CALTRAN
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321 Jefferson Avenue Apartments

Traffic Study
Trip Generation Memorandum

Caltran Engineering Group, Inc.
790 NW 107 Avenue, Suite 200
Miami, FL 33172
Phone: 786-456-7700
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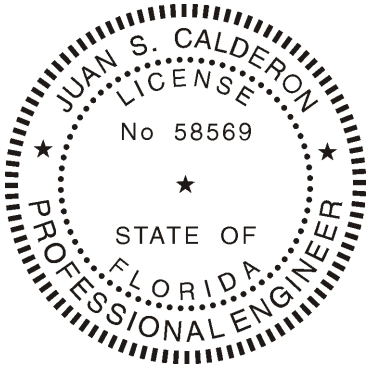
Engineer's Certification

I, Juan S. Calderon, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as required by Chapter 61G15-18. F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project:	321 Jefferson Ave Development
Location:	321 Jefferson Avenue Miami Beach, Florida 33139
Client:	Cameo Systems, LLC
Report Prepared by:	Caltran Engineering Group, Inc. 790 NW 107th Avenue, Suite 200 Miami, FL 33172

I acknowledge that the procedures and references used to develop the results contained in this report are standards to the professional practice of transportation engineering as applied through professional judgement and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Juan S Calderon
2024.04.08 13:39:50 -04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

CALTRAN ENGINEERING GROUP
790 NW 107 AVENUE, Suite 200
MIAMI, FL 33172
CERTIFICATE OF AUTHORIZATION 29379
JUAN S. CALDERON, P.E. NO. 58569

MEMORANDUM

DATE: February 1, 2024

TO: Bey Sedagat
Cameo Systems, LLC
bey@ussecurity.biz

SUBJECT: 321 Jefferson Ave Development – Trip Generation Memorandum

CALTRAN Engineering Group, Inc. (CALTRAN) was retained by Cameo Systems, LLC. to evaluate the potential traffic impacts, identify short-term roadway and circulation needs, determine potential mitigation measures, and identify critical traffic issues that should be addressed as part of the proposed residential development located at 321 Jefferson Avenue, Miami Beach, Fl 33139.

The proposed re-development of 321 Jefferson Avenue Residential Development is bounded by Jefferson Avenue on the west and Meridian Court on the east. The roadway impact boundaries for this proposed project are Jefferson Avenue, Meridian Court, 3rd Street, and 4th Street.

The 321 Jefferson Avenue development is proposed to be composed of 10 Dwelling Units (DU) of multifamily housing (low-rise). It's important to note that this development will involve replacing the existing 11-unit multifamily residential building with a new 10-unit multifamily residential complex. As a result, the re-development of 321 Jefferson Avenue is expected to reduce the land use intensity from the existing 11 residential dwelling units to 10 residential dwelling units.

The inbound/outbound access to the proposed project will be served by a driveway into a parking garage located along Meridian Court.

The expected opening-year for the proposed development is year 2026.

Please refer to **Appendix A** for the architectural site plan location.

Figure 1. illustrates the location of the proposed project site.

Figure 1: Project Location

1.0 TRIP GENERATION

Trip Generation Analysis was performed under the Institute of Transportation Engineers (ITE) "*Trip Generation Manual, 11th Edition*" through the Online Traffic Study Software (OTISS). The trip generation analysis was performed under the Land Use 220 – Multifamily Housing (Low-Rise).

This memorandum shows that the gross daily trips generated by the proposed site is nominal. Under existing conditions, the site includes an existing 11-unit multifamily residential building. The existing 11-unit multifamily residential building will be replaced with a new 10-unit multifamily residential complex. As a result, the proposed re-development of 321 Jefferson Ave Apartments is NOT expected to have a significant impact on the adjacent roadway segments, as the proposed development is expected to generate less vehicular trips than the existing apartment building. OTISS Trip Generation output can be found in **Appendix B. Table 1** presents the forecasted trip generation results.

Table 1: Trip Generation for Proposed 321 Jefferson Ave Development

Land Use	Size	Weekday		AM Peak*		PM Peak*	
		Entry	Exit	Entry	Exit	Entry	Exit
220 – Multifamily Housing (Low-Rise)	10 DU	70	70	1	4	3	2
Previous Condition ** (220- Multifamily Housing (Low-Rise))	11 DU	-73	-73	-1	-4	-4	-2
Non-pass-by (Total)		-3	-3	**0**	**0**	**-1**	**0**
** Note: The existing development contains 11 dwelling units while the proposed contains 10 dwelling units which reduces the number of trips for this development.							

* Weekday, AM Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 a.m.

* Weekday, PM Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 p.m.

As shown in **Table 1**, the proposed 321 Jefferson Avenue Development is anticipated to reduce in approximately 6 net daily trips, with a net generation of zero new vehicles for the AM and PM peak hours, respectively. The re-development of 321 Jefferson Avenue is expected to reduce the land use intensity from the existing 11 residential dwelling units to 10 residential dwelling units.

2.0 ROADWAY DESIGN CHARACTERISTICS

A detailed field review was conducted to determine the existing geometry of the study intersections, traffic control devices, and other factors, which may affect intersection or roadway segment capacity. Within study limits, the segments characteristics are as follows,

Jefferson Avenue: A north-south, two-way, road under the jurisdiction of the City of Miami Beach. This road segment serves to residential mixed-use areas. Characteristics are as follows:

- **Posted Speed Limit**: 30MPH.
- **Lane width**: Two-lane, (1-10 feet through lanes each way).
- **Median Type**: No median present.
- **Outside Shoulder**: On-street parallel parking on the west of the road followed by curb and gutter. 60 Degree diagonal on-street parking on east of the road followed by curb and gutter.
- **Sidewalk Width**: 8 feet sidewalks present on both sides.

Meridian Court: A north-south, two-way, alleyway under the jurisdiction of the City of Miami Beach. This segment serves to residential mixed-use areas. Characteristics are as follows:

- **Posted Speed Limit**: 30MPH.
- **Lane width**: Two-lane, (1-9 feet wide lanes each way).
- **Inside Shoulder**: None.
- **Sidewalk Width**: No sidewalks present.

3rd Street: A west-east, two-way, road under the jurisdiction of the City of Miami Beach. This road segment serves to residential mixed-use areas. Characteristics are as follows:

- **Posted Speed Limit**: 30MPH.
- **Lane width**: Two-lane, (1-10 feet through lanes each way).
- **Median Type**: No median present.
- **Outside Shoulder**: On-street parallel parking on the both sides followed by curb and gutter.
- **Sidewalk Width**: 7 feet sidewalks present on both sides of road.

4th Street: A west-east, two-way, road under the jurisdiction of the City of Miami Beach. This road segment serves to residential mixed-use areas. Characteristics are as follows:

- **Posted Speed Limit**: 30MPH.
- **Lane width**: Two-lane, (1-10 feet through lanes each way).
- **Median Type**: No median present.
- **Outside Shoulder**: On-street parallel parking on the both sides followed by curb and gutter.
- **Sidewalk Width**: 7 feet sidewalks present on both sides of road.

3.0 TRIP DISTRIBUTION

Trip distribution is a function of the origin and destination of the proposed site relation with new users and the available roadway system. Traffic circulation for this development was determined based on the interpolation 2015-2045 Miami-Dade Long Range Transportation Plan Traffic Analysis Zone (TAZ) 652 patterns, as well as knowledge of traffic flow patterns and the roadway system in the area.

Table 2 provides percentages and **Table 3** provides the numerical volumes for cardinal distribution by trip assignment for the proposed development.

Table 2. Trip Distribution Percentage

MIAMI-DADE 2045 DIRECTIONAL DISTRIBUTION SUMMARY									
ORIGIN ZONE		Category	CARDINAL DIRECTIONS							
Year	County TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	652	Trips	740	133	112	92	80	539	627	907
		Percentages	22.9%	4.1%	3.5%	2.8%	2.5%	16.7%	19.4%	28.1%
2045	652	Trips	834	141	140	71	102	864	1319	966
		Percentages	18.8%	3.2%	3.2%	1.6%	2.3%	19.5%	29.7%	21.8%
2026	652	Trips	774	136	122	84	88	658	881	929
		Percentages	21.1%	3.7%	3.3%	2.3%	2.4%	17.9%	24.0%	25.3%

Table 3. Trip Distribution Vehicle Volumes

Origin Period		Category	CARDINAL DIRECTIONS								TOTAL
Period	Movement		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
AM	Entry	Trips	0	0	0	0	0	0	0	1	1
	Exit		1	0	0	0	0	1	1	1	4
PM	Entry	Trips	1	0	0	0	0	0	1	1	3
	Exit		0	0	0	0	0	0	1	1	2

Per **Table 3,** the trips generated by the future development will have an entry point along Meridian Ct. Based on the Miami Dade County 2045 Long Range Transportation plan the following trip distribution was estimated:

- 21.1% of the trips corresponding to the NNE cardinal direction were assigned to approach the development south bound through Meridian Ct.
- 3.7% of the trips corresponding to the ENE cardinal direction were assigned to approach the development west bound through 4th Street.
- 3.3% of the trips corresponding to the ESE cardinal direction were assigned to approach the development north east bound through Washington Avenue.
- 2.3% of the trips corresponding to the SSE cardinal direction were assigned to approach the development north bound through Meridian Ct and Jefferson Avenue.
- 2.4% of the trips corresponding to the SSW cardinal direction were assigned to approach the development north bound through Michigan Avenue.
- 17.9% of the trips corresponding to the WSW cardinal direction were assigned to approach the development north bound through 4th Street.
- 24.0% of the trips corresponding to the WNW cardinal direction were assigned to approach the development east bound through 4th Street and Jefferson Avenue.
- 25.3% of the trips corresponding to the NNW cardinal direction were assigned to approach the development south bound through Jefferson Avenue and Meridian Ct.

Trip origin and Trip destination assignments for the proposed 321 Jefferson Avenue Development are illustrated in **Figures 2, 3, and 4**.

Figure 2: 321 Jefferson Ave Development (Entry & Exit - Percentages).

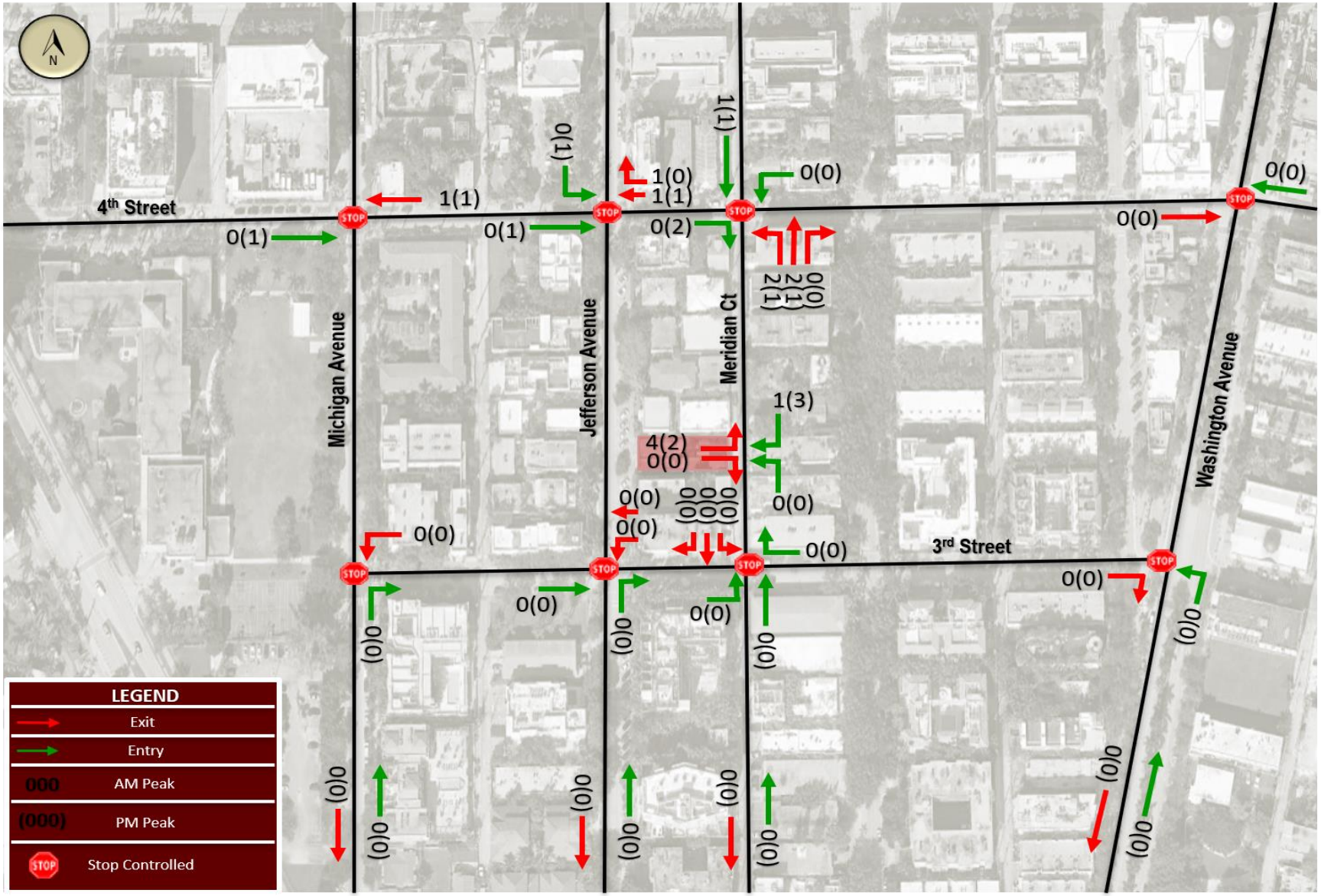


Figure 3: 321 Jefferson Ave Development (Entry & Exit – Volumes without Reduction)

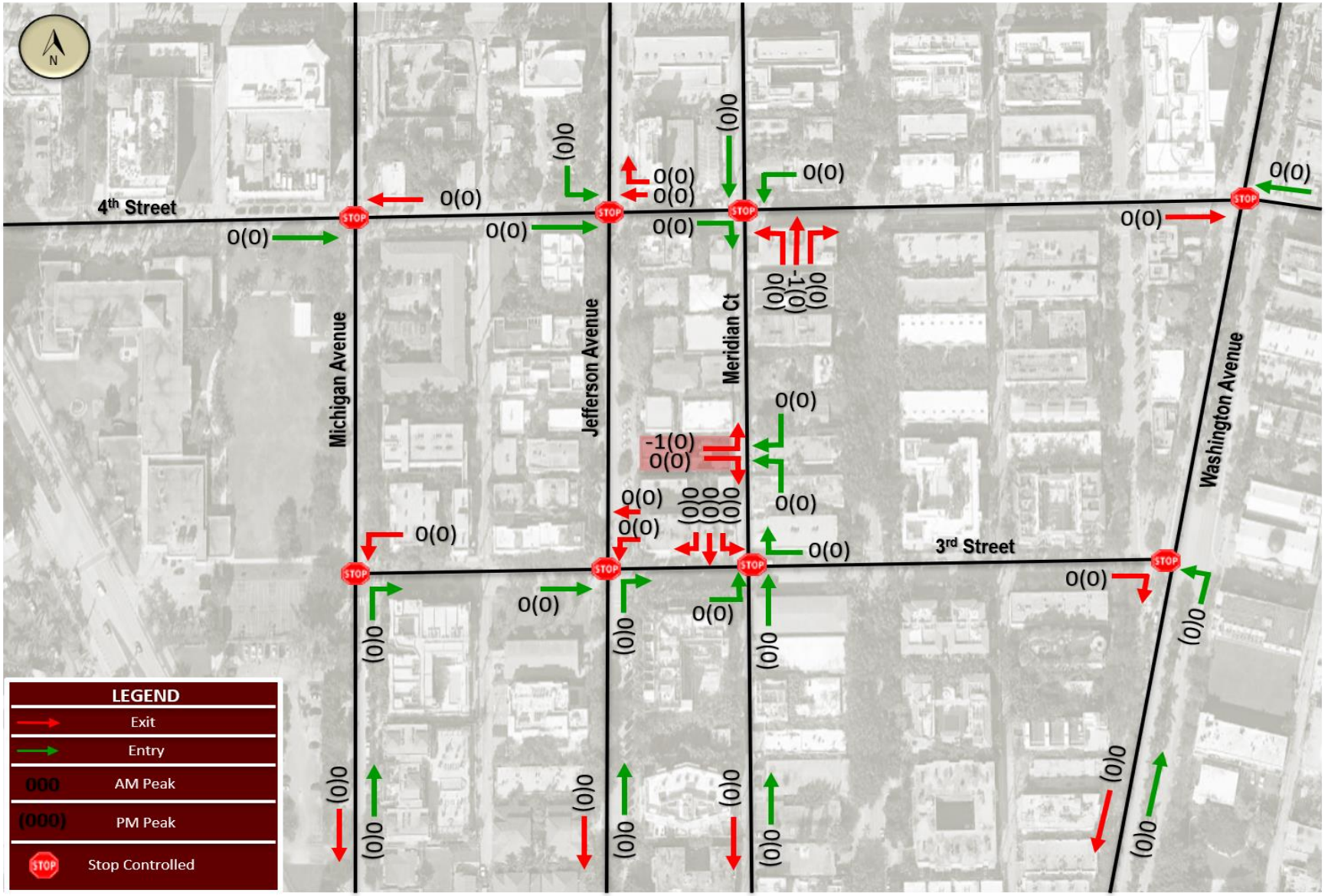


Figure 4: 321 Jefferson Ave Development (Entry & Exit – Net Projected New Vehicular Trips)

4.0 TURN LANES EVALUATION

Based on the FDOT driveway criteria, a right turn deceleration lane with a minimum of 150 feet of storage and 100 feet of transition shall be required at each access point if the development will generate or contain:

1) 80 to 125 or more right turn/hour at a posted speed of 45 MPH or less.

2) 33 to 55 or more right turn/hour at a posted speed of over 45 MPH.

As indicated in the FDOT driveway criteria, the proposed development **IS NOT** anticipated to require an exclusive right turn lane at the main driveways as the highest right-in volume per peak hour is 3 vhp, which is less than 80 vehicles per hour.

The proposed development is also NOT anticipated to require an exclusive right turn lane along Meridian Court south bound approach.

Left turn lane in compliance with the AASHTO Green Book (7th Edition) shall be provided at each access point considering the following criteria:

Table 4: Left Turn Volumes Warrants a Left-Turn Lane

Left-Turn Lane Peak Hour Volume (veh/h)	Three-Leg Intersection, Major-Road Volume (veh/h/ln)
25	200
30	150
35	150
40	150
45	150
50 or more	100

As shown in **Figure 3**, the development of 321 Jefferson Ave re-development is expected to generate 0 left-turn vehicle trips during the PM peak hour of traffic, which will not exceed the volume threshold. Consequently, an exclusive southbound left turn lane IS NOT needed in order to access the development. A nominal number of vehicles are expected to access the proposed development by performing a northbound left-turn movement along Meridian Court.

5.0 DRIVEWAY OPERATION

The proposed driveway is expected to provide right-in/left-in access to the property. In addition, vehicles will be able to turn left and right when exiting the property. The 321 Jefferson Ave re-development is proposed to include a gate for security purposes. This gate will remain open during the day and will only be closed at night hours after peak traffic hours of adjacent roads. The gates will not be used to control or meter traffic in and out of the proposed re-development. The only purpose of the gate is to provide protection and security to the property during nighttime hours.

6.0 CONCLUSIONS

This memorandum analyzes and evaluates the trip generation produced by the proposed 321 Jefferson Ave Development located 321 Jefferson Avenue, Miami Beach, Florida 33139.

- The proposed development consists of 10 Dwelling units which is fewer dwelling units than the previous condition.
- Due to the proposed land use intensity reduction, the proposed development is expected to generate less vehicular trips than the existing apartment building resulting in de minimis project impacts.
- This memorandum shows that the gross daily trips generated by the proposed site is nominal. The proposed development of 321 Jefferson Ave Apartments is NOT expected to have a significant impact on the on the surrounding roadway network as the proposed development is expected to generate less vehicular trips than the existing apartment building.
- The proposed development is not anticipated to require exclusive right or left turn lanes to access the proposed development driveways and/or along adjacent roads.

In summary, the proposed development of 321 Jefferson Avenue will not have an adverse impact on the surrounding roadway network and/or affect other traffic generators within the study area, resulting in de minimis project impacts.

Appendix A
Architectural Site Plan

MULTIFAMILY - COMMERCIAL - ZONING DATA SHEET

ITEM #	Project Information			
1	Address:	321 JEFFERSON AVE.		
2	Board and file numbers :	HPB23-0571		
3	Folio number(s):	02-4203-009-5230		
4	Year constructed:	1936	Zoning District:	R-PS2
5	Based Flood Elevation:	8.0' NGVD	Grade value in NGVD:	6.0'
6	Adjusted grade (Flood+Grade/2):		Lot Area:	7000 S.F.
7	Lot width:	50'-0"	Lot Depth:	140'-0"
8	Minimum Unit Size	650 S.F.	Average Unit Size	913 S.F.
9	Existing use:	MULTIFAMILY	Proposed use:	MULTIFAMILY

	Zoning Information / Calculations	Maximum	Existing	Proposed	Deficiencies
10	Height	40'-0"	13'-6"	39'-6"	
11	Number of Stories	4	1	4	
12	**FAR**	1.5	0.52	1.49	
13	Gross square footage	10,500 S.F.	3,695 S.F.	10,493 S.F.	
14	Square Footage by use	N/A			
15	Number of units Residential	N/A	11 UNITS	10 UNITS	
16	Number of units Hotel	N/A			
17	Number of seats	N/A			
18	Occupancy load	N/A			

	Setbacks	Required	Existing	Proposed	Deficiencies
	Subterranean:				
19	Front Setback:	5'-0"	5'-0"	28'-1"	
20	Side Setback:	5'-0"	5'-0"	5'-0"	
21	Side Setback:	5'-0"	5'-0"	5'-0"	
22	Side Setback facing street:	NA			
23	Rear Setback:	14'-0"	5'-0"	19'-1"	
	At Grade Parking:				
24	Front Setback:	5'-0"	NA	14'-10"	
25	Side Setback:	5'-0"	NA	6'-0"	
26	Side Setback:	5'-0"	NA	6'-0"	
27	Side Setback facing street:	NA			
28	Rear Setback:	5'-0"	NA	5'-0"	
	Pedestal:				
29	Front Setback:	5'-0"	5'-0"	28'-1"	
30	Side Setback:	5'-0"	5'-0"	5'-0"	
31	Side Setback:	5'-0"	5'-0"	5'-0"	
32	Side Setback facing street:	NA			
33	Rear Setback:	14'-0"	5'-0"	19'-1"	
	Tower:				
34	Front Setback:				
35	Side Setback:				

ITEM #	Setbacks	Required	Existing	Proposed	Deficiencies
36	Side Setback:				
37	Side Setback facing street:				
38	Rear Setback:				

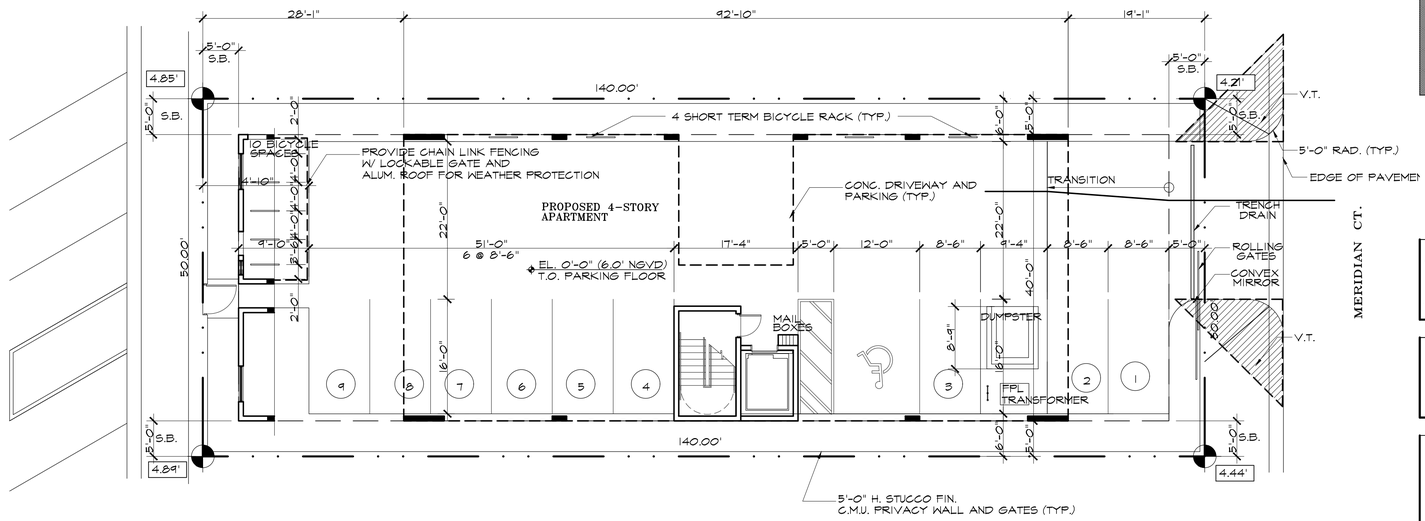
	Parking	Required	Existing	Proposed	Deficiencies
39	Parking district		NA		
40	Total # of parking spaces	16	NA	10	
41	# of parking spaces per use (Provide a separate chart for a breakdown calculation)	1.5 AND 2/UNIT	NA	1.5 AND 2/UNIT	
42	# of parking spaces per level (Provide a separate chart for a breakdown calculation)	6FOR2&3,4 FOR 4	NA	3 PER LEVEL	
43	Parking Space Dimensions	8'-6"X16'-0"	NA	8'-6"X16'-0"	
44	Parking Space configuration (45o, 60o, 90o, Parallel)	90	NA	90	
45	ADA Spaces	1	NA	1	
46	Tandem Spaces				
47	Drive aisle width	22'-0"	NA	22'-0"	
48	Valet drop off and pick up	NA			
49	Loading zones and Trash collection areas	SEE SITE PLAN		SEE SITE PLAN	
50	Bicycle parking, location and Number of racks	10	NA	10	

	Restaurants, Cafes, Bars, Lounges, Nightclubs	Required	Existing	Proposed	Deficiencies
51	Type of use	NA			
52	Number of seats located outside on private property	NA			
53	Number of seats inside	NA			
54	Total number of seats	NA			
55	Total number of seats per venue (Provide a separate chart for a breakdown calculation)	NA			
56	Total occupant content	NA			
57	Occupant content per venue (Provide a separate chart for a breakdown calculation)	NA			

58	Proposed hours of operation	NA
59	Is this an NIE? (Neighboot Impact stablishment, see CMB 141-1361)	NA
60	Is dancing and/or entertainment proposed ? (see CMB 141-1361)	NA
61	Is this a contributing building?	YES
62	Located within a Local Historic District?	YES
	Additional data or information must be presented in the format outlined in this section	

PROPOSAL

1. TO DEMOLISH THE EXISTING UNINHABITED AND UNSAFE BUILDING.
2. TO PREPARE THE SITE FOR THE NEW 4-STORY BUILDING
3. TO LEAVE AND PROTECT THE FRONT FACADE OF THE EXISTING BUILDING, FINISH TO MATCH THE ORIGINAL.
4. TO PROVIDE PARKING SPACES AT THE GROUND FLOOR FOR CARS AND BICYCLES, SCREEN FROM VIEW WITH LANDSCAPING AND PRIVACY WALL.
5. PROPOSED (4) 2 BEDROOMS, (4) 1 BEDROOMS APARTMENTS AND (2) 3 BEDROOMS
6. PROPOSED ROOF WILL BE A ROOF TERRACE, AND PLANTERS TO SCREEN THE ROOF TERRACE FOR PRIVACY.

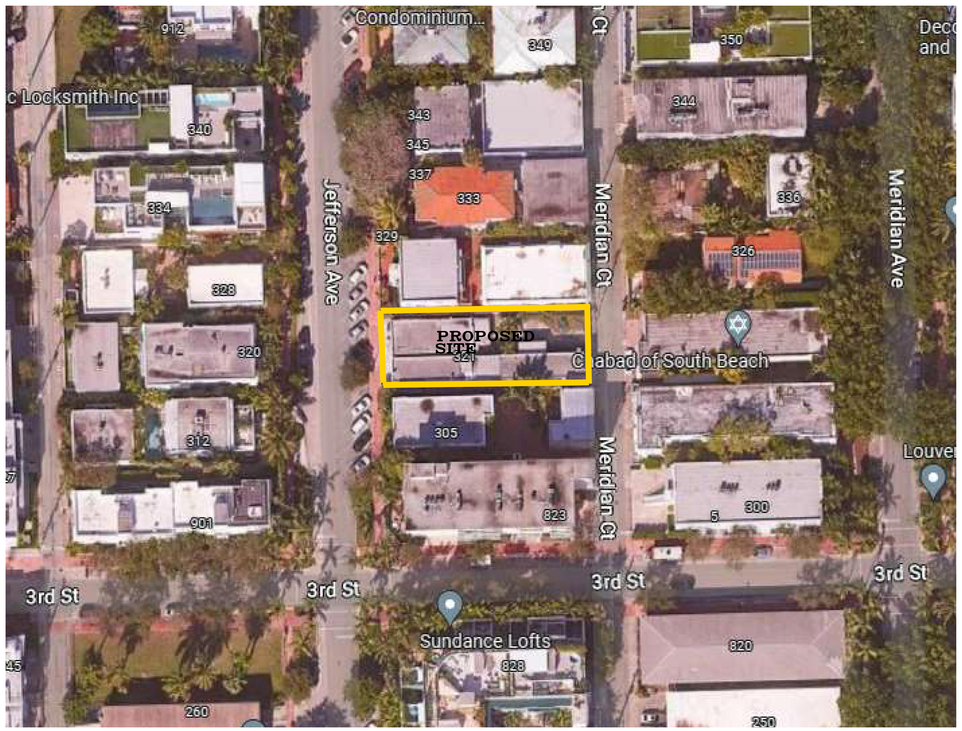


PROPOSED SITE PLAN

1"=10'

LEGAL DESCRIPTION:

LOT 11, OCEAN BEACH FLORIDA ADDITION NUMBER 3, PLAT BOOK 2, PAGE 81N OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA.



UNIT SIZE CHART

UNITS	NUMBER OF BEDROOMS	AREA	PARKING REQUIREMENTS
UNIT 201	ONE BEDROOM	650 S.F.	1 1/2 PARKING SPACES
UNIT 202	TWO BEDROOM	855 S.F.	1 1/2 PARKING SPACES
UNIT 203	TWO BEDROOM	880 S.F.	1 1/2 PARKING SPACES
UNIT 204	ONE BEDROOM	650 S.F.	1 1/2 PARKING SPACES
UNIT 301	ONE BEDROOM	650 S.F.	1 1/2 PARKING SPACES
UNIT 302	TWO BEDROOM	855 S.F.	1 1/2 PARKING SPACES
UNIT 303	TWO BEDROOM	880 S.F.	1 1/2 PARKING SPACES
UNIT 304	ONE BEDROOM	650 S.F.	1 1/2 PARKING SPACES
UNIT 401	THREE BEDROOM	1536 S.F.	2 PARKING SPACES
UNIT 402	THREE BEDROOM	1536 S.F.	2 PARKING SPACES
	4 ONE BEDROOMS 4 TWO BEDROOMS 2 THREE BEDROOMS TOTAL 10 UNITS	TOTAL 9,138 S.F. AV. UNIT SIZE=913 S.F.	TOTAL PARKING REQUIRED 8 X 1.5 = 12 PARKING SPACES 2 X 2 = 4 PARKING SPACES TOTAL 16 PARKING SPACES

FATHI ARCHITECTS, INC.

AA 0003068
IB 0001031
ARCHITECTS
INTERIORS
PLANNERS

4620 SW 55 AVENUE
DAVIE, FLORIDA 33328
TEL: (305) 439-3346
af@fathiarchitects.com

www.fathiarchitects.com

STATE OF FLORIDA · ASGHAR J. FATHI · A.R.#0016049 · REGISTERED ARCHITECT

Asghar J. Fathi — Digitally signed by Asghar J. Fathi Date: 2023.12.07 15:32:50 -05'00'

CONSULTANT:

PROJECT:
PROPOSED APARTMENT AT:
321 JEFFERSON
MIAMI BEACH, FLORIDA

OWNER:
.

ADDRESS:
321 JEFFERSON
MIAMI BEACH, FLORIDA

PHONE:
.

REVISIONS	DATE	BY

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR DIMENSIONS AND CONDITIONS ON THE JOB. FATHI ARCHITECTS, INC. MUST BE NOTIFIED IMMEDIATELY OF ANY VARIATION FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. FIELD VERIFY ALL CONDITIONS PRIOR TO LAYING OUT OR FABRICATING ASSOCIATED WORK.

DATE:	02/02/23
SCALE:	AS SHOWN
DRAWN:	R.R.
CHECKED:	A.F.
COMMISSION NO.:	020223

SHEET

A-1.3

SHEET NO. OF

Appendix B
Trip Generation and Trip Distribution

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	10	Weekday	Best Fit (LIN)	70	70	140
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				T = 6.41(X) + 75.31	50%	50%	

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	10	Weekday, Peak Hour of Adjacent Street Traffic,	Average	1	3	4
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	0.40	24%	76%	

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	10	Weekday, Peak Hour of Adjacent Street Traffic,	Average	3	2	5
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	0.51	63%	37%	

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	11	Weekday	Best Fit (LIN)	73	73	146
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				T = 6.41(X) + 75.31	50%	50%	

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	11	Weekday, Peak Hour of Adjacent Street Traffic,	Average	1	3	4
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	0.40	24%	76%	

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	11	Weekday, Peak Hour of Adjacent Street Traffic,	Average	4	2	6
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	0.51	63%	37%	

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	
651	3551	Trips	601	40	126	-	25	267	541	390	2,069
651	3551	Percent	30.2	2.0	6.3	-	1.2	13.4	27.2	19.6	
652	3552	Trips	740	133	112	92	80	539	627	907	3,332
652	3552	Percent	22.9	4.1	3.5	2.8	2.5	16.7	19.4	28.1	
653	3553	Trips	597	120	187	238	48	604	488	661	2,984
653	3553	Percent	20.3	4.1	6.4	8.1	1.6	20.5	16.6	22.5	
654	3554	Trips	648	-	246	192	190	739	849	890	3,940
654	3554	Percent	17.3	-	6.6	5.1	5.1	19.7	22.6	23.7	
655	3555	Trips	2,579	-	-	-	1,029	2,523	3,354	2,903	13,375
655	3555	Percent	20.8	-	-	-	8.3	20.4	27.1	23.4	
656	3556	Trips	683	-	-	-	187	546	1,103	960	3,541
656	3556	Percent	19.6	-	-	-	5.4	15.7	31.7	27.6	
657	3557	Trips	223	26	3	49	34	152	244	154	913
657	3557	Percent	25.2	2.9	0.4	5.5	3.8	17.2	27.6	17.4	
658	3558	Trips	385	-	74	12	19	212	362	296	1,384
658	3558	Percent	28.3	-	5.4	0.9	1.4	15.6	26.6	21.8	
659	3559	Trips	1,748	-	-	-	186	1,331	2,542	2,823	9,143
659	3559	Percent	20.3	-	-	-	2.2	15.4	29.5	32.7	
660	3560	Trips	445	-	-	-	26	214	438	582	1,786
660	3560	Percent	26.1	-	-	-	1.5	12.5	25.7	34.1	
661	3561	Trips	561	-	-	-	29	307	686	550	2,237
661	3561	Percent	26.3	-	-	-	1.4	14.4	32.2	25.8	
662	3562	Trips	247	-	-	-	367	663	1,138	583	3,054
662	3562	Percent	8.2	-	-	-	12.3	22.1	38.0	19.4	
663	3563	Trips	28	-	-	-	80	28	129	132	397
663	3563	Percent	7.1	-	-	-	20.3	7.0	32.4	33.2	
664	3564	Trips	690	1,278	-	2	5	504	1,465	2,405	8,087
664	3564	Percent	10.9	20.1	-	0.0	0.1	7.9	23.1	37.9	
665	3565	Trips	1,047	-	-	16	12	2,003	2,621	4,069	11,382
665	3565	Percent	10.7	-	-	0.2	0.1	20.5	26.8	41.7	
666	3566	Trips	7	-	-	-	-	-	40	97	144
666	3566	Percent	4.6	-	-	-	-	-	27.9	67.5	
667	3567	Trips	69	191	371	354	52	-	-	11	1,049
667	3567	Percent	6.6	18.3	35.4	33.8	5.0	-	-	1.1	
668	3568	Trips	72	316	257	156	343	-	1	27	1,181
668	3568	Percent	6.2	27.0	21.9	13.3	29.2	-	0.1	2.3	
669	3569	Trips	708	1,153	1,379	1,013	424	-	6	148	4,982
669	3569	Percent	14.7	23.9	28.6	21.0	8.8	-	0.1	3.1	
670	3570	Trips	784	1,013	1,374	915	589	74	8	172	5,078
670	3570	Percent	15.9	20.6	27.9	18.6	11.9	1.5	0.2	3.5	
671	3571	Trips	868	1,044	1,129	712	718	1	40	169	4,757
671	3571	Percent	18.5	22.3	24.1	15.2	15.4	0.0	0.9	3.6	
672	3572	Trips	262	156	186	125	162	2	24	57	974
672	3572	Percent	26.9	16.0	19.1	12.8	16.7	0.3	2.4	5.8	
673	3573	Trips	172	261	359	224	207	12	36	140	1,412
673	3573	Percent	12.2	18.5	25.4	15.9	14.6	0.8	2.6	9.9	
674	3574	Trips	866	641	1,000	863	613	112	90	488	4,718
674	3574	Percent	18.5	13.7	21.4	18.5	13.1	2.4	1.9	10.4	
675	3575	Trips	904	864	749	472	371	46	31	226	3,703
675	3575	Percent	24.7	23.6	20.5	12.9	10.1	1.3	0.9	6.2	
676	3576	Trips	43	54	19	23	31	8	-	15	194
676	3576	Percent	22.4	27.9	9.7	11.7	16.2	4.3	-	7.9	

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	
651	3551	Trips	500	33	118	-	44	610	964	424	2,777
651	3551	Percent	18.6	1.2	4.4	-	1.6	22.7	35.8	15.8	
652	3552	Trips	834	141	140	71	102	864	1,319	966	4,613
652	3552	Percent	18.8	3.2	3.2	1.6	2.3	19.5	29.7	21.8	
653	3553	Trips	563	73	181	185	40	875	1,115	522	3,691
653	3553	Percent	15.8	2.1	5.1	5.2	1.1	24.6	31.4	14.7	
654	3554	Trips	527	-	154	189	209	1,276	1,357	971	4,960
654	3554	Percent	11.3	-	3.3	4.0	4.5	27.2	29.0	20.7	
655	3555	Trips	2,507	-	-	-	984	3,119	4,529	3,116	15,245
655	3555	Percent	17.6	-	-	-	6.9	21.9	31.8	21.9	
656	3556	Trips	752	-	-	-	201	872	1,503	1,028	4,509
656	3556	Percent	17.3	-	-	-	4.6	20.0	34.5	23.6	
657	3557	Trips	255	42	13	51	17	325	482	206	1,441
657	3557	Percent	18.4	3.0	1.0	3.7	1.2	23.4	34.6	14.8	
658	3558	Trips	398	-	50	10	22	302	673	339	1,860
658	3558	Percent	22.2	-	2.8	0.6	1.2	16.8	37.5	18.9	
659	3559	Trips	1,874	-	-	-	244	1,675	3,472	2,524	10,393
659	3559	Percent	19.1	-	-	-	2.5	17.1	35.5	25.8	
660	3560	Trips	386	-	-	-	28	335	726	479	2,047
660	3560	Percent	19.8	-	-	-	1.5	17.2	37.1	24.5	
661	3561	Trips	756	-	-	-	54	536	1,539	649	3,810
661	3561	Percent	21.4	-	-	-	1.5	15.2	43.6	18.4	
662	3562	Trips	292	-	-	-	279	909	1,772	764	4,053
662	3562	Percent	7.3	-	-	-	7.0	22.6	44.1	19.0	
663	3563	Trips	23	-	-	-	29	57	119	164	393
663	3563	Percent	5.9	-	-	-	7.3	14.5	30.4	41.9	
664	3564	Trips	776	1,012	-	8	8	823	2,336	4,104	11,172
664	3564	Percent	8.6	11.2	-	0.1	0.1	9.1	25.8	45.3	
665	3565	Trips	896	-	-	16	21	1,811	3,091	5,025	12,548
665	3565	Percent	8.3	-	-	0.2	0.2	16.7	28.5	46.3	
666	3566	Trips	14	-	-	-	0	4	56	145	235
666	3566	Percent	6.4	-	-	-	0.0	2.0	25.5	66.1	
667	3567	Trips	62	202	356	394	51	-	-	12	1,076
667	3567	Percent	5.8	18.8	33.0	36.6	4.7	-	-	1.1	
668	3568	Trips	190	394	278	333	392	-	1	32	1,620
668	3568	Percent	11.7	24.3	17.2	20.6	24.2	-	0.1	2.0	
669	3569	Trips	1,117	1,381	1,871	1,307	750	-	10	135	6,631
669	3569	Percent	17.0	21.0	28.5	19.9	11.4	-	0.2	2.1	
670	3570	Trips	1,284	1,233	1,894	1,616	1,059	85	15	177	7,535
670	3570	Percent	17.4	16.8	25.7	22.0	14.4	1.2	0.2	2.4	
671	3571	Trips	1,240	959	1,638	945	797	1	46	211	5,998
671	3571	Percent	21.2	16.4	28.1	16.2	13.7	0.0	0.8	3.6	
672	3572	Trips	186	161	294	189	226	24	35	120	1,234
672	3572	Percent	15.0	13.0	23.8	15.4	18.3	1.9	2.8	9.7	
673	3573	Trips	410	361	600	469	343	30	46	233	2,524
673	3573	Percent	16.5	14.5	24.1	18.8	13.8	1.2	1.8	9.4	
674	3574	Trips	1,543	1,530	2,122	1,962	1,401	177	145	1,154	10,169
674	3574	Percent	15.4	15.3	21.2	19.6	14.0	1.8	1.4	11.5	
675	3575	Trips	896	1,067	1,015	818	747	40	74	465	5,206
675	3575	Percent	17.5	20.8	19.8	16.0	14.6	0.8	1.4	9.1	
676	3576	Trips	151	160	192	100	100	18	-	45	766
676	3576	Percent	19.8	20.9	25.1	13.1	13.0	2.3	-	5.9	