



KEITH

To: Chris Torres
City of Lauderhill

From: Lisa Bernstein, PE 

Date: January 7, 2020

**Re: Sunfire High School – Response to Comments
KEITH Project 10979.00**

This memorandum is the response to comments, dated December 13, 2019, from the City of Lauderhill, for the Sunfire High School Traffic Impact Study.

The comments with the responses are as follows:

Comment 1:

Please provide an analysis for the full median opening located approximately 200 feet south of the proposed school, as this provides access to the school and a large shopping center. Data collection and analysis should be performed for AM, midday, and PM peak periods. The midday peak period should coincide with the dismissal time of the morning shift and the arrival of the afternoon shift for the proposed school. Field observations should be performed during the data collection periods to assess the adequacy of the existing southbound left turn storage for existing and future traffic conditions.

Response: This data was not requested by the City in the methodology discussion. Only the two (2) nearby intersections were requested to be analyzed during the AM and PM Peak Hours. As mentioned in the first submittal, the proposed school will occupy the existing building previously occupied by North University High School, a similar type school. There are no planned changes to the site. The parking and access will remain the same.

Comment 2:

Please review the pedestrian equipment (pedestrian push buttons, signal heads, truncated ADA compliant domes, etc.) and pedestrian clearance times at the intersections of University Drive/NW 50th Street and University Drive/NW 44th Street. This information should be included in the report. Please coordinate with Broward County or the appropriate agency on any necessary upgrades or signal timing changes.

Response: There are no proposed changes to the existing signals. All operational requirements and equipment are determined and serviced by Broward County Traffic Engineering Division. The signal information has been previously provided.

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Orange County
2948 E Livingston Street
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Orlando, FL 32803
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Comment 3:

Include a section in the report discussing internal traffic circulation within the site, location of pick-up/drop-off areas, and the available vehicular stacking that is being provided for the pick-up/drop-off areas. Please provide a graphic showing the pick-up/drop-off circulation.

Response: There are no drop off/pick up areas. The school is for high school age and older. Vehicles will park to let students off as needed, they may drive themselves or use transit.

Comment 4:

Include a section in the report discussing parking supply and expected parking demand for both teachers and students to ensure that adequate parking is being provided on-site.

Response: As mentioned in the first submittal, the proposed school will occupy the existing building previously occupied by North University High School, a similar type school. There are no planned changes to the site. The parking and access will remain the same.

Comment 5:

Include a turn lane evaluation section in the report that evaluates the need for a northbound right turn lane at the site, or the extension of the existing southbound left turn lane at the full median opening according to applicable standards.

Response: This data was not requested by the City in the methodology discussion. Only the two (2) nearby intersections were requested to be analyzed during the AM and PM Peak Hours. As mentioned in the first submittal, the proposed school will occupy the existing building previously occupied by North University High School, a similar type school. There are no planned changes to the site. The parking and access will remain the same.

Comment 6:

Please confirm that there are no dedicated school buses for this school. If school buses are being provided, please indicate the drop-off/pick-up locations within the site.

Response: There are no school buses dedicated for this school.

Comment 7:

Please provide bell times for arrival and dismissal of both school shifts.

Response: The shift times are determined by the school, one in the morning and one in the afternoon. There are no bells for arrival or dismissal.

Comment 8:

The peak hour factors (PHF) on the Synchro output sheets are different from the PHF shown on the count sheets. Please review and revise accordingly.

Response: The peak hour factor in the counts is by approach, Synchro is done by intersection. The PHF was calculated for each intersection for both AM and PM Peak Hours.



Comment 9:

Heavy Vehicle percentages are not shown on the Synchro output sheets or the data collection sheets. Please provide that information on the data collection sheets and provide the output sheets from Synchro with that information.

Response: The Heavy Vehicle Factor is shown in the Synchro reports.

Comment 10:

The information for Minimum Initial/Green, Vehicle Extension, Recall Mode, Flash Don't Walk/Ped Clearance, and Offset on the Synchro output sheets do not match signal timings. Please revise accordingly.

Response: Synchro output sheets were reviewed and updated to match the signal timings.

Comment 11:

Please verify that the lead/lag phasing on all Synchro output sheets is correct. Please refer to the "Sequence of Operation" sheet in the signal timings and provide in the appendix.

Response: Synchro output sheets were updated to match the signal timings.

Comment 12:

On the Synchro output sheets for the University Drive/NW 44th Street intersection, please review and correct the total splits accordingly.

Response: Synchro output sheets were updated to match the signal timings.

Comment 13:

Please provide page 3 of the Synchro output sheets for the PM Peak Hour- Future with Project at the intersection of University Drive and NW 44th Street.

Response: Page 3 was included in the first submittal; however, Synchro output sheets were updated to match the signal timings and Page 3 was also updated and reincluded in this submittal.

Comment 14:

The speed limit on NW 44th Street, west of University Drive, is 35 miles per hour (MPH) according to Google Earth. Please field verify and revise the analysis and report accordingly.

Response: The speed limit west of University Drive is 30 MPH and east of University Drive is 35 mph. Speed limit was updated to 35 miles per hour (MPH) per the comment.

Comment 15:

Section II states "approximately two-thirds of students arriving and departing the Property will be doing so via public transportation". Please explain how this percentage was determined or consider revising the statement to "a portion of students" instead of "two-thirds of students".

Response: This comment is from the Transit Rider Management Plan which is not part of the Traffic Impact Study.



Comment 16:

The traffic impact study refers to 4800 N. University Drive as the proposed school location and the Transit Rider Management plan refers to 4938 N. University Drive as the proposed school location. Please confirm correct address and revise accordingly.

Response: This comment is from the Transit Rider Management Plan which is not part of the Traffic Impact Study.

Comment 17:

Additional staff members should be located at the intersection of University Drive and NW 44th Street to assist students crossing at this location to access the southbound bus stop referenced in the report.

Response: This comment is from the Transit Rider Management Plan which is not part of the Traffic Impact Study.

