

212 Southeast 2nd Ave Residence - Traffic Analysis Table

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Completed By: Christine Fanchi, PE & Benjamin Restrepo, EI; City of Fort Lauderdale Transportation & Mobility

DRC case # R17032

LUPA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
EXISTING External Trips								
Drive in Bank (ITE 912)	9 Lanes	1,253	84	50	33	299	147	153
Proposed External Trips								
Super Market	26 1,000 SF	2,658	184	96	88	218	113	104
Net New External Trips		1,405	100	45	55	-82	-33	-48
Proposed External Trips								
High Rise Apartment	350 Dwelling Units	1,470	119	26	93	140	87	53
Proposed New External Trips		2,875	219	72	148	58	53	5

LUPA DISCOUNTS:								
	Reduction							
High Rise Apartment	70%	1029	83	18	65	98	61	37

OTHER DOWNTOWN DISCOUNTS:								
Internal Capture/Pass-By Trips								
Super Market								
NON-Auto Commute Discount*								
Super Market	22%	309	22	10	12	0	0	0
WAVE Streetcar Discount**								
Super Market	3%	42	3	1	2	0	0	0
595 Express Bus Service***								
Super Market	3%	42	3	1	2	0	0	0
BCT Local Bus Service								
Super Market	3%	42	3	1	2	0	0	0
Sun Trolley Local Service								
Super Market	1%	14	1	0	1	0	0	0

THIS PROJECT DISCOUNTS:								
Internal Capture	AM	PM						
Super Market	2%	19%	143	2	1	1	0	0
Pass By								
Super Market	35%	PM Trips Only	-	-			0	0
Shelter: 595 Express Bus Service***								
Shelter: BCT Local Bus Service								
Super Market	3%		42	3	1	2	0	0
Wide Sidewalks (7' Min) w/ Landscape Buffer & Lighting								
Super Market	4%		56	4	2	2	0	0
Public Bike Share/Kiosk								
Super Market	2%		28	2	1	1	0	0
Bicycle Parking- Long Term								
Super Market	1%		14	1	0	1	0	0
Bicycle Parking- Short Term								
Super Market	1%		14	1	0	1	0	0
On-Site Facilities (ATM, Shower/Changing Room/Convenience Shopping)								
Super Market	1%		14	1	0	1	0	0
Publicly Accessible Car-Sharing Program								
Super Market	0%		0	0	0	0	0	0
Provisions for Shuttle Service for Employees/Students/Customers								
Super Market	1%		14	1	0	1	0	0
Flexible Work Schedules/Telecommute Programs								
Super Market	1%		14	1	0	1	0	0
Ped Signal Improvements ****								
Super Market	5%		70	5	2	3	0	0

TOTAL DISCOUNT TRIPS (REMOVED)		1,887	136	38	98	98	61	37
NET NEW EXTERNAL TRIPS		988	83	34	50	-40	-8	-32

Trip generation was calculated using the following data:

Daily Trip Generation, ITE 9th Edition			
Drive in Bank	ITE [912]	=	T = 139.25 * lanes
High Rise Apartment	ITE [222]	=	T = 4.20 * Dwelling Units
Super Market	ITE [850]	=	T = 102.24 * SF/1000
AM Peak Hour Trip Generation, ITE 9th Edition			
Drive in Bank	ITE [912]	=	T = 9.29 * lanes (60% in / 40% out)
High Rise Apartment	ITE [222]	=	T = .34 * Dwelling Units (22% in / 78% out)
Super Market	ITE [850]	=	T = 7.07 * SF/1000 (52% in / 48% out)
PM Peak Hour Trip Generation, ITE 9th Edition			
Drive in Bank	ITE [912]	=	T = 33.24 * lanes (49% in / 51% out)
High Rise Apartment	ITE [222]	=	T = .40 * Dwelling Units (62% in / 38% out)
Super Market	ITE [850]	=	T = 8.37 * SF/1000 (52% in / 48% out)

* 2015 ACS showed 22% of all commuters Work from
 ** Per SERPM Version 6 Model, approximately 2% in
 ITE's, Trip Generation Handbook, 3rd Edition. Internal capture rates of 1.9 percent (1.9%) for the A.M. peak hour trip generation and 18.5 percent (18.5%) for the P.M. peak hour trip generation are expected for the proposed redevelopment.

Note: The traffic methodology utilized the approved mitigations from the approved Downtown Land Use Plan Amendment (LUPA) for the new 5,000 residential units. Existing and ITE generated vehicular trips were discounted based on the context of the surrounding area of the development to include proximity to other land uses, WAVE Streetcar, Broward County Transit, 595 Express Transit, and others. Secondly, a list of proposed mitigations to offset the projected vehicular impacts by the proposed development was created to complement the feature within downtown Fort Lauderdale to support more trips by walking, biking, bus transit, Sun Trolley service, WAVE Streetcar, and nearby Brightline service. These mitigations came from the results of previous traffic studies and the downtown LUPA that were conducted in the same area affecting the same signalized and un-signalized intersections with similar traffic reductions for the downtown context. Future volumes from the previous recent downtown traffic studies along with the new developments new trips generations (ITE trips) were used when evaluating the intersections. This exercise is similar to the traffic impact statements that use pass by and internal trip capture discounts to bring the development's trip generations within acceptable levels to balance transportation modes.