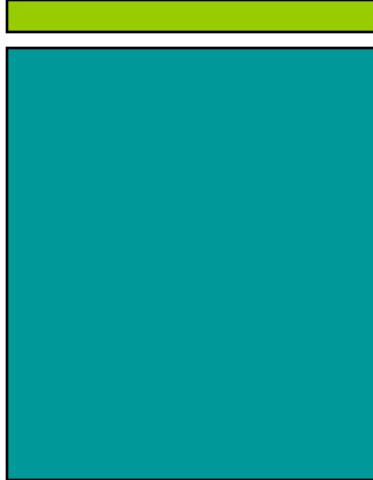


# Bahia Mar

Fort Lauderdale, Florida

executive summary



prepared for:  
EDSA, Inc.

**Traf Tech**  
ENGINEERING, INC.

**September 2017**

CAM #17-1330  
Exhibit 2  
Page 1 of 13

## **EXECUTIVE SUMMARY**

TRR Bahia Mar, LLC is proposing to construct a 256-room luxury resort hotel accompanied by 18,547 square feet of ballroom or meeting space, 83,473 square feet of retail space, a 28,342 square foot market, 26,123 square feet of restaurant use, 651 condominium units, and 39,027 square feet of dockmaster/ancillary office space within the existing Bahia Mar property. Proposed uses will replace 296 hotel rooms and associated amenities (including 16,223 square feet of ballroom space, 6,484 square feet of office use, 4,128 square feet of restaurant space and 22,641 square feet of retail) in addition to surface parking areas serving existing Bahia Mar facilities and nearby marine-related businesses. Currently existing and expected to remain are 237 boat slips including 10 live aboard slips and 10 fishing charter slips. Figure 1 shows the general location of the Bahia Mar property within the City of Fort Lauderdale Central Beach Area (CBA).

Vehicular ingress and egress will be accommodated along State Road A1A at five (5) access driveways: a two-way signalized access driveway, three (3) two-way unsignalized access driveways, and one (1) two-way unsignalized service driveway. Buildout and occupancy is expected to occur by 2027.

Traf Tech Engineering, Inc. has been retained to complete a traffic impact analysis for submittal to the City of Fort Lauderdale assessing potential transportation-related impacts of the proposed development. The report summarizes the data collected, estimates project trip generation and distribution characteristics, and assesses the impact of project trips at nearby intersections most affected by this development proposal.

### **Existing and Proposed Land Uses**

The project site is located along the west side of State Road A1A (Seabreeze Boulevard) generally between Harbor Drive and Hall of Fame Drive within municipal limits of the City of Fort Lauderdale, Florida. The 38.65-acre project site is currently occupied by the 296-room Bahia Mar Resort and related facilities. As the existing Bahia Mar hotel and amenities including office, retail, and restaurant space were operational during the data collection period for this report, the net increase in vehicle trips attributable to the development proposed has been analyzed. According to current plans, the site is proposed to be redeveloped with a 256-room luxury resort hotel accompanied by 18,547 square feet of ballroom or meeting space, 83,473 square feet of retail space, a 28,342 square foot market, 26,123 square feet of restaurant use, 651 condominium units, and 39,027 square feet of dockmaster/ancillary office space. In addition, a 237-slip marina currently existing on site will remain.

## **Project Access**

According to the plan provided, vehicular ingress and egress will be accommodated along State Road A1A at five (5) locations as follows:

- Bahia Mar South Driveway - two-way driveway,
- Bahia Mar Primary Driveway - two-way driveway (signalized),
- Bahia Mar North Driveway - two-way driveway,
- Resident Driveway (serving resident buildings 1 and 2) - two-way driveway, and
- Service Only Driveway - two-way driveway.

Vehicles entering the Bahia Mar project site will have access to both surface and structured parking and can opt to either self park or use valet facilities provided.

## **Roadway System**

The transportation network within the designated study area includes two (2) state minor arterials: SR A1A (Seabreeze Boulevard) including the one-way pair and SR 842 (Las Olas Boulevard).

SR A1A south of the one-way pair is a four-lane north-south state minor arterial with a posted speed limit of 35 miles per hour (mph). SR A1A within the study area provides direct access to the mainland at the SE 17th Street Causeway. The one-way pair consists of two (2) lanes in each direction with a posted speed limit of 30 mph. Las Olas Boulevard within the study area is a four-lane east-west state minor arterial with a posted speed limit of 30 mph. Las Olas Boulevard provides direct access from the Central Beach Area to the mainland at the Las Olas Boulevard Bridge over the Intracoastal Waterway.

## **Intersections**

For purposes of the study and in accordance with the agreed upon methodology, the following thirteen (13) intersections were selected for detailed analysis.

- State Road A1A at SE 23 Avenue,
- State Road A1A at Mayan Drive,
- State Road A1A at Harbor Beach Parkway,
- State Road A1A at Holiday Drive,
- State Road A1A at Harbor Drive,
- State Road A1A at South Marina Drive (entrance only),
- State Road A1A at North Marina Drive (exit only),
- State Road A1A at Bahia Mar,
- State Road A1A at S. Peninsula Driveway,
- State Road A1A (southbound) at SE 5 Street,

- State Road A1A (northbound) at SE 5 Street,
- State Road A1A (southbound) at Las Olas Boulevard, and
- State Road A1A (northbound) at Las Olas Boulevard.

## Transit Service and Facilities

Two (2) traditional Broward County Transit Routes serve the project site as follows:

- **Route 40** operating with 20 minute headways on a typical weekday and 30 minute headways during the weekend peak hour, traverses SR A1A between the SE 17th Street Causeway and Sunrise Boulevard.
- **Route 11** operating with 30 minute headways on a typical weekday and 45 minute headways during the weekend peak hour traverses Las Olas Boulevard and SR A1A between Las Olas Boulevard and the 14th Street Causeway in Pompano Beach.

The Sun Trolley Community Bus Service also provides travel assistance within the study area. The Convention Connection (Beach Link) trolley travels north and south along SR A1A between the SE 17th Street Causeway and Sunrise Boulevard. The Convention Connection (Beach Link) trolley is operational seven (7) days a week between 9:30 AM and 6:30 PM. The Las Olas/Beaches trolley operates Friday, Saturday, Sunday and Monday between 9:30 AM and 6:35 PM and services Las Olas Boulevard and SR A1A between Las Olas Boulevard and Vistamar Street. As ridership information is not available for the Sun Trolley system, the roadway segment analysis provided in a later section of this report does not include this potential roadway capacity increase.

According to the current site plan package, the redeveloped Bahia Mar site will accommodate two (2) Broward County bus stops, three (3) Sun Trolley stops and two (2) water taxi stops.

## Trip Generation

Trip generation estimates for existing land uses and the proposed re-development plan are based on rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (9<sup>th</sup> Edition). According to the ITE report, the most appropriate Land Use Category (LUC) for both existing and proposed land uses is as follows:

The Bahia Mar property is currently occupied by the following land uses:

- 296 hotel rooms (LUC 330 - Resort Hotel)  
\*includes 250 square foot car rental center
- Marina with 217 boat slips (LUC 420 - Marina)
- 10 live aboard boat slips (LUC 420 - Marina)
- 10 fishing charter slips (LUC 420 - Marina)

- 16,223 square foot ballroom (LUC 310 - Hotel)
- 6,484 square feet of office space (LUC 710 - General Office Building)
- 4,128 square feet of restaurant use (LUC 931 - Quality Restaurant)
- 22,641 square feet of retail space (LUC 826 - Specialty Retail Center).

A current site plan proposes the following:

- 256 hotel rooms (LUC 330 - Resort Hotel)  
\*includes 250 square foot car rental center
- 18,547 square feet of ballroom or meeting space (LUC 310 - Hotel)
- 26,123 square feet of quality restaurant use (LUC 931 - Quality Restaurant)
- 651 high-rise residential condominium units (LUC 232 - High Rise Residential Condominium/Townhouse)
- 39,027 square feet of dockmaster\ancillary office space (LUC 710 - General Office)  
\*As ITE does not provide data for dockmaster, LUC 710 was used.
- 83,473 square feet of retail space (LUC 826 - Specialty Retail Center)
- 28,342 square foot market (LUC 850 - Supermarket)  
\*As ITE does not provide data for market, LUC 850 was used.
- Marina with 217 boat slips (LUC 420 - Marina)
- 10 live aboard boat slips (LUC 420 - Marina)
- 10 fishing charter slips (LUC 420 - Marina)

### **Net New Project Trips**

The Bahia Mar redevelopment plan as proposed is expected to generate 536 net new AM peak hour trips (227 entering and 309 exiting), 460 net new PM peak hour trips (258 entering and 202 exiting) and 548 net new weekend peak hour trips (309 entering and 239 exiting).

### **Trip Distribution and Traffic Assignment**

For purposes of the study, the distribution and assignment of project-related vehicle trips are based on knowledge of the immediate area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns.

### **Detailed Intersection and Driveway Level of Service Analyses**

Intersection capacity analyses were performed for the thirteen (13) study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the current edition of the Highway Capacity Manual using the SYNCHRO 8 Software. The results of the intersection analyses are summarized in report Tables 4 (signalized intersections) and 5 (unsignalized intersections).

## Roadway Segment Level of Service Analysis

A roadway segment analysis was undertaken examining both vehicular roadway conditions and transit ridership. Traffic volumes analyzed represent peak season conditions. Existing transit conditions were developed from current ridership information and the capacity of a typical Broward County Transit bus servicing the study area.

Table series 6, 7 and 8 attached include the transportation corridor level of service analysis for existing, future background, and future total conditions, respectively. As shown in these tables, SR A1A currently has excess person-trip capacity during AM, PM and weekend peak hours during all three scenarios.

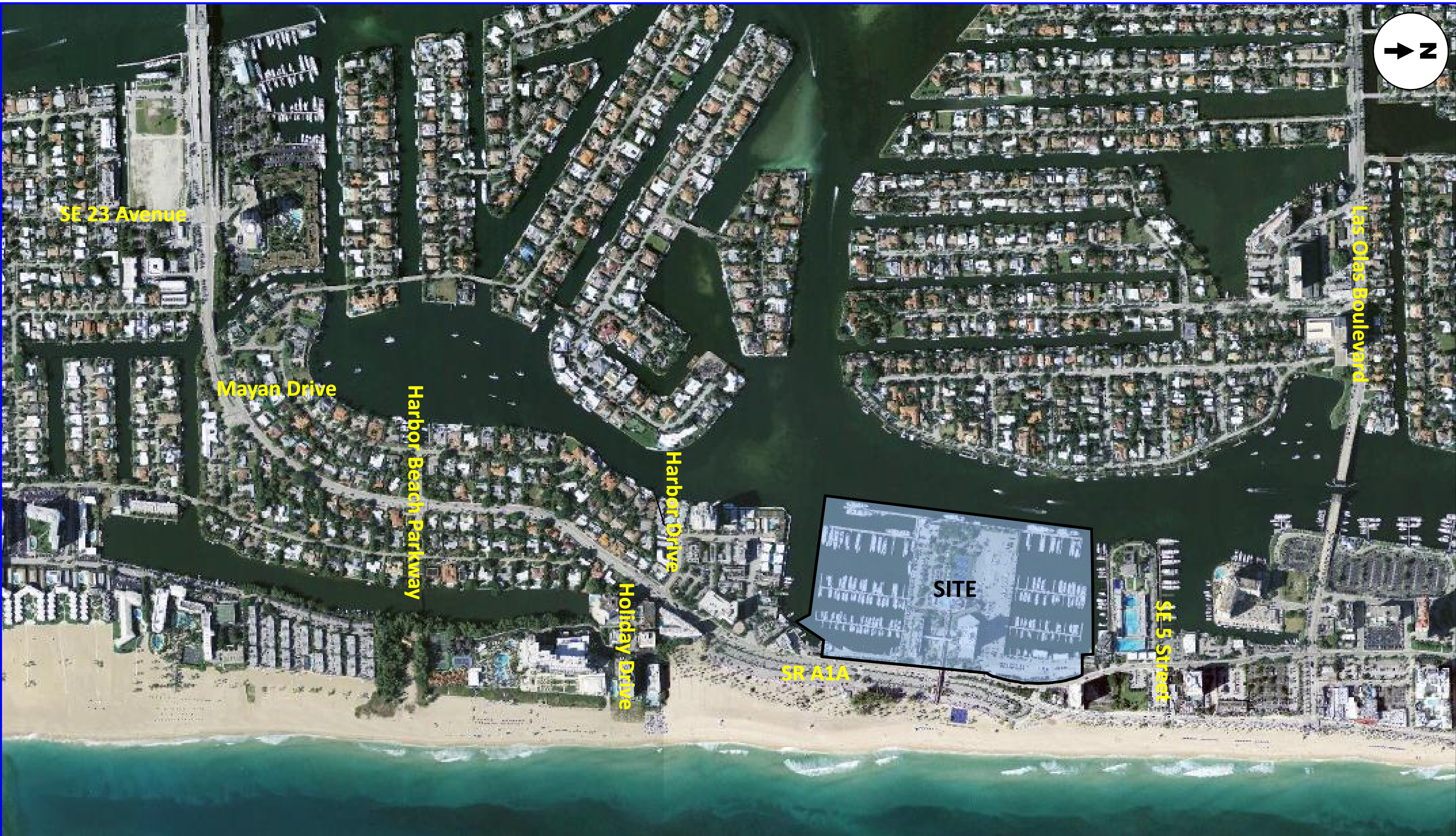
## Conclusions and Recommendations

The traffic study, conducted in accordance with current City of Fort Lauderdale requirements yields the following conclusions:

- The current site plan is expected to produce 536 net new AM peak hour trips (227 inbound and 309 outbound), 460 net new PM peak hour trips (258 entering and 202 exiting), and 548 peak weekend trips (309 entering and 239 exiting).
- Signalized intersections within the project area currently operate within acceptable levels overall and are expected to continue operating within acceptable levels upon buildout and occupation of the Bahia Mar redevelopment plan as proposed. Potential improvements expected to enhance operation during the weekend peak hour include:
  - **At SR A1A and the signalized Bahia Mar Driveway** - add a northbound left-turn phase and optimize signal timing. The protected left-turn phase (which can be followed by a permissive left turn phase) will allow for an eastbound right turn overlap.
  - **At SR A1A and the signalized Bahia Mar Driveway** - at the City's discretion, add an additional eastbound left turn lane (for dual left turn lanes eastbound) to minimize green time required for the eastbound approach and allowing more green time to be redirected to north-south SR A1A approaches.
  - **At SR A1A and the signalized Bahia Mar Driveway** - extend the northbound left turn lane storage as much as feasible. Northbound left turning vehicles that cannot be accommodated within the left turn lane will spill onto the westernmost through lane. Due to the good operating conditions of the northbound through lanes, the spillover is not expected to degrade operating conditions of the northbound approach.

- **At SR A1A southbound and Las Olas Boulevard** - optimize signal timing.
- Unsignalized intersections within the project area currently operate within acceptable levels and are expected to continue operating within acceptable levels upon buildout and occupation of the Bahia Mar property.
- A roadway segment analysis specific to SR A1A adjacent to the project site shows the corridor has capacity available to support the proposed site plan.
- Multi-modal improvements proposed within the current site plan package that are expected to encourage residents and guests to leave private vehicles for alternate modes of transportation include:
  - Two (2) water taxi stops onsite,
  - Three (3) Sun Trolley stops onsite,
  - Available boat slips for daily patrons,
  - A continuous pedestrian waterfront promenade,
  - Onsite short-term and long-term bicycle parking,
  - Available space for a bicycle sharing program,
  - Shuttle service to and from Port Everglades and Fort Lauderdale Hollywood International Airport,
  - Car service for guests to and from local destinations, and
  - Electric vehicle recharging stations.

In 1989 the City of Fort Lauderdale adopted development thresholds for the Central Beach Area. According to the current Central Beach RAC Development Table (dated January 6, 2017 and included as Appendix J), the Central Beach Area has a trip threshold of 3,220 weekday PM peak hour vehicle trips. To date, 2,489 vehicle trips have been claimed by approved development (including 208 peak hour vehicle trips designated for Beach Walk at Bahia Mar, a prior Bahia Mar approval) leaving 731 available trips. The current Bahia Mar site plan is expected to produce 468 weekday PM peak hour trips. Crediting the 208 trips dedicated to Beach Walk at Bahia Mar (as Beach Walk was proposed for the northern portion of the Bahia Mar property) back to the Bahia Mar property yields 260 PM peak hour trips required from the 731 trips available. Therefore, upon consideration of the Bahia Mar redevelopment as proposed, 471 trips are expected to remain for future development within the Central Beach Area ( $731 - 468 + 208 = 471$ ).





**TABLE 4**  
**Signalized Intersection Level of Service**  
**Bahia Mar**

Intersection/Approaches	2017 Existing	Future Traffic Conditions		
		Year 2027 Without Project	Year 2027 With Project	With Imp.
<i>SR AIA at SE 23rd Avenue</i>	C\21.7 (C\23.1) [C\25.6]	C\22.1 (C\23.4) [C\26.4]	C\22.0 (C\23.5) [C\27.2]	
- EB Approach	B (B) [B]	B (B) [B]	B (B) [C]	
- WB Approach	B (B) [C]	B (B) [C]	B (B) [C]	
- NB Approach	E (E) [E]	E (E) [E]	E (E) [E]	
- SB Approach	E (E) [E]	E (E) [E]	E (E) [E]	
<i>SR AIA at Mayan Drive</i>	B\13.1 (B\11.0) [B\11.8]	B\13.5 (B\11.5) [B\12.4]	B\13.9 (B\11.9) [B\12.8]	
- WB Approach	D (D) [D]	D (D) [D]	D (D) [D]	
- NB Approach	B (A) [A]	B (A) [A]	B (A) [B]	
- SB Approach	B (B) [B]	B (B) [B]	B (B) [B]	
<i>SR AIA at Harbor Beach Pkwy</i>	A\4.8 (A\4.1) [A\4.1]	A\4.9 (A\4.3) [A\4.4]	A\5.4 (A\4.8) [A\5.0]	
- EB Approach	D (D) [D]	D (D) [D]	D (D) [D]	
- WB Approach	D (D) [D]	D (D) [D]	D (D) [D]	
- NB Approach	A (A) [A]	A (A) [A]	A (A) [A]	
- SB Approach	A (A) [A]	A (A) [A]	A (A) [A]	
<i>SR AIA at Holiday Drive</i>	A\6.7 (A\9.6) [B\11.5]	A\6.9 (B\10.1) [B\12.3]	A\7.0 (B\10.5) [B\13.2]	
- WB Approach	D (D) [D]	D (D) [D]	D (D) [D]	
- NB Approach	A (A) [B]	A (B) [B]	A (B) [B]	
- SB Approach	A (A) [A]	A (A) [A]	A (A) [A]	
<i>SR AIA at Harbor Drive</i>	A\3.3 (A\4.0) [A\6.3]	A\4.5 (A\5.7) [A\8.7]	A\5.2 (A\5.9) [B\10.9]	
- EB Approach	D (D) [C]	D (D) [C]	D (D) [D]	
- NB Approach	A (A) [A]	A (A) [A]	A (A) [A]	
- SB Approach	A (A) [A]	A (A) [B]	A (A) [B]	
<i>SR AIA at Bahia Mar Driveway</i>	A\5.0 (A\6.8) [A\8.3]	A\5.1 (A\7.0) [A\8.9]	A\9.5 (B\13.8) [E\62.8]	[C\32.9]
- EB Approach	D (D) [D]	D (D) [D]	D (C) [C]	[D]
- NB Approach	A (A) [A]	A (A) [A]	A (B) [F]	[C]
- SB Approach	A (A) [A]	A (A) [A]	A (A) [B]	[D]
<i>SR AIA NB at SE 5 Street</i>	A\0.2 (A\0.2) [A\0.2]	A\0.2 (A\0.3) [A\0.3]	A\0.3 (A\0.3) [A\0.3]	
- NB Approach	A (A) [A]	A (A) [A]	A (A) [A]	
<i>SR AIA SB at SE 5 Street</i>	A\7.9 (A\7.9) [B\13.1]	A\8.7 (A\8.9) [B\14.2]	A\8.7 (A\8.6) [B\15.7]	
- EB Approach	D (D) [D]	D (D) [D]	D (D) [D]	
- WB Approach	D (D) [C]	C (C) [C]	C (C) [C]	
- SB Approach	A (A) [A]	A (A) [B]	A (A) [B]	
<i>SR AIA NB at Las Olas Boulevard</i>	B\12.7 (B\11.1) [B\16.7]	B\12.8 (B\11.2) [B\17.2]	B\12.2 (B\11.0) [B\17.2]	
- EB Approach	D (D) [D]	D (D) [D]	D (D) [D]	
- NB Approach	A (A) [A]	A (A) [A]	A (A) [A]	
<i>SR AIA SB at Las Olas Boulevard</i>	C\21.1 (C\22.4) [D\35.2]	C\22.1 (C\23.7) [D\40.1]	C\23.5 (C\26.4) [D\49.1]	[C\34.0]
- EB Approach	D (D) [E]	D (D) [F]	D (D) [F]	[D]
- WB Approach	B (B) [C]	B (B) [C]	B (B) [C]	[B]
- SB Approach	B (B) [C]	B (B) [C]	B (C) [C]	[C]

Source: HCM 2010. LEGEND: AM Peak Hour (PM Peak Hour) [Weekend]

<b>TABLE 5</b> <b>Unsignalized Intersection Level of Service</b> <b>Bahia Mar</b>				
Intersection/Approaches	2017 Existing	Future Traffic Conditions		
		Year 2027 Without Project	Year 2027 With Project	With Imp.
<i>SR AIA at N Marina Dwy/S Bahia Mar Dwy (unsig)</i>		-	-	
- EB Approach	C (D) [D]	C (E) [D]	C (E) [E]	
<i>SR AIA at S Peninsula Dwy/N Bahia Mar Dwy (unsig)</i>		-	-	
- EB Approach	B (B) [A]	B (C) [A]	B (C) [C]	
<i>SR AIA at M Peninsula Dwy/Resident Dwy (unsig)</i>		-	-	
- EB Approach	NA	NA	B (C) [C]	

Source: HCM 2010. LEGEND: AM Peak Hour (PM Peak Hour) [Weekend]

**Table 6a - Existing AM Peak Hour Transportation Corridor Segment Conditions**

Principal Roadway	Direction	2017 Peak Season AM Roadway Volumes		Peak Hour Transit Ridership	AM Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		AM Peak Hour Transit Capacity	AM Peak Hour Total Capacity (C)	AM Peak Hour Excess Capacity	v/c Ratio	2017 LOS
		Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Person-Trips		
SR A1A - Harbor Dr. to SR A1A One-Way Pair	NB	849	1,104	50	1,154	1,630	2,119	340	2,459	1,395	0.47	D
	SB	887	1,153	50	1,203	1,630	2,119	340	2,459	1,256	0.49	D

(1) Roadway volumes converted to person-trips using occupancy factor of 1.3 persons/vehicle per City of Fort Lauderdale.

(2) Directional peak hour capacity from the 2013 FDOT Quality/LOS Handbook (Table 7).

**Table 6b - Existing PM Peak Hour Transportation Corridor Segment Conditions**

Principal Roadway	Direction	2017 Peak Season PM Roadway Volumes		Peak Hour Transit Ridership	PM Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		PM Peak Hour Transit Capacity	PM Peak Hour Total Capacity (C)	PM Peak Hour Excess Capacity	v/c Ratio	2017 LOS
		Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Person-Trips		
SR A1A - Harbor Dr. to SR A1A One-Way Pair	NB	951	1,236	50	1,286	1,630	2,119	340	2,459	1,173	0.52	D
	SB	1,170	1,521	50	1,571	1,630	2,119	340	2,459	888	0.64	D

(1) Roadway volumes converted to person-trips using occupancy factor of 1.3 persons/vehicle per City of Fort Lauderdale.

(2) Directional peak hour capacity from the 2013 FDOT Quality/LOS Handbook (Table 7).

**Table 6c - Existing Weekend Peak Hour Transportation Corridor Segment Conditions**

Principal Roadway	Direction	2017 Peak Season Wknd Roadway Volumes		Peak Hour Transit Ridership	Wknd Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		Wknd Peak Hour Transit Capacity	Wknd Peak Hour Total Capacity (C)	Wknd Peak Hour Excess Capacity	v/c Ratio	2017 LOS
		Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Person-Trips		
SR A1A - Harbor Dr. to SR A1A One-Way Pair	NB	1,017	1,322	48	1,370	1,630	2,119	204	2,323	953	0.59	D
	SB	1,286	1,672	48	1,720	1,630	2,119	204	2,323	603	0.74	D

(1) Roadway volumes converted to person-trips using occupancy factor of 1.3 persons/vehicle per City of Fort Lauderdale.

(2) Directional peak hour capacity from the 2013 FDOT Quality/LOS Handbook (Table 7).

\* Roadway volumes analyzed in Tables 6a through 8c are reflective of conditions along SR A1A immediately south of the primary (signalized) Bahia Mar driveway.

**Table 7a - Background (2027) AM Peak Hour Transportation Corridor Segment Conditions**

Principal Roadway	Direction	2027 Peak Season AM Roadway Volumes		Peak Hour Transit Ridership	AM Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		AM Peak Hour Transit Capacity	AM Peak Hour Total Capacity (C)	AM Peak Hour Excess Capacity	v/c Ratio	2027 LOS
		Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Person-Trips		
SR A1A - Harbor Dr. to SR A1A One-Way Pair	NB	921	1,197	50	1,247	1,630	2,119	340	2,459	1,212	0.51	D
	SB	966	1,256	50	1,306	1,630	2,119	340	2,459	1,153	0.53	D

(1) Roadway volumes converted to person-trips using occupancy factor of 1.3 persons/vehicle per City of Fort Lauderdale.

(2) Directional peak hour capacity from the 2013 FDOT Quality/LOS Handbook (Table 7).

**Table 7b - Background (2027) PM Peak Hour Transportation Corridor Segment Conditions**

Principal Roadway	Direction	2027 Peak Season PM Roadway Volumes		Peak Hour Transit Ridership	PM Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		PM Peak Hour Transit Capacity	PM Peak Hour Total Capacity (C)	PM Peak Hour Excess Capacity	v/c Ratio	2027 LOS
		Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Person-Trips		
SR A1A - Harbor Dr. to SR A1A One-Way Pair	NB	1,027	1,335	50	1,385	1,630	2,119	340	2,459	1,074	0.56	D
	SB	1,259	1,637	50	1,687	1,630	2,119	340	2,459	772	0.69	D

(1) Roadway volumes converted to person-trips using occupancy factor of 1.3 persons/vehicle per City of Fort Lauderdale.

(2) Directional peak hour capacity from the 2013 FDOT Quality/LOS Handbook (Table 7).

**Table 7c - Background (2027) Weekend Peak Hour Transportation Corridor Segment Conditions**

Principal Roadway	Direction	2027 Peak Season Wknd Roadway Volumes		Peak Hour Transit Ridership	Wknd Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		Wknd Peak Hour Transit Capacity	Wknd Peak Hour Total Capacity (C)	Wknd Peak Hour Excess Capacity	v/c Ratio	2027 LOS
		Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Vehicles	Person- Trips (1)	Person-Trips	Person-Trips	Person-Trips		
SR A1A - Harbor Dr. to SR A1A One-Way Pair	NB	1,095	1,424	48	1,472	1,630	2,119	204	2,323	851	0.63	D
	SB	1,391	1,808	48	1,856	1,630	2,119	204	2,323	467	0.80	D

(1) Roadway volumes converted to person-trips using occupancy factor of 1.3 persons/vehicle per City of Fort Lauderdale.

(2) Directional peak hour capacity from the 2013 FDOT Quality/LOS Handbook (Table 7).

\* Roadway volumes analyzed in Tables 6a through 8c are reflective of conditions along SR A1A immediately south of the primary (signalized) Bahia Mar driveway.

**Table 8a - Total (2027) AM Peak Hour Transportation Corridor Segment Conditions**

Principal Roadway	Direction	2027 Peak Season AM Roadway Volumes		Peak Hour Transit Ridership	AM Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		AM Peak Hour Transit Capacity	AM Peak Hour Total Capacity (C)	AM Peak Hour Excess Capacity	v/c Ratio	2027 LOS
		Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Person-Trips		
SR A1A - Harbor Dr. to SR A1A One-Way Pair	NB	1026	1,334	50	1,384	1,630	2,119	340	2,459	1,075	0.56	D
	SB	1,098	1,427	50	1,477	1,630	2,119	340	2,459	982	0.60	D

(1) Roadway volumes converted to person-trips using occupancy factor of 1.3 persons/vehicle per City of Fort Lauderdale.

(2) Directional peak hour capacity from the 2013 FDOT Quality/LOS Handbook (Table 7).

**Table 8b - Total (2027) PM Peak Hour Transportation Corridor Segment Conditions**

Principal Roadway	Direction	2027 Peak Season PM Roadway Volumes		Peak Hour Transit Ridership	PM Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		PM Peak Hour Transit Capacity	PM Peak Hour Total Capacity (C)	PM Peak Hour Excess Capacity	v/c Ratio	2027 LOS
		Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Person-Trips		
SR A1A - Harbor Dr. to SR A1A One-Way Pair	NB	1,145	1,489	50	1,539	1,630	2,119	340	2,459	920	0.63	D
	SB	1,336	1,737	50	1,787	1,630	2,119	340	2,459	672	0.73	D

(1) Roadway volumes converted to person-trips using occupancy factor of 1.3 persons/vehicle per City of Fort Lauderdale.

(2) Directional peak hour capacity from the 2013 FDOT Quality/LOS Handbook (Table 7).

**Table 8c - Total (2027) Weekend Peak Hour Transportation Corridor Segment Conditions**

Principal Roadway	Direction	2027 Peak Season Wknd Roadway Volumes		Peak Hour Transit Ridership	Wknd Peak Hour Total Volume (V)	Directional Peak Hour Vehicular Capacity (2)		Wknd Peak Hour Transit Capacity	Wknd Peak Hour Total Capacity (C)	Wknd Peak Hour Excess Capacity	v/c Ratio	2027 LOS
		Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Vehicles	Person-Trips (1)	Person-Trips	Person-Trips	Person-Trips		
SR A1A - Harbor Dr. to SR A1A One-Way Pair	NB	1,238	1,609	48	1,657	1,630	2,119	204	2,323	666	0.71	D
	SB	1,501	1,951	48	1,999	1,630	2,119	204	2,323	324	0.86	D

(1) Roadway volumes converted to person-trips using occupancy factor of 1.3 persons/vehicle per City of Fort Lauderdale.

(2) Directional peak hour capacity from the 2013 FDOT Quality/LOS Handbook (Table 7).

\* Roadway volumes analyzed in Tables 6a through 8c are reflective of conditions along SR A1A immediately south of the primary (signalized) Bahia Mar driveway.