

## 21. TRANSPORTATION

### Background

Riverbend DRI is a mixed-use development which will include transit-oriented development (TOD) design principles in a location that will become the regional transportation hub of Broward County. At buildout, Riverbend DRI will include 3,381,000 square feet of Class A office, 427 residential units, 1,146,000 square feet of retail uses and 550 hotel rooms.

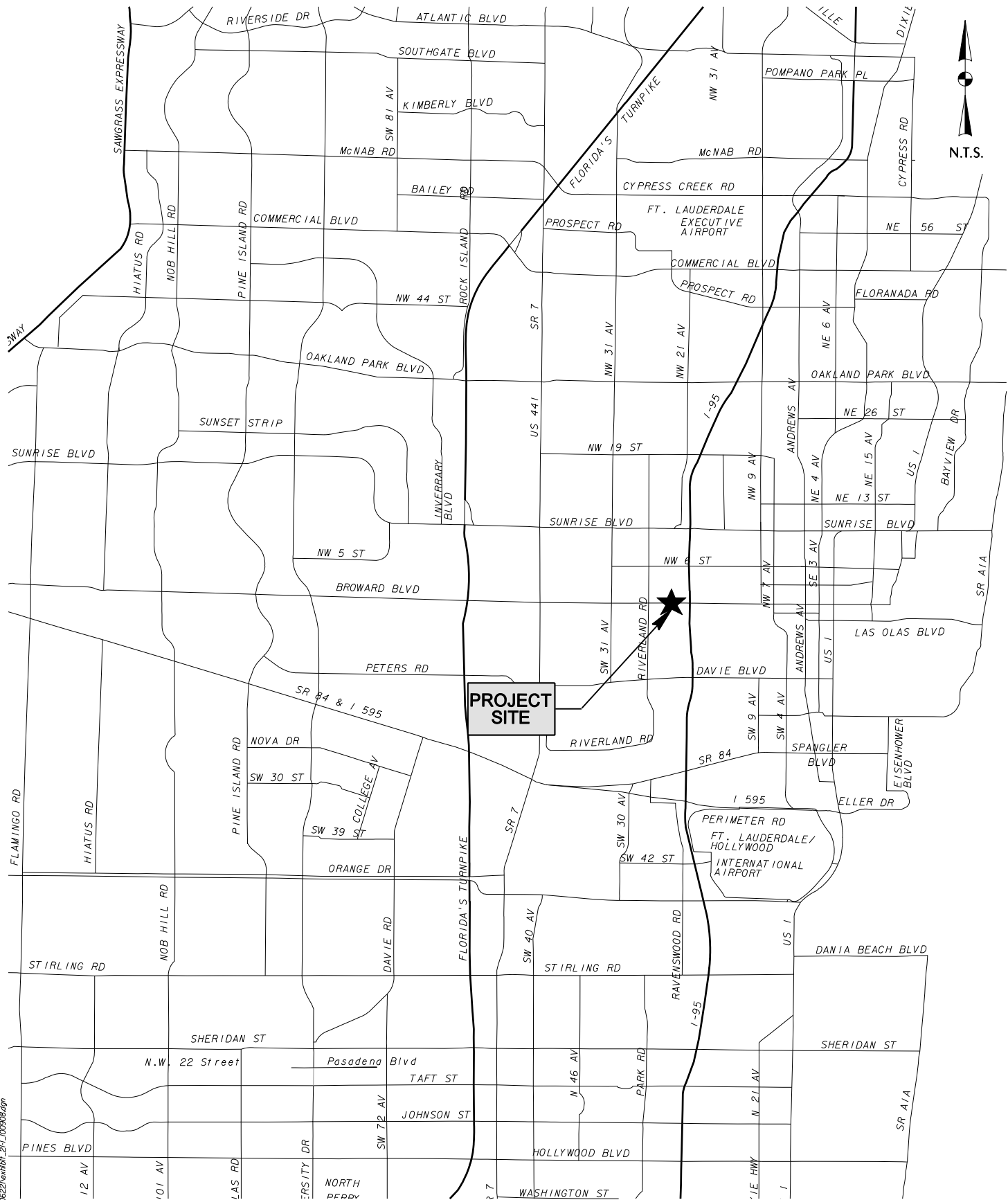
The Riverbend DRI is located in the City of Fort Lauderdale, Florida (see **Exhibit 21-1, Project Location**). The site which is directly west of I-95 and east of SW 27<sup>th</sup> Avenue, is bifurcated by Broward Boulevard and includes three sites owned by the Florida Department of Transportation (FDOT). The FDOT sites are located west of I-95 and adjacent to the privately owned property within the Riverbend DRI. Recognizing the regional transportation importance of the three sites, FDOT issued a request for proposals for the joint public/private development of the sites. The applicant was the selected responder and is negotiating the terms of a lease with FDOT. The redevelopment of the FDOT sites will result in a new intermodal facility which will serve as the hub between Tri-Rail and the future planned Central Broward East/West Transit which will connect to downtown Ft. Lauderdale.

The Project will be developed in a single phase over a 10 year period with full buildout in 2018. The proposed development program by segment is reflected in section B of this report.

This section of the Application for Development Approval (ADA) analyzes and discusses existing and future traffic conditions including programmed roadway improvements, background traffic growth, traffic generated by other developments in the area, and Project traffic.

- A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips, directional traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the pre-application conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.**

The traffic impact area (see **Map J, Traffic Impact Area**, in **Question 9 - Maps**) was defined during the Pre-Application Conference in consultation with the South Florida Regional Planning Council and other review agencies. For traffic analysis purposes, the preliminary study area for the Project was bound by West McNab Road on the north,



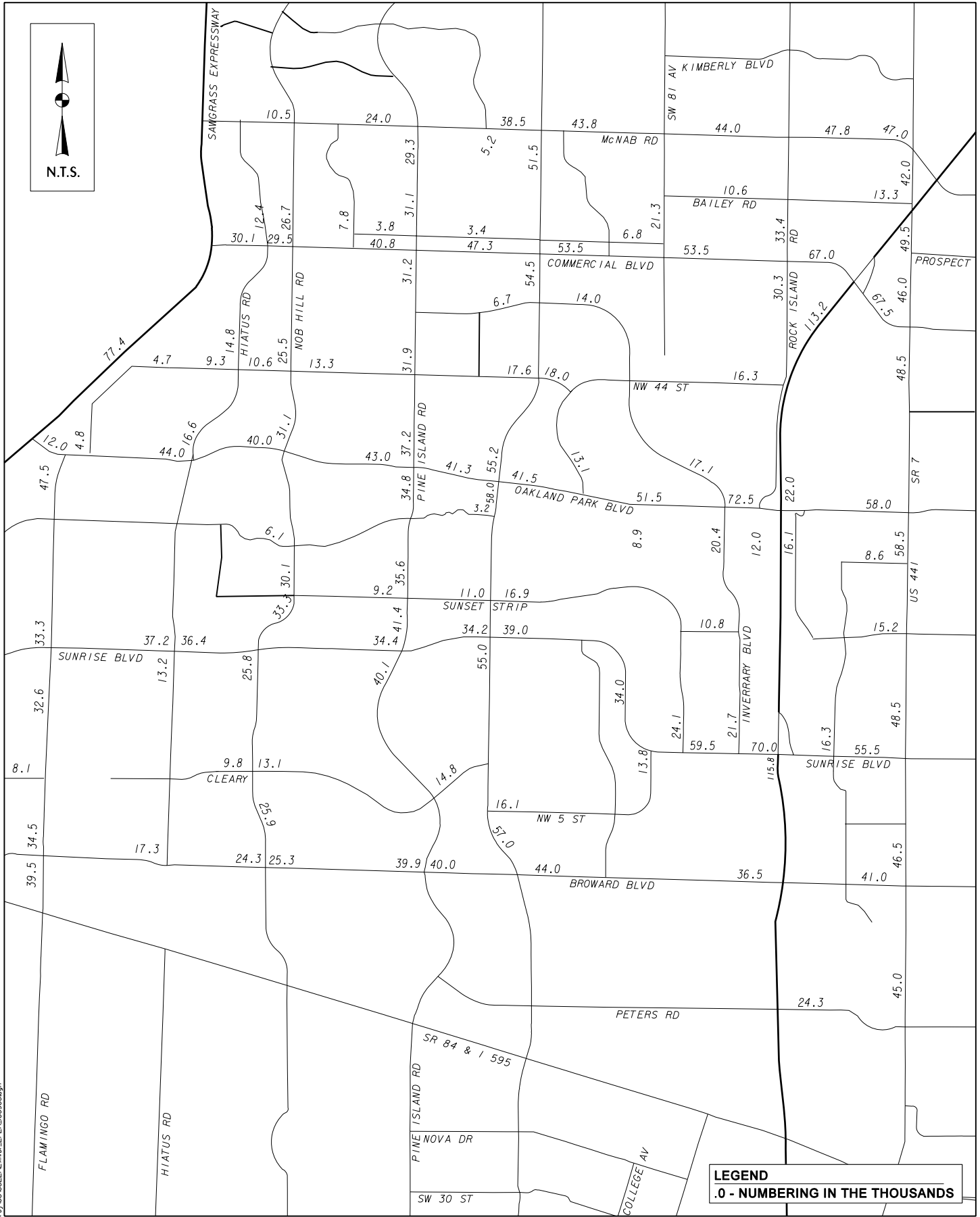
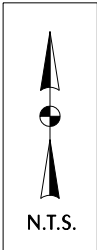
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Stirling Road on the south, the Atlantic Ocean to the east, and North Pine Island Road on the west. In accordance with laws governing DRI's and as agreed during methodology discussions, the ultimate boundary of the final study area, as well as the segments to be analyzed, was established by determining roadway segments that are significantly impacted by Project traffic. According to DRI rules, significant impact is measured as development traffic volumes consuming 5% or more of the roadway's peak hour service volume (as described in the corresponding section). The preliminary study area would be extended if significant consumption is established beyond the proposed initial limits. Project consumption for all the regionally significant roadways in the study area has been determined based on the analysis described in subsequent sections. The preliminary study area was adjusted based on significant impact, and therefore, adjusted to Florida's Turnpike to the west, Sunrise Boulevard to the north, Old SR 84 to the south and US-1 to the east.

Comprehensive Plans for the local municipalities in the study area were reviewed to establish the analysis period for roadways within their boundaries. PM peak hour traffic conditions were analyzed for existing conditions on all roadways within the study area. The analysis reflects PM peak hour 100<sup>th</sup> highest hour conditions on all roadways, consistent with Broward County and the Florida Department of Transportation (FDOT) standards for these facilities. For traffic impact purposes, the year 2008 was considered existing conditions. It was agreed at the Pre-Application Conference that PM peak hour traffic volumes are reported and analyzed for the entire study area. However, as requested AM and PM peak hour analysis were conducted for the I-95 interchange including ramps to Broward Boulevard, the Park and Ride ramps and the segment of Broward Boulevard from I-95 to the W 27 Avenue intersection. As requested in the questionnaire, Annual Average Daily Traffic (AADT) volumes are shown where available (for reference purposes only) in **Exhibits 21-2-A, B, C and D, Annual Average Daily Traffic**, for regionally significant roadways in the study area.

Service volumes for regionally significant roadways were obtained from the Generalized Service Volumes Tables published in FDOT's 2002 *Quality/Level of Service Handbook* and the supplemental *Level of Service Issues – 2002 QLOS Handbook Addendum-May 17 2007*. Traffic data for the regionally significant roadways in the study area were obtained from several sources. Existing traffic counts were obtained from Broward County and the Florida Department of Transportation (FDOT), both are 2007 traffic count volume data. Where necessary, 24-hour machine counts and/or peak hour intersection turning movement counts were secured by David Plummer and Associates. Traffic count data is provided in **Appendix 21-1, Traffic Counts and Adjustment Factors**.

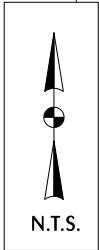
Counts taken in 2007 were adjusted to 2008 conditions, which reflect the propensity to reduce the frequency of vehicular travel due to the increasing cost of fuel, by applying an estimated factor of (1.35%). Support documentation and all factors used to establish existing traffic conditions are provided in **Appendix 21-1, Traffic Counts and Adjustment Factors**. Daily traffic counts were converted to directional peak hour counts by applying "K" and "D" factors published in the Broward County or FDOT data bases. K and D factors used on all roadways were obtained directly from agency count station data. **Table 21-1, Existing (2008) Traffic Conditions (weekday, one-way, PM PK Hour)**, shows the number of lanes, traffic volumes, service volumes, existing volume to service volume ratios and the applicable LOS standard for each regionally significant roadway analyzed. The roadway improvements needed to meet the adopted level of service standards in the area based on the existing traffic demands are listed in **Table 21-2, Needed Roadway Improvements for LOS Standards, Existing Traffic Conditions**.



**LEGEND**  
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**EXHIBIT: 21-2A**  
**2007 Annual Average Daily Traffic**  
**Riverbend DRI**  
October 2008  
Source: David Plummer & Associates

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**EXHIBIT: 21-2C**

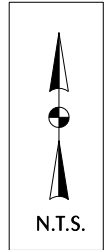
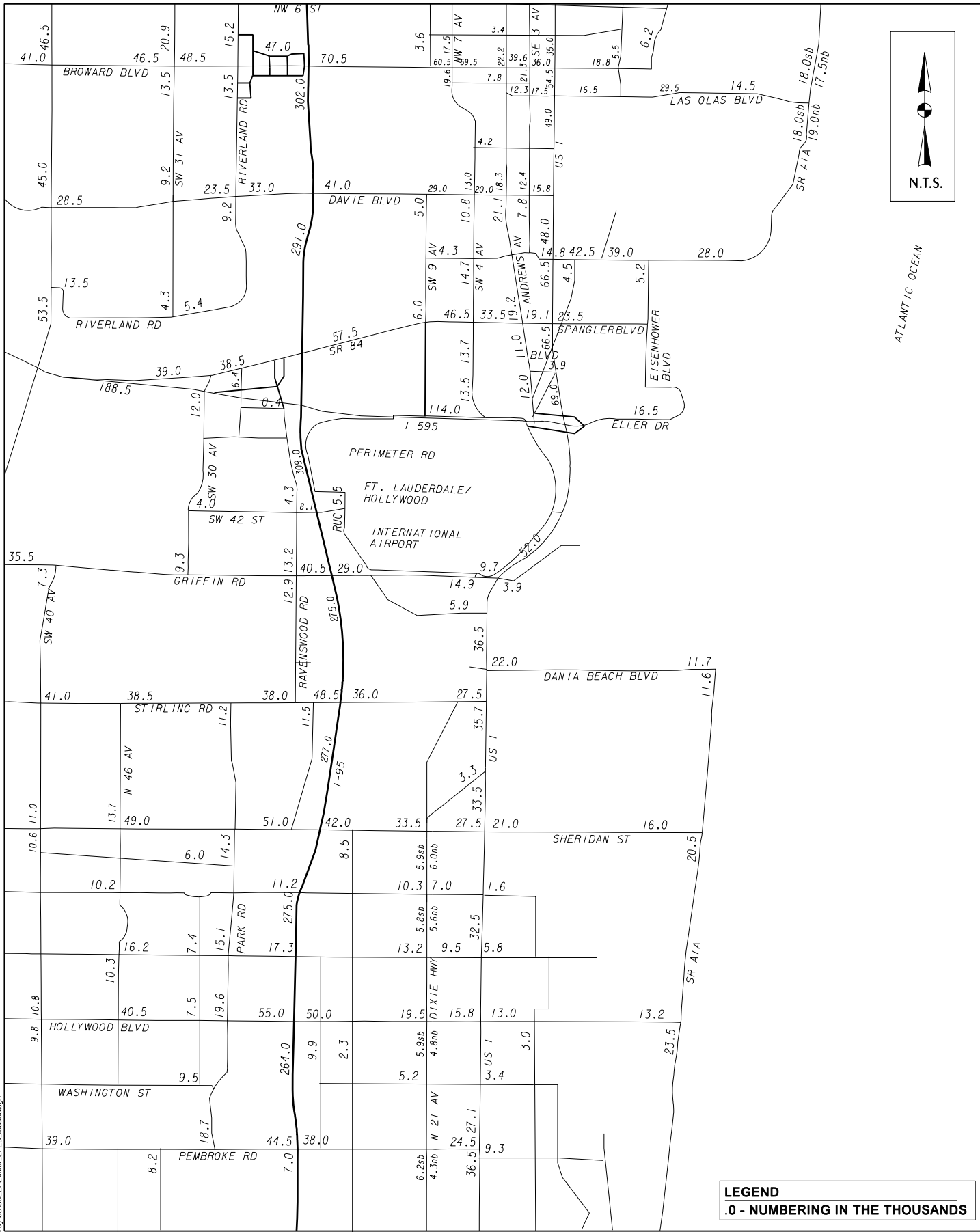
2007 Annual Average Daily Traffic

Riverbend DRI

October 2008

Source: David Plummer & Associates

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ATLANTIC OCEAN

**TABLE 21-1  
Existing (2008) Traffic Conditions (weekday, one-way, PM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	LOS STD	Volume (2008)	Service Volume	V/SV	Meets LOS STD?	
	From	To										
Sunrise Boulevard	US 441	NW 31 Avenue	EB	3LD	State Principal	Lauderhill	D	1,888	2,570	0.73	Yes	
			WB	3LD	Arterial			2,578	2,570	1.00	No	
	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal	Indian Reservation	D	1,829	2,570	0.71	Yes	
			WB	3LD	Arterial			2,370	2,570	0.92	Yes	
	NW 27 Avenue	I-95	EB	3LD	State Principal	Indian Reservation/ Ft Lauderdale	D	1,770	2,330	0.76	Yes	
			WB	3LD	Arterial			2,162	2,330	0.93	Yes	
	I-95	Powerline Road	EB	3LD	State Principal	Ft Lauderdale	D	2,077	2,570	0.81	Yes	
			WB	3LD	Arterial			2,091	2,570	0.81	Yes	
	Broward Boulevard	Florida Turnpike	US 441	EB	3LD	State Principal	Plantation	D	1,402	2,570	0.55	Yes
				WB	3LD	Arterial			2,599	2,570	1.01	No
US 441		NW 31 Avenue	EB	3LD	State Principal	Ft Lauderdale	D	1,709	2,570	0.66	Yes	
			WB	3LD	Arterial			2,774	2,570	1.08	No	
NW 31 Avenue		NW 27 Avenue	EB	3LD	State Principal	Ft Lauderdale	D	1,905	2,570	0.74	Yes	
			WB	3LD	Arterial			2,401	2,570	0.93	Yes	
NW 27 Avenue		I-95	EB	3LD	State Principal	Ft Lauderdale	D	1,441	2,570	0.56	Yes	
			WB	3LD	Arterial			2,570	2,570	1.00	Yes	
I-95		Powerline Road	EB	3LD	SIS	Ft Lauderdale	D	2,144	2,570	0.83	Yes	
			WB	3LD				3,411	2,570	1.33	No	
Powerline Road	US 1	EB	3LD	SIS	Ft Lauderdale	D	1,676	2,570	0.65	Yes		
		WB	3LD				2,067	2,570	0.80	Yes		
Peters Road / Davie Boulevard	US 441	NW 31 Avenue	EB	2LD	State Minor	Ft Lauderdale	D	967	1,710	0.57	Yes	
			WB	2LD	Arterial			1,191	1,710	0.70	Yes	
	NW 31 Avenue	NW 27 Avenue	EB	2LD	State Minor	Ft Lauderdale	D	906	1,860	0.49	Yes	
		WB	2LD	Arterial			1,108	1,860	0.60	Yes		
NW / SW 31 Avenue	Oakland Park Blvd	NW 19 Street	NB	3LD	County Minor	Lauderdale Lakes / Ft Lauderdale	D	1,973	2,450	0.81	Yes	
			SB	3LD	Arterial			1,839	2,450	0.75	Yes	
	NW 19 Street	Sunrise Blvd	NB	3LD	County Minor	Lauderhill / Ft Lauderdale	D	1,786	2,450	0.73	Yes	
			SB	3LD	Arterial			1,614	2,450	0.66	Yes	
	Sunrise Blvd	NW 6 Street	NB	3LD	County Minor	Lauderhill	D	1,402	2,450	0.57	Yes	
			SB	3LD	Arterial			1,188	2,450	0.48	Yes	
NW 6 Street	Broward Blvd	NB	2LD	County Minor	Lauderhill	D	920	1,620	0.57	Yes		
		SB	2LD	Arterial			1,170	1,620	0.72	Yes		
NW / SW 27 Avenue	Sunrise Blvd	NW 6 Street	NB	2LD	County	Indian Reservation	D	867	1,620	0.54	Yes	
			SB	2LD	Collector			566	1,620	0.35	Yes	
	NW 6 Street	Broward Blvd	NB	2LD	County	Indian Reservation	D	797	1,620	0.49	Yes	
			SB	2LD	Collector			658	1,620	0.41	Yes	
	Broward Blvd	Peters Road	NB	2LD	County	Ft Lauderdale	D	553	1,620	0.34	Yes	
			SB	2LD	Collector			644	1,620	0.40	Yes	
I-95	Sunrise Blvd	Broward Blvd	NB	5LD	SIS	Ft Lauderdale	E	10,415	10,620	0.98	Yes	
			SB	5LD				10,633	10,620	1.00	No	
	Broward Blvd	Davie Blvd	NB	5LD	SIS	Ft Lauderdale	E	10,490	10,620	0.99	Yes	
			SB	5LD				11,428	10,620	1.08	No	
	Davie Blvd	Old SR 84	NB	5LD	SIS	Ft Lauderdale	E	9,566	10,620	0.90	Yes	
		SB	5LD				10,899	10,620	1.03	No		

Source: David Plummer and Associates, Inc.



**Table 21-2  
 Needed Roadway Improvements for LOS Standard  
 Existing Traffic Conditions**

Roadway	Limits		Direction	Existing Lanes (total)	Needed Lanes (total)
	From	To			
McNab Road	NW 81 Avenue	Rock Island Road	EB	3	4
			WB	3	4
	Rock Island Road	US 441	EB	3	4
			WB	3	4
	NW 31 Avenue	NW 21 Avenue	EB	2	3
Cypress Creek Road	Powerline Road	I-95	WB	2	3
			EB	2	3
	US 441	NW 31 Avenue	WB	3	Existing
			EB	3	4
	NW 31 Avenue	NW 21 Avenue	WB	3	4
Commercial Boulevard	NW 21 Avenue	Powerline Road	EB	3	4
			WB	3	4
	Dixie Highway	NE 18 Avenue	EB	1	2
			WB	2	Existing
	NW 64 Avenue	Rock Island Road	EB	3	4
			WB	3	4
	Rock Island Road	Florida Turnpike	EB	3	4
			WB	3	4
	Florida Turnpike	US 441	EB	3	7
			WB	3	7
Oakland Park Boulevard	US 441	NW 31 Avenue	EB	3	4
			WB	3	4
	NW 31 Avenue	NW 21 Avenue	EB	3	4
			WB	3	4
	NW 21 Avenue	I-95	EB	3	4
			WB	3	4
	I-95	NE 6 Avenue	EB	3	4
			WB	3	4
	NE 6 Avenue	Dixie Highway	EB	3	4
			WB	3	4
Sunrise Boulevard	NW 64 Avenue	Florida Turnpike	EB	3	4
			WB	3	4
Sistrunk Boulevard	US 441	NW 31 Avenue	EB	3	4
			WB	3	4
	Dixie Highway	NE 15 Avenue	EB	3	4
			WB	3	4
Broward Boulevard	NE 15 Avenue	US 1	EB	3	4
			WB	3	4
Peters Rd/Davie Blvd	US 1	Victoria Park Road	EB	1	2
			WB	1	2
	Florida Turnpike	US 441	EB	3	4
Broward Boulevard			WB	3	4
	US 441	NW 31 Avenue	EB	3	4
			WB	3	4
	I-95	Powerline Road	EB	3	7
Peters Rd/Davie Blvd			WB	3	7
	NW 27 Avenue	I-95	EB	2	3
			WB	2	3

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**Table 21-2**  
**Needed Roadway Improvements for LOS Standard**  
**Existing Traffic Conditions**  
(continued from previous page)

Roadway	Limits		Direction	Existing Lanes (total)	Needed Lanes (total)
	From	To			
I-595	Pine Island Road	University Drive	EB	4	5
			WB	4	5
	University Drive	Florida Turnpike	EB	4	5
			WB	4	5
US 441		I-95	EB	4	5
			WB	4	5
			EB	4	5
			WB	4	5
West SR 84	I-595	SW 30 Avenue	EB	2	3
			WB	2	3
			EB	3	4
			WB	3	4
Pine Island Road	Broward Blvd	Peters Road	NB	3	4
			SB	3	4
			NB	3	4
			SB	3	4
University Drive	Cleary Blvd	Broward Blvd	NB	3	4
			SB	3	4
			NB	3	4
			SB	3	4
US 441/SR 7	Davie Blvd	I-595	NB	3	4
			SB	3	4
			NB	3	4
			SB	3	4
NW / SW 31 Avenue	Cypress Creek Rd	Commercial Blvd	NB	3	4
			SB	3	4
			NB	4	6
			SB	4	6
I-95	Atlantic Blvd	Cypress Creek Rd	NB	4	6
			SB	4	6
	Cypress Creek Rd	Commercial Blvd	NB	4	5
			SB	4	5
	Oakland Park Blvd	Sunrise Blvd	NB	5	7
			SB	5	7
	Sunrise Blvd	Broward Blvd	NB	5	6
			SB	5	6
	Broward Blvd	Davie Blvd	NB	5	6
			SB	5	6
	Davie Blvd	Old SR 84	NB	5	6
			SB	5	6
	Old SR 84	I-595	NB	5	6
			SB	5	6
	I-595	Griffin Road	NB	5	6
			SB	5	6
US-1	Floranada Road	Oakland Park Blvd	NB	3	4
			SB	3	4
	Broward Blvd	Davie Blvd	NB	2	3
			SB	2	3
SR 84	I-595	NB	3	7	
		SB	3	7	
SR A1A	I-595	Griffin Road	NB	3	4
			SB	3	4
	Cypress Creek Rd	Commercial Blvd	NB	1	2
			SB	1	2
Commercial Blvd	NW 41 Street	NB	1	2	
		SB	1	2	

Source David Plummer & Associates

As agreed upon at the Pre-Application Conference, intersection capacity analysis were performed where the adjacent roadway link is projected to operate below the adopted level of service standard and Project traffic consumption is five percent or more of the adopted LOS Standard Service Volume. The following intersections meet the above referenced guideline:

- Sunrise Boulevard / US 441
- Sunrise Boulevard / NW 31 Avenue
- Sunrise Boulevard / NW 27 Avenue
- Broward Boulevard / US 441
- Broward Boulevard / W 31 Avenue
- Broward Boulevard / W 27 Avenue
- Broward Boulevard / I-95 SB on/off ramp
- Broward Boulevard / I-95 NB on/off ramp
- Broward Boulevard / Powerline Road

The following additional intersections were analyzed for future traffic conditions. These will serve as the principal Project access points to and from the external roadway network:

- Broward Boulevard / W 25 Terrace
- Broward Boulevard / W 24 Avenue
- Broward Boulevard / W 22 Avenue
- SW 27 Avenue / SW 1 Street
- SW 27 Avenue / SW 2 Court

It was agreed during methodology discussions that ramp analysis be performed at the I-95 / Broward Boulevard interchange for both AM and PM peak hour conditions:

- Broward Boulevard I-95 NB on-ramp
- Broward Boulevard I-95 SB on-ramp
- Broward Boulevard I-95 NB off-ramp
- Broward Boulevard I-95 SB off-ramp
- Park-and-Ride I-95 NB on-ramp
- Park-and-Ride I-95 SB on-ramp
- Park-and-Ride I-95 NB off-ramp
- Park-and-Ride I-95 SB off-ramp

PM peak hour Intersection Capacity and Ramp Analysis worksheets for existing traffic conditions in addition to the requested AM peak hour analysis are provided in **Appendix 21-2, PM PK Hour Intersection, PM PK Hour Ramp and Requested AM PK Hour Analysis**.

The Broward County 2008 Transportation Improvement Programs (TIP) was reviewed to determine which roadways in the study area are programmed for improvements. Corresponding TIP page excerpts are provided in **Appendix 21-3, Transportation Improvements Documentation**. Only those improvements programmed for construction in the first 3 years of the TIP or the local Capital Improvement Elements were considered in the analysis. **Table 21-3, Committed Transportation Improvements** presents a list of committed improvements in the study area. Planned improvements within the study area were also researched in the Broward County Long Range Transportation Plan. These improvements are provided for informational purposes only in **Table 21-4, Planned Transportation Improvements**.

**Table 21-3  
Committed Transportation Improvements**

TIP Number	Page	Facility Name	Limits/Location	Description	Construction Year
FPN 406094-4		Florida Turnpike	Peters Rd to Sunrise Blvd	Add NB Lanes and Reconstruct	2009
FPN 406095-1		Florida Turnpike	H.E.F.T. (SR 821) to N of Johnson St	Add Lanes and Reconstruct	2011
FPN 406097-1		Florida Turnpike	Sunrise Blvd to Atlantic Blvd	Add SB Lanes and Reconstruct	2010
FPN 406097-4		Florida Turnpike	Sunrise Blvd to Atlantic Blvd	Add NB Lanes and Reconstruct	2009
FPN 406150-1		Florida Turnpike	I-595/Tpke Ramps & Turnpike Mainline	Add Lanes and Reconstruct	2010
52	76	Florida Turnpike	Griffin Rd to Sunrise Blvd	Add 2L (8LD)	Prior
357	78	Hiatus Rd	Sunrise Blvd to Oakland Prk Blvd	New (4LD)	Prior
779	84	NW 49 Ave	Oakland Park Blvd to NW 26 St	Add 2L (4LD)	Prior
209	90	Sunrise Blvd	Pine Island Rd to Hiatus Rd	Add 2L (6LD)	Prior
504	96	East/West Connector Shuttle	West Central Broward to Downtown	New transit service	Underway
1118	99	SE/SW 2nd Street	Between NW 6 Avenue and US-1	Transit improvments	Underway
1122	99	Beach Transit Shuttle	Downtown/Beach Shuttle Routes	New shuttle service	Underway
1137	100	Sistrunk Blvd	Sistrunk Blvd	Urban Corridor Improvement	Underway
1369	102	Downtown Transit Circulator	City of Fort Lauderdale	Community/Regional transit link	Underway
1373	34	Florida Turnpike	Sunrise Blvd to Atlantic Blvd	Add 2L (8LD)	2007-2008
1421	103	Transit Regional Network	Regional	Transit centers/Infrastructure	Underway
1280	115	TCRA Feeder Bus	Districtwide	Urban Corridor Improvements /Feeder Bus	2008-2011
271	52	Pine Island Rd	I-595 to Nova Dr	Add 2L (6LD)	2010-2011
918	58	SR-7	.6 M S of Griffin Rd to .3 M S of Griffin Rd	Add 2L, reconstruct 4L (6LD)	2007-2008
1023	71	Bailey Rd	SR-7 to NW 64 Ave	Add 2L (4L)	Prior
206	83	NW 21 Ave	NW 19 St to Oakland Park Blvd	Add 1L (3LD)	Prior
154	85	Pine Island Rd	Oakland Park Blvd to Commercial Blvd	Add 2L (6LD)	Prior
813	86	Ravenswood Rd	Griffin Rd to Stirling Rd	Add 2L (4LD)	Prior

Sources:

Broward County Transportation Improvement Program (TIP), Major Highway Improvement Projects (2007-2012)  
Florida's Turnpike Enterprise Tentative Five-Year Work Program Overview (11/06/07)

**Table 21-4  
Planned Transportation Improvements**

Project ID	Project Name	Project Alignment Limits	Length (mi)	Project Description	Cost (\$000)
3	LRT- FEC RR Transit Corridor & Crossing Improvements	From Miami-Dade County to Palm Beach County	24.15	Operating Subsidy: \$50,802	402,895
4	LRT- Central Broward East-West Transit Corridor	From Sawgrass Mills to Int'l Airport via Downtown	21.00	Operating Subsidy: \$30,826	600,000
5	BRT/Rapid Bus SR 7 Transit "Bridge"	Phase 1: Miami Dade to I-595 Phase 2: I-595 to Palm Beach County	25.50	Operating Subsidy: \$10,852	51,000
7	Rapid Bus- Oakland Park Boulevard	From Sawgrass Mills to downtown via US 1	18.03	Operating Subsidy: \$49,153	40,030
10	Rapid Bus- University Drive	From Miami-Dade County to Sample Road	21.02	Operating Subsidy: \$56,427	34,010
13	Express Bus- Cypress Creek / McNab Road	Sawgrass Mills - Tri-Rail - Downtown TC	18.74	Operating Subsidy: \$16,196	3,150
15	Express Bus- Powerline Road	From downtown Ft. Lauderdale to Palm Beach County	15.05	Operating Subsidy: \$26,556	4,410
18	Express Bus- Sunrise Boulevard	Sawgrass Mills to downtown Ft. Lauderdale	12.91	Operating Subsidy: \$43,220	4,410
1	APM- Automated People Mover	From FLL Airport to Port Everglades		(Project funded by Broward County Aviation Department)	1,150,000
2	LRT- Downtown Light Rail	Downtown Ft. Lauderdale: Andrews and 3rd Avenue		Operating Subsidy: \$30,986	51,042
4	Andrews Avenue	Davie Blvd to Sunrise Blvd	2.00	Corridor Improvement	1,000
52	McNab Rd / Commercial Blvd	Sawgrass Expressway to I-95	10.40	Corridor/Transit Improvement	10,000
63	NW 21 Ave	Oakland Park Blvd to Commercial Blvd	1.30	From 2 to 4 Lanes (4LD)	15,300
64	NW 21/23 Ave	Sunrise Blvd to Oakland Park Blvd	2.00	From 3 to 4 Lanes (4LD)	17,377
65	NW 31 Ave	Broward Blvd to Sistrunk Blvd	0.50	From 4 to 6 Lanes (6LD)	5,672
128	NW 55 Ave	S to N of Oakland Park Blvd	0.50	Align with Rock Island Rd	3,672
62	NW 7/9 Ave Connector	S of Sunrise Blvd to NW 6 St	1.40	New (4LD)	40,000
80	Prospect Rd	NW 31 Ave to Commercial Blvd	1.50	From 2 to 4 Lanes (4LD)	17,377
81	Ravenswood Rd	Griffin Rd to SW 36 St	1.00	From 2 to 4 Lanes (4LD)	11,825
82	Rock Island Rd	Commercial Blvd to McNab Rd	1.00	From 4 to 6 Lanes (6LD)	11,345
90	SE/NE 3 Ave	Davie Blvd to Sunrise Blvd	2.00	Corridor Improvement	1,000
115	SW 30 Ave	Griffin Rd to SW 45 St	0.30	From 2 to 4 Lanes (4LD)	3,475
132	Florida's Turnpike	At Oakland Park Blvd	0.20	New Interchange	18,600
136	Florida's Turnpike	At I-595	0.30	Interchange Modification	88,900
138	Florida's Turnpike	At Sunrise Blvd	0.10	Interchange Modification	28,000

Source: Broward County MPO 2030 Long Range Transportation Plan Update, July 2007

- B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Transportation Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the pre-application conference stage.**

Trip generation was estimated using rates and/or equations (as applicable) published by ITE in *Trip Generation*, 7th Edition (see **Tables 21-5-A (2013) and 21-5-B (2018), PM Peak Hour Trip Generation**). All ITE Land Use Codes and rates or equations utilized for each of the proposed land uses for this DRI have been identified. ITE prescribed adjustments to the trip generation are described in the following sections.

ITE recognizes that data obtained to establish trip generation rates and/or equations is collected at single-use, free-standing sites, and that mixed-use developments provide a potential for interaction of trips within the site, which must be accounted for separately. This will be a mixed-use project including features to encourage interaction between the proposed land uses resulting in a portion of the Project trips satisfied on-site (*internal trips*). The Developer of Riverbend DRI is committed to providing an internal shuttle system for the entire project site. This shuttle will provide connection within all components of the project including transit connections such as Tri-Rail, Broward County Transit, Community Buses and the I-95 Fast Bus. A review of transit availability indicates that the following transit routes currently serve this area within a mile of the Project site:

SFRTA Tri-Rail (Fort Lauderdale Station)

Broward County Transit (BCT) Bus Routes: FL1 Tri-Rail Shuttle, 81, 9 and 22.

City of Fort Lauderdale: Sun Trolley

Due to the unique location of this project site including existing and future transit plans, research on transit use for Transit Oriented Developments (TOD) and coordination with transit agencies was critical in determining the modal splits for this project. These modal splits are included in **Tables 21-5-A (2013) and 21-5-B (2018), PM Peak Hour Trip Generation**. The methodology and data sources for the modal splits are provided in **Appendix 21-4, Components for Alternative Modes of Travel**.

**Table 21-5-A (2013)  
PM Peak Hour  
Trip Generation**

Office		Retail		Residential Condominium		Hotel		TOTAL
Land Use 710		Land Use 820		Land Use 230		Land Use 310		
1,776,000		1,126,000		427		250		
Trips=1.121 <sup>1</sup> 1,000 SF+79.295		Ln(Trips)=0.660 Ln(1,000 SF)+3.403		Ln(Trips)=0.827 Ln(DU)+0.309		Trips=0.59*Rooms		
In	Out	In	Out	In	Out	In	Out	
17%	83%	48%	52%	67%	33%	53%	47%	
<b>352</b>	<b>1,716</b>	<b>1,485</b>	<b>1,609</b>	<b>132</b>	<b>65</b>	<b>78</b>	<b>70</b>	<b>5,507 ITE Trip Generation (Gross)</b>
352	1,716	297	322	99	49	4	4	2,842 Employee/Work Component
0	0	1,188	1,287	33	16	74	67	2,665 Non Work Component
-55	-268	-56	-60	-20	-10	-1	-1	Transit Ridership Estimates <sup>1</sup>
		-43	-47	-2	-1	-4	-4	15.6% Office (Employee/Visitor)
								18.8% Retail (Employee)
								3.6% Retail (Shopper)
								20.0% Residential (Work-Base)
								5.8% Residential (Non Work-Base)
								23.4% Hotel (Employee)
								5.8% Hotel (Guest)
-55	-268	-99	-107	-22	-11	-5	-5	10.4% Total Public Transit Ridership <sup>1</sup>
297	1,448	1,386	1,502	110	54	73	65	4,936 SUB TOTAL
<b>Unbalanced Internalization Demand</b>								
31%	92	23%	333	28	2%	28		
		2%	29	2	3%	45		
0%	0	2%	29	0	2%	2		
		2%	29	1		1		
2%	6			1		2%	1	
		12%	180	34	31%	34		
		9%	125	29	53%	29		
		12%	180	23	31%	23		
		9%	125	34	53%	34		
		0%	0	0	0%	0		
		1%	1	1	1%	1		
<b>Balanced Internalization Demand</b>								
-45	-28	-28	-45	-2	0	-1	-1	
0	-2	-2	-2	0				
-1	-1	-1	-1					
		-34	-34	-29	-23	-23	-34	
		-29	-23	-29	-23	-23	-34	
		-34	-23	0	0	0	-34	
				-1	0	0	-1	
-46	-31	-91	-102	-37	-29	-24	-36	7.2% Internalization(of gross trips)
251	1,417	1,295	1,400	74	25	49	29	4,541 SUB-TOTAL EXTERNAL TRIPS
<b>Balanced Application of Transit Oriented Design Elements</b>								
25	142	129	140	7	3	5	3	Transit Enhancements
25	142	129	140	7	3	5	3	Riverbend Internal Shuttle
								(10% maximum of sub-total external trips - per element)
				-1	-1	-1	-1	
		-3	-5	-3	-5	-5	-3	
-2	-4	-3	-6	-3	-4	-4	-2	
		-3	-6	-6	-3	-3	-2	
-2	-7	-7	-7	-2				
-46	-252	-252	-46					
-50	-263	-258	-57	-14	-6	-10	-6	12.06% TOD Adjustments (of gross trips)
201	1,154	1,037	1,343	60	19	39	23	3,877 EXTERNAL VEHICLE TRIPS
-8	-43							0.9% HOV Enhancements (of gross trips) <sup>3</sup>
-9	-50	-45	-49	-3	-1			2.8% Non-HOV Carpooling (of gross trips) <sup>3</sup>
-1	-7	-6	-7	0	0	0	0	0.5% Alternative Fuel Use
183	1,054	986	1,287	57	18	39	23	3,648 SUB-TOTAL EXTERNAL VEHICLE TRIPS
		-219	-219					7.9% Pass-by (of gross trips)
		-57	-57					5% Diverted Linked Trips (Retail Only)
<b>183</b>	<b>1,054</b>	<b>711</b>	<b>1,012</b>	<b>57</b>	<b>18</b>	<b>39</b>	<b>23</b>	<b>3,097 NET NEW EXTERNAL VEHICLE TRIPS</b>

<sup>1</sup> Based on information provided by FDOT Modal Development Office & Broward County Transit (see Appendix 21-4)

<sup>2</sup> Based on literature regarding Transit Oriented Design Principles including the Riverbend Internal Shuttle; A maximum of 10% each has been set for Internal Shuttle & Transit Enhancements between land uses.

<sup>3</sup> HOV Enhancements (Applied to External Office Trips Only)

<sup>4</sup> Carpooling includes multiple occupant vehicles and increase in auto occupancy (excludes Hotel Trips)





- C. **Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.**

Adjustments made to the trip generation estimates obtained from ITE trip generation rates and/or equations are discussed in the previous section.

In addition to the unique location of the project adjacent to the Fort Lauderdale Tri-Rail station and situated along Broward Boulevard, a proposed transit oriented corridor, Riverbend DRI is a mixed-use development incorporating retail, office, residential and hotel uses. The mixed use nature of the Project will allow some trips to be satisfied within the site. The Project will incorporate Transit Oriented Development design principles where the neighborhood is a mixed-use development designed for cycling and walking, with adequate facilities and attractive street conditions. Streets will have excellent connectivity and traffic calming features to control vehicle traffic speeds. See ***Appendix 21-4, Components for Alternative Modes of Travel*** for details.

- D. **Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly specified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.**

Historical Annual Average Daily Traffic (AADT) counts published by FDOT and Broward County were reviewed to determine historic growth in traffic volumes along the roadway links within the study area. It was agreed during methodology discussions that different growth rates be calculated for the surface streets, I-95, I-595 and the Florida Turnpike.

Background traffic was established for future 2013 and 2018 conditions by adjusting existing (2008) traffic volumes with an estimated traffic growth factor. This factor is based on an annual growth rate reflecting population and work force increases combined with a current trend indicating the propensity to reduce the frequency of vehicular travel due to the increasing cost of fuel. The methodology is provided in ***Appendix 21-5, Annual Traffic Patterns***.

Historic increases in traffic comprise a number of components, including existing development traffic, normal changes in traffic volumes due to motorist travel behavior, and traffic generated by new development. The proposed analysis specifically accounts for committed development projects.

In consultation with the South Florida Regional Planning Council and local governments within the study area, a list of committed developments has been compiled. Consistent with guidelines pertaining to DRIs, all approved projects anticipated to generate 400 or more PM peak hour trips are considered committed in this study. **Tables 21-6-A and B, Committed Developments**, summarize the developments, the corresponding TAZ and the peak hour trips associated with each TAZ. **Appendix 21-6, Committed Developments Documentation** provides additional information including the location, proposed land uses, sizes, trip generation and the source of the information for each committed development included in this study. When available, trip generation and external trip distribution for committed developments were obtained from traffic studies prepared during their approval process.

For projects where no traffic study was available, the following was performed: projects within two miles of the project site were consolidated by TAZ and trip generation was established using the latest ITE trip generation rates and/or equations and then collectively assigned to the roadway network. For projects more than two miles from the project site, the corresponding TAZ's were combined logically and trip generation was established using the latest ITE trip generation rates and/or equations and then collectively assigned to the roadway network. The Riverbend DRI project has a FDOT transit park-n-ride component. However, traffic to the park-n-ride lot is not part of the Riverbend project traffic. The traffic generated by this component was applied to the future volumes as a committed development. The trip generation information and documentation are provided in **Appendix 21-6, Committed Developments Documentation**. Link analysis of future traffic conditions without the Project for the study area is provided in **Tables 21-7-A (2013) and 21-7-B (2018), Future Background and Committed Developments Traffic**. Intersection capacity and ramp analysis worksheets for these scenarios are provided in **Appendix 21-2, PM PK Hour Intersection, PM PK Hour Ramp and Requested AM PK Hour Analysis**.

**Table 21-6-A  
Committed Developments  
Within 2 Miles of Project Site**

TAZ	PROJECT	AM PEAK TRIPS		PM PEAK TRIPS	
		IN	OUT	IN	OUT
282	Park and Ride Lot	387	95	324	234
286	North Fort Lauderdale Commercial	68	37	196	218
331	Las Olas del Mar I	129	205	370	314
334	Governors Club	631	98	187	626
336	New River Center	1083	297	455	1109
337	Las Olas Glen	64	35	184	204
344	Mercury Plat	80	43	235	262

Source: David Plummer & Associates

**Table 21-6-B  
Committed Developments  
Beyond 2 Miles of Project Site**

TAZ	PROJECT	AM PEAK TRIPS		PM PEAK TRIPS	
		IN	OUT	IN	OUT
NE	Lauderhill City Center	3427	862	1179	3788
	Cyrose				
	Spectrum				
	Headway Office Park				
	Lightspeed Broward				
	The First Place				
	Dixie Landmark Plat				
NW	Herman Corn (Plat 1)	1376	720	1668	1492
	Star Of David Memorial Gardens II				
	Baytree Of Inverrary				
	Sabal Palm By Prestige				
326	Coastal Fuels	802	435	825	931
	Northport				
629	NE 7th Avenue FLL Airport Plat	3778	674	1986	5419
	Dania Jai-alai Plat				
	Port Everglades Industrial Park Section 3				
	Ft. Lauderdale-Hollywood Airport				
	Port Everglades Commerce Center				
647	DCOTA	979	240	862	1482
	Commerce Center of Dania				
	San-mar Plat				
	Duke and Duke Subdivision				
654	Airport Commerce Center Plat	2675	483	1019	3372
	Alandco				
	Ravenswood Commercial FLL Airport Plat				
SW	Redevco-Davie	4732	3230	3898	3749
	Rolling Hills				
	Stiles Plantation				
	Nova University (Plat 1)				
	Moss Plaza				
	New Dawn Davie				
	Trotters Chase				
	Downtown Davie				
	Miro Corners				

Source: David Plummer & Associates

**TABLE 21-7-A**  
**Future (2013) Traffic Conditions without Project (weekday, one-way, PM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	LOS STD	Volume (2013)	Service Volume	V/SV	Meets LOS STD?
	From	To									
Sunrise Boulevard	US 441	NW 31 Avenue	EB	3LD	State Principal Arterial	Lauderhill	D	1,863	2,570	0.72	Yes
	NW 31 Avenue	NW 27 Avenue	WB	3LD	State Principal Arterial	Indian Reservation	D	2,591	2,570	1.01	No
Broward Boulevard	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal Arterial	Indian Reservation	D	1,894	2,570	0.74	Yes
	US 441	NW 31 Avenue	WB	3LD	State Principal Arterial	Indian Reservation	D	2,514	2,570	0.98	Yes
Broward Boulevard	US 441	NW 31 Avenue	EB	3LD	State Principal Arterial	Ft Lauderdale	D	1,673	2,570	0.65	Yes
	NW 31 Avenue	NW 27 Avenue	WB	3LD	State Principal Arterial	Ft Lauderdale	D	2,708	2,570	1.05	No
Broward Boulevard	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal Arterial	Ft Lauderdale	D	1,917	2,570	0.75	Yes
	NW 27 Avenue	I-95	WB	3LD	State Principal Arterial	Ft Lauderdale	D	2,450	2,570	0.95	Yes
Broward Boulevard	NW 27 Avenue	I-95	EB	3LD	State Principal Arterial	Ft Lauderdale	D	1,552	2,570	0.60	Yes
	I-95	Powerline Road	WB	3LD	SIS	Ft Lauderdale	D	2,762	2,570	1.07	No
Peters Road / Davie Boulevard	US 441	NW 31 Avenue	EB	3LD	SIS	Ft Lauderdale	D	2,358	2,570	0.92	Yes
	NW 31 Avenue	NW 27 Avenue	WB	3LD	SIS	Ft Lauderdale	D	3,872	2,570	1.51	No
Peters Road / Davie Boulevard	US 441	NW 31 Avenue	EB	2LD	State Minor Arterial	Ft Lauderdale	D	971	1,710	0.57	Yes
	NW 31 Avenue	NW 27 Avenue	WB	2LD	State Minor Arterial	Ft Lauderdale	D	1,204	1,710	0.70	Yes
NW / SW 31 Avenue	NW 31 Avenue	NW 27 Avenue	EB	2LD	State Minor Arterial	Ft Lauderdale	D	925	1,860	0.50	Yes
	Oakland Park Blvd	NW 19 Street	WB	2LD	State Minor Arterial	Ft Lauderdale	D	1,155	1,860	0.62	Yes
NW / SW 31 Avenue	Oakland Park Blvd	NW 19 Street	NB	3LD	County Minor Arterial	Lauderdale Lakes / Ft Lauderdale	D	2,005	2,450	0.82	Yes
	NW 19 Street	Sunrise Blvd	SB	3LD	County Minor Arterial	Lauderdale Lakes / Ft Lauderdale	D	1,857	2,450	0.76	Yes
NW / SW 31 Avenue	NW 19 Street	Sunrise Blvd	NB	3LD	County Minor Arterial	Lauderhill / Ft Lauderdale	D	1,763	2,450	0.72	Yes
	Sunrise Blvd	NW 6 Street	SB	3LD	County Minor Arterial	Lauderhill / Ft Lauderdale	D	1,594	2,450	0.65	Yes
NW / SW 27 Avenue	Sunrise Blvd	NW 6 Street	NB	2LD	County Collector	Indian Reservation	D	910	1,620	0.56	Yes
	NW 6 Street	Broward Blvd	SB	2LD	County Collector	Indian Reservation	D	625	1,620	0.39	Yes
NW / SW 27 Avenue	NW 6 Street	Broward Blvd	NB	2LD	County Collector	Indian Reservation	D	835	1,620	0.52	Yes
	Broward Blvd	Peters Road	SB	2LD	County Collector	Indian Reservation	D	690	1,620	0.43	Yes
NW / SW 27 Avenue	Broward Blvd	Peters Road	NB	2LD	County Collector	Ft Lauderdale	D	591	1,620	0.36	Yes
	Broward Blvd	Peters Road	SB	2LD	County Collector	Ft Lauderdale	D	673	1,620	0.42	Yes

Source: David Plummer and Associates, Inc.

**TABLE 21-7-B**

**Future (2018) Traffic Conditions without Project (weekday, one-way, PM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	LOS STD	Volume (2018)	Service Volume	V/SV	Meets LOS STD?	
	From	To										
Sunrise Boulevard	US 441	NW 31 Avenue	EB	3LD	State Principal	Lauderhill	D	1,872	2,570	0.73	Yes	
			WB	3LD	Arterial		D	2,603	2,570	1.01	No	
	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal	Indian Reservation	D	1,903	2,570	0.74	Yes	
			WB	3LD	Arterial		D	2,525	2,570	0.98	Yes	
	NW 27 Avenue	I-95	EB	3LD	State Principal	Indian Reservation/ Ft Lauderdale	D	1,777	2,330	0.76	Yes	
			WB	3LD	Arterial		D	2,269	2,330	0.97	Yes	
	I-95	Powerline Road	EB	3LD	State Principal	Ft Lauderdale	D	2,029	2,570	0.79	Yes	
			WB	3LD	Arterial		D	2,131	2,570	0.83	Yes	
	Broward Boulevard	Florida Turnpike	US 441	EB	3LD	State Principal	Plantation	D	1,375	2,570	0.53	Yes
				WB	3LD	Arterial		D	2,530	2,570	0.98	Yes
US 441		NW 31 Avenue	EB	3LD	State Principal	Ft Lauderdale	D	1,681	2,570	0.65	Yes	
			WB	3LD	Arterial		D	2,720	2,570	1.06	No	
NW 31 Avenue		NW 27 Avenue	EB	3LD	State Principal	Ft Lauderdale	D	1,829	2,570	0.71	Yes	
			WB	3LD	Arterial		D	2,340	2,570	0.91	Yes	
NW 27 Avenue		I-95	EB	3LD	State Principal	Ft Lauderdale	D	1,486	2,570	0.58	Yes	
			WB	3LD	Arterial		D	2,644	2,570	1.03	No	
I-95		Powerline Road	EB	3LD	SIS	Ft Lauderdale	D	2,368	2,570	0.92	Yes	
			WB	3LD			D	3,888	2,570	1.51	No	
Powerline Road	US 1	EB	3LD	SIS	Ft Lauderdale	D	2,013	2,570	0.78	Yes		
		WB	3LD			D	2,173	2,570	0.85	Yes		
Peters Road / Davie Boulevard	US 441	NW 31 Avenue	EB	2LD	State Minor	Ft Lauderdale	D	975	1,710	0.57	Yes	
			WB	2LD	Arterial		D	1,209	1,710	0.71	Yes	
	NW 31 Avenue	NW 27 Avenue	EB	2LD	State Minor	Ft Lauderdale	D	929	1,860	0.50	Yes	
NW / SW 31 Avenue	Oakland Park Blvd	NW 19 Street	NB	3LD	County Minor	Lauderdale Lakes / Ft Lauderdale	D	2,014	2,450	0.82	Yes	
			SB	3LD	Arterial		D	1,866	2,450	0.76	Yes	
	NW 19 Street	Sunrise Blvd	NB	3LD	County Minor	Lauderhill / Ft Lauderdale	D	1,771	2,450	0.72	Yes	
			SB	3LD	Arterial		D	1,602	2,450	0.65	Yes	
	Sunrise Blvd	NW 6 Street	NB	3LD	County Minor	Lauderhill	D	1,332	2,450	0.54	Yes	
			SB	3LD	Arterial		D	1,132	2,450	0.46	Yes	
	NW 6 Street	Broward Blvd	NB	2LD	County Minor	Lauderhill	D	862	1,620	0.53	Yes	
			SB	2LD	Arterial		D	1,080	1,620	0.67	Yes	
NW / SW 27 Avenue	Sunrise Blvd	NW 6 Street	NB	2LD	County	Indian Reservation	D	914	1,620	0.56	Yes	
			SB	2LD	Collector		D	628	1,620	0.39	Yes	
	NW 6 Street	Broward Blvd	NB	2LD	County	Indian Reservation	D	798	1,620	0.49	Yes	
			SB	2LD	Collector		D	660	1,620	0.41	Yes	
	Broward Blvd	Peters Road	NB	2LD	County	Ft Lauderdale	D	566	1,620	0.35	Yes	
			SB	2LD	Collector		D	644	1,620	0.40	Yes	
I-95	Sunrise Blvd	Broward Blvd	NB	5LD	SIS	Ft Lauderdale	E	11,510	10,620	1.08	No	
			SB	5LD			E	11,215	10,620	1.06	No	
	Broward Blvd	Davie Blvd	NB	5LD	SIS	Ft Lauderdale	E	11,114	10,620	1.05	No	
			SB	5LD			E	11,440	10,620	1.08	No	
	Davie Blvd	Old SR 84	NB	5LD	SIS	Ft Lauderdale	E	10,538	10,620	0.99	Yes	
			SB	5LD			E	11,080	10,620	1.04	No	

Source: David Plummer and Associates, Inc.

- E. **Assign the trips generated by this development as shown in (B) and (C) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then-existing network within the study area. Include peak-hour directional trips. If location data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of buildout and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/total peak hour directional trips and in terms of peak hour directional DRI trips/existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes, and projected signal locations for the regionally significant roads.**

The trip distribution and traffic assignment for the Project is based on select-zone runs using the Modified MPO's Adopted Long Range Transportation Plan FSUTMS model for Broward County, the network was reviewed in order to verify that only committed roadway improvements listed in the first three (3) years of the Capital Improvement Program (CIP) and the Transportation Improvement Program (TIP) are included. The model outputs for the project have been provided in **Appendix 21-7, FSUTMS Model Outputs & Support Analysis/Documentation.**

The traffic assignment percents of total project trips by roadway segment were based on select-zone runs using the 2030 Broward County Florida Standard Urban Transportation Model Structure (FSUTMS), following the guidelines from the FDOT Site Impact Handbook, see **Appendix 21-7, FSUTMS Model Outputs & Support Analysis/Documentation.**

The subject site falls in Broward County's Traffic Analysis Zones (TAZ) 282, 346, and 349. The existing TAZ system was modified creating a new TAZ for each section which reflects the amount of future project development levels. Project traffic was assigned to these zones as a special generator, and then tracked via a select-zone analysis using the 2030 Broward County FSUTMS model, then replaced with updated peak-hour project traffic values based on project trip generation rates using adjusted ITE's Trip Generation, 7<sup>th</sup> Edition, instead of FSUTMS based trip attractions. Assigned project trips were checked to ensure that they reflect at least 98% of the net new external trips obtained from the adjusted trip generation as described in sections 1 through 7 above.

The distribution of Project traffic on the regionally significant roadways analyzed in this study is shown in **Tables 21-8-A (2013) and 21-8-B (2018), Future Project Traffic Assignment.** As requested, the percent impact was calculated as the total DRI traffic percentage of existing service volumes. In addition, Project traffic on all the regionally significant roadways in the study area is provided in **Appendix 21-8, Project Consumption Calculations.** The purpose of this data is to show the level of significance Project traffic represents on all the regionally significant roadways in the study area.

**Tables 21-9-A (2013) and 21-9-B (2018), Future Total Traffic Conditions with Project,** show total traffic with the Project on the regionally significant roadways. Intersection Capacity and Ramp Analysis for total traffic conditions are provided in **Appendix 21-2, PM PK Hour Intersection, PM PK Hour Ramp and Requested AM PK Hour Analysis.** The results are summarized in **Table 21-10, Intersection and Ramp Analysis Results.**

**TABLE 21-8-A**  
**Future (2013) Project Traffic Assignment (weekday, one-way, PM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic			
								Project Traffic	% Project	% Consumption	
	1-Way	< 5% of SV?									
Sunrise Boulevard	US 441	NW 31 Avenue	EB	3LD	State Principal	D	2,570	60	6.13%	2.3%	Yes
			WB	3LD	Arterial		2,570	130		5.1%	No
Broward Boulevard	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal	D	2,570	138	14.11%	5.4%	No
			WB	3LD	Arterial		2,570	299		11.6%	No
	US 441	NW 31 Avenue	EB	3LD	State Principal	D	2,570	97	9.82%	3.8%	Yes
			WB	3LD	Arterial		2,570	207		8.1%	No
Peters Road / Davie Boulevard	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal	D	2,570	150	15.18%	5.8%	No
			WB	3LD	Arterial		2,570	320		12.5%	No
	NW 27 Avenue	I-95	EB	3LD	State Principal	D	2,570	273	27.22%	10.6%	No
			WB	3LD	Arterial		2,570	570		22.2%	No
	I-95	Powerline Road	EB	3LD	SIS	D	2,570	244	11.53%	9.5%	No
			WB	3LD			2,570	113		4.4%	Yes
NW / SW 31 Avenue	US 441	NW 31 Avenue	EB	2LD	State Minor	D	1,710	82	7.43%	4.8%	Yes
			WB	2LD	Arterial		1,710	148		8.7%	No
	NW 31 Avenue	NW 27 Avenue	EB	2LD	State Minor	D	1,860	101	9.23%	5.4%	No
NW / SW 27 Avenue	Oakland Park Blvd	NW 19 Street	WB	2LD	Arterial		1,860	185		9.9%	No
			NB	3LD	County Minor	D	2,450	138	6.68%	5.6%	No
	NW 19 Street	Sunrise Blvd	SB	3LD	Arterial		2,450	69		2.8%	Yes
			NB	3LD	County Minor	D	2,450	196	9.27%	8.0%	No
Broward Blvd	Sunrise Blvd	NW 6 Street	SB	3LD	Arterial		2,450	91		3.7%	Yes
			NB	2LD	County Collector	D	1,620	336	15.89%	20.7%	No
	NW 6 Street	Broward Blvd	SB	2LD			1,620	156		9.6%	No
			NB	2LD	County Collector	D	1,620	383	18.21%	23.6%	No
	Broward Blvd	Peters Road	SB	2LD			1,620	181		11.2%	No
NB			2LD	County Collector	D	1,620	200	18.44%	12.3%	No	
			SB	2LD		1,620	371		22.9%	No	

Source: David Plummer and Associates, Inc.

**TABLE 21-8-B**

**Future (2018) Project Traffic Assignment at Build-out (weekday, one-way, PM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic			
								Project Traffic	% Project	% Consumption	
	From	To								1-Way	< 5% of SV?
Sunrise Boulevard	US 441	NW 31 Avenue	EB	3LD	State Principal	D	2,570	70	6.07%	2.7%	Yes
			WB	3LD	Arterial		2,570	193		7.5%	No
	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal	D	2,570	153	12.81%	6.0%	No
			WB	3LD	Arterial		2,570	402		15.6%	No
	NW 27 Avenue	I-95	EB	3LD	State Principal	D	2,330	18	1.80%	0.8%	Yes
			WB	3LD	Arterial		2,330	60		2.6%	Yes
	I-95	Powerline Road	EB	3LD	State Principal	D	2,570	147	4.59%	5.7%	No
			WB	3LD	Arterial		2,570	52		2.0%	Yes
Broward Boulevard	Florida Turnpike	US 441	EB	3LD	State Principal	D	2,570	66	5.43%	2.6%	Yes
			WB	3LD	Arterial		2,570	169		6.6%	No
	US 441	NW 31 Avenue	EB	3LD	State Principal	D	2,570	116	9.93%	4.5%	Yes
			WB	3LD	Arterial		2,570	314		12.2%	No
	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal	D	2,570	175	15.10%	6.8%	No
			WB	3LD	Arterial		2,570	479		18.6%	No
	NW 27 Avenue	I-95	EB	3LD	State Principal	D	2,570	202	16.53%	7.9%	No
			WB	3LD	Arterial		2,570	514		20.0%	No
	I-95	Powerline Road	EB	3LD	SIS	D	2,570	363	11.50%	14.1%	No
			WB	3LD			2,570	135		5.3%	No
Powerline Road	US 1	EB	3LD	SIS	D	2,570	160	5.15%	6.2%	No	
		WB	3LD			2,570	63		2.5%	Yes	
Peters Road / Davie Boulevard	US 441	NW 31 Avenue	EB	2LD	State Minor	D	1,710	85	6.07%	5.0%	Yes
			WB	2LD	Arterial		1,710	178		10.4%	No
	NW 31 Avenue	NW 27 Avenue	EB	2LD	State Minor	D	1,860	107	7.80%	5.8%	No
			WB	2LD	Arterial		1,860	231		12.4%	No
NW / SW 31 Avenue	Oakland Park Blvd	NW 19 Street	NB	3LD	County Minor	D	2,450	179	5.82%	7.3%	No
			SB	3LD	Arterial		2,450	73		3.0%	Yes
	NW 19 Street	Sunrise Blvd	NB	3LD	County Minor	D	2,450	267	8.47%	10.9%	No
			SB	3LD	Arterial		2,450	100		4.1%	Yes
	Sunrise Blvd	NW 6 Street	NB	3LD	County Minor	D	2,450	93	2.93%	3.8%	Yes
			SB	3LD	Arterial		2,450	34		1.4%	Yes
NW 6 Street	Broward Blvd	NB	2LD	County Minor	D	1,620	115	3.60%	7.1%	No	
		SB	2LD	Arterial		1,620	41		2.5%	Yes	
NW / SW 27 Avenue	Sunrise Blvd	NW 6 Street	NB	2LD	County Collector	D	1,620	415	13.37%	25.6%	No
			SB	2LD			1,620	164		10.1%	No
	NW 6 Street	Broward Blvd	NB	2LD	County Collector	D	1,620	472	15.26%	29.1%	No
			SB	2LD			1,620	189		11.7%	No
	Broward Blvd	Peters Road	NB	2LD	County Collector	D	1,620	201	14.68%	12.4%	No
			SB	2LD			1,620	435		26.9%	No
I-95	Sunrise Blvd	Broward Blvd	NB	5LD	SIS	E	10,620	731	22.63%	6.9%	No
			SB	5LD			10,620	249		2.3%	Yes
	Broward Blvd	Davie Blvd	NB	5LD	SIS	E	10,620	233	20.83%	2.2%	Yes
			SB	5LD			10,620	669		6.3%	No
Davie Blvd	Old SR 84	NB	5LD	SIS	E	10,620	233	20.62%	2.2%	Yes	
		SB	5LD			10,620	660		6.2%	No	

Source: David Plummer and Associates, Inc.



**TABLE 21-9-A**

**Future (2013) Traffic Conditions with Project - (weekday, one-way, PM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	Volume (2013)	LOS STD	Service Volume	V/SV	% Consumptio	< 5% SV?	Meets LOS STD?
	From	To											
Sunrise Boulevard	US 441	NW 31 Avenue	EB	3LD	State Principal Arterial	Lauderhill	1,923	D	2,570	0.75	2.3%	Yes	Yes
			WB	3LD			2,721		2,570	1.06	5.1%	No	No
Broward Boulevard	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal Arterial	Indian Reservation	2,032	D	2,570	0.79	5.4%	No	Yes
			WB	3LD			2,813		2,570	1.09	11.6%	No	No
	US 441	NW 31 Avenue	EB	3LD	State Principal Arterial	Ft Lauderdale	1,770	D	2,570	0.69	3.8%	Yes	Yes
			WB	3LD			2,915		2,570	1.13	8.1%	No	No
Peters Road / Davie Boulevard	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal Arterial	Ft Lauderdale	2,067	D	2,570	0.80	5.8%	No	Yes
			WB	3LD			2,770		2,570	1.08	12.5%	No	No
	NW 27 Avenue	I-95	EB	3LD	State Principal Arterial	Ft Lauderdale	1,825	D	2,570	0.71	10.6%	No	Yes
			WB	3LD			3,332		2,570	1.30	22.2%	No	No
	I-95	Powerline Road	EB	3LD	SIS	Ft Lauderdale	2,602	D	2,570	1.01	9.5%	No	No
			WB	3LD			3,985		2,570	1.55	4.4%	Yes	No
NW / SW 31 Avenue	US 441	NW 31 Avenue	EB	2LD	State Minor Arterial	Ft Lauderdale	1,053	D	1,710	0.62	4.8%	Yes	Yes
			WB	2LD			1,352		1,710	0.79	8.7%	No	Yes
	NW 31 Avenue	NW 27 Avenue	EB	2LD	State Minor Arterial	Ft Lauderdale	1,026	D	1,860	0.55	5.4%	No	Yes
WB			2LD			1,340		1,860	0.72	9.9%	No	Yes	
NW / SW 27 Avenue	Oakland Park Blvd	NW 19 Street	NB	3LD	County Minor Arterial	Lauderdale Lakes / Ft Lauderdale	2,143	D	2,450	0.87	5.6%	No	Yes
			SB	3LD			1,926		2,450	0.79	2.8%	Yes	Yes
	Sunrise Blvd	NW 6 Street	NB	3LD	County Minor Arterial	Lauderhill / Ft Lauderdale	1,959	D	2,450	0.80	8.0%	No	Yes
SB			3LD			1,685		2,450	0.69	3.7%	Yes	Yes	
NW / SW 27 Avenue	Sunrise Blvd	NW 6 Street	NB	2LD	County Collector	Indian Reservation	1,246	D	1,620	0.77	20.7%	No	Yes
			SB	2LD			781		1,620	0.48	9.6%	No	Yes
	NW 6 Street	Broward Blvd	NB	2LD	County Collector	Indian Reservation	1,218	D	1,620	0.75	23.6%	No	Yes
			SB	2LD			871		1,620	0.54	11.2%	No	Yes
Broward Blvd	Peters Road	NB	2LD	County Collector	Ft Lauderdale	791	D	1,620	0.49	12.3%	No	Yes	
		SB	2LD			1,044		1,620	0.64	22.9%	No	Yes	

Source: David Plummer and Associates, Inc.

**TABLE 21-9-B**

**Future (2018) Traffic Conditions with Project at Buildout - (weekday, one-way, PM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	Volume (2018)	LOS STD	Service Volume	V/SV	% Consumptio	< 5% SV?	Meets LOS STD?	
	From	To												
Sunrise Boulevard	US 441	NW 31 Avenue	EB	3LD	State Principal	Lauderhill	1,942		2,570	0.76	2.7%	Yes	Yes	
			WB	3LD	Arterial		2,796	D	2,570	1.09	7.5%	No	No	
	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal	Indian Reservation	2,056		2,570	0.80	6.0%	No	Yes	
			WB	3LD	Arterial		2,927	D	2,570	1.14	15.6%	No	No	
	NW 27 Avenue	I-95	EB	3LD	State Principal	Indian Reservation/ Ft Lauderdale	1,795		2,330	0.77	0.8%	Yes	Yes	
			WB	3LD	Arterial		2,329	D	2,330	1.00	2.6%	Yes	Yes	
	I-95	Powerline Road	EB	3LD	State Principal	Ft Lauderdale	2,176		2,570	0.85	5.7%	No	Yes	
			WB	3LD	Arterial		2,183	D	2,570	0.85	2.0%	Yes	Yes	
Broward Boulevard	Florida Turnpike	US 441	EB	3LD	State Principal	Plantation	1,441		2,570	0.56	2.6%	Yes	Yes	
			WB	3LD	Arterial		2,699	D	2,570	1.05	6.6%	No	No	
	US 441	NW 31 Avenue	EB	3LD	State Principal	Ft Lauderdale	1,797		2,570	0.70	4.5%	Yes	Yes	
			WB	3LD	Arterial		3,034	D	2,570	1.18	12.2%	No	No	
	NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal	Ft Lauderdale	2,004		2,570	0.78	6.8%	No	Yes	
			WB	3LD	Arterial		2,819	D	2,570	1.10	18.6%	No	No	
	NW 27 Avenue	I-95	EB	3LD	State Principal	Ft Lauderdale	1,688		2,570	0.66	7.9%	No	Yes	
			WB	3LD	Arterial		3,158	D	2,570	1.23	20.0%	No	No	
I-95	Powerline Road	EB	3LD	SIS	Ft Lauderdale	2,731		2,570	1.06	14.1%	No	No		
		WB	3LD			4,023	D	2,570	1.57	5.3%	No	No		
Powerline Road	US 1	EB	3LD	SIS	Ft Lauderdale	2,173		2,570	0.85	6.2%	No	Yes		
		WB	3LD			2,236	D	2,570	0.87	2.5%	Yes	Yes		
Peters Road / Davie Boulevard	US 441	NW 31 Avenue	EB	2LD	State Minor	Ft Lauderdale	1,060		1,710	0.62	5.0%	Yes	Yes	
			WB	2LD	Arterial		1,387	D	1,710	0.81	10.4%	No	Yes	
NW / SW 31 Avenue	NW 31 Avenue	NW 27 Avenue	EB	2LD	State Minor	Ft Lauderdale	1,036		1,860	0.56	5.8%	No	Yes	
			WB	2LD	Arterial		1,391	D	1,860	0.75	12.4%	No	Yes	
	Oakland Park Blvd	NW 19 Street	NB	3LD	County Minor	Lauderdale Lakes / Ft Lauderdale	2,193		2,450	0.90	7.3%	No	Yes	
			SB	3LD	Arterial		1,939	D	2,450	0.79	3.0%	Yes	Yes	
	NW 19 Street	Sunrise Blvd	NB	3LD	County Minor	Lauderhill / Ft Lauderdale	2,038		2,450	0.83	10.9%	No	Yes	
			SB	3LD	Arterial		1,702	D	2,450	0.69	4.1%	Yes	Yes	
	Sunrise Blvd	NW 6 Street	NB	3LD	County Minor	Lauderhill	1,425		2,450	0.58	3.8%	Yes	Yes	
			SB	3LD	Arterial		1,166	D	2,450	0.48	1.4%	Yes	Yes	
NW 6 Street	Broward Blvd	NB	2LD	County Minor	Lauderhill	977		1,620	0.60	7.1%	No	Yes		
		SB	2LD	Arterial		1,121	D	1,620	0.69	2.5%	Yes	Yes		
NW / SW 27 Avenue	Sunrise Blvd	NW 6 Street	NB	2LD	County Collector	Indian Reservation	1,329		1,620	0.82	25.6%	No	Yes	
			SB	2LD			792	D	1,620	0.49	10.1%	No	Yes	
	NW 6 Street	Broward Blvd	NB	2LD	County Collector	Indian Reservation	1,270		1,620	0.78	29.1%	No	Yes	
			SB	2LD			849	D	1,620	0.52	11.7%	No	Yes	
	Broward Blvd	Peters Road	NB	2LD	County Collector	Ft Lauderdale	767		1,620	0.47	12.4%	No	Yes	
			SB	2LD			1,079	D	1,620	0.67	26.9%	No	Yes	
	I-95	Sunrise Blvd	Broward Blvd	NB	5LD	SIS	Ft Lauderdale	12,241		10,620	1.15	6.9%	No	No
				SB	5LD			11,464	E	10,620	1.08	2.3%	Yes	No
Broward Blvd	Davie Blvd	NB	5LD	SIS	Ft Lauderdale	11,347		10,620	1.07	2.2%	Yes	No		
		SB	5LD			12,109	E	10,620	1.14	6.3%	No	No		
Davie Blvd	Old SR 84	NB	5LD	SIS	Ft Lauderdale	10,771		10,620	1.01	2.2%	Yes	No		
		SB	5LD			11,740	E	10,620	1.11	6.2%	No	No		

Source: David Plummer and Associates, Inc.

**TABLE 21-10**  
**Intersection & Ramp LOS PM Peak Hour**

Intersection / Ramp	2008 Existing	2013				2018			
		Future w/o Project	Future w/o Project w/ Imp.	Future w/ Project	Future w/ Project w/ Imp.	Future w/o Project	Future w/o Project w/ Imp.	Future w/ Project	Future w/ Project w/ Imp.
Sunrise Blvd / US 441	D	D	-	D	-	D	-	D	D
Sunrise Blvd / NW 31 Ave	F	E	D	F	D	E	D	F	D
Sunrise Blvd / NW 27 Ave	F	F	D	F	D	F	D	F	D
Broward Blvd / US 441	F	F	D	F	D	F	D	F	D
Broward Blvd / NW 31 Ave	F	E	D	F	D	E	D	F	D
Broward Blvd / NW 27 Ave	D	D	D	E	D	D	D	F	D
Broward Blvd / NW 25 Ter	D [1]	E [1]	C	F[1]	C	E [1]	C	F[1]	C
Broward Blvd / NW 24 Ave	C	C	-	E	D	C	-	F	D
Broward Blvd / NW 22 Ave	F[1]	F[1]	[2]	F[1]	[2]	F[1]	[2]	F[1]	[2]
Broward Blvd / I-95 SB Off Ramp	F	E	C	F	D	E	C	F	D
Broward Blvd / I-95 NB Off Ramp	B	B	B	B	B	B	B	B	B
Broward Blvd /Powerline Rd	C	C	-	C	-	C	-	C	-
SW 27 Ave / SW 1 St	C [1]	C [1]	-	D [1]	-	B [1]	-	C [1]	-
SW 27 Ave / SW 2 Ct	C [1]	C [1]	-	F[1]	B	C [1]	-	F[1]	B
I-95 SB On Ramp	D	F	C	F	C	F	C	F	C
I-95 NB On Ramp	F	F	B	F	B	F	B	F	B
I-95 SB Off Ramp	E	F	D	F	D	F	D	F	D
I-95 NB Off Ramp	F	F	E	F	E	F	E	F	E
Park-n-Ride NB On Ramp	F	F	D	F	D	F	E	F	[3]
Park-n-Ride SB On Ramp	F	F	D	F	D	F	D	F	D
Park-n-Ride NB Off Ramp	F	F	B	F	B	F	B	F	[3]
Park-n-Ride SB Off Ramp	F	F	C	F	D	F	E	F	[3]

[1] Minor Approach LOS

[2] Intersection will remain unsignalized.

[3] Lane geometry beyond capabilities of software; Recommended improvements provided in Appendix 21-2.

- F. Based on the assignment of trips as shown in (D) and (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.

During Development Order negotiations proportionate share contributions will be explored as mitigation for some or all of the needed improvements. Although proportionate share is only assessed on roadway segments projected to operate above the adopted level of service standard and where Project traffic utilizes five percent or more of the road service volume, the DRI process requires that all deficient roadway segments be identified. **Tables 21-11-A (2013) and 21-11-B (2018) Needed Roadway Improvements for LOS Standard, Future without Project** list the improvements that are needed respectively for traffic conditions without the addition of Project traffic to support all area development. For conditions with the addition of Project traffic, improvements needed are listed in **Table 21-12, Needed Roadway Improvements for LOS Standard, Future with Project 2013 & 2018**.

**Table 21-11-A  
 Needed Roadway Improvements for LOS Standard  
 Future without Project (2013)**

Roadway	Limits		Direction	Existing Lanes (total)	Needed Lanes (total)
	From	To			
Oakland Park Boulevard	Florida Turnpike	US 441	EB	3	4
			WB	3	4
	US 441	NW 31 Avenue	EB	3	4
			WB	3	4
Broward Boulevard	NW 27 Avenue	I-95	EB	3	4
			WB	3	4
Davie Boulevard	I-95	SW 4 Avenue	EB	2	3
			WB	2	3
I-595	University Drive	Florida Turnpike	EB	4	7
			WB	4	7
	Florida Turnpike	US 441	EB	4	5
			WB	4	5
	US 441	I-95	EB	4	6
			WB	4	6
West SR 84	I-595	SW 30 Avenue	EB	2	7
			WB	2	7
	SW 30 Avenue	I-95	EB	3	7
			WB	3	7
	I-95	SW 9 Avenue	EB	3	7
			WB	3	7
Griffin Road	US 441	NW 40 Avenue	EB	3	4
			WB	3	4
	NW 40 Avenue	NW 31 Avenue	EB	3	4
			WB	3	4
	NW 31 Avenue	Ravenswood Road	EB	3	4
			WB	3	4
	Ravenswood Road	I-95	EB	3	4
			WB	3	4
	I-95	US 1	EB	3	7
			WB	3	7
Stirling Road	Pine Island Road	University Drive	EB	2	3
			WB	2	3
	Davie Road	Florida Turnpike	EB	3	4
			WB	3	4
	Florida Turnpike	US 441	EB	3	4
			WB	3	4
	NW 40 Avenue	NW 31 Avenue	EB	3	4
			WB	3	4
	NW 31 Avenue	I-95	EB	3	4
			WB	3	4
University Drive	Cleary Blvd	Broward Blvd	NB	3	7
			SB	3	7
	Peters Road	I-595	NB	3	7
			SB	3	7
	I-595	SW 30 Street	NB	3	4
			SB	3	4
I-95	Griffin Road	Stirling Road	NB	5	6
			SB	5	6
	Stirling Road	Sheridan Street	NB	5	6
			SB	5	6
	Sheridan Street	Hollywood Blvd	NB	5	6
			SB	5	6
Andrews Avenue	Commercial Blvd	Prospect Road	NB	2	3
			SB	2	3
US-1	Davie Blvd	SR 84	NB	3	4
			SB	3	4
	Griffin Road	Stirling Road	NB	2	4
			SB	2	4

Source: David Plummer and Associates, Inc.

**Table 21-11-B**  
**Needed Roadway Improvements for LOS Standard**  
**Future without Project (2018)<sup>[1]</sup>**

Roadway	Limits		Direction	Existing Lanes (total)	Needed Lanes (total)
	From	To			
Oakland Park	Florida Turnpike	US 441	EB	3	4
			WB	3	4
Broward Boulevard	US 441	NW 31 Avenue	EB	3	4
			WB	3	4
	NW 27 Avenue	I-95	EB	3	4
			WB	3	4
Davie Boulevard	US 1	Victoria Park Road	EB	1	2 [1]
			WB	1	2 [1]
I-595	I-95	SW 4 Avenue	EB	2	3
			WB	2	3
West SR 84	University Drive	Florida Turnpike	EB	4	7
			WB	4	7
	Florida Turnpike	US 441	EB	4	5
			WB	4	5
Griffin Road	US 441	I-95	EB	4	6
			WB	4	6
	I-95	SW 30 Avenue	EB	2	7
			WB	2	7
Stirling Road	SW 30 Avenue	I-95	EB	3	7
			WB	3	7
	I-95	SW 9 Avenue	EB	3	7
			WB	3	7
University Drive	US 441	NW 40 Avenue	EB	3	4
			WB	3	4
	NW 40 Avenue	NW 31 Avenue	EB	3	4
			WB	3	4
I-95	NW 31 Avenue	Ravenswood Road	EB	3	4
			WB	3	4
	Ravenswood Road	I-95	EB	3	4
			WB	3	4
I-95	I-95	US 1	EB	3	7
			WB	3	7
	Pine Island Road	University Drive	EB	2	3
			WB	2	3
I-95	Davie Road	Florida Turnpike	EB	3	4
			WB	3	4
	Florida Turnpike	US 441	EB	3	4
			WB	3	4
I-95	NW 40 Avenue	NW 31 Avenue	EB	3	4
			WB	3	4
	NW 31 Avenue	I-95	EB	3	4
			WB	3	4
I-95	Cleary Blvd	Broward Blvd	NB	3	7
			SB	3	7
	Peters Road	I-595	NB	3	7
			SB	3	7
I-95	I-595	SW 30 Street	NB	3	4
			SB	3	4
	Griffin Road	Stirling Road	NB	5	6
			SB	5	6
I-95	Stirling Road	Sheridan Street	NB	5	6
			SB	5	6
	Sheridan Street	Hollywood Blvd	NB	5	6
			SB	5	6
Andrews Avenue	Commercial Blvd	Prospect Road	NB	2	3
			SB	2	3
US-1	Davie Blvd	SR 84	NB	3	4
			SB	3	4
	Griffin Road	Stirling Road	NB	2	4
		SB	2	4	

Source David Plummer & Associates

[1] All listed improvements required in 2013 without project, except for Broward Blvd between US-1 and Victoria Park Rd.

**Table 21-12**  
**Needed Roadway Improvements for LOS Standard**  
**(2013 & 2018) Future with Project**

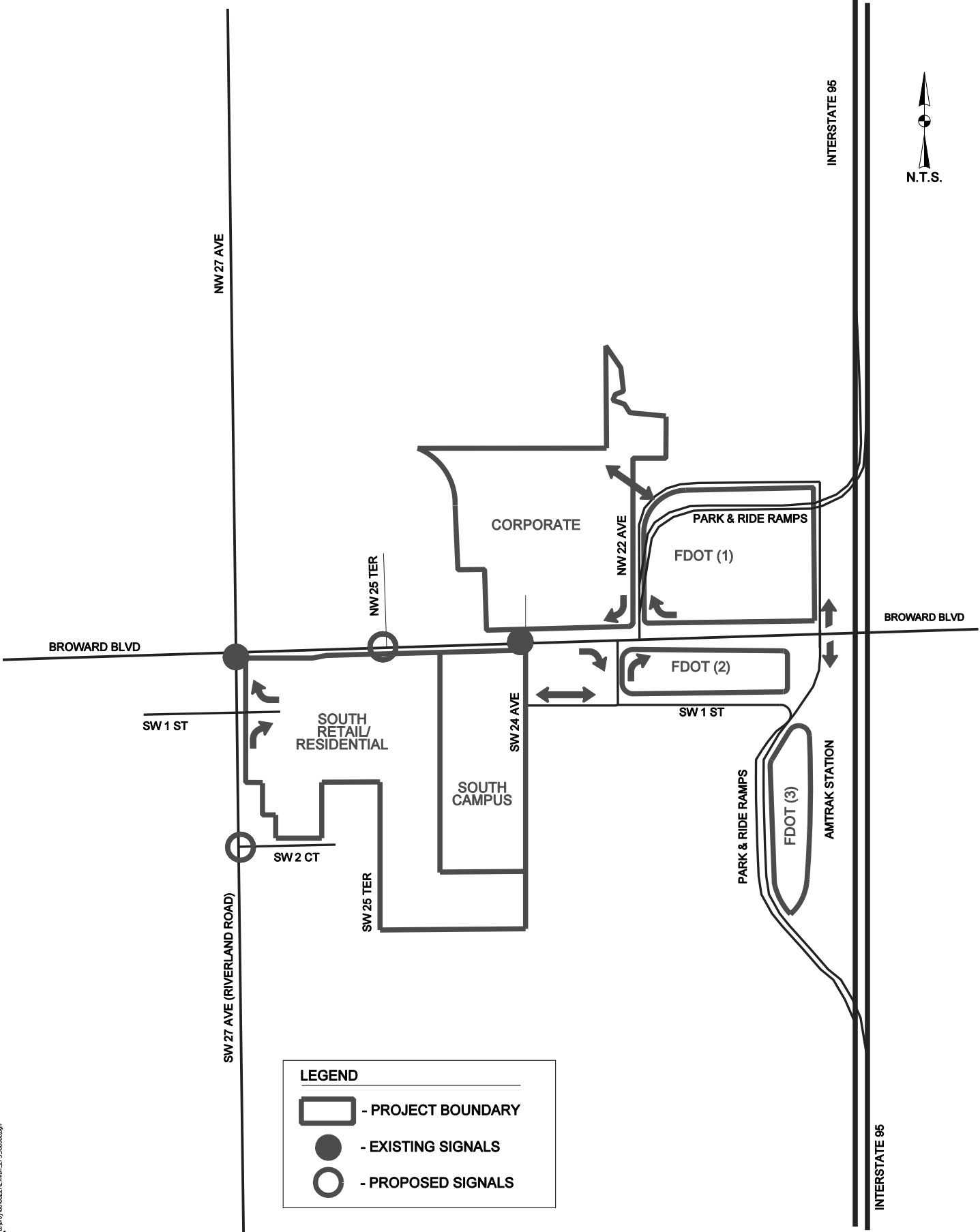
Roadway	Limits		Direction	Existing Lanes (total)	Needed Lanes (total)
	From	To			
Sunrise Boulevard	NW 31 Avenue	NW 27 Avenue	EB	3	4
			WB	3	4
Broward Boulevard	NW 31 Avenue	NW 27 Avenue	EB	3	4
			WB	3	4
	NW 27 Avenue	I-95	EB	3	7
			WB	3	7

Source: David Plummer and Associates, Inc.

- G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.

*Exhibit 21-3, Principal Project Access*, shows the proposed principal project access points for the Project. Access to the Project is proposed through connections from Broward Boulevard and SW 27 Avenue in addition to direct connections from I-95 via the park and ride ramps. A full access connection is proposed on Broward Boulevard at the intersection with W 24 Avenue and W 25 Terrace; right-in/right-out connections are proposed on both sides of Broward Boulevard at W 22 Avenue. From SW 27 Avenue a full access connection is proposed at SW 2 Court and a right-in/right-out connection at SW 1 Street. The main connections to the external roadway network have been analyzed in previous sections.





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# EXHIBIT 21-3

Principal Project Access  
Riverbend DRI  
October 2008

Source: David Plummer & Associates

- H. **If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as interlocal agreements, right-of-way dedication, building set-backs, etc.**

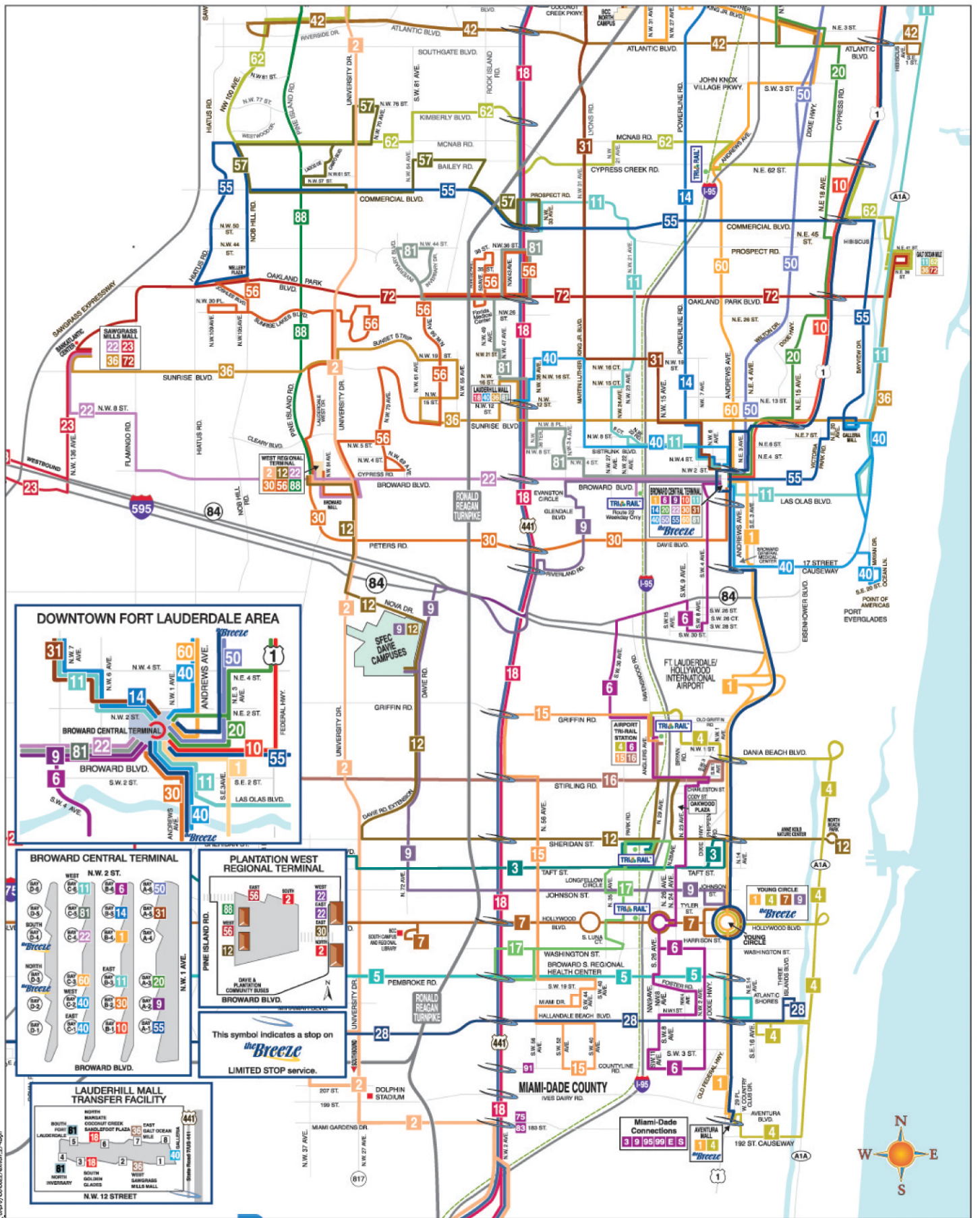
The development will include a main street which will serve as the center of the office park. Transit oriented amenities such as retail and food service will be located on the transit platforms. When completed, the system will allow easy access by car, foot, or trolley to mass transit facilities along the tri-rail line as well as car access to Broward Boulevard, NW 27<sup>th</sup> Avenue, and the dedicated ramps to and from I-95 that serve the adjacent park and ride lots.

Three sites owned by the Florida Department of Transportation (FDOT) are located west of I-95 and adjacent to the privately owned property within the Riverbend DRI. Recognizing the regional transportation importance of the three sites, FDOT issued a request for proposals for the joint public/private development of the sites. The applicant was the selected responder and is negotiating the terms of a lease with FDOT. The redevelopment of the FDOT sites will result in a new intermodal facility which will serve as the hub between tri-rail and the planned light rail, Central Broward East/West Transit, which will connect to downtown Ft. Lauderdale.

- I. **What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.**

One of the main objectives is to design a project that incorporates the strong transit potential in the immediate vicinity. The Developer of Riverbend DRI is committed to providing an internal shuttle system for the entire project site. This shuttle will provide connection within all components of the project in addition to transit connections such as Tri-Rail, Broward County Transit, Community Buses and the I-95 Fast Bus. The Applicant will cooperate with BCT, SFRTA and FDOT to facilitate access from the Project Site to the adjacent transit facilities with the incorporation of transit access to the site. See **Appendix 21-4, Components for Alternative Modes of Travel** for a full description of all the systems serving the site.

A review of transit availability indicates that the several transit routes serve the project site. **Exhibit 21-4, Existing Transit**, shows the existing routes serving the study area. Additionally, Transportation Demand Management (TDM) strategies, such as those listed in **Appendix 21-9, Transportation Demand Management**, will be encouraged as part of this Project to improve mobility. These strategies include carsharing, carpooling, vanpooling, telecommuting, alternative work hours and on-site childcare to name a few.



**EXHIBIT 21-4**

Existing Transit

Riverbend DRI

October 2008

Source: Broward County Transit