



Public Works Traffic Analysis Comments

Date: 3-10-2025

Subject: Hotel Conversion to Multifamily – 1212 NW 82 Ave Trip Generation/Parking Analysis

Permit: PLAN-2403-0077

Date Submitted: 2-13-2025

4th Review

Results of the Review:



Conditional Approval Recommended

Doral Public Works Department has completed its review of the Traffic Statement – Parking Generation prepared by Lisa S. Bernstein P.E. for the hotel conversion located on NW 82nd Ave just north of NW 12 St in Doral, Florida. At this time, the applicant is proposing 112 multifamily dwelling units (LUC 220). The existing land use consist of 112 Hotel rooms (LUC 310). The Public Works Department recommends Conditional Traffic Approval with the following conditions below met prior to the issuance of building permit:

1. Per the Parking Generation Analysis with the collected parking data from Les Montteller residential complex, located at 450 W 49 St shows that the total amount of available parking was never full for weekday and weekend. The parking study provided a parking rate of 0.74 during the weekend, which is the highest demand. With a parking rate of 0.74 applied to the Doral Hotel Conversion, the project will require at its peak 83 parking spaces, which currently provides 132 parking spaces. Furthermore, the Montteller complex has 124 units which comprises of 16 studios, 92 one-bedroom and 16 two-bedroom units. The complex is 100% occupied. Even though based on the data collected, the proposed use appears to not exceed the 132 parking spaces provided it is in the discretion of the Planning and Zoning Department for the final approval of the parking reduction since it does not meet the City code.
-

Advisory comments below are necessary during site plan review process and implementation of the project:

- Approval is subject to review from City of Doral Public Works Department - Plans Review.
- Compliance with the applicable sections of the City's Land Development Code Chapter 77.
- Implementation of the proposed project dealing with roadway construction work, installation of signage, pavement markings and other needed items shall conform to all applicable requirements, standards and regulations of the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), City of Doral, Miami-Dade County Department of Transportation and Public Works, and Miami-Dade Fire Rescue Department.

LISA S. BERNSTEIN, PE

— TRAFFIC ENGINEER —

Mr. Alex Nahabetian
IMF Management Doral, LLC
1212 NW 82 Avenue
Doral, Florida 33126

September 24, 2024

Re: Traffic Statement – Trip Generation

Project Name: Hotel Conversion to Multifamily
Project Location: 1212 NW 82 Avenue, Doral, Florida 33126
Project Number: 23-0206

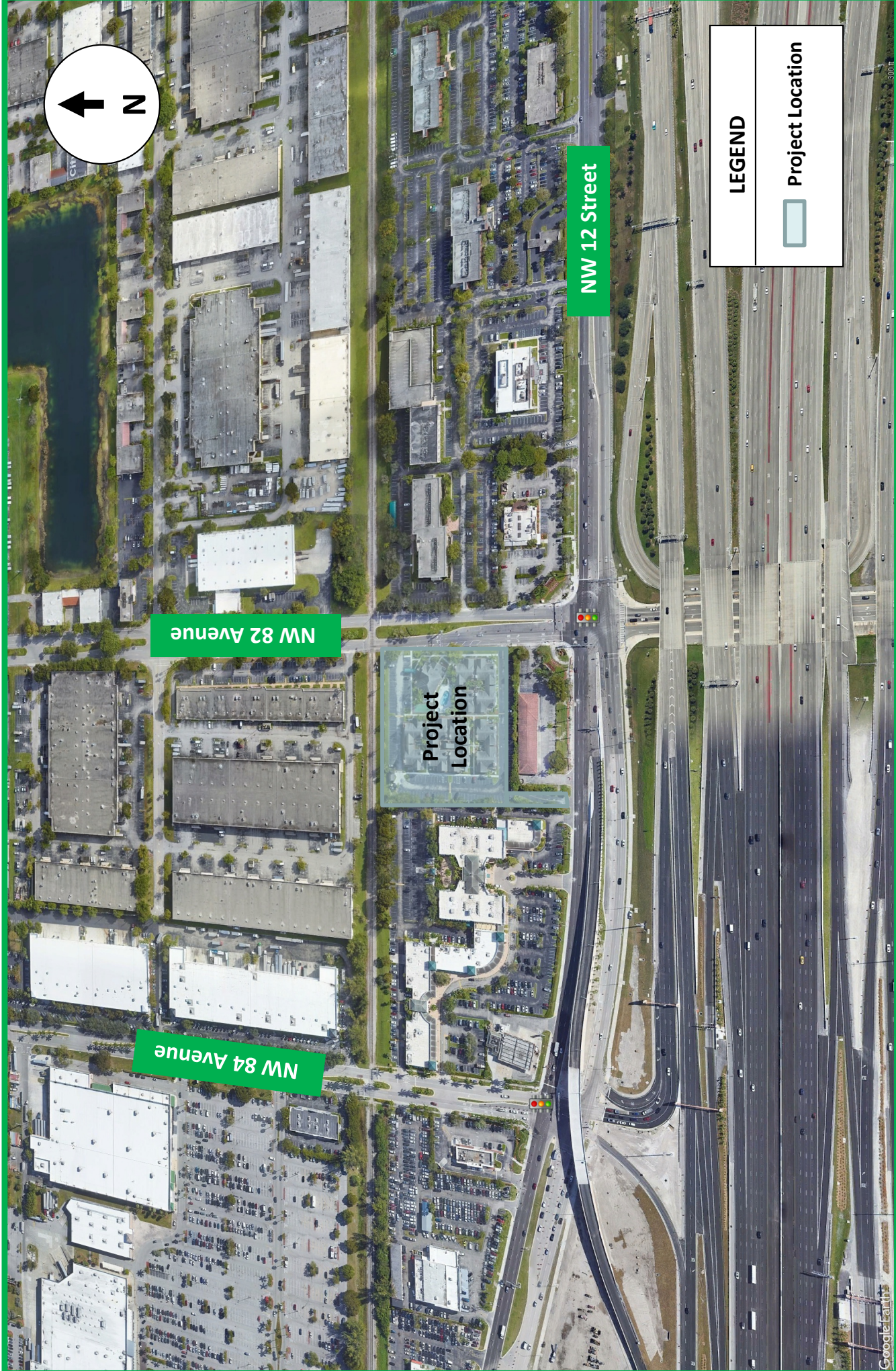
Dear Mr. Nahabetian:

The project understanding is for a Traffic Statement that will identify the AM and PM Peak Hour trips and distribution for the project as requested by the City of Doral.

The hotel is located on NW 82 Avenue, just north of NW 12 Street in the City of Doral. The existing 112-room hotel will be redeveloped as a 112-room multifamily residence and there will be no modifications to the existing building and driveways.

The existing site has three (3) driveway connections, two (2) on NW 82 Avenue and one (1) on NW 12 Street. All the driveway connections are right-in/right-out.

The project build-out year is 2025. The project location is shown in Figure 1.



*Lisa S. Bernstein PE
7660 NW 6 Court
Plantation, Florida 33324*

Project Location

Figure 1
Hotel Conversion
Doral, Florida 33126

Trip Generation

Trip generation calculations for the hotel and the multifamily residence are based on trip generation rates and equations published in the Institute of Transportation Engineers (ITE), *Trip Generation Manual, 11th Edition*. ITE Land Use Code (LUC) 310 Hotel is used for the analysis of the existing conditions and ITE Land Use Code (LUC) 220 Multifamily (Low-Rise) is used for the analysis of the proposed conditions.

The results are summarized in Table 1 for the Daily trips, Table 2 for the AM Peak Hour, and Table 3 for the PM Peak Hour. There is not a significant change between the uses for the Daily trips. The proposed multifamily (low-rise) driveway trips will be 58 in the AM Peak Hour (14 in/44 out) and 69 trips in the PM Peak Hour (43 in/26 out). The change in use results in two (2) Net New Daily trips, nine (9) Net New trips in the AM Peak Hour (-13 in/22 out) and 14 Net New trips in the PM Peak Hour (15 in/-1 out) as compared to the existing hotel. The ITE trip generation documentation is attached.

The proposed change from hotel to multifamily will just slightly increase the number of trips.

Table 1
Daily Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Existing Use								
Hotel	310	112 Rooms	$T=10.84(X)-423.51$	50%	50%	395	396	791
Total						395	396	791
Proposed Use								
Multifamily Housing (Low-Rise)	220	112 Rooms	$T=6.41(X)+75.31$	50%	50%	397	396	793
Total						397	396	793
Net New Trips						2	0	2

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition

Table 2
AM Peak Hour Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Existing Use								
Hotel	310	112 Rooms	$T=0.50(X)-7.45$	56%	44%	27	22	49
Total						27	22	49
Proposed Use								
Multifamily Housing (Low-Rise)	220	112 Rooms	$T=0.31(X)+22.85$	24%	76%	14	44	58
Total						14	44	58
Net New Trips						-13	22	9

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition

Table 3
PM Peak Hour Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Existing Use								
Hotel	310	112 Rooms	$T=0.74(X)-27.89$	51%	49%	28	27	55
Total						28	27	55
Proposed Use								
Multifamily Housing (Low-Rise)	220	112 Rooms	$T=0.43(X)+20.55$	63%	37%	43	26	69
Total						43	26	69
Net New Trips						15	-1	14

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition

Trip Distribution

The trip distribution and traffic assignment are based on Miami-Dade County's Cardinal Distribution from the Miami-Dade Transportation Planning Organization 2045 Long Range Transportation Plan. The study area is in Traffic Analysis Zone (TAZ) 806. The distribution for 2025 is determined from the 2015 and 2045 distribution data. The data is attached.

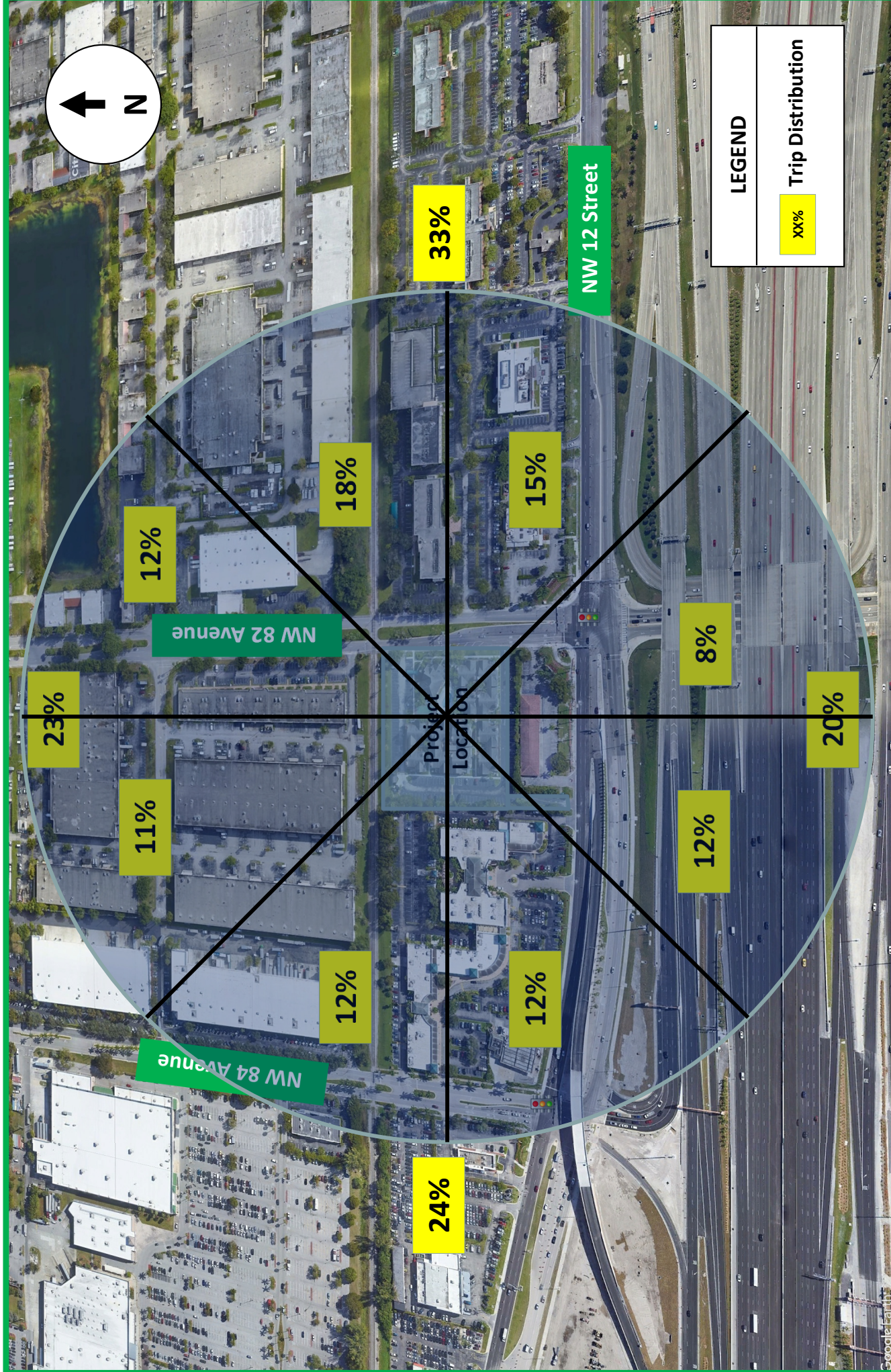
TAZ 806 - Cardinal Distribution					
NNE			SSW		
X	Y	Rounded	X	Y	Rounded
2015	11.1		2015	11.8	
2025	11.60	12.00	2025	11.8	12.00
2045	12.6		2045	11.8	
ENE			WSW		
X	Y		X	Y	
2015	17.3		2015	11.9	
2025	17.80	18.00	2025	11.60	12.00
2045	18.8		2045	11.0	
ESE			WNW		
X	Y		X	Y	
2015	16.6		2015	14.5	
2025	14.67	15.00	2025	12.70	12.00
2045	10.8		2045	9.1	
SSE			NNW		
X	Y		X	Y	
2015	7.1		2015	9.7	
2025	8.33	8.00	2025	11.50	11.00
2045	10.8		2045	15.1	

Figure 2 illustrates the Cardinal Distribution for the location of the proposed development.

The overall directional distribution is:

- 23% from the North
- 20% from the South
- 24% from the East
- 33% from the West

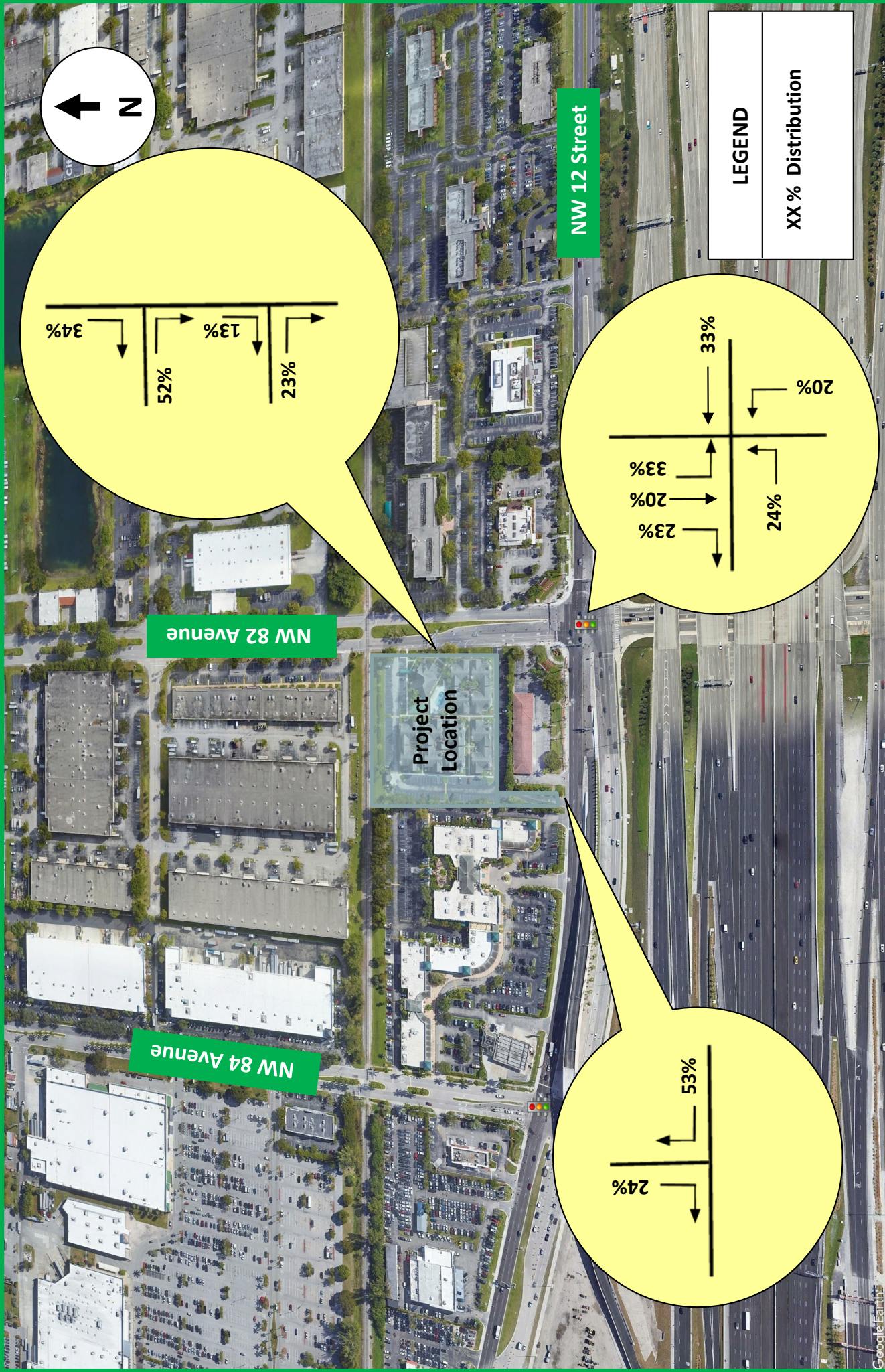
The distribution by movement, at the driveway connections and the intersection of NW 12 Street and NW 82 Avenue, is shown in Figure 3.



Lisa S. Bernstein PE
7660 NW 6 Court
Plantation, Florida 33324

Trip Distribution

Figure 2
Hotel Conversion
Doral, Florida 33126



Lisa S. Bernstein PE
7660 NW 6 Court
Plantation, Florida 33324

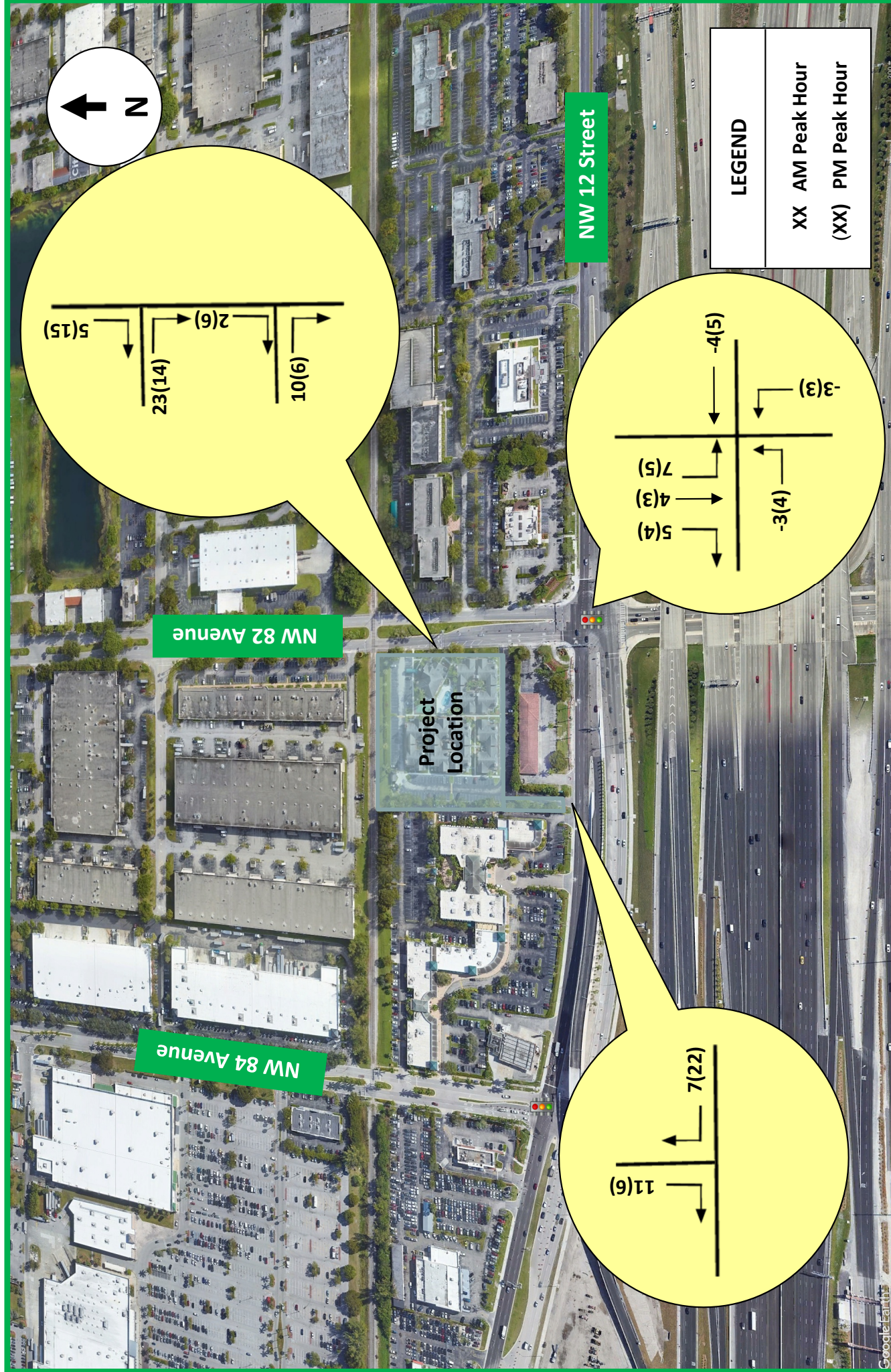
Distribution By Movement

Figure 3
Hotel Conversion
Doral, Florida 33126

The project trips are assigned to the driveway movements and the intersection based on the movement distribution percentages. The driveway volumes are based on the total project trips and the interception volumes are based on the Net New trips as the hotel trips are existing.

Due to the driveway configurations, trips from the east are assumed to turn left at the intersection and make a U-turn at NW 14 Street. This is also the path that Google Maps and Waze provides. Due to the low volume of Net New trips, the impact on the surrounding roadways will not be significant.

Figure 4 is the project traffic by movement at the driveways (total) and the intersection (net new).



Project Traffic Volumes
Total at Driveway
Net New at Intersection

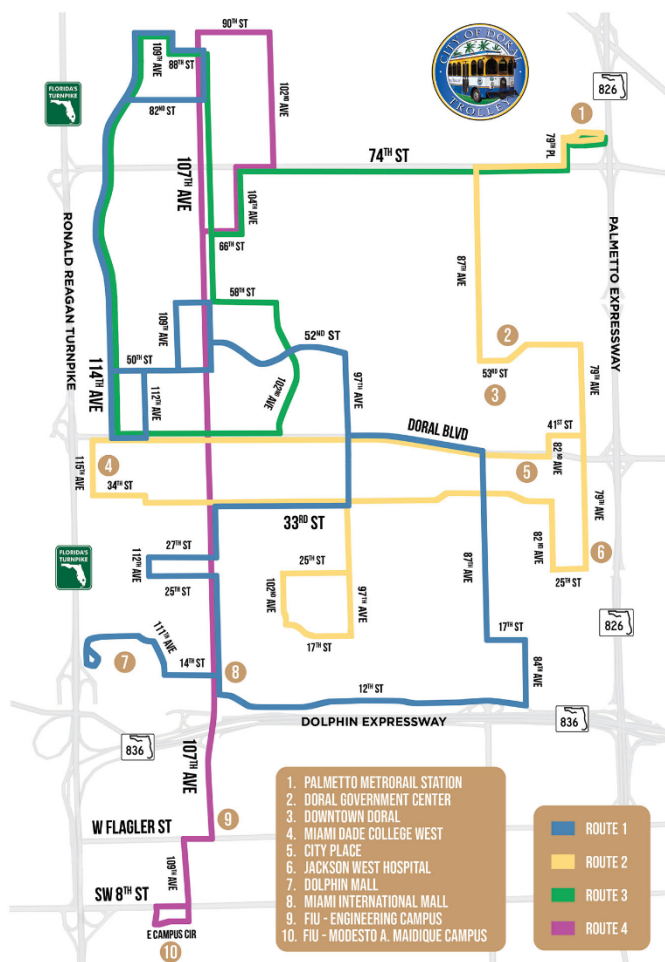
Figure 4
Hotel Conversion
Doral, Florida 33126

Lisa S. Bernstein PE
 7660 NW 6 Court
 Plantation, Florida 33324

Multi-Modal Transportation

The redevelopment of the hotel to multifamily will not include modifications to the building or the driveways. The existing pedestrian access, via sidewalks, on-site and in the vicinity will remain the same.

The area is serviced by the Doral Trolley, which has a route along NW 12 Street at NW 84 Avenue, as shown in the trolley map below. This location is within walking distance of the project.



The proposed redevelopment of the existing hotel to multifamily, with no modifications to the building and driveways, will not have a significant impact on the area as demonstrated in Figure 4. The pedestrian and transit in the area will remain the same.

If you have any questions, please let me know.

Sincerely,

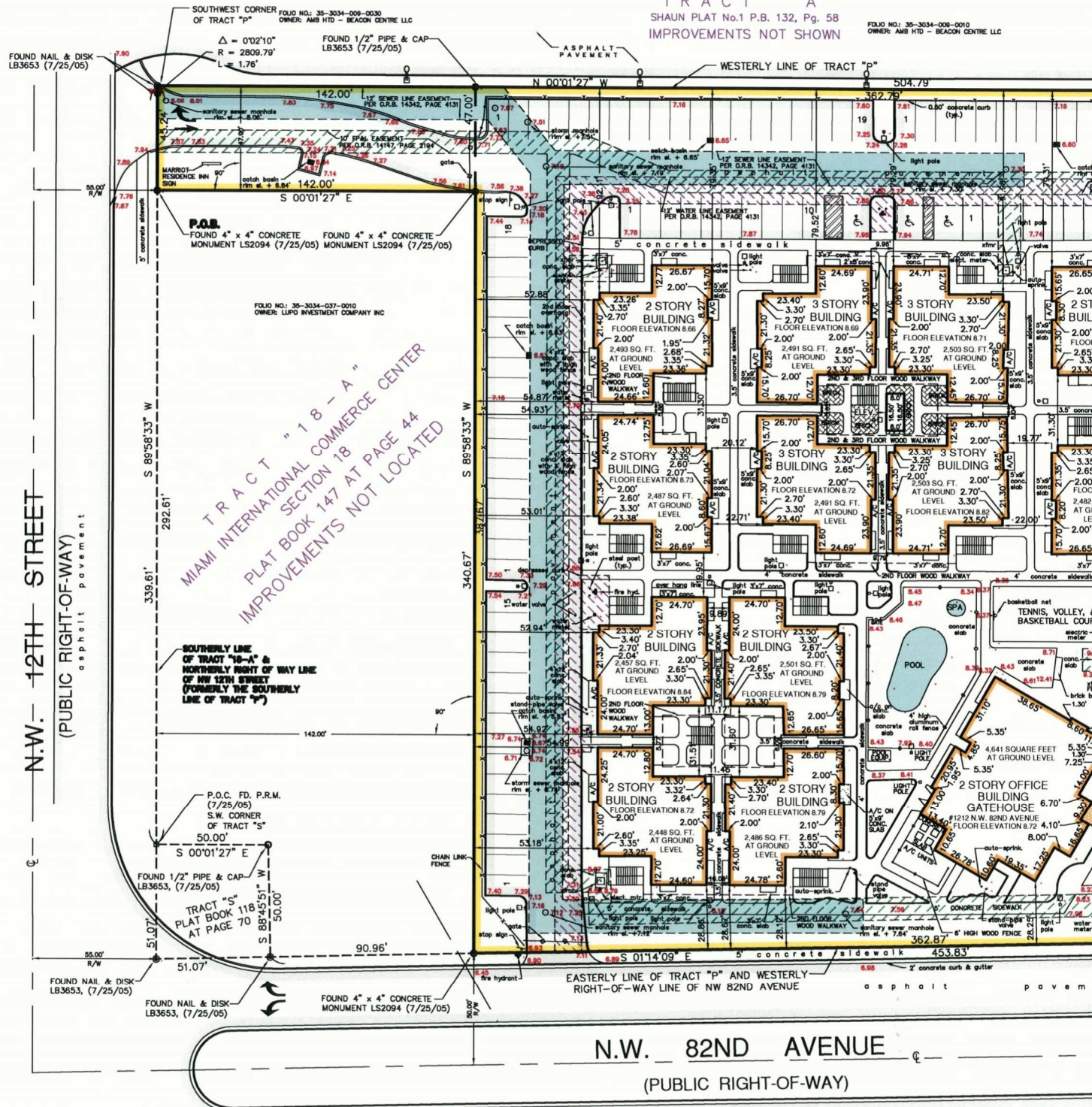


Lisa S. Bernstein, PE
Attachments

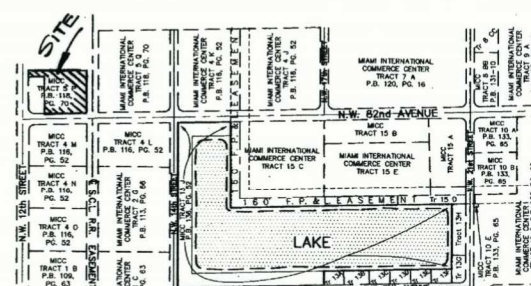
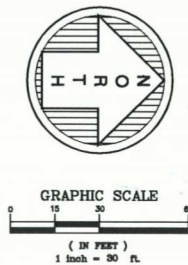
MODIFICATIONS WILL NOT BE PERFORMED

TRACT "A"
SHAUN PLAT No.1 P.B. 132, Pg. 58
IMPROVEMENTS NOT SHOWN

FOLO NO.: 35-3034-009-0010
OWNER: AMS HTD - BEACON CENTRE LLC



- LEGEND**
- CATCH BASIN
 - MANHOLE
 - LIGHT POLE
 - UNDERGROUND GAS LINE
 - UNDERGROUND TELEPHONE LINE
 - UNDERGROUND 12" WATER MAIN
 - WATER VALVE
 - GAS VALVE
 - SEWER VALVE
 - 0.5' CURB
 - 2.0' CURB & GUTTER
 - SIGN
 - BLACK OLIVE TREE
 - PIGUS TREE
 - PALM TREE
 - CONCRETE
 - ASPHALT PAVEMENT
 - AIR CONDITIONER
 - EQUIPMENT
 - DUMPSTER
 - ELATION
 - CONCRETE
 - ELECTRIC
 - TRANSFORMER
 - METER
 - SPRINKLER
 - ELEVATION



K:\DWG\1940393.dwg 8/10/2005 4:30:31 PM

MODIFICATIONS WILL NOT BE PERFORMED

This drawing is the property of Fortin, Leavy, Skiles, Inc. and is an instrument of service not to be reproduced in whole or in part without the express written permission of some.

No.	Revision Description
1	UPDATE SURVEY 7/25/05 - S.D
2	AMEND PER TITLE COMMITMENT AND CERTIFICATION
3	UPDATE SURVEY 3/2/04 S.H
4	ACS
5	DWF

FORTIN, LEAVY, SKILES, INC.
CONSULTING ENGINEERS, SURVEYORS & MAPPERS
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 00003653
180 Northeast 168th Street / North Miami Beach, Florida, 33162
Phone: 305-653-4493 / Fax 305-651-7152 / Email: info@flsurvey.com

ALTA/ACSM LAND TITLE SURVEY
MARRIOTT RESIDENCE INN
CITY OF DORAL, MIAMI-DADE COUNTY, FLORIDA

Date	3/14/90
Scale	1" = 30'
Drawn By	ACS
Cad. No.	940393
Plotted:	8/10/05 4:25p
Ref. Dwg.	289-087 & 290-087
Field Book	FLD SHEET S.H
Job. No.	900307
Dwg. No.	2004-042
Sheet	1 of 1

LEGAL DESCRIPTION:

Being a portion of Tract "P", MIAMI INTERNATIONAL COMMERCE CENTER, SECTION 5, according to the plat thereof as recorded in Plat Book 118, at Page 70, of the Public Records of Miami-Dade County, Florida, being more fully described as follows:

Commence at the Southwest corner of Tract "S" as shown on said Plat of MIAMI INTERNATIONAL COMMERCE CENTER, SECTION 5, said Southwest corner lying on the Northern right-of-way line of NW 12th Street; the following three (3) courses being along said Northern right-of-way line, said Northern right-of-way line also being the Southern line of said Tract "P"; (1) thence South 89°58'33" West for 292.61 feet to the POINT OF BEGINNING of the hereinafter described parcel of land; (2) thence continue South 89°58'33" West for 45.24 feet to a point of curvature; (3) thence Westerly along a 2809.79 foot radius curve leading to the right through a central angle of 00°02'10", for an arc distance of 1.76 feet to the Southwest corner of said Tract "P"; thence North 00°01'27" West along the Westerly line of said Tract "P", for 504.79 feet to a point on the Southern right-of-way line of S.C.L. Railroad Easement, said easement recorded in Deed Book 4366 at page 525, of the Public Records of Miami-Dade County, Florida; thence North 89°58'33" East along said Southern right-of-way line, said right-of-way line being parallel with and 100.00 feet South of the Northern line of said Tract "P", for 380.00 feet to a point on the Westerly right-of-way line of NW 82nd Avenue; thence South 01°14'09" East along said right-of-way line, said right-of-way line also being the Easterly line of said Tract "P", for 362.87 feet; thence South 89°58'33" West along a line parallel with and 142.00 feet North of the Southern line of said Tract "P", for 340.67 feet; thence South 00°01'27" East along a line parallel with and 47.00 feet East of the West line of said Tract "P", for 142.00 feet to the POINT OF BEGINNING.

SURVEYOR'S NOTES:

- This site lies in Section 34, Township 53 South, Range 40 East, City of Doral, Miami-Dade County, Florida.
- All documents are recorded in the Public Records of Miami-Dade County, Florida unless otherwise noted.
- Lands shown hereon were abstracted for easements and/or rights-of-way of records per Commonwealth Land Title Insurance Company, Order No. 10218933CA, with an Effective date of July 12, 2005. All restrictions, easements and/or rights of way of record per title commitment that are plottable are shown on this "Boundary Survey"

SCHEDULE B - Section II:

- 1-5 Standard Exceptions
- 6 Restrictions, covenants, conditions and easements as contained on the Plat of MIAMI INTERNATIONAL COMMERCE CENTER, SECTION 5, recorded in Plat Book 118, Page 70, of the Public Records of Miami-Dade County, Florida.
- 7 Easements and restrictions that effect property are shown on survey.
- 8 Restrictions, covenants, conditions and easements, which include provisions for a private charge or assessment, right of first refusal for unimproved parcels, and other provisions, as contained in that certain Declaration of Covenants and Restrictions for Miami International Commerce Center recorded in O.R.B. 13741, Page 1001, as amended by instruments recorded in O.R.B. 14561, Page 591 and in O.R.B. 16233, Page 4125.
- 9 Affects parcel but not subject to location.
- 10 Agreement for the Construction of Water Facilities and for the Provision of Water Services for Miami International Commerce Center by and between Miami-Dade Water and Sewer Authority and Miami International Commerce Center, recorded in O.R.B. 10081, Page 1044, O.R.B. 10081, Page 1069 and in O.R.B. 10118, Page 1352.
- 11 Affects Marriott parcel but not subject to location.
- 12 Covenant for Maintenance of Landscaping Within Right of Way, recorded in O.R.B. 13516, Page 1190.
- 13 Covenant for landscaping within right-of-way adjacent to Exhibit "A" which affects Marriott parcel but not subject to location.
- 14 Entrance Ficus Maintenance Agreement, recorded in O.R.B. 14127, Page 1463.
- 15 Easement, recorded in O.R.B. 14147, Page 2194.
- 16 FPA&L Company easement affects Marriott parcel and shown on survey. Same as #12.
- 17 Easement, recorded in O.R.B. 14147, Page 2216.
- 18 FPA&L Company easement affects Marriott parcel and shown on survey. Same as #11.
- 19 Grant of Easement, recorded in O.R.B. 14342, Page 4131.
- 20 Water and Sewer easements affect Marriott parcel and shown on survey.
- 21 Covenant of Construction within Right of Way, recorded in O.R.B. 13204, Page 1855.
- 22 Covenant for irrigation within right-of-way adjacent to Exhibit "A" which includes Marriott parcel but not subject to location.
- 23 Ordinance No. 98-27 by the Miami-Dade Board of County Commissioners establishing a special assessment project, recorded in O.R.B. 17962, Page 1851.
- 24 Affects Marriott parcel but not subject to location.
- 25 Resolution No. R-92-98 by the Miami-Dade Board of County Commissioners adopting preliminary assessment roll for special assessment project, recorded in O.R.B. 17999, Page 4080.
- 26 Affects Marriott parcel but not subject to location.

- Bearings hereon are referred to a value of S01°14'09"E for the West right of way line of N.W. 82nd Avenue, said bearing is identical with the plat of record and evidenced by a found 1/2" pipe & cap LB3653 and a found 4" x 4" concrete monument LS2094.
- Elevations shown hereon are relative to the National Geodetic Vertical Datum of 1929, based on Miami-Dade County Bench Mark No. 482, Elevation +7.55, Located at N.W. 25th Street and 79th Avenue.
- Lands shown hereon are located in Federal Flood Zone AH (EL 7) per Community Panel No. 120635 0160 J, dated March 2, 1994 and index map revised July 17, 1995.
- Dimensions indicated hereon are field measured by electronic measurement, unless otherwise noted.
- Lands shown hereon containing 145,926 square feet, or 3.350 acres, more or less.
- Precision of closure 1:15,000.
- Existing parking provided: 127 standard, 5 handicap.
- Roof overhang not located unless otherwise shown.
- Underground improvements and/or underground encroachments not shown unless otherwise indicated.
- Zoning: IU-2 = Heavy Manufacturing.
- Building Setbacks: Front= Twenty (20) feet.
Side Street= Fifteen (15) feet where any openings are provided in the wall of the proposed structure, adjacent to the interior side property lot line.
Rear= Five (5) feet where any openings are provided in wall of proposed structure, adjacent to rear lot line.
Between Buildings= Twenty (20) feet.
- Legal description shown hereon furnished by client.

SURVEYOR'S CERTIFICATION TO:

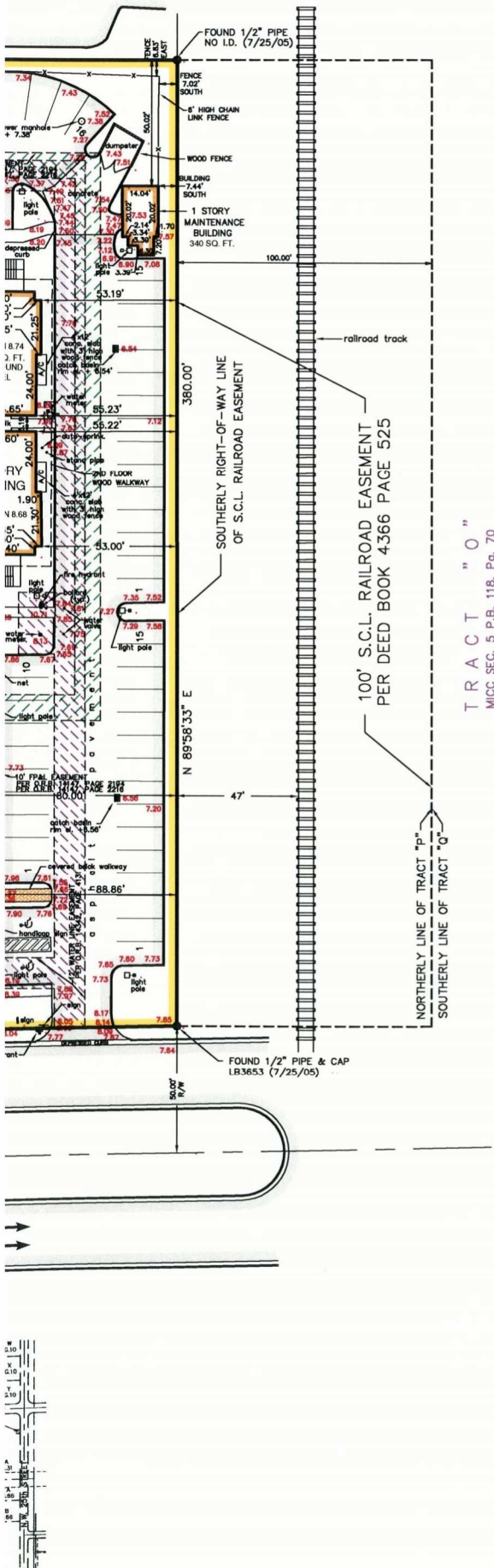
Column Financial, Inc. and its successors and assigns
Miami W. Airport Partnership LLC, a Maryland limited liability company
Commonwealth Land Title Insurance Company
Pappas, Metcalf, Jenks & Miller, P.A.

The undersigned hereby certifies, as of March 14, 1990, and last updated July 25, 2005, that he is a duly registered land surveyor of the State of Florida; that this plat of survey is made at least in accordance with the minimum standards established by said state for surveys and land surveys and with the minimum detail requirements for land title surveys as adopted by The American Land Title Association and American Congress on Surveying and Mapping; that this survey correctly shows the location of all buildings, structures and other visible improvements situated on the subject premises; and that, except as shown, there are no visible easements or rights of way across said premises or any other easements or rights of way of which the undersigned has been advised, no party walls, no encroachments onto adjoining premises, streets or alleys by any of said buildings, structures or other improvements, and no encroachments onto said premises by buildings, structures or other improvements situated on adjoining premises.

Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper

FORTIN, LEAVY, SKILES, INC., LB3653

By: Daniel C. Fortin, For The Firm
Surveyor and Mapper, LS2853
State of Florida.



Hotel (310)

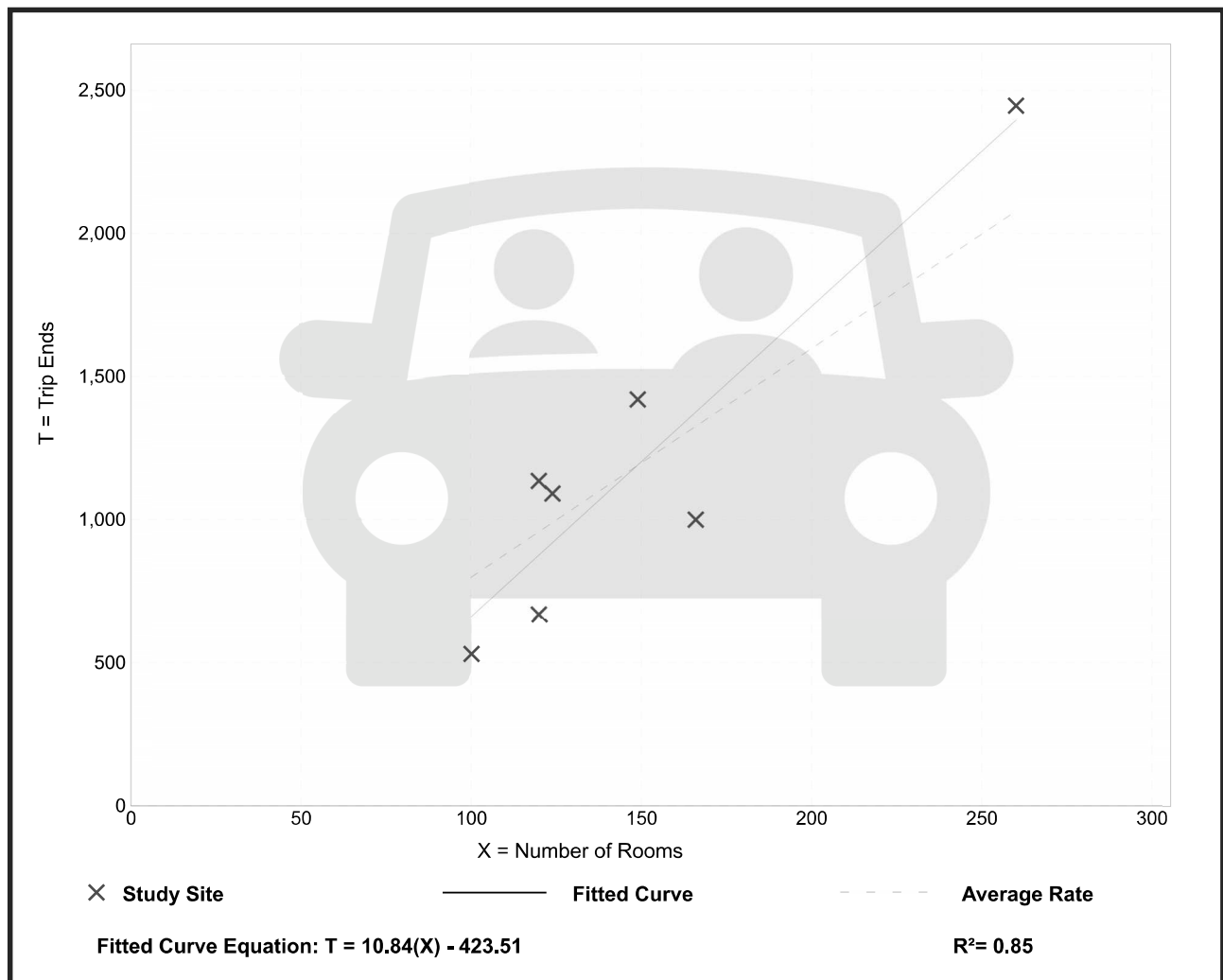
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



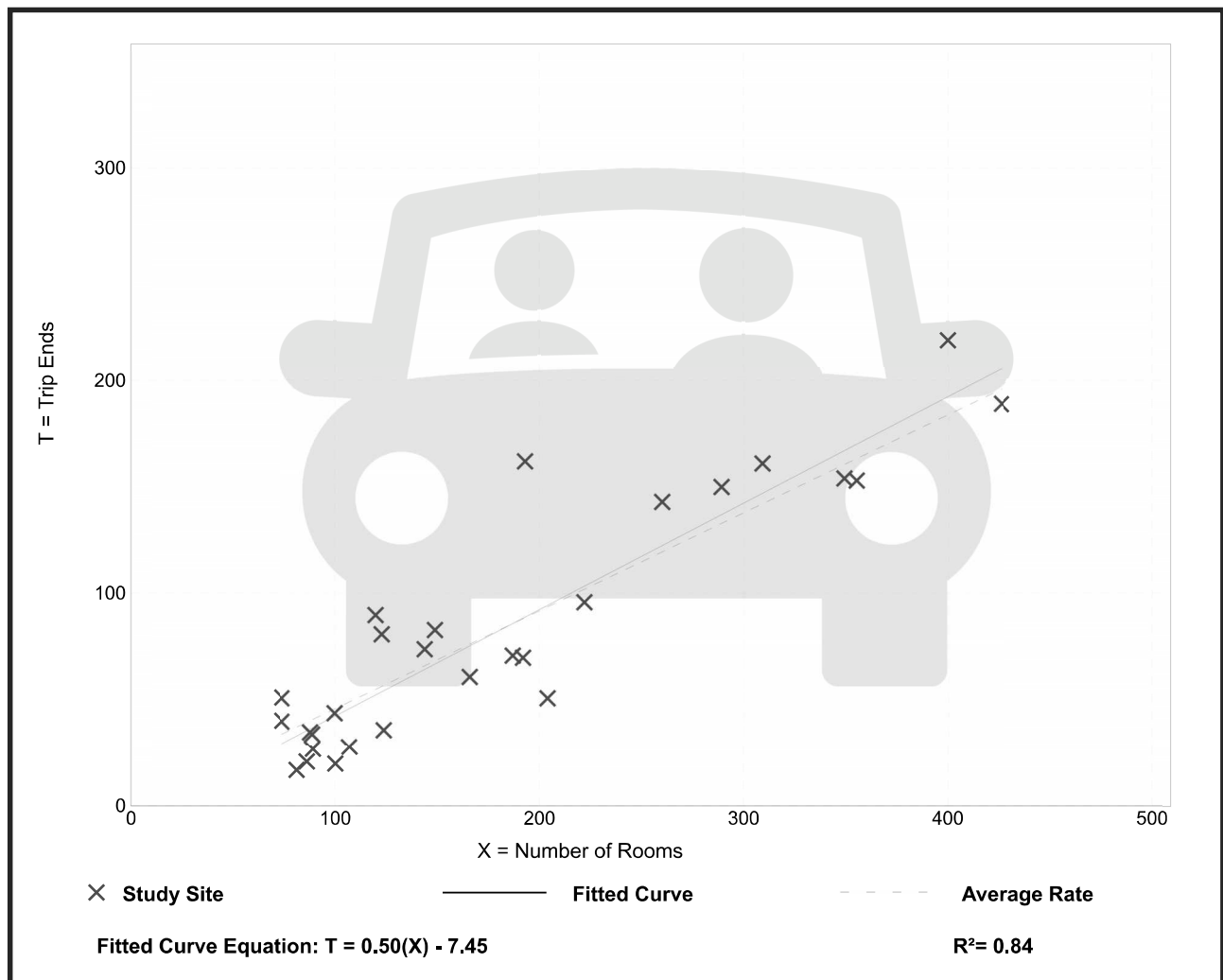
Hotel (310)

Vehicle Trip Ends vs: Rooms
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: 28
 Avg. Num. of Rooms: 182
 Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



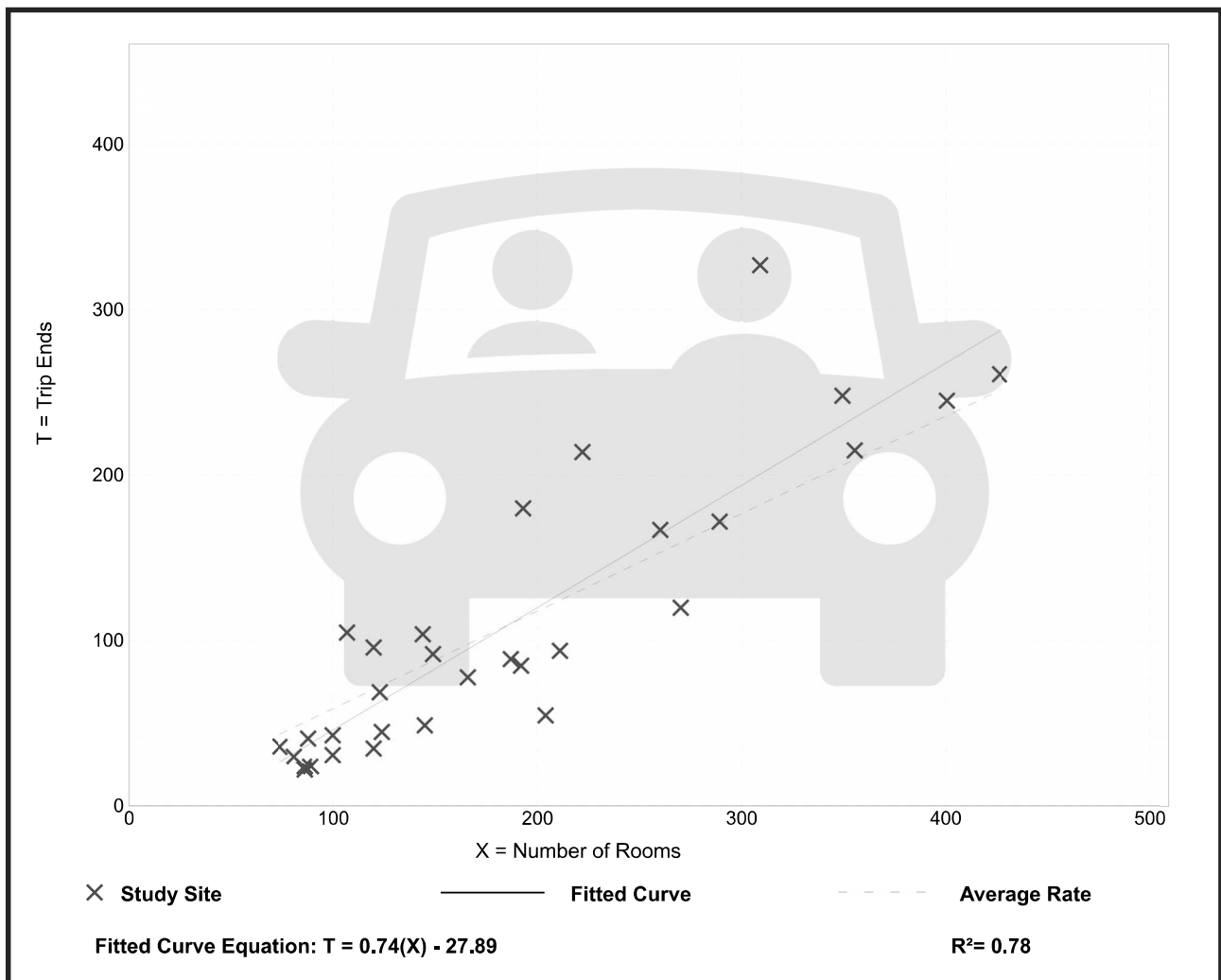
Hotel (310)

Vehicle Trip Ends vs: Rooms
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: 31
 Avg. Num. of Rooms: 186
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

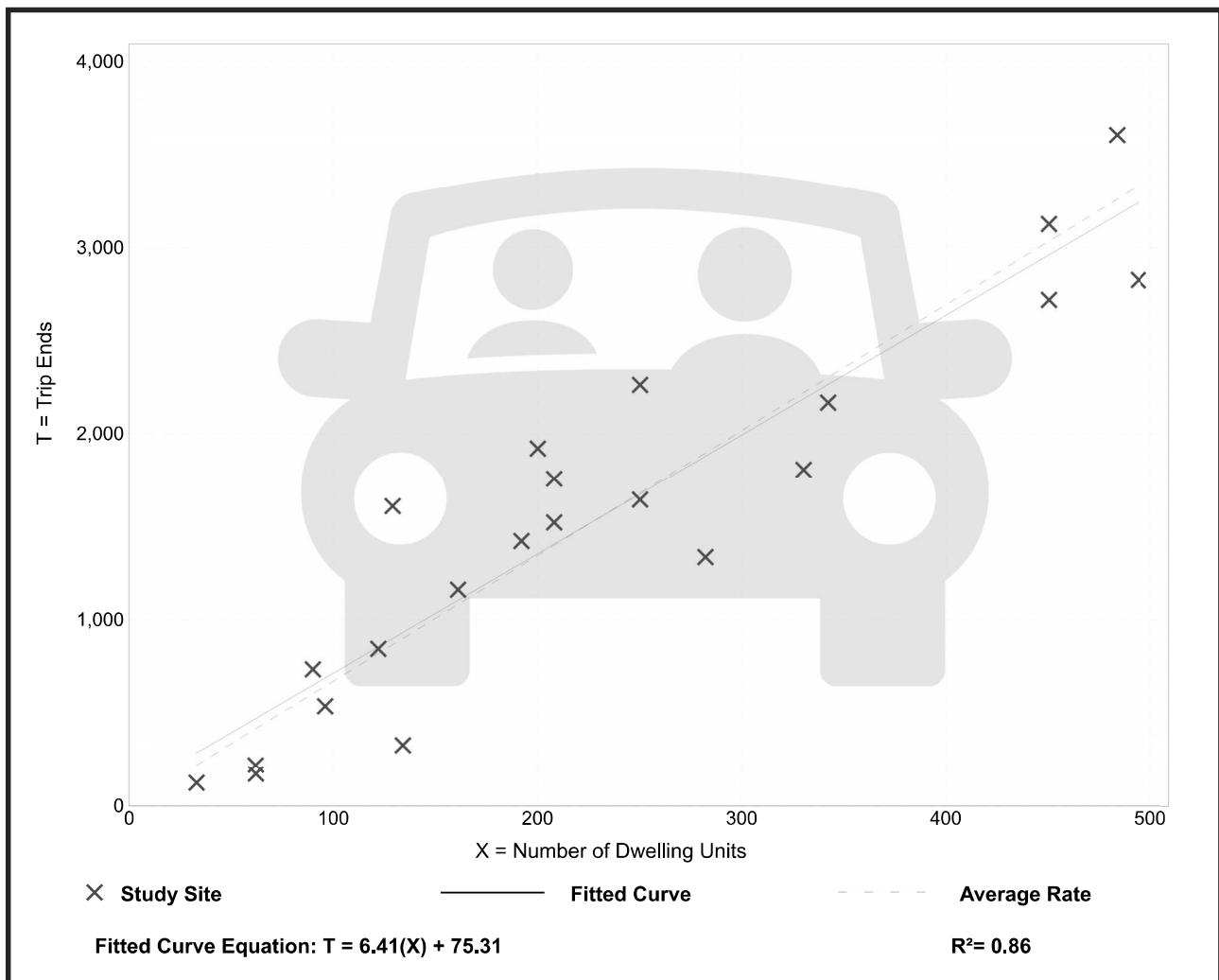
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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: 49

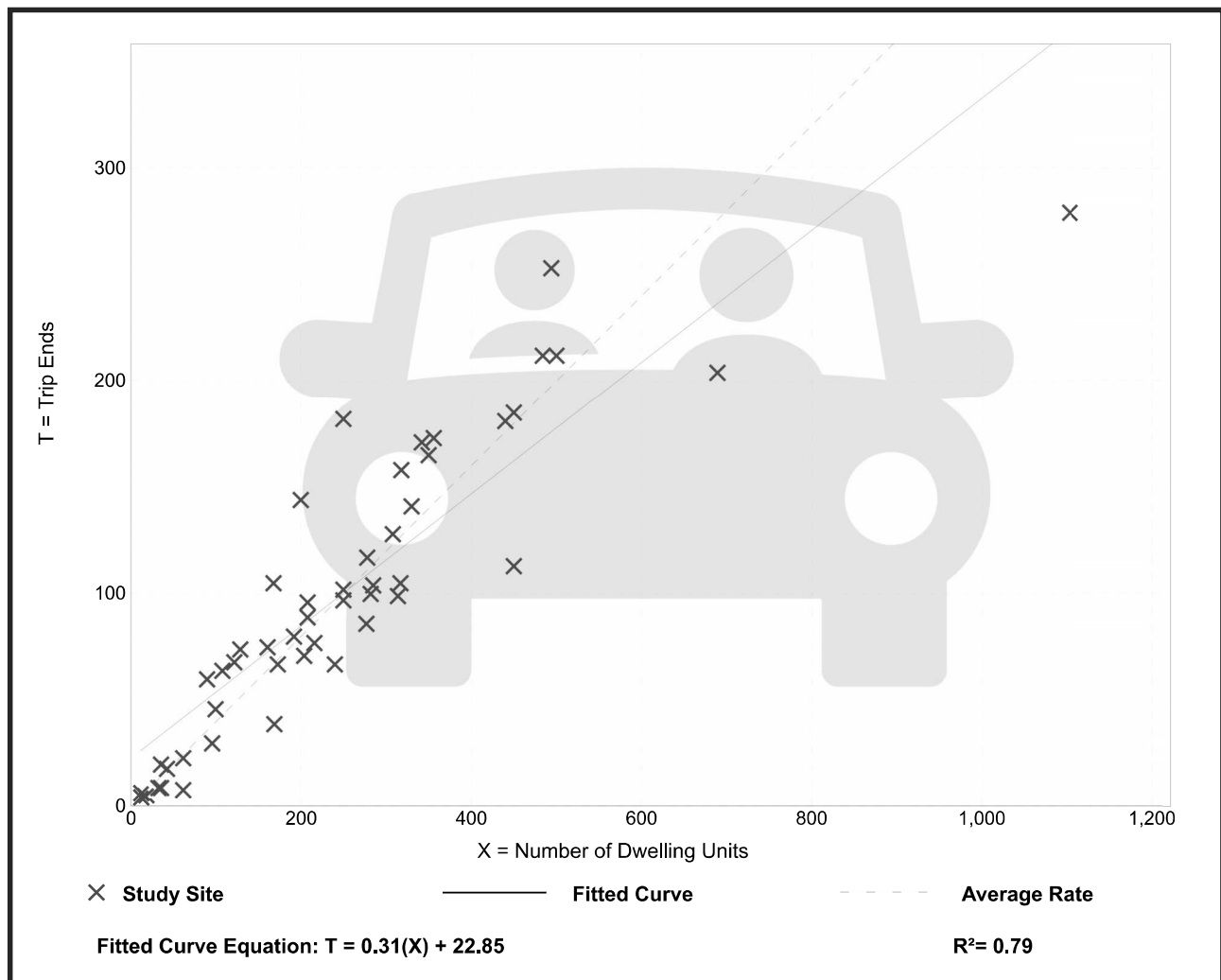
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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: 59

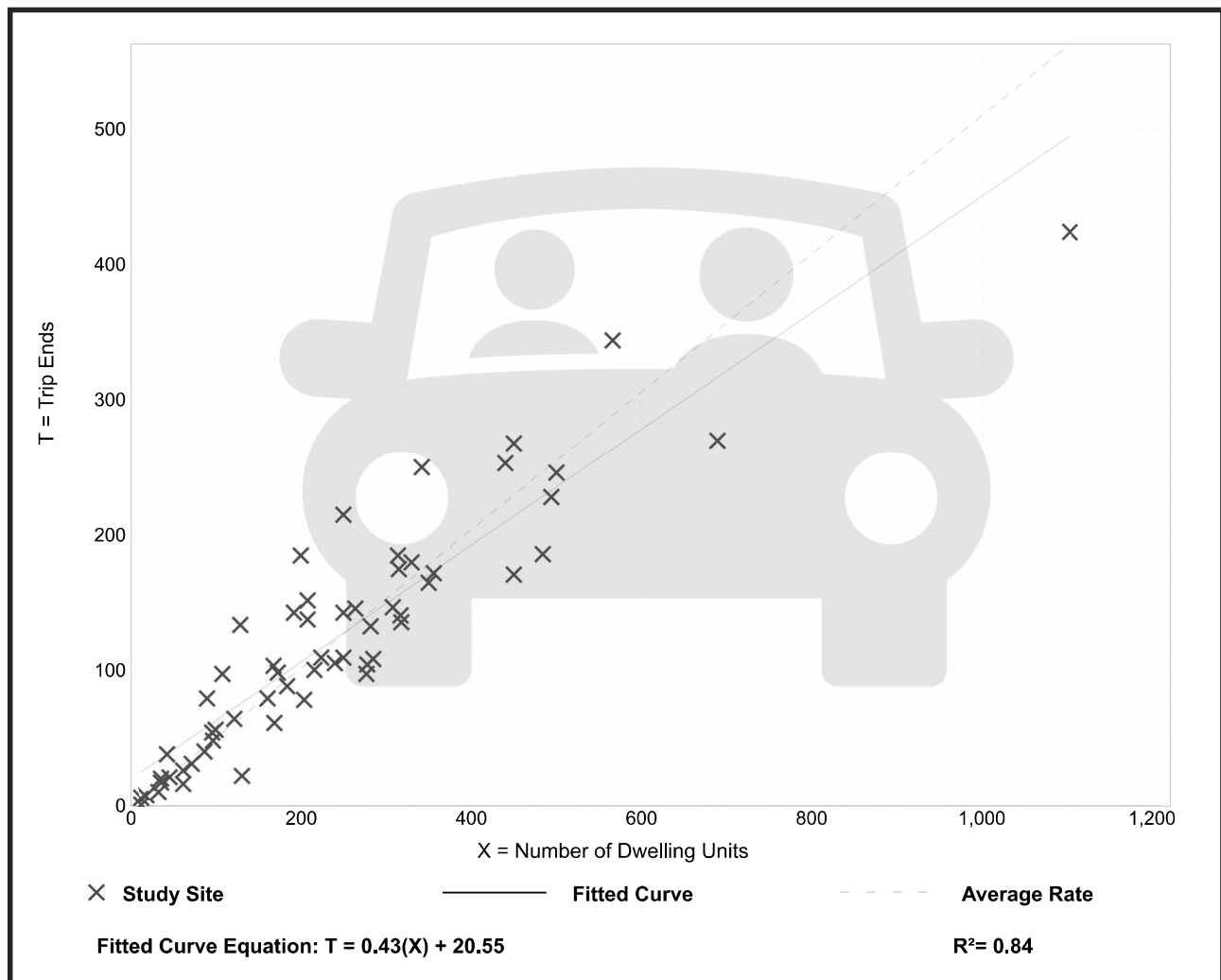
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



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	
781	3681	Trips	590	742	292	236	506	482	395	484	3,767
781	3681	Percent	15.8	19.9	7.9	6.3	13.6	12.9	10.6	13.0	
782	3682	Trips	115	71	97	61	72	67	55	134	689
782	3682	Percent	17.1	10.6	14.4	9.1	10.7	10.0	8.2	19.9	
783	3683	Trips	2,016	1,223	1,316	1,003	1,682	2,049	1,141	1,134	12,005
783	3683	Percent	17.4	10.6	11.4	8.7	14.6	17.7	9.9	9.8	
784	3684	Trips	1,597	969	1,110	915	838	1,022	975	648	8,303
784	3684	Percent	19.8	12.0	13.8	11.3	10.4	12.7	12.1	8.0	
785	3685	Trips	539	656	603	539	522	645	412	1,985	6,040
785	3685	Percent	9.1	11.1	10.2	9.1	8.9	10.9	7.0	33.6	
786	3686	Trips	294	217	383	285	226	409	176	431	2,424
786	3686	Percent	12.1	9.0	15.8	11.8	9.3	16.9	7.3	17.8	
787	3687	Trips	710	712	757	578	765	988	353	1,269	6,217
787	3687	Percent	11.6	11.6	12.3	9.4	12.5	16.1	5.8	20.7	
788	3688	Trips	515	510	370	274	419	505	281	251	3,158
788	3688	Percent	16.5	16.3	11.8	8.8	13.4	16.2	9.0	8.0	
789	3689	Trips	405	282	216	148	390	305	206	420	2,372
789	3689	Percent	17.1	11.9	9.1	6.2	16.4	12.9	8.7	17.7	
790	3690	Trips	532	709	531	334	613	646	422	852	4,725
790	3690	Percent	11.5	15.3	11.5	7.2	13.2	13.9	9.1	18.4	
791	3691	Trips	1,181	1,145	682	961	1,032	928	848	1,703	8,726
791	3691	Percent	13.9	13.5	8.0	11.3	12.2	10.9	10.0	20.1	
792	3692	Trips	445	624	312	497	324	315	384	643	3,554
792	3692	Percent	12.6	17.6	8.8	14.0	9.1	8.9	10.8	18.1	
793	3693	Trips	1,097	920	774	930	713	1,193	648	1,135	7,759
793	3693	Percent	14.8	12.4	10.4	12.6	9.6	16.1	8.7	15.3	
794	3694	Trips	1,100	1,276	704	538	736	964	628	794	7,006
794	3694	Percent	16.3	18.9	10.5	8.0	10.9	14.3	9.3	11.8	
795	3695	Trips	862	765	458	419	502	509	504	546	4,675
795	3695	Percent	18.9	16.8	10.0	9.2	11.0	11.2	11.1	12.0	
796	3696	Trips	776	844	451	372	629	677	594	518	5,081
796	3696	Percent	16.0	17.4	9.3	7.6	13.0	13.9	12.2	10.7	
797	3697	Trips	851	1,031	537	485	804	818	659	791	6,185
797	3697	Percent	14.2	17.3	9.0	8.1	13.5	13.7	11.0	13.2	
798	3698	Trips	1,503	1,779	1,276	844	1,497	1,460	1,000	939	10,821
798	3698	Percent	14.6	17.3	12.4	8.2	14.5	14.2	9.7	9.1	
799	3699	Trips	1,020	2,197	1,415	711	1,520	1,161	593	1,037	9,856
799	3699	Percent	10.6	22.8	14.7	7.4	15.7	12.0	6.1	10.7	
800	3700	Trips	81	324	188	98	164	221	182	198	1,461
800	3700	Percent	5.6	22.2	12.9	6.7	11.3	15.2	12.5	13.6	
801	3701	Trips	298	663	412	287	396	365	319	315	3,140
801	3701	Percent	9.8	21.7	13.5	9.4	13.0	12.0	10.4	10.3	
802	3702	Trips	563	825	417	269	488	418	424	468	3,936
802	3702	Percent	14.5	21.3	10.8	7.0	12.6	10.8	11.0	12.1	
803	3703	Trips	615	1,329	620	462	759	741	746	716	6,245
803	3703	Percent	10.3	22.2	10.4	7.7	12.7	12.4	12.5	12.0	
804	3704	Trips	252	486	245	189	192	198	263	363	2,224
804	3704	Percent	11.5	22.2	11.2	8.7	8.8	9.1	12.0	16.6	
805	3705	Trips	272	301	231	175	190	154	141	227	1,723
805	3705	Percent	16.1	17.8	13.6	10.4	11.3	9.1	8.4	13.4	
806	3706	Trips	164	254	244	104	174	174	212	143	1,493
806	3706	Percent	11.1	17.3	16.6	7.1	11.8	11.9	14.5	9.7	

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	
781	3681	Trips	849	1,104	463	536	789	615	387	681	5,550
781	3681	Percent	15.7	20.4	8.5	9.9	14.5	11.3	7.1	12.6	
782	3682	Trips	177	121	159	48	71	78	94	167	924
782	3682	Percent	19.3	13.3	17.3	5.3	7.8	8.6	10.2	18.3	
783	3683	Trips	2,778	1,773	1,652	1,239	2,330	2,188	1,309	1,220	14,895
783	3683	Percent	19.2	12.2	11.4	8.6	16.1	15.1	9.0	8.4	
784	3684	Trips	1,997	1,334	1,186	771	920	998	1,071	875	9,364
784	3684	Percent	21.8	14.6	13.0	8.4	10.1	10.9	11.7	9.6	
785	3685	Trips	692	874	738	478	562	703	645	2,809	7,618
785	3685	Percent	9.2	11.7	9.8	6.4	7.5	9.4	8.6	37.5	
786	3686	Trips	369	307	396	313	339	440	304	640	3,139
786	3686	Percent	11.9	9.9	12.8	10.1	10.9	14.2	9.8	20.6	
787	3687	Trips	986	1,090	915	518	1,012	1,155	524	1,574	7,911
787	3687	Percent	12.7	14.0	11.8	6.7	13.0	14.9	6.7	20.2	
788	3688	Trips	676	750	423	296	624	554	404	483	4,291
788	3688	Percent	16.1	17.8	10.1	7.0	14.8	13.2	9.6	11.5	
789	3689	Trips	424	356	311	278	454	506	317	553	3,224
789	3689	Percent	13.3	11.1	9.7	8.7	14.2	15.8	9.9	17.3	
790	3690	Trips	683	912	604	366	812	732	603	1,264	6,107
790	3690	Percent	11.4	15.3	10.1	6.1	13.6	12.2	10.1	21.2	
791	3691	Trips	1,701	1,747	1,044	1,240	1,353	1,607	1,251	2,848	13,110
791	3691	Percent	13.3	13.7	8.2	9.7	10.6	12.6	9.8	22.3	
792	3692	Trips	516	632	291	345	374	428	450	807	3,906
792	3692	Percent	13.4	16.5	7.6	9.0	9.7	11.1	11.7	21.0	
793	3693	Trips	1,468	1,518	1,001	1,054	1,100	1,332	924	1,768	10,566
793	3693	Percent	14.4	14.9	9.9	10.4	10.8	13.1	9.1	17.4	
794	3694	Trips	1,489	1,390	849	690	994	1,066	720	1,019	8,447
794	3694	Percent	18.1	16.9	10.3	8.4	12.1	13.0	8.8	12.4	
795	3695	Trips	1,043	1,106	474	443	614	607	586	683	5,697
795	3695	Percent	18.8	19.9	8.5	8.0	11.1	10.9	10.6	12.3	
796	3696	Trips	962	945	512	276	684	757	542	648	5,421
796	3696	Percent	18.1	17.8	9.6	5.2	12.9	14.2	10.2	12.2	
797	3697	Trips	1,240	1,391	632	496	1,002	925	742	911	7,672
797	3697	Percent	16.9	19.0	8.6	6.8	13.7	12.6	10.1	12.4	
798	3698	Trips	2,102	2,136	1,420	1,042	1,792	1,611	1,180	1,192	12,783
798	3698	Percent	16.9	17.1	11.4	8.4	14.4	12.9	9.5	9.6	
799	3699	Trips	1,373	2,952	1,377	952	1,852	1,450	933	1,295	12,430
799	3699	Percent	11.3	24.2	11.3	7.8	15.2	11.9	7.7	10.6	
800	3700	Trips	159	586	297	196	308	375	370	253	2,552
800	3700	Percent	6.2	23.1	11.7	7.7	12.1	14.7	14.6	9.9	
801	3701	Trips	328	903	460	285	482	409	351	527	3,838
801	3701	Percent	8.8	24.1	12.3	7.6	12.9	10.9	9.4	14.1	
802	3702	Trips	662	804	468	271	534	406	370	568	4,152
802	3702	Percent	16.2	19.7	11.5	6.6	13.1	10.0	9.1	13.9	
803	3703	Trips	774	1,780	781	514	1,120	887	655	1,090	7,753
803	3703	Percent	10.2	23.4	10.3	6.8	14.7	11.7	8.6	14.3	
804	3704	Trips	387	597	327	246	323	300	295	471	3,023
804	3704	Percent	13.1	20.3	11.1	8.4	11.0	10.2	10.0	16.0	
805	3705	Trips	270	352	169	96	199	224	157	246	1,737
805	3705	Percent	15.8	20.6	9.8	5.6	11.6	13.1	9.1	14.3	
806	3706	Trips	211	314	181	180	197	183	151	252	1,676
806	3706	Percent	12.6	18.8	10.8	10.8	11.8	11.0	9.1	15.1	