Tinter Associates, Inc. • Transportation Engineers

3303 West Commercial Boulevard • Suite 201 • Ft. Lauderdale, Florida 33309 • (954) 484-3633 • Fax (954) 484-9612

October 3, 2005

Mr. Richard Shan
Shanco Construction Company
20141 NE 21st Avenue
Miami Florida 33179

RE: HALLANDALE CROSSINGS
CITY OF HALLANDALE BEACH, FLORIDA
TINTER ASSOCIATES PROJECT NO. 05-2078

Dear Mr. Shan:

This letter will serve as a Traffic Impact Statement to address the potential traffic impacts from a proposed residential development known as Hallandale Crossings to be located on the west side of SE 2nd Avenue between SE 7th Street and SE 8th Street in the City of Hallandale Beach, Florida. The project is generally bounded by U.S. 1 (Federal Highway) to the east, Dixie Highway/FEC Railroad to the west, Hallandale Beach Boulevard to the north and the Miami-Dade County Line to the south.

PROJECT DESCRIPTION

The project as proposed would provide for twenty-nine dwelling units designated as townhouse-type units. The site is proposed to have a gated ingress only access off of SE 7th Street with two inbound lanes; one for residents and one for visitors and emergency vehicles. The site will circulate in a one-way clockwise direction. Egress will be made at a single gated access along SE 8th Street in which the gate will open upon presence of a vehicle.

PROPOSED TRIP GENERATION

The foundation for any type of Traffic Impact Statement is the potential trip generation activity for a proposed development. As noted previously, the site will be comprised of twenty-nine town homes.

The authoritative source used in estimating trip generation activity is the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition. The Land Use Code (LUC) for Residential Condominium/Townhouse is LUC 230 under the ITE Manual and provides for trip generation activity based on the number of dwelling units.

Table 1, attached hereto, provides for the trip generation activity on an AM peak hour and PM peak hour basis since analysis in Broward County is limited to only the peak periods. As noted on Table 1, the project as proposed is expected to generate a total of 19 new AM peak hour trips and 22 new PM peak hour trips. The impact to the surrounding roadway network will be somewhat less as there are presently occupied dwelling on the site that will be replaced by the proposed development. Typically, credits are taken for existing development.

ADJACENT ROADWAY VOLUMES AND CAPACITIES

In order to assess the impact from the proposed development based on the trip generation activity as found on Table 1, it was necessary to ascertain the roadway carrying capacities in accordance with acceptable Level of Service (LOS) Standards. Capacities on the major roadways such as Dixie Highway, Hallandale Beach Boulevard and Federal Highway were taken directly from the latest version (March 9, 2005) of the Broward County TRIPS model run, which examines PM peak hour activity only. The capacity used in the TRIPS model run is based on the 1998 version of Florida Department of Transportation (FDOT) Level of Service Manual and provides for an acceptable service volume based on LOS "D".

The TRIPS model provides for PM peak hour traffic volumes on all roadway segments. In addition, the model provides for "platted" trips assigned to the model roadway network. These trips are part of an approved plat. In theory, these trips have been assigned to the network in order to assess available capacity considering existing and platted trips

The model capacity for the five-lane section of Dixie Highway in the area of SE 7th Street is 2,560 vehicles per hour (vph). The TRIPS model indicates that there are 1,003 existing PM peak hour trips on this segment along with 47 platted trips assigned to the segment for a total of 1,050 peak hour trips. If all trips from Hallandale Crossings were assigned to this segment, there would be more than ample capacity available considering the carrying capacity of 2,560 vph

The model capacity for the six-lane section of Federal Highway in the area of SE 7th Street is 4,550 vehicles per hour (vph). The TRIPS model indicates that there are 4,020 existing PM peak hour trips on this segment along with 259 platted trips assigned to the segment for a total of 4,279 peak hour trips. If all trips from Hallandale Crossings were assigned to this segment, there would be ample capacity available considering the carrying capacity of 4,550 vph

The model capacity for the six-lane section of Hallandale Beach Boulevard in the area of SE 2nd Avenue is 4,550 vehicles per hour (vph). The TRIPS model indicates that there are 2,902 existing PM peak hour trips on this segment along with 1,137 platted trips assigned to the segment for a total of 4,039 peak hour trips. Again, if all trips from Hallandale Crossings were assigned to this segment, there would be ample capacity available considering the carrying capacity of 4,550 vph

MASS TRANSIT

Mass transit opportunities in the area of the proposed site were also examined. Presently, the Broward County Transit Division maintains four bus routes in this area as summarized below:

- Route 1 services the US 1 (Federal Highway) corridor between the Aventura Mall and the Broward County Central Transit facility on Broward Boulevard. Service is available throughout the day every fifteen minutes.
- Route 5 provides service from its southerly terminus at Old Federal Highway and S.E. 3rd Street northerly into the Hollywood area then to western Broward at its Century Village terminus. Service is available every hour.

- Route 6 serves the Dixie Highway/S.E 1st Avenue corridor in Hallandale Beach offering service every half hour.
- Route 28 runs along Hallandale Beach Boulevard from its westerly terminus out by Interstate 75 to its northeasterly terminus at Young's Circle. Service is available every half hour.

As can be seen, mass transit opportunities are available in the area of the proposed Hallandale Village Town Homes development.

CONCLUSION

Based on the ITE trip generation activity of 22 peak hour trips, it is the opinion of this office, that the project as proposed will not have significant impacts on the adjacent roadway system. Further, mass transit systems are available in the area for alternate modes of transportation.

As always, should you have any questions regarding this matter, please feel free to contact me directly.

Sincerely,

Dennis J. Miller
Senior Associate
Traffic Engineering

DJM:djm
W:\05files\05-2017\05-2078.001

TABLE 1

HALLANDALE CROSSINGS

Trip Generation

AM PEAK HOUR						
CATEGORY	DEVELOPMENT SIZE	Variable	PEAK HOUR TRIP GENERATION RATE	SITE TRAFFIC (tph)	SITE TRAFFIC IN (tph)	SITE TRAFFIC OUT (tph)
Townhouse (LUC 230)	29	du	Ln(T) = 0.80 Ln(X) + 0.26	19	3	16
Total Gross Trips				**19**	**3**	**16**

PM PEAK HOUR						
CATEGORY	DEVELOPMENT SIZE	Variable	PEAK HOUR TRIP GENERATION RATE	SITE TRAFFIC (tph)	SITE TRAFFIC IN (tph)	SITE TRAFFIC OUT (tph)
Townhouse (LUC 230)	29	du	Ln(T) = 0.82 Ln(X) + 0.32	22	15	7
Total Gross Trips				**22**	**15**	**7**

Source: ITE Trip Generation Manual, 7th Edition