BROWARD HEALTH MEDICAL CENTER (BHMC) CAMPUS
MEDICAL OFFICE BUILDING (MOB)
FORT LAUDERDALE, FLORIDA

Kimley»Horn

Updated April 2025
December 2024
140089006

Traffic Impact Analysis
for Submittal to the
City of Fort Lauderdale

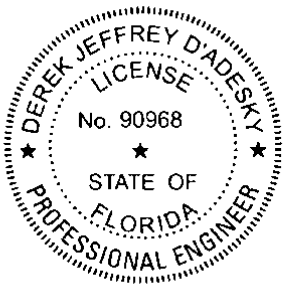
BROWARD HEALTH MEDICAL CENTER (BHMC) CAMPUS
MEDICAL OFFICE BUILDING (MOB)
FORT LAUDERDALE, FLORIDA

Prepared for:

Broward Health

Prepared by:

Kimley-Horn and Associates, Inc.



This item has been digitally signed and sealed by Derek Jeffrey d'Adesky, P.E. on the date adjacent to the seal.

Derek d'Adesky
Digitally signed by Derek d'Adesky
Date: 2025.04.28 19:22:51 -04'00'

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

Derek Jeffrey d'Adesky, P.E.
Florida Registration Number 90968
Kimley-Horn and Associates, Inc.
6200 Peters Road, Suite 2000
Plantation, FL 33324

Kimley»Horn

Updated April 2025
December 2024
140089006

EXECUTIVE SUMMARY

Broward Health, LLC is proposing to develop the property located in the northwest quadrant of the intersection of S Andrews Avenue and SW 17th Street in Fort Lauderdale, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 188,000 square feet of medical office space. The project is expected to be completed and opened by year 2027.

Access to the proposed redevelopment is provided via one (1) ingress/egress driveway on the west side of the site along SW 1st Avenue. Loading access is also provided via (1) ingress/egress driveway on the west side of the site along SW 1st Avenue.

Trip generation calculations for the existing and proposed development were performed using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. The project is expected to 344 net weekday A.M. peak hour vehicular trips and 616 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted levels of service (LOS) E or better during all analysis scenarios with the exception of the following intersections:

- The intersection of S Andrews Avenue and Davie Boulevard, which operates at LOS D under existing, future background, and future total conditions during the A.M. peak hour, and LOS E under existing and future background conditions and LOS F under future total conditions during the P.M. peak hour. Note that the project assigns net new traffic equivalent to approximately 4.0 percent (4.0%) of the overall traffic volume at this intersection during the A.M. peak hour and 6.0 percent (6.0%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact at this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the P.M. peak hour and at adopted LOS E or better.

- The intersection of SE 3rd Avenue and Davie Boulevard, which operates at LOS C under existing, future background, and future total conditions during the A.M. peak hour, and LOS E under existing conditions and LOS F under future background and future total conditions during the P.M. peak hour. Note that the project assigns net new traffic equivalent to approximately 1.6 percent (1.6%) of the overall traffic volume at this intersection during the A.M. peak hour and 2.6 percent (2.6%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact at this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the P.M. peak hour and at adopted LOS E or better.

The results of the 95th percentile queue analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hour with the exception of the following:

- SW 4th Avenue and Davie Boulevard:
  - The southbound left-turn lane under future total conditions during the A.M. peak hour. However, the project results in a queue impact of less than three (3) additional vehicles when compared to the future background condition. Note, the southbound left-turn lane is constrained by the upstream intersection at SW 4th Avenue and SW 11th Court and cannot be extended.
- S Andrews Avenue and Davie Boulevard
  - The northbound left-turn lane under future total conditions during the A.M. peak hour and under existing, future background, and future total conditions during the P.M. peak hour. Note the northbound left-turn lane is constrained by the existing median/southbound left-turn lane at S Andrews Avenue and SW 13th Street/SE 13th Street and cannot be extended.
  - The northbound right-turn lane under existing, future background, and future total conditions under the A.M. and P.M. peak hours. Note, the northbound right turn lane is constrained by existing parking to the south.

  - The westbound left-turn lane under existing, future background, and future total conditions during the P.M peak hour. However, the project results in a queue impact of less than one (1) additional vehicle when compared to future background conditions. Note, the westbound left-turn lane is constrained by the existing two-way shared median turn lane to the east.
- SW 4th Avenue and SW 17th Street
  - The westbound left-turn lane under existing, future background, and future total conditions during the P.M peak hour. Note, the westbound left-turn lane is constrained by the existing median/eastbound left-turn lane at SW 3rd Avenue and SW 17th Street.

Although the turn lanes are constrained, signal timings were optimized in an effort to mitigate the impact of the project such that the vehicle queue lengths under future total conditions are less than or equal to the vehicle queue lengths under future background conditions during the A.M. and P.M. peak hours.

The results of the roadway segment capacity analysis indicate that the study roadway segments are expected to operate at adopted LOS D or better under all analysis conditions during the A.M. and P.M. peak hours.

The maneuverability analysis was prepared using a passenger (P) vehicle for the ground floor driveways, and a WB-40 and a 30 foot SU-30 was used for loading and refuse activities in the loading area. The AutoTurn analysis determined that passenger vehicles and loading vehicles will be able to ingress, egress, and travel through the site and loading area.

The results of the valet operations analysis demonstrate that three (3) valet attendants would be required during the A.M. peak hour and four (4) valet attendants would be required during the P.M. peak hour to ensure valet queues do not exceed the storage provided.

The results of the entry gate analysis indicate that the 95th percentile queue length for the garage entry gate is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto the public right-of-way.