp

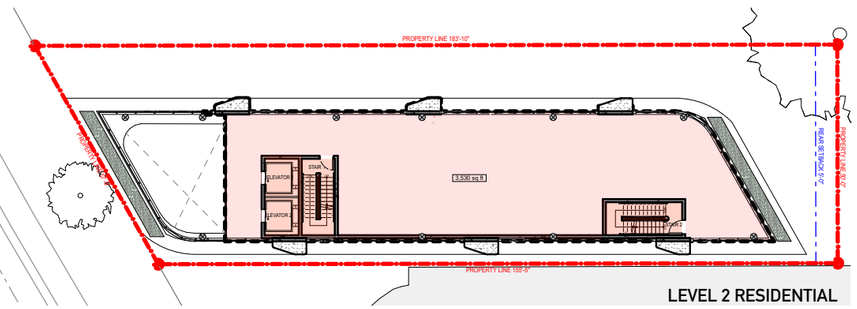
Attachments

Attachment A – Site Plan
Attachment B – Trip Generation Data & ITE Excerpts
Attachment C – TAZ Data

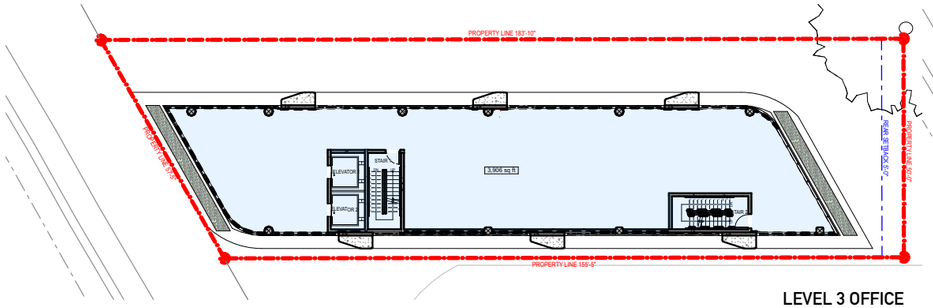
ATTACHMENT A
SITE PLAN



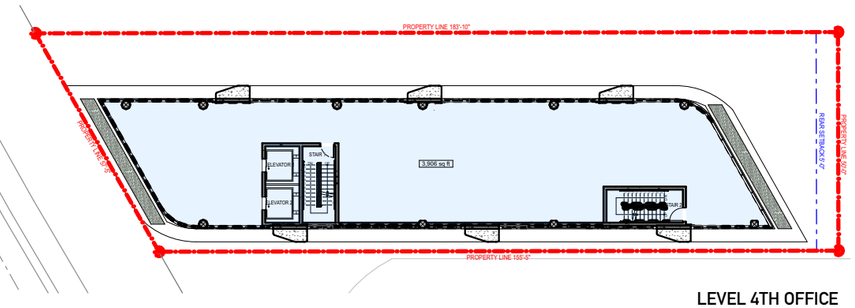
LEVEL 1 LOBBY



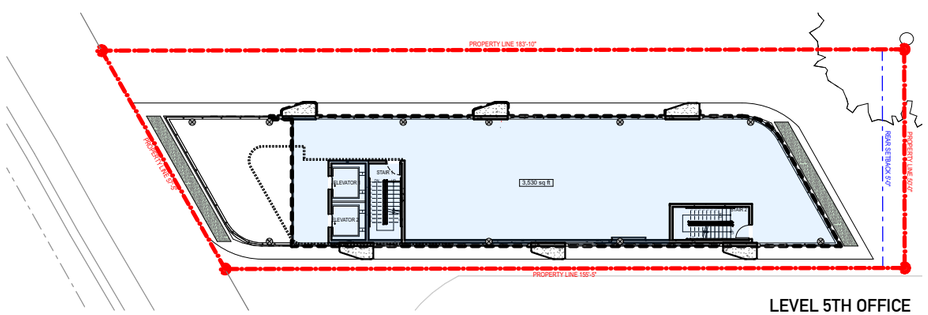
LEVEL 2 RESIDENTIAL



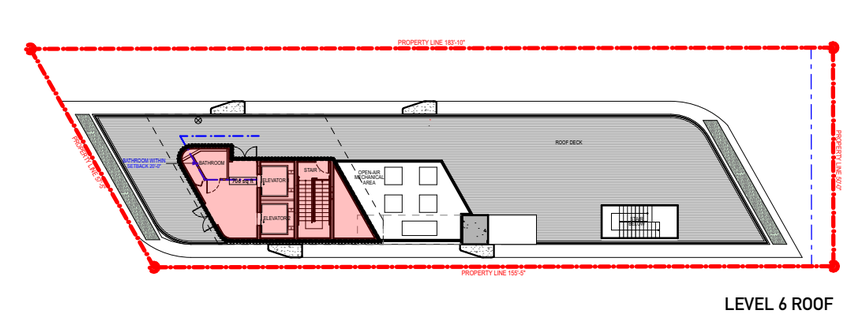
LEVEL 3 OFFICE



LEVEL 4TH OFFICE



LEVEL 5TH OFFICE

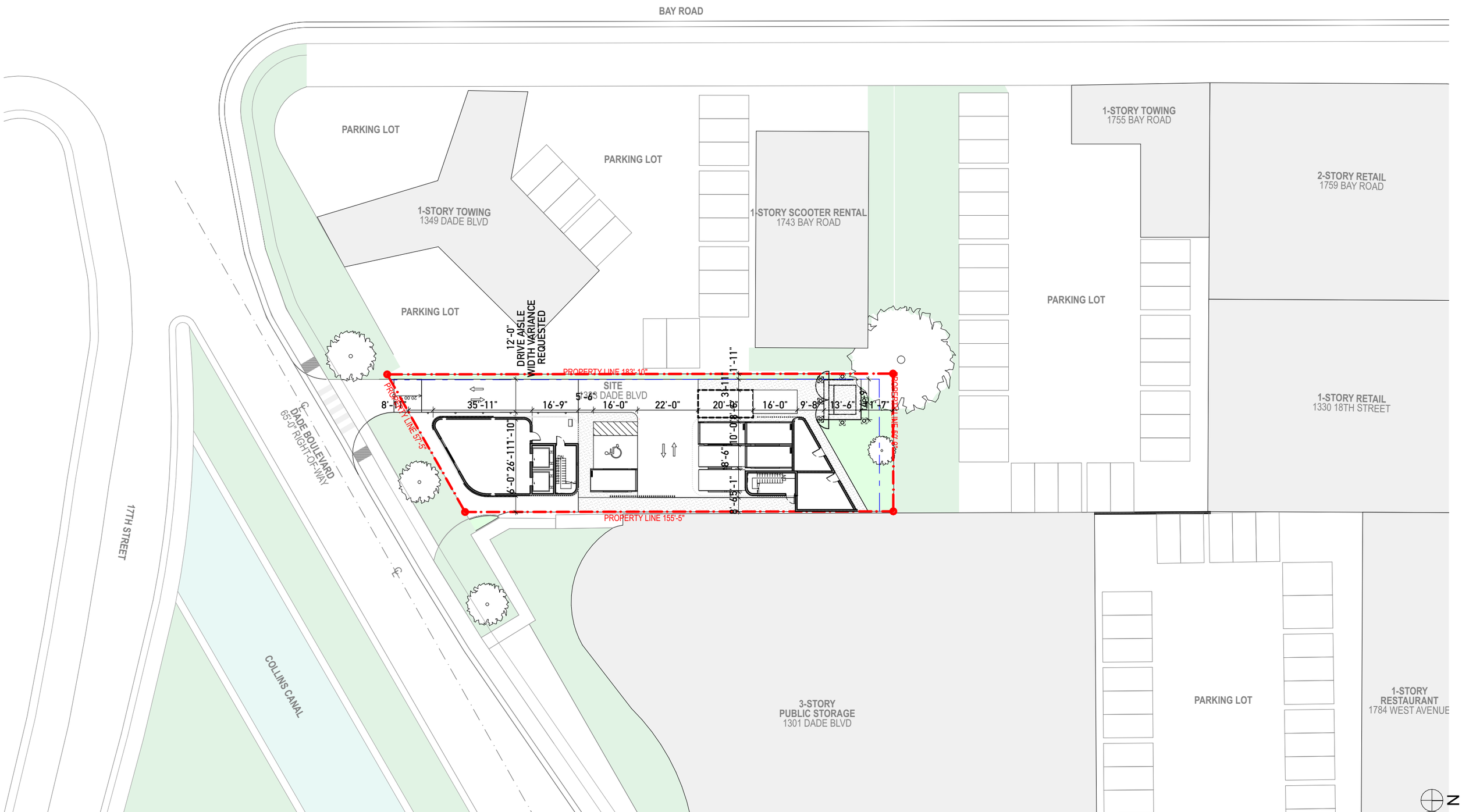


LEVEL 6 ROOF

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 %	25 % RESIDENTIAL USE
RESIDENTIAL ROOFTOP	706.06	4 %	
	16,898.07 ft²	100 %	

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**

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

1

A-13

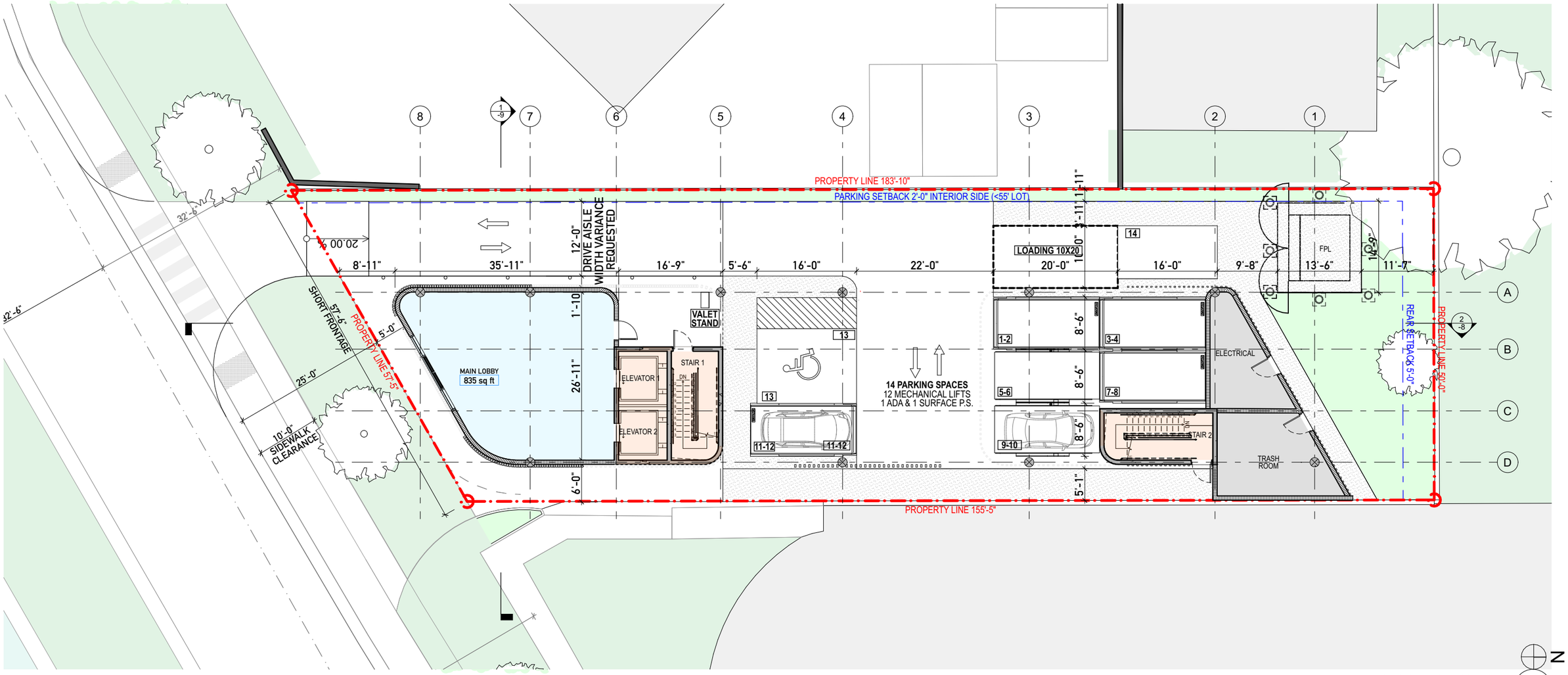
SITE PLAN

11/20/23

1333 DADE BLVD

SCHEMATIC DESIGN

URBAN ROBOT © 2023



GROUND FLOOR
SCALE: 1/16" = 1'-0"

1

A-14

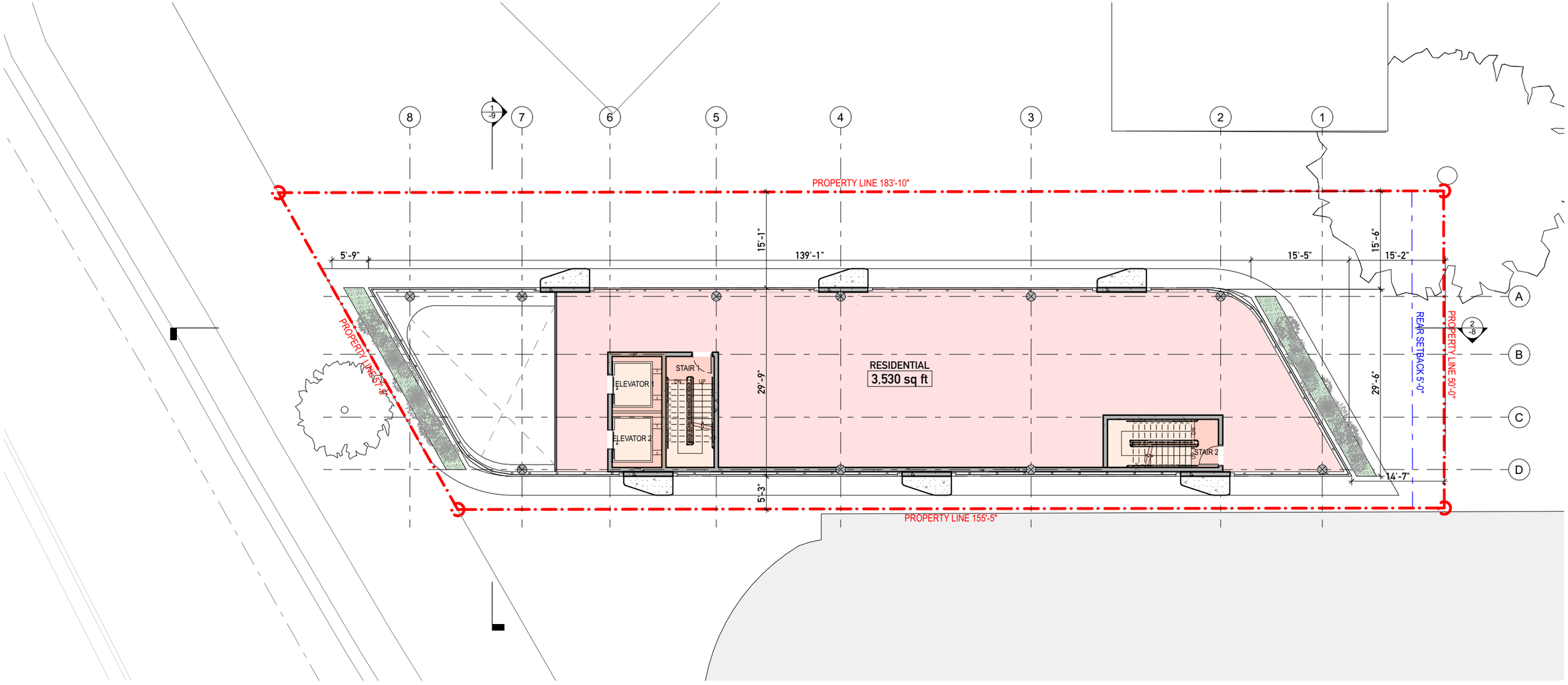
FLOOR PLAN LEVEL 1

11/20/23

1333 DADE BLVD

SCHEMATIC DESIGN

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

1

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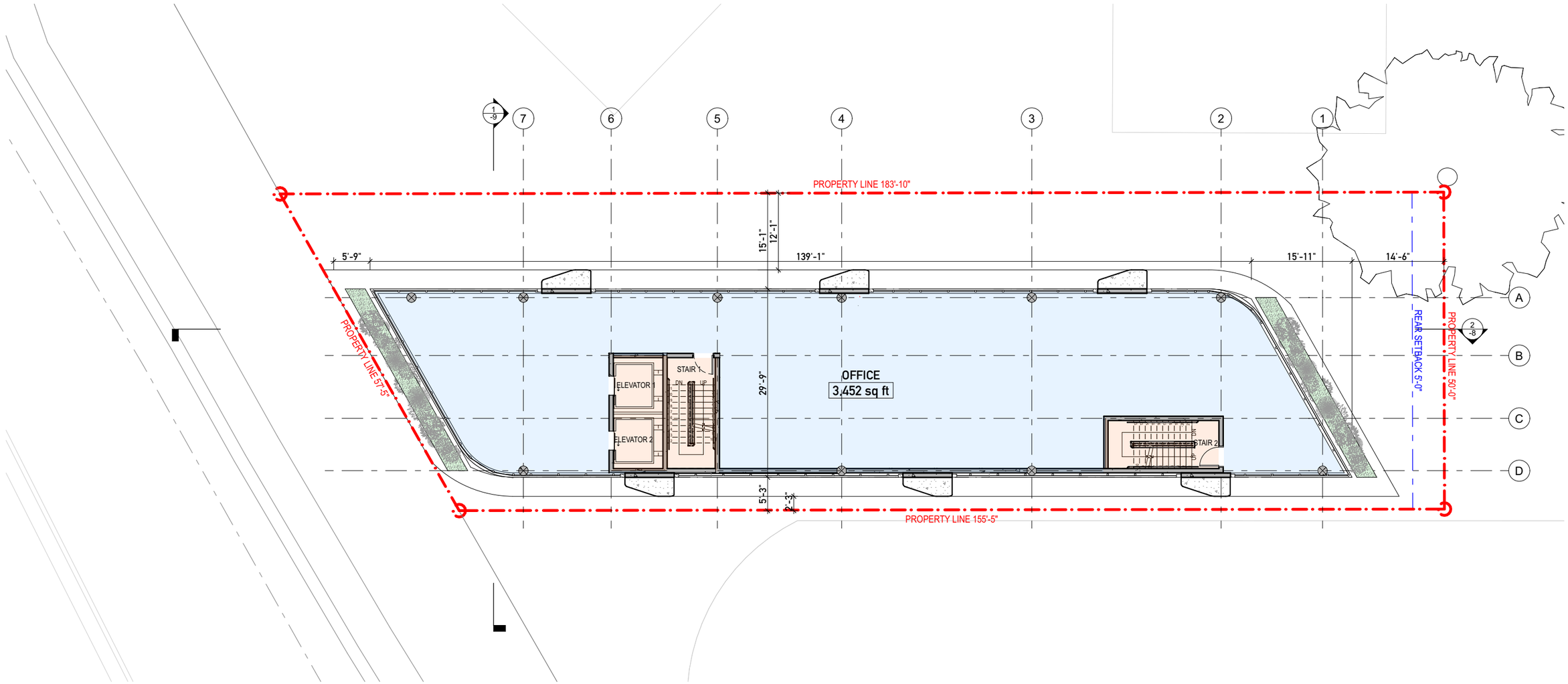
FLOOR PLAN LEVEL 2

11/20/23

1333 DADE BLVD

SCHEMATIC DESIGN

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LEVEL 3 OFFICE
SCALE: 1/16" = 1'-0"

1

N

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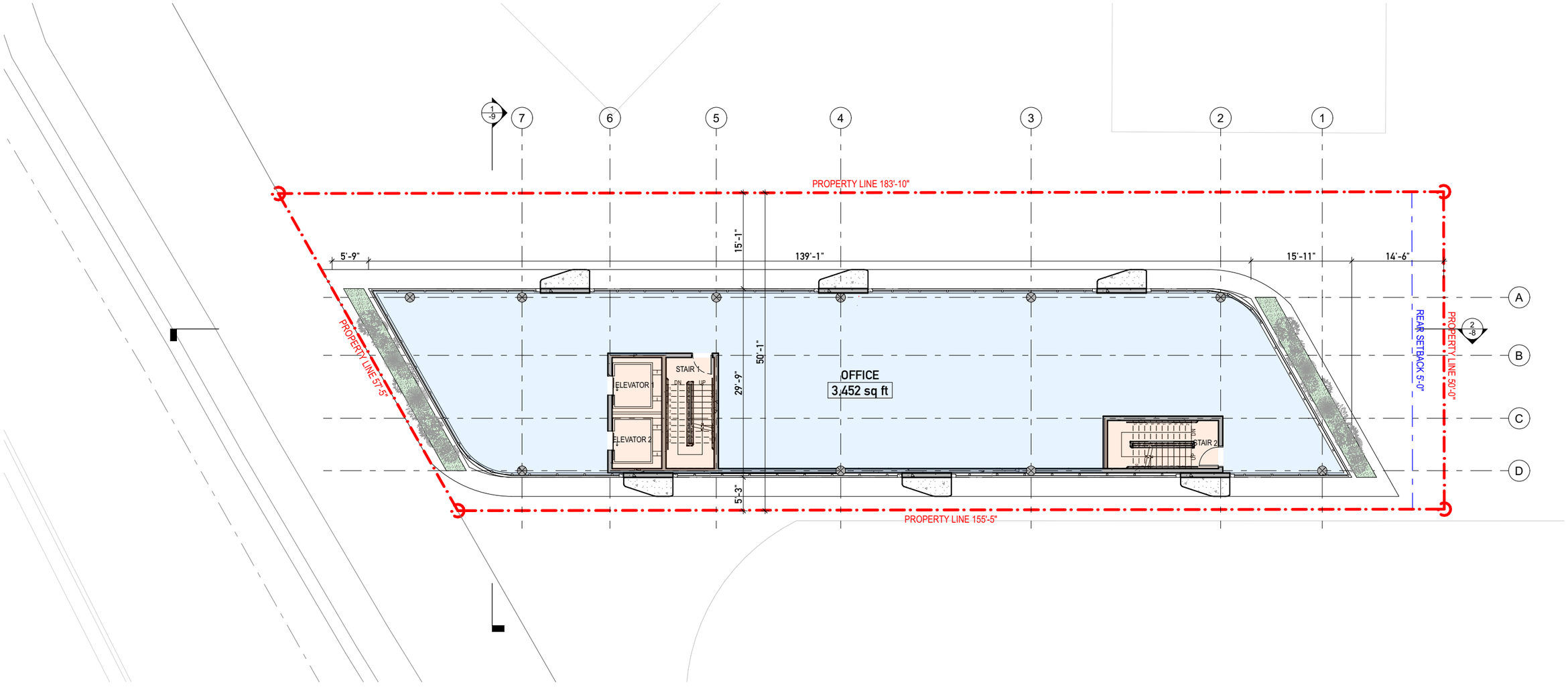
FLOOR PLAN LEVELS 3 TYP.

11/20/23

1333 DADE BLVD

SCHEMATIC DESIGN

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LEVEL 4 OFFICE
SCALE: 1/16" = 1'-0"

1

N

A-17

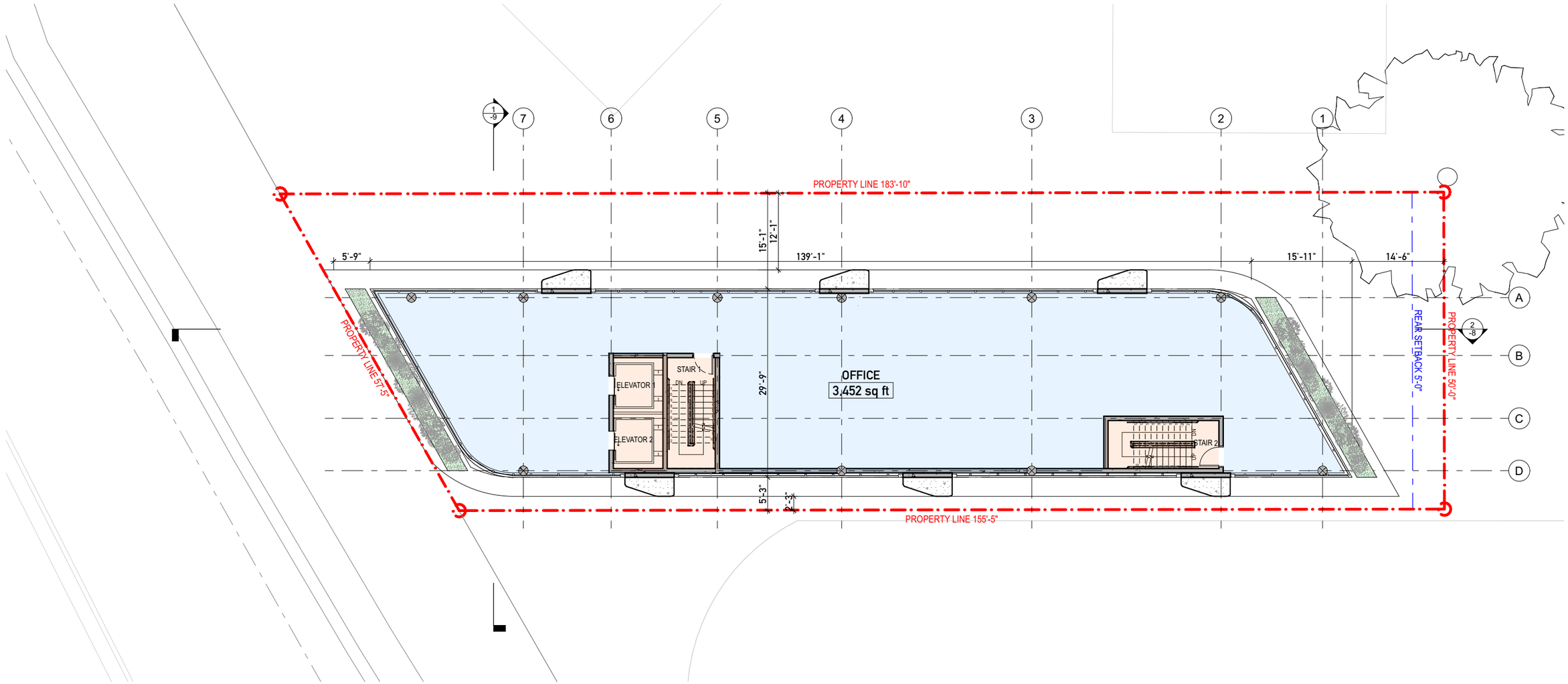
FLOOR PLAN LEVEL 4

11/20/23

1333 DADE BLVD

SCHEMATIC DESIGN

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LEVEL 5 OFFICE
SCALE: 1/16" = 1'-0"

1

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A-18

FLOOR PLAN LEVEL 5

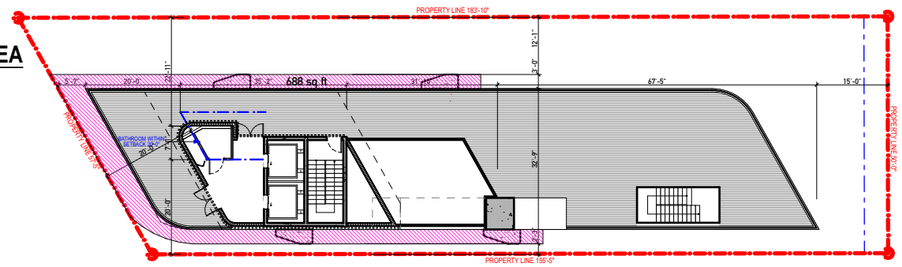
11/20/23

1333 DADE BLVD

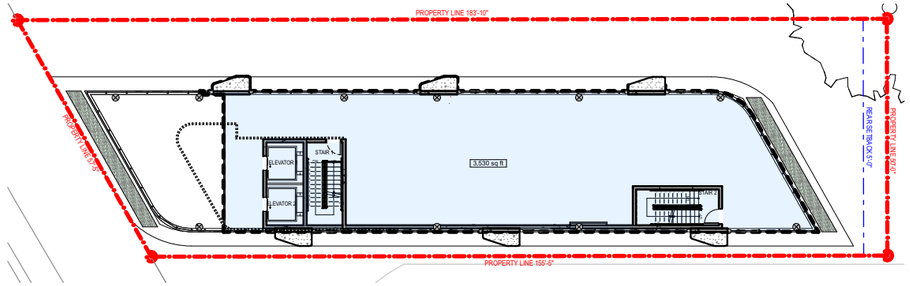
SCHEMATIC DESIGN

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

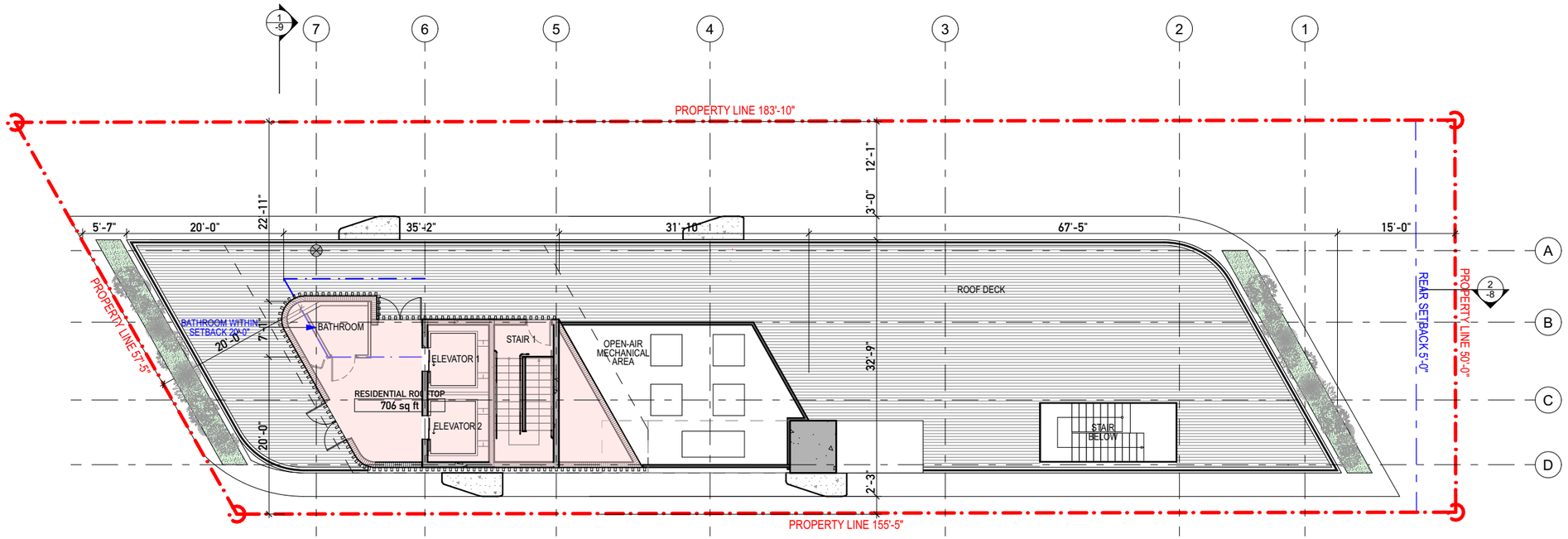


ROOF LEVEL - DECORATIVE ELEMENTS
SCALE: 1/32" = 1'-0"
3



LEVEL 5 OFFICE
SCALE: 1/32" = 1'-0"
2

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



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

N

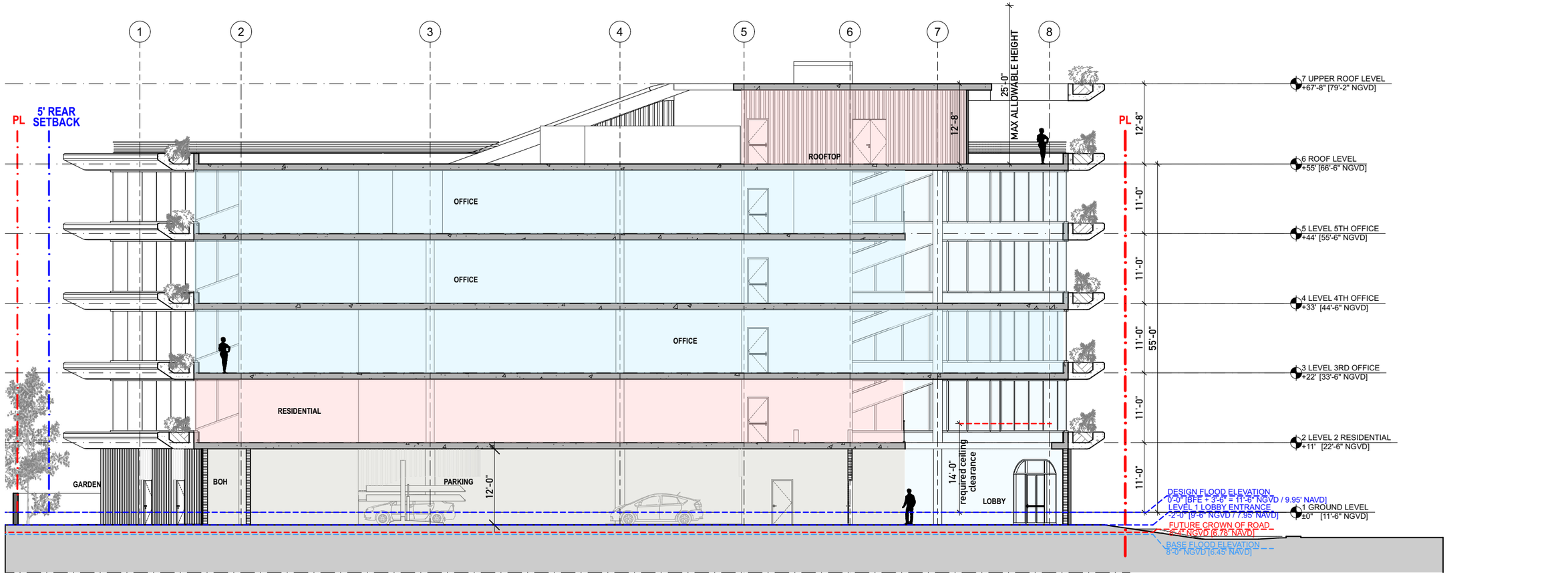
A-19

FLOOR PLAN ROOF

11/20/23

1333 DADE BLVD
SCHEMATIC DESIGN

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LONGIDUTINAL SECTION
SCALE: 1/16" = 1'-0"

1

A-20

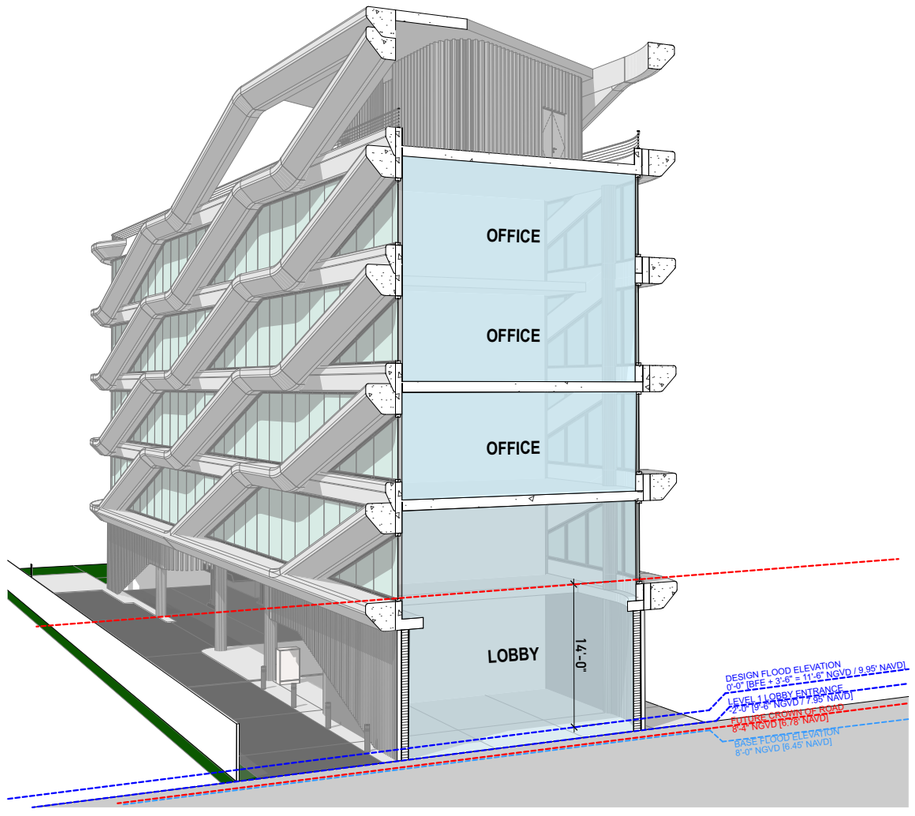
LONGITUDINAL SECTION

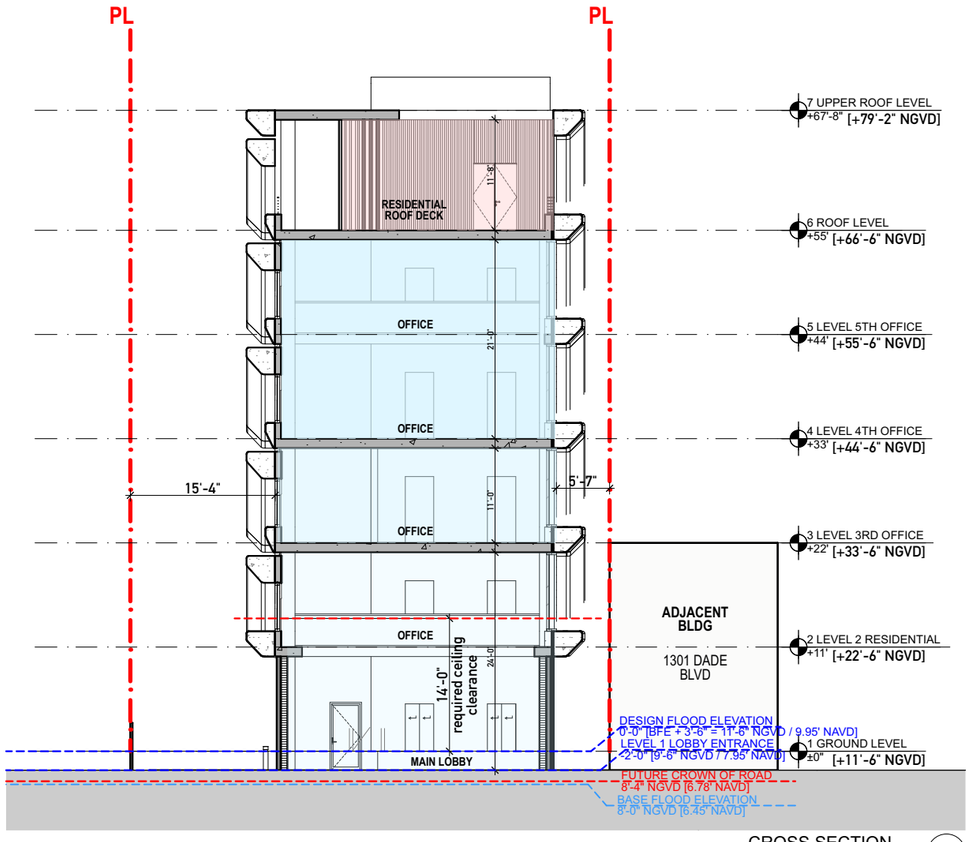
11/20/23

1333 DADE BLVD

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CROSS SECTION
SCALE: 1/16" = 1'-0"

1

A-21

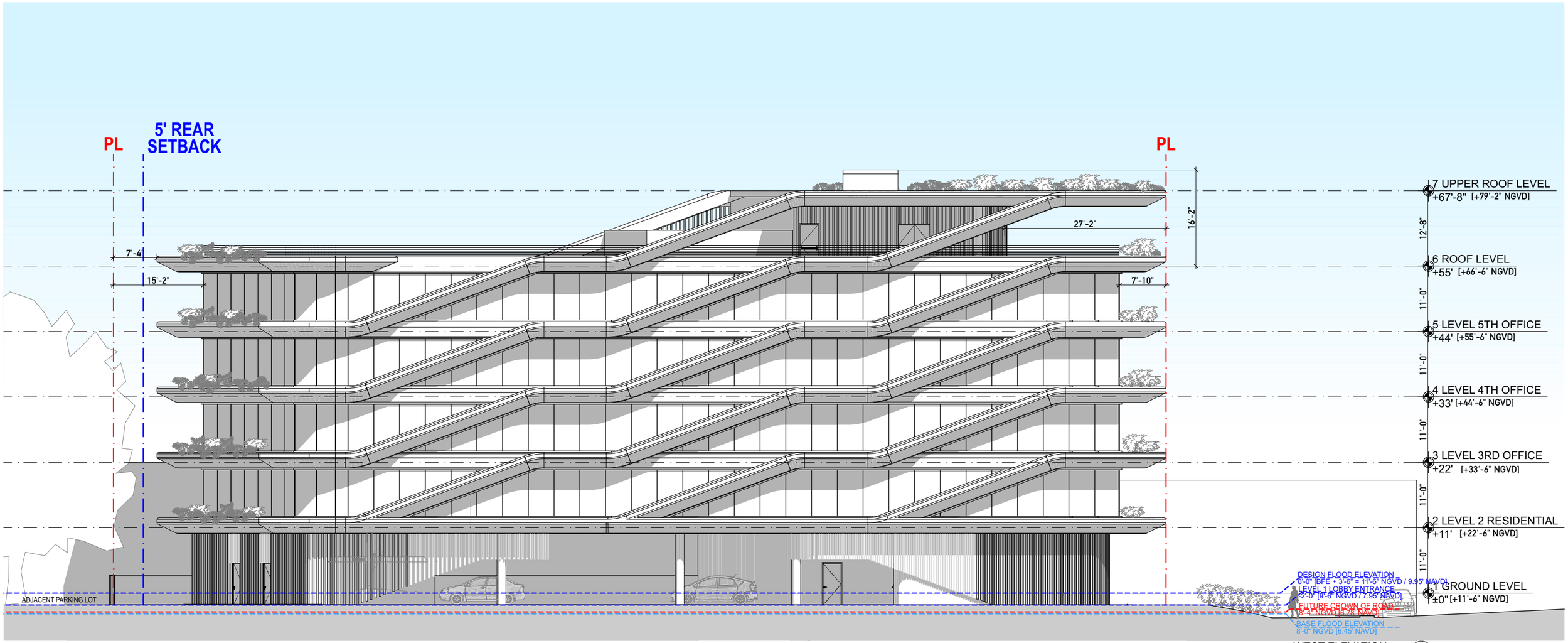
CROSS SECTIONS

11/20/23

1333 DADE BLVD

SCHEMATIC DESIGN

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

1

A-22

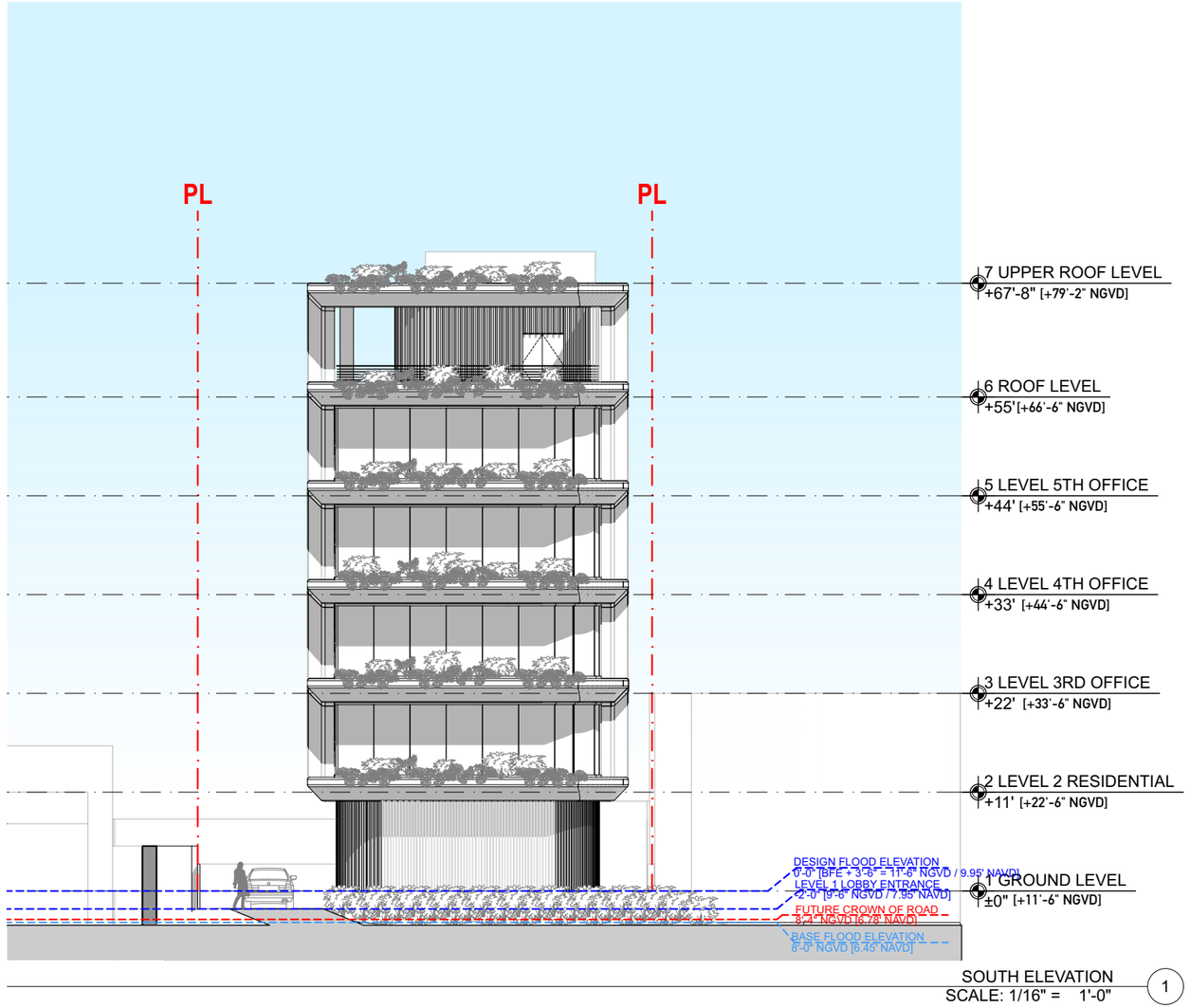
ELEVATIONS

11/20/23

1333 DADE BLVD

SCHEMATIC DESIGN

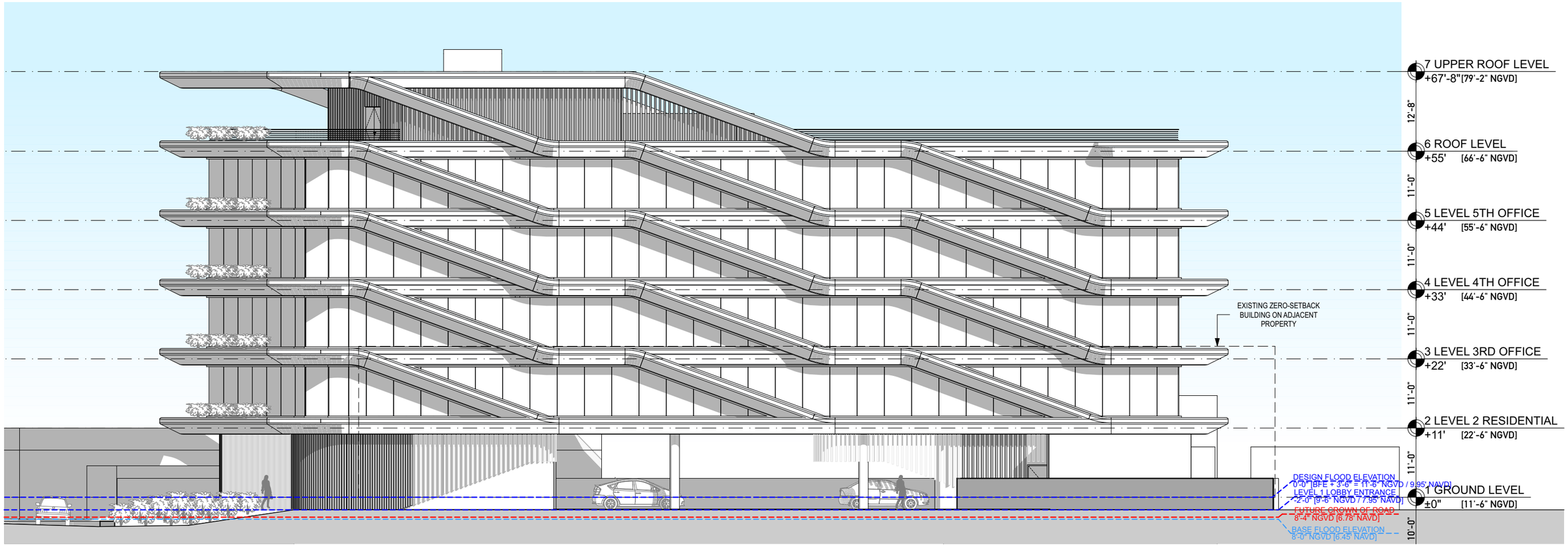
URBAN ROBOT © 2023



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

1

URBAN ROBOT © 2023



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

1

A-24

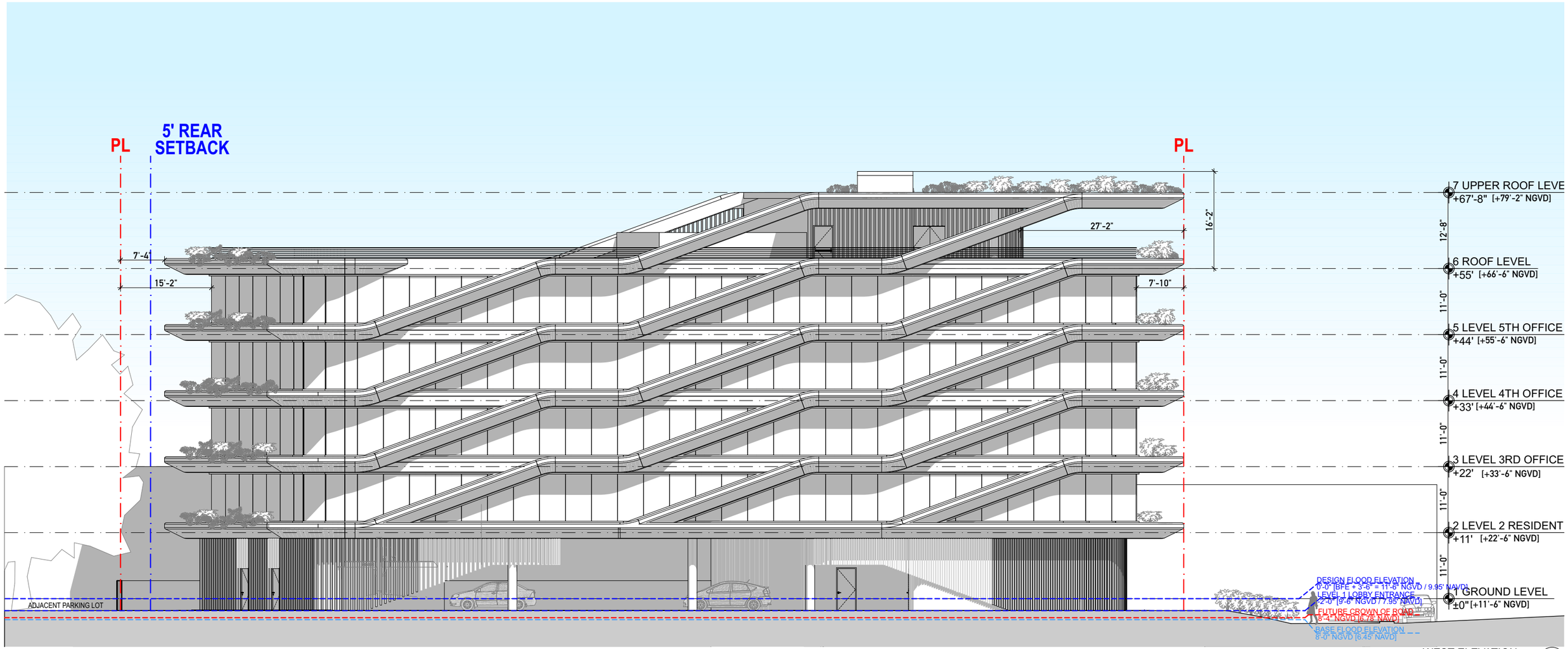
ELEVATIONS

11/20/23

1333 DADE BLVD

SCHEMATIC DESIGN

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

A-25

ELEVATIONS

11/20/23

1333 DADE BLVD

SCHEMATIC DESIGN

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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 KINGSPOINTE 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.miamidade.gov/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
Existing Uses								
Automobile Parts and Service Center	943	5,912 SF	T = 16.60 (X)	50%	50%	49	49	98
Proposed Uses								
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
Existing Uses								
Automobile Parts and Service Center	943	5,912 SF	T = 1.91 (X)	72%	28%	8	3	11
					Total	8	3	11
Proposed Uses								
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
Existing Uses								
Automobile Parts and Service Center	943	5,912 SF	T = 2.06 (X)	39%	61%	5	7	12
Proposed Uses								
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**

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

Automobile Parts and Service Center
(943)

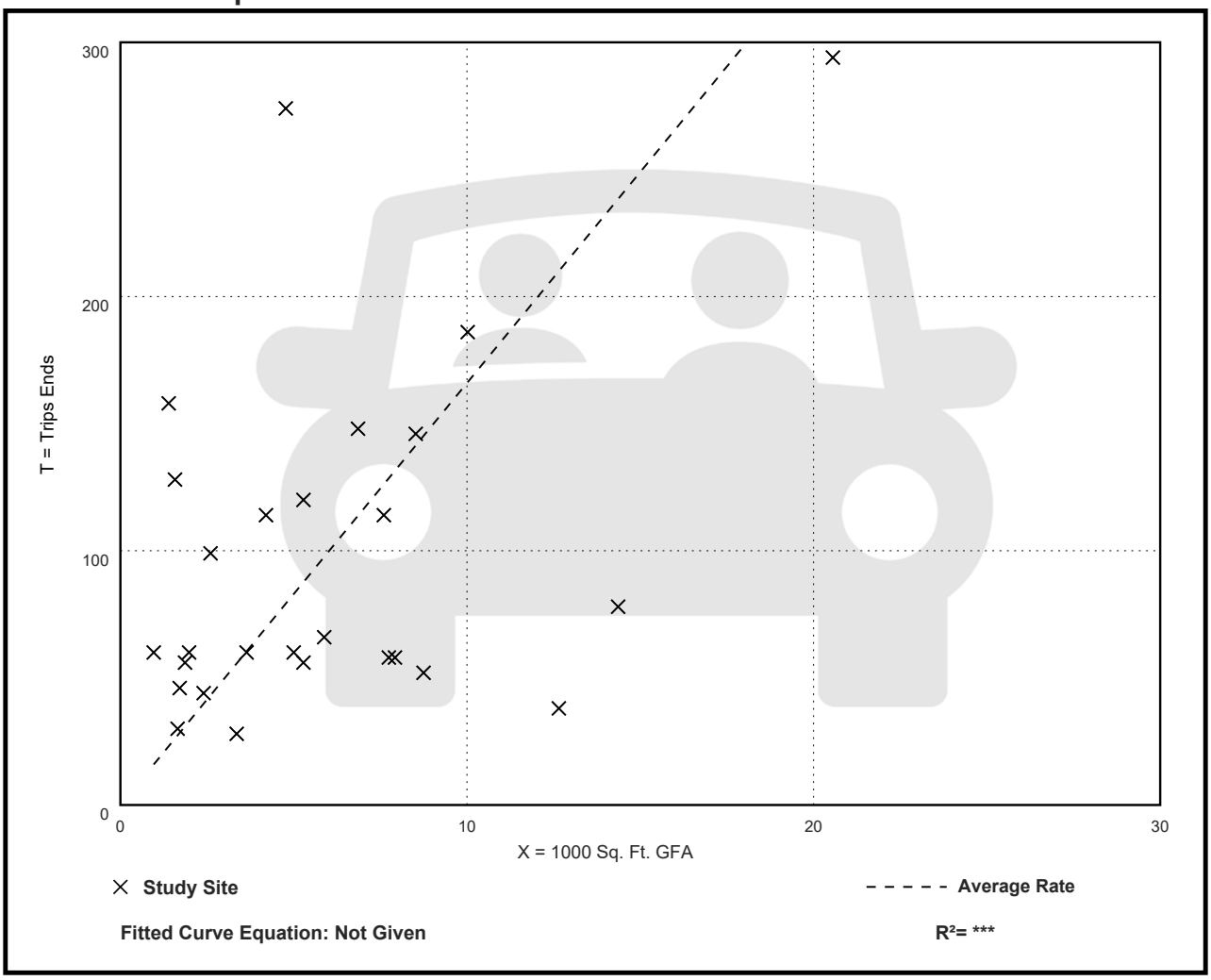
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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



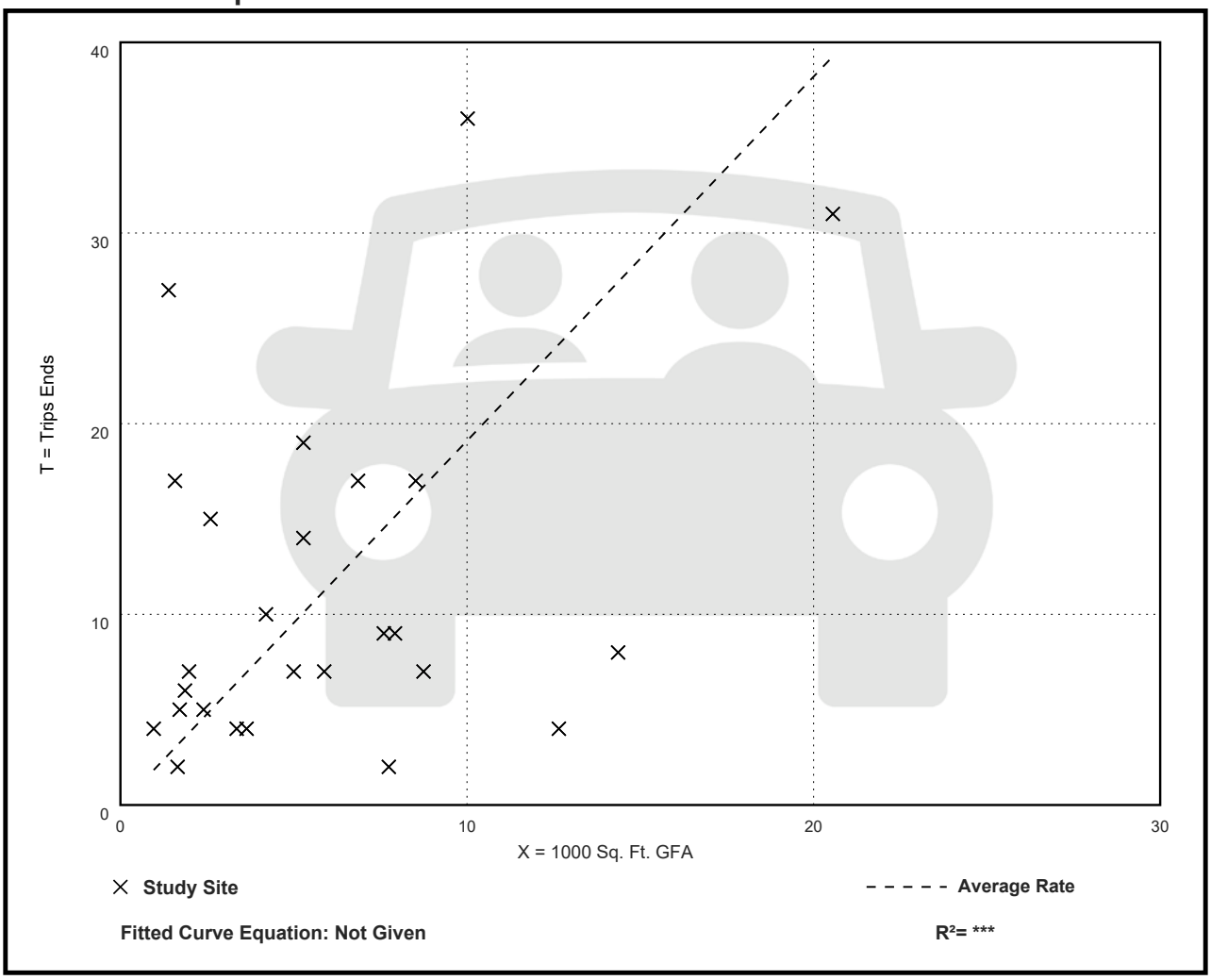
Automobile Parts and Service Center
(943)

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



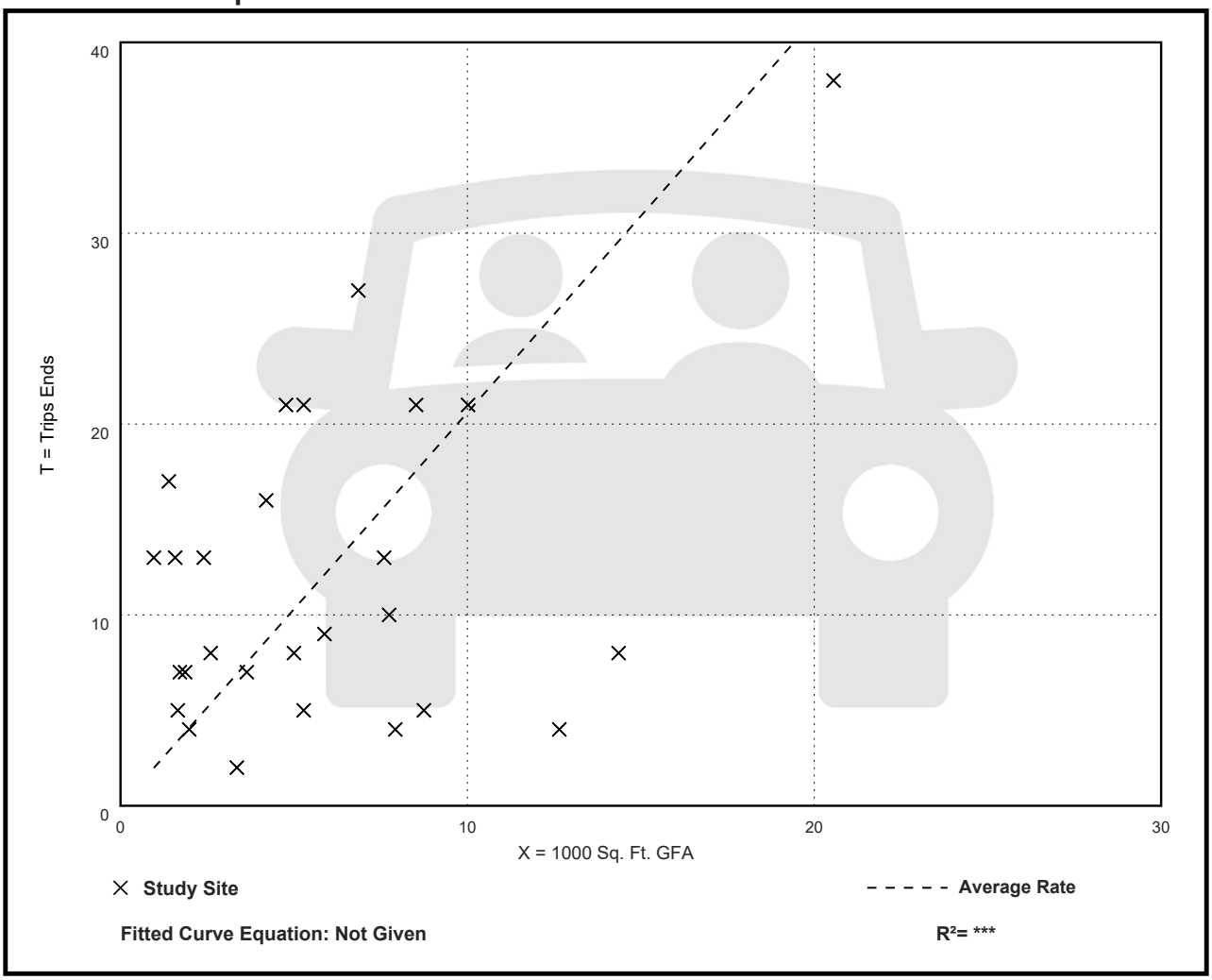
Automobile Parts and Service Center
(943)

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)

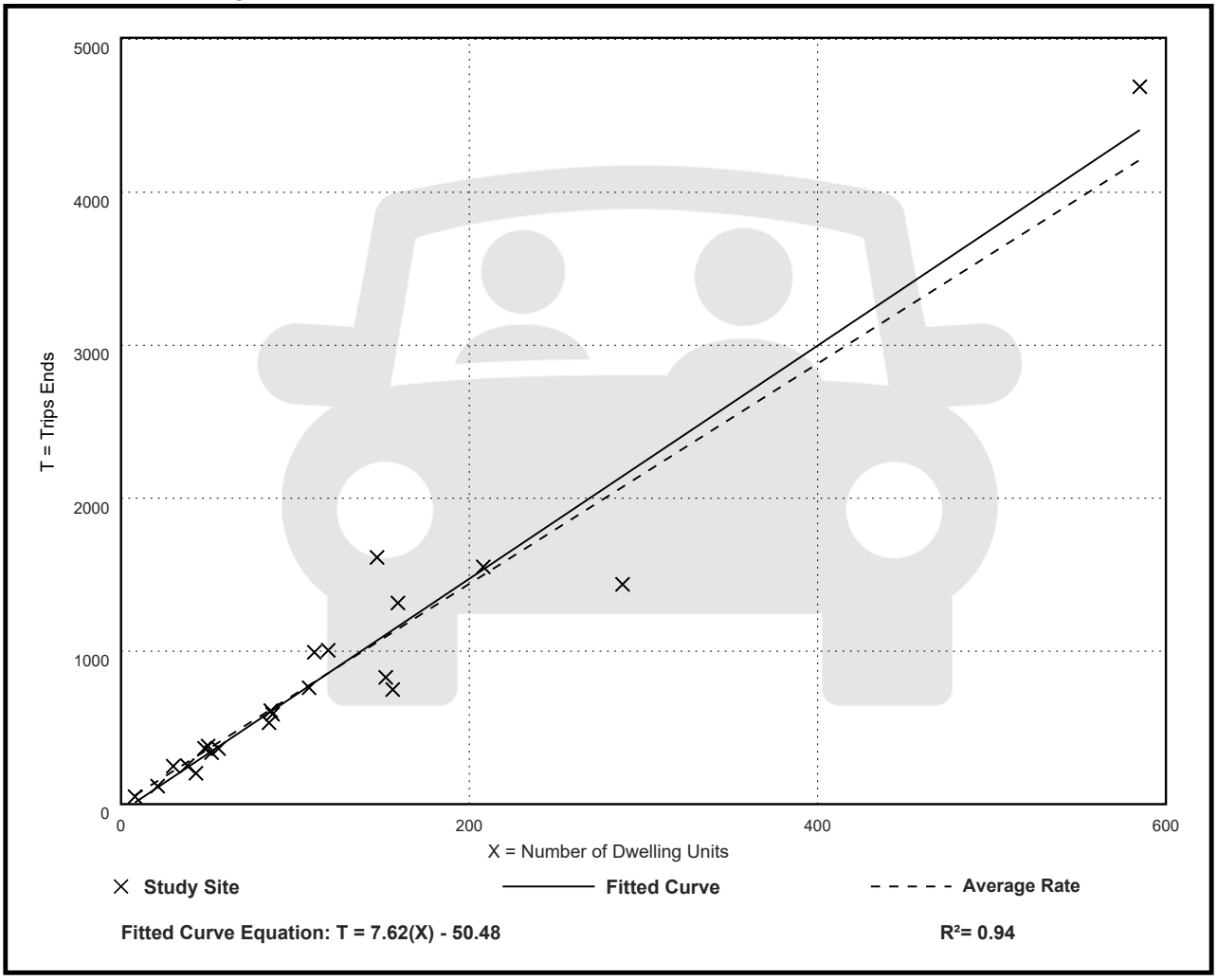
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



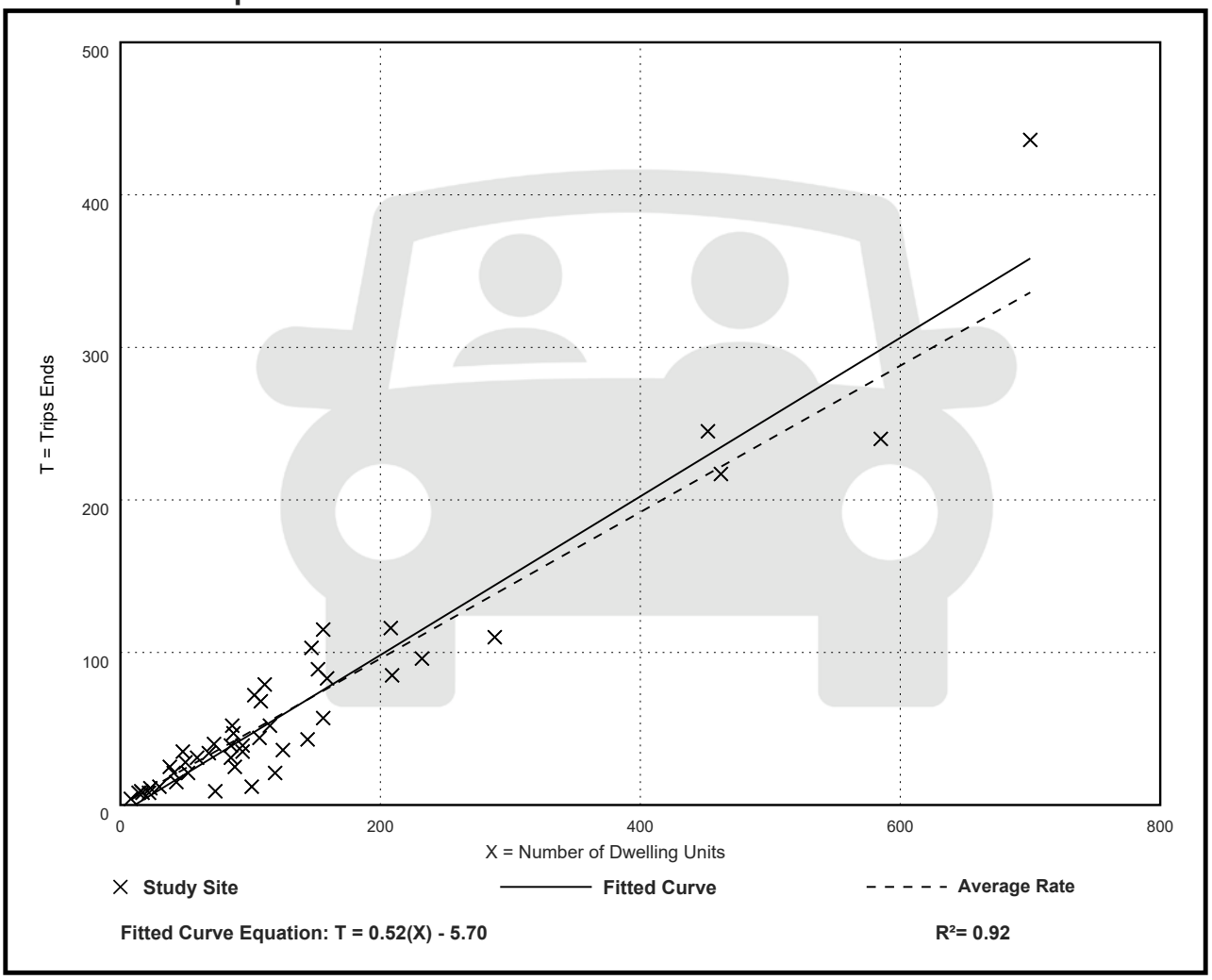
Single-Family Attached Housing
(215)

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



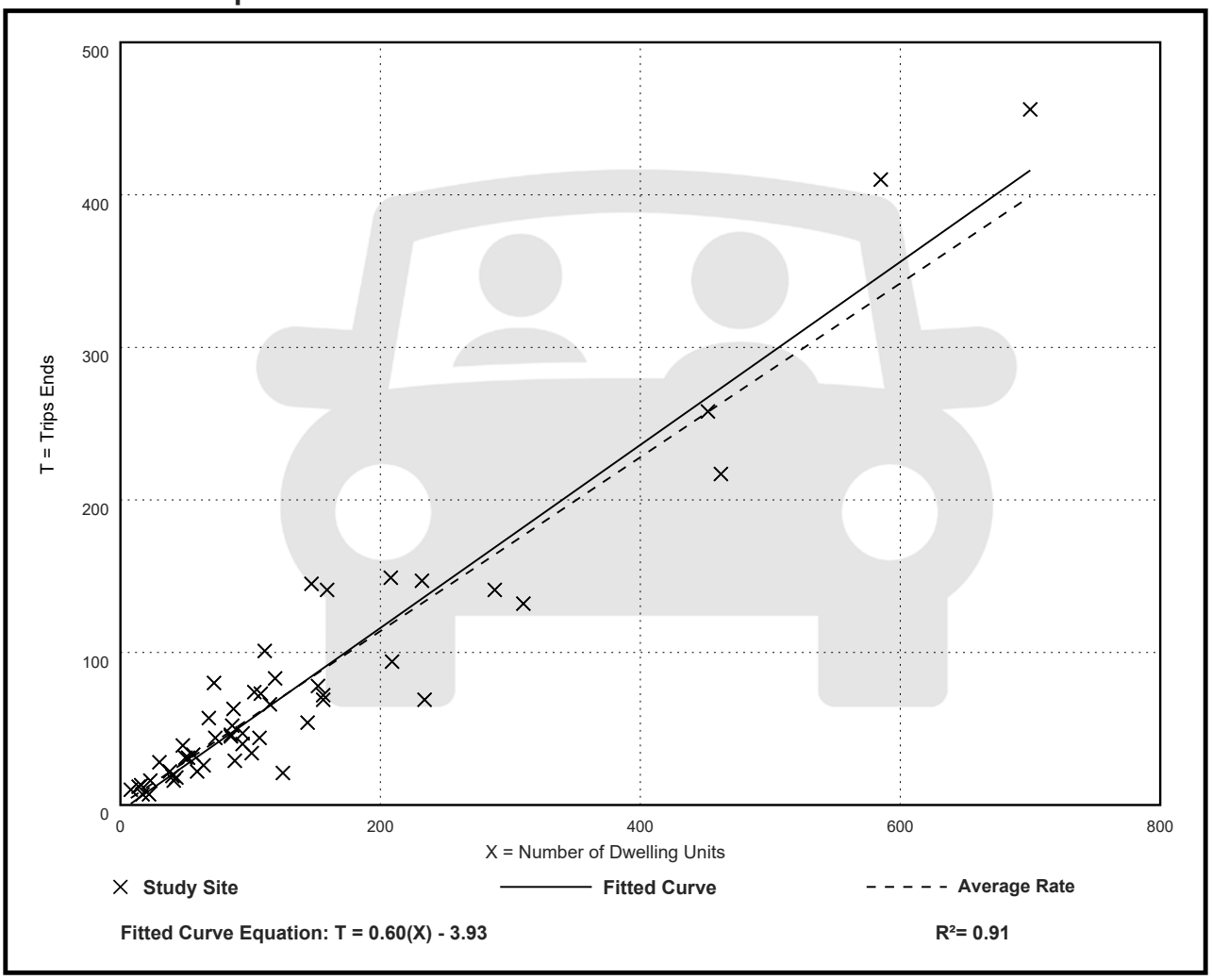
Single-Family Attached Housing
(215)

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)

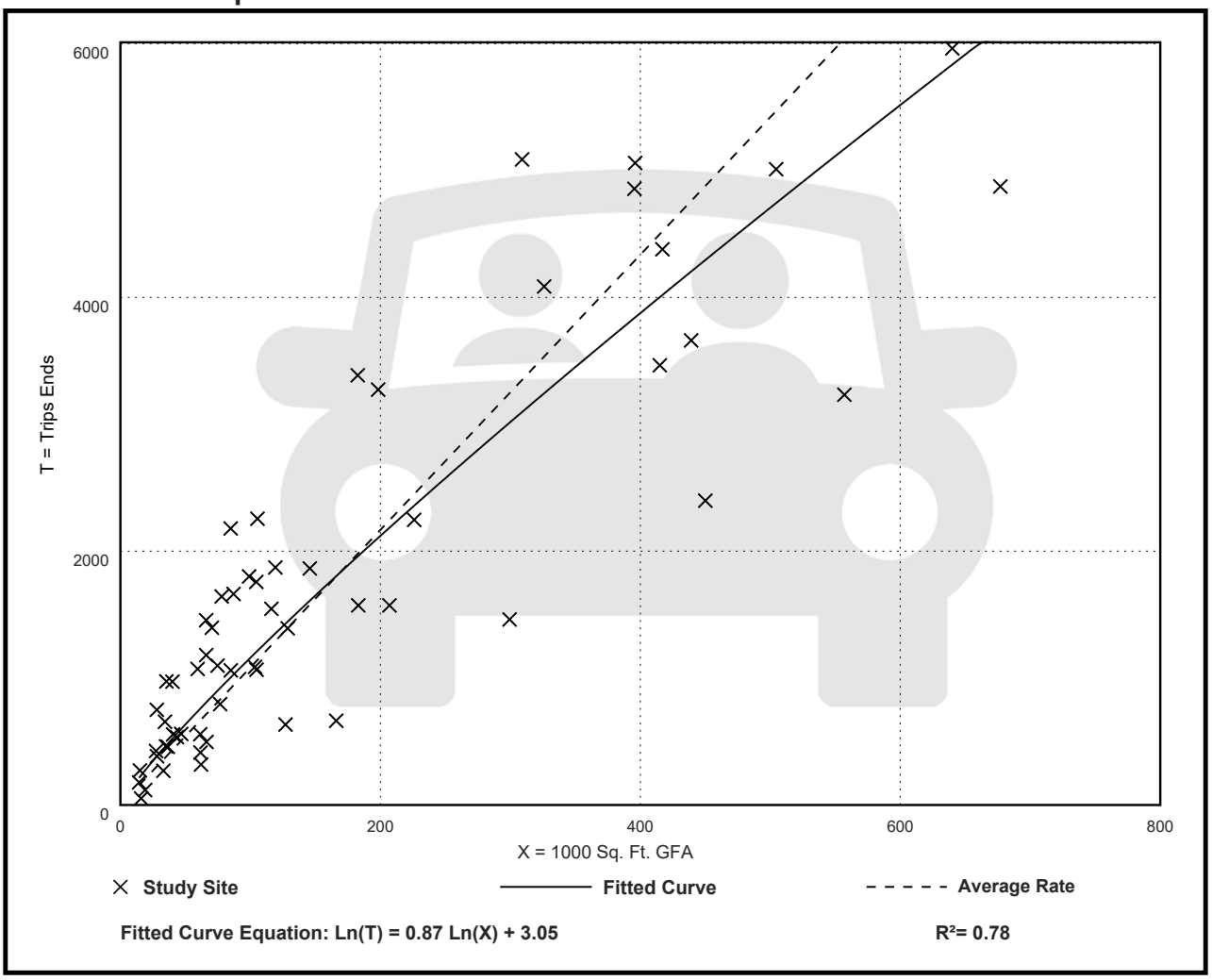
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05

R^2= 0.78

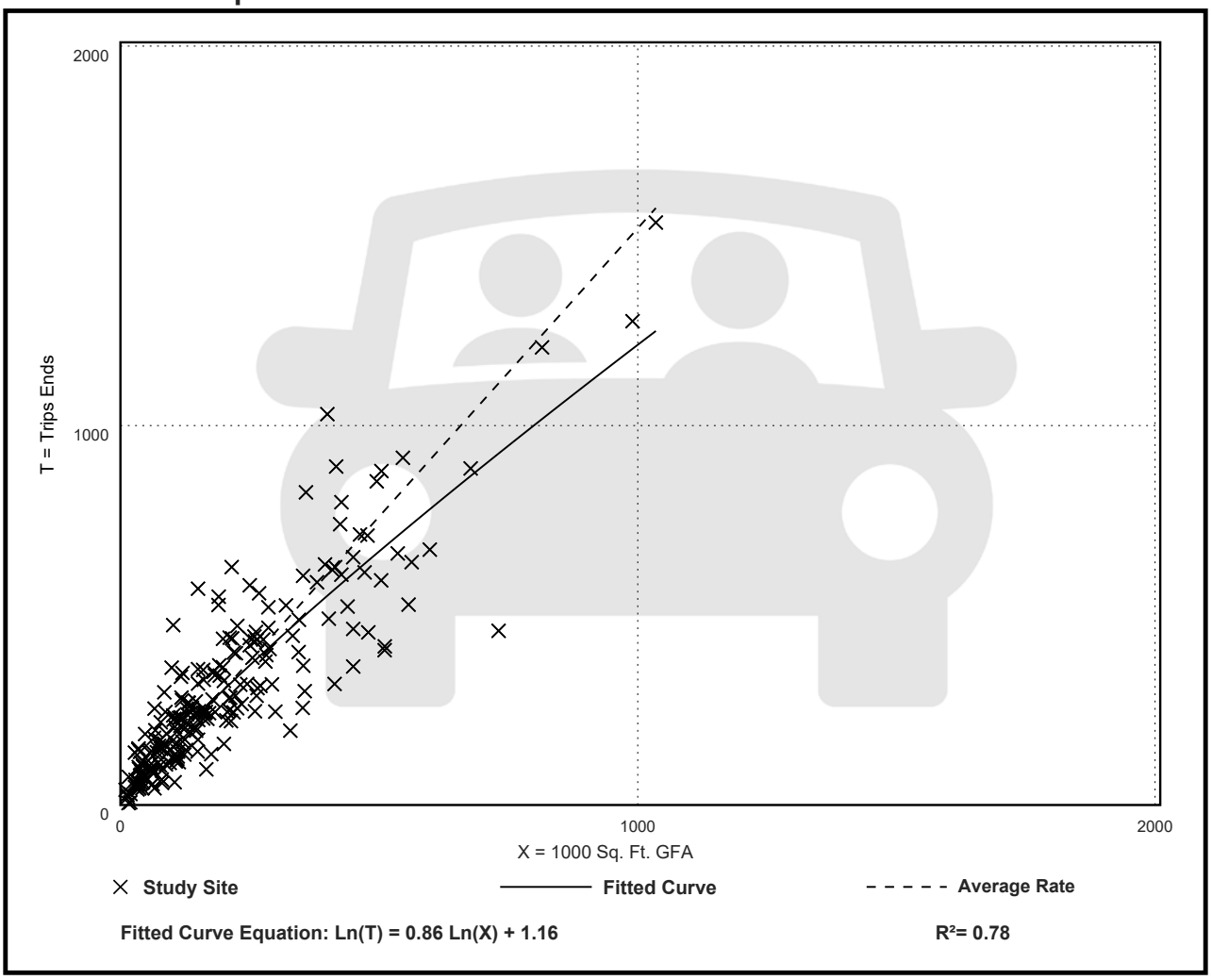
General Office Building
(710)

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



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16

R^2= 0.78

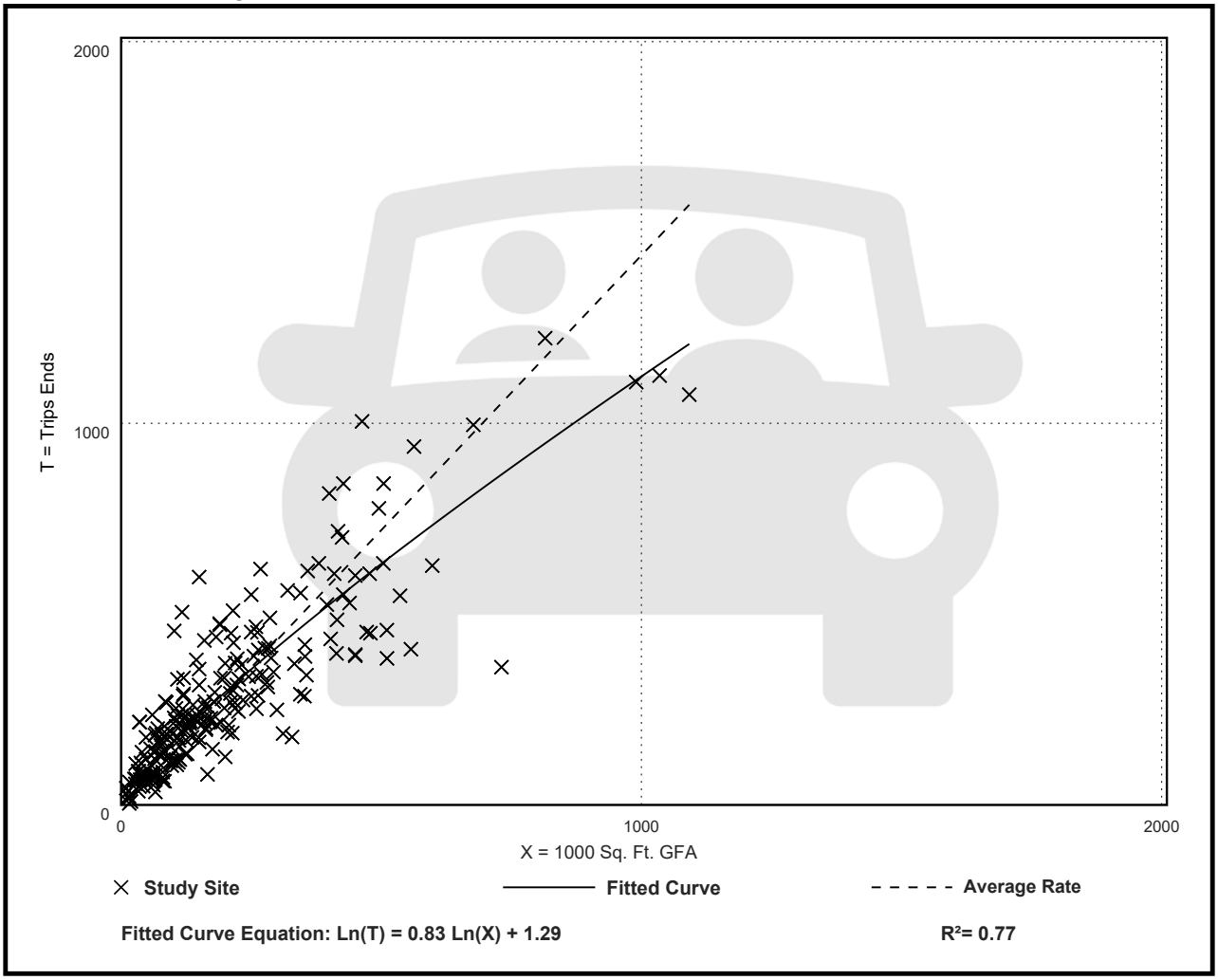
General Office Building
(710)

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

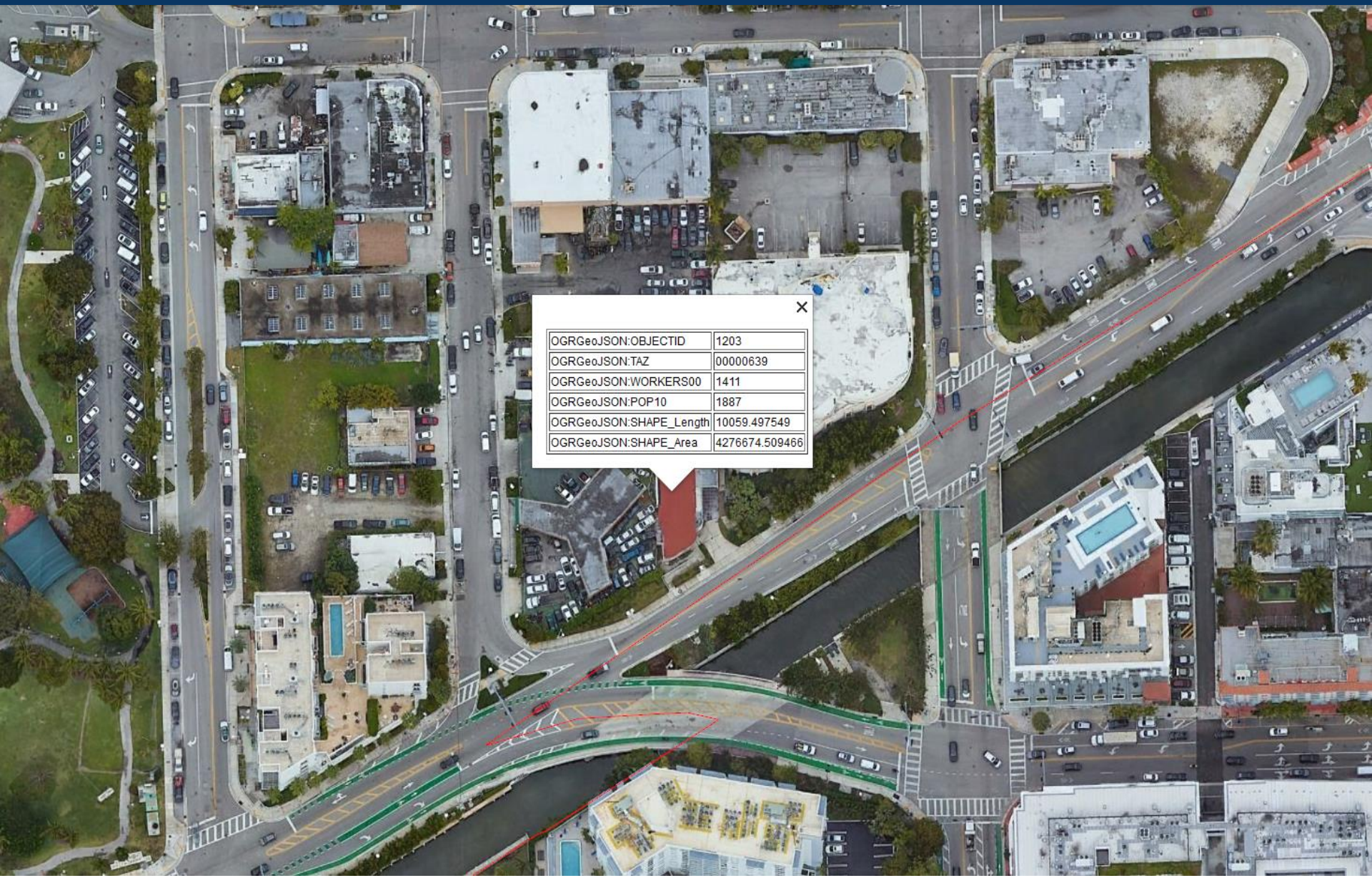
Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29

R^2= 0.77

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	