



waterCHAPTER 3. TRANSPORTATION ELEMENT DATA AND ANALYSIS

INTRODUCTION

The purpose of the Transportation Element is to plan for a safe, convenient, and multi-modal transportation system that is designed to support all elements of the Plan for the short (2035) and long term (2045) planning periods. This element addresses the transportation facilities which are to be provided within the City. These include:

- Roads
- Shared Use Paths, Bicycle Lanes, and Sidewalks
- Mass Transit

Consistent with Florida Statutes Section 163.3177(6)(b), which requires that the transportation element of the Plan be consistent with the plans and programs of the Palm Beach TPA and FDOT, the City reviewed the County's Five-Year Road Program, FDOT's Five-Year Work Program, and Palm Beach TPA's 2050 Long Range Transportation Plan (LRTP) to incorporate all the programmed improvements in its Comprehensive Plan. It should be noted that many of the major roads within the City (e.g., Persimmon Boulevard, Town Center Parkway) are not included in the LRTP network. Therefore, their needs might not be recognized in LRTP development.

Consistent with City's Policy Transportation Element 1.1.7, the adopted level of service ("LOS") standard for all roadways within the City is "D" and will be based on the peak hour, peak direction traffic volumes.

Background Information

As part of the review of any development within the City, impacts to the regional road network will be reviewed by Palm Beach County pursuant to its Traffic Performance Standards (TPS) Ordinance, Article 12 of the Palm Beach County Unified Land Development Code. As with other municipalities within the County, as part of the City's review process, applicants will be required to demonstrate compliance with the Palm Beach County TPS Ordinance. If required by TPS, development applications will be submitted to Palm Beach County for review of their impacts to the regional road network. Any level of service deficiencies identified would need to be mitigated through means such as construction of improvements or execution of a proportionate share agreement with the County.

The majority of property within the City is subject to a set of development orders issued to Minto PBLH, LLC, (Minto) by Palm Beach County prior to the City's incorporation. The development orders permit Minto to construct 4,546 residential units, a college, hotel and 2.2 million square feet of other nonresidential uses. By operation of law, after the City's incorporation, the development orders remain in effect, except that they are now administered by the City. In conjunction with its receipt of



that development order, Minto was required to demonstrate compliance with the County's TPS. As part of this process, Minto was required to enter into a proportionate share agreement with Palm Beach County, committing it to pay approximately fifty (50) million dollars towards road improvements throughout the region. Seminole Pratt Whitney Road is already being expanded within the City pursuant to that proportionate share agreement. Minto's obligations under the proportionate share agreement remain notwithstanding the City's incorporation because Palm Beach County retains jurisdiction over impacts to the regional thoroughfare system, which includes state roads and roads identified as part of Florida's Strategic Intermodal System (SIS). Any increase in the density and intensity of Minto's development orders that generates additional peak hour directional traffic impacts above the approved development would be subject to review by Palm Beach County for approval pursuant to TPS.

TRAFFIC CIRCULATION NETWORK

Existing Traffic Circulation

The current traffic circulation network and functional classification are illustrated in T.E Map 3.1 **Error! Reference source not found..** Palm Beach County has jurisdiction over county roads, which are Seminole Pratt Whitney Road and 60th Street North.

Data from *City of Westlake Comprehensive Plan – Transportation Element Data and Analysis* document, was used as the starting point for our analysis.

The roadway peak hour capacity (service volume threshold) was determined based on the methodology in the FDOT's 2023 *Multimodal Quality Level of Service Handbook*, except for Seminole Pratt Whitney Road which was obtained from the Palm Beach County TPS database. Context classifications were determined based on the area type and predominant land use, except for Seminole Pratt Whitney Road which was obtained from FDOT's Systemwide Preliminary Context Classification database. Palm Beach County traffic counts database has roadway counts for Seminole Pratt Whitney only and was used in the analysis. For other roadways, FDOT's published AADT in the Florida Traffic Online database was obtained and applied a peak to daily ratio factor (K-factor) of 9% and directional factor (D-factor) of 55% to estimate the peak hour peak direction traffic. The final volumes were then compared with the service volume thresholds to determine the existing level of service.

The existing roadway levels of service are illustrated in T.E Map 3.2 The level of service for some roads are indicated to be "n/a" (not available) because the roads have not been in service long enough for them to be properly analyzed under normal traffic conditions. The existing road characteristics are summarized in Table 3.1. Seminole Pratt Whitney Road is a county-maintained road that currently functions as a minor arterial road. Minor arterial roads provide service for trips of moderate length, serve geographic areas that are smaller than their higher arterial counterparts (interstates, freeways, and principal arterials), and offer connectivity to the higher arterial system. In an urban context, they interconnect and augment the higher arterial system, provide intra-community continuity and carry local bus routes.



A system of major and minor collector roads, including Persimmon Boulevard and Town Center Parkway, connects to Seminole Pratt Whitney Road and provides access into and through the City. Roads functionally classified as major collector roads are intended to distribute and channel trips between local roads and arterials, usually over a distance of greater than three-quarters of a mile. Any road that is not an arterial or collector road is by definition a local road. Except for Seminole Pratt Whitney Road and the future extension of 60th Street North, the City has jurisdiction over all roads located within the City boundaries.

As used in the “Lanes” column of the table on the next page, the following terms have the following meanings:

- 2LU means 2 lanes undivided
- 2LD means 2 lanes divided
- 4LD means 4 lanes divided
- 6LD means 6 lanes divided

Figure 3.1 below illustrates the location of each road segment.

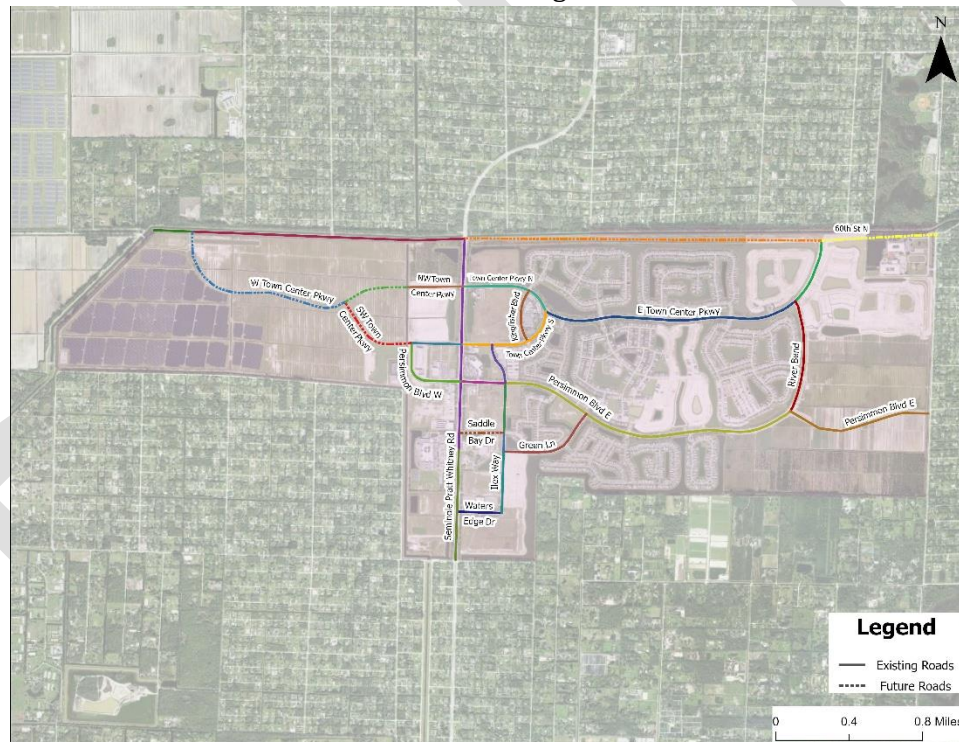


Figure 3.1: Road Segment Identification



Table 3.1: Existing Year 2025 Peak Hour Peak Direction LOS

Road Name	From	To	Context Classification	Jurisdiction	Functional Classification	2025 Lane	Peak Hour Peak Direction Capacity	Peak Hour Peak Direction Volume	LOS
Seminole Pratt Whitney Road	North of Sycamore Drive West	Seminole Ridge Community High School north entrance	C2 - Rural	County	Minor Arterial	4LD	1,960	1,422	B
Seminole Pratt Whitney Road	Seminole Ridge Community High School north entrance	South of 60th Street North	C2 - Rural	County	Minor Arterial	4LD	1,960	1,422	B
Northwest Town Center Parkway	Canal	Seminole Pratt Whitney Road	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	n/a	n/a
Southwest Town Center Parkway	Persimmon Boulevard West	Seminole Pratt Whitney Road	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	n/a	n/a
Town Center Parkway North	Seminole Pratt Whitney Road	West Roundabout	C3R - Suburban Residential	City	Minor Collector	2LD	1,049	135	C
East Town Center Parkway	West Roundabout	River Bend	C3R - Suburban Residential	City	Minor Collector	2LD	1,049	375	C
East Town Center Parkway	River Bend	60 th Street North	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	375	C
Town Center Parkway South	Seminole Pratt Whitney Road	West Roundabout	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	135	C
Persimmon Boulevard West	Southwest Town Center Parkway	Seminole Pratt Whitney Road	C3C - Suburban Commercial	City	Minor Collector	2LD	1,062	n/a	n/a
Persimmon Boulevard East	Seminole Pratt Whitney Road	Ilex Way	C3C - Suburban Commercial	City	Minor Collector	4LD	1,796	135	C
Persimmon Boulevard East	Ilex Way	River Bend	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	135	C
Persimmon Boulevard East	River Bend	140th Avenue	C3R - Suburban Residential	City	Minor Collector	4LD	1,836	n/a	n/a
River Bend	Persimmon Boulevard East	East Town Center Parkway	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	135	C
Green Lane	Ilex Way	Persimmon Blvd East	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	135	C
Waters Edge Drive	Seminole Pratt Whitney Road	Ilex Way	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	135	C
Ilex Way	Waters Edge Drive	Green Lane	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	375	C
Ilex Way	Green Lane	Saddle Bay Drive	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	375	C
Ilex Way	Saddle Bay Drive	Persimmon Blvd East	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	375	C
Ilex Way	Persimmon Blvd East	Town Center Parkway South	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	375	C
Kingfisher Blvd (CS-E5)	Town Center Parkway South	Town Center Parkway North	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	n/a	n/a
60th Street North	Western City Limit	West Town Center Parkway	C3R - Suburban Residential	City	Major Collector	2LU	888	n/a	n/a
60th Street North	West Town Center Parkway	Seminole Pratt Whitney Road	C3R - Suburban Residential	City	Major Collector	2LU	888	n/a	n/a



As shown, existing land uses are adequately served by the existing traffic circulation system, and all roads are operating within the adopted level of service standard. Therefore, there are no existing transportation deficiencies.

Future Traffic Circulation

Based on data from the Bureau of Economic Business Research, the City's population is estimated to be 6,420 in 2024. Based on the data from Southeast Regional Planning Model, the City's population is estimated to be 11,780 by the year 2045. Residential uses will be located throughout the City, with single-family detached housing located further east and west away from Seminole Pratt Whitney Road, and higher density housing located closer to Seminole Pratt Whitney Road.

It is also anticipated that, in addition to existing non-residential uses, there will be additional non-residential uses constructed during the 2035 and 2045 planning periods, including commercial, industrial, recreational, and civic uses; to be located along either side of Seminole Pratt Whitney Road.

Through the long- and short-term planning periods, Seminole Pratt Whitney Road will continue to serve as a minor arterial. The future land uses will continue to be connected by a network of minor collectors, major collectors, and local roads, as the City develops.

The City's future traffic circulation network was developed in coordination with the plans of the Florida Department of Transportation (FDOT), Palm Beach County, and the Palm Beach Transportation Planning Agency (TPA). Any improvements identified either in the Palm Beach County's 5-year Road Program or the Palm beach TPA's Long Range Transportation Plan was included in the analysis. The future 2045 peak hour peak direction volume for Seminole Pratt Whitney Road is determined by applying a K-factor of 9% and field observed D-factor of 55% to the daily volumes as reported in *Palm Beach TPA Adjusted 2045 Two-Way Daily Traffic Volumes* report. For all other roadways, the 2045 peak hour peak direction volume was determined by applying a 1.0% annual growth rate to the 2038 volumes from the City's 2018 Comprehensive Plan. The short-term (2035) volumes were developed by interpolating the volumes between the existing (2025) and long-term (2045) volumes.

Within the short-term planning period (through 2035), it is anticipated that there will be additional developments in throughout the City. Based on the Palm Beach County Five-year Road Program, 60th Street North from Seminole Pratt Whitney Road to 140th Avenue is programmed to be constructed. *Palm Beach TPA's 2045 Cost Feasible Adjusted Two-Way Traffic Volumes Report* shows the segment of Seminole Pratt Whitney within the City boundary to have six (6) lanes. The Palm Beach County's Traffic Performance Standard database shows that the peak hour peak direction volume on this segment of Seminole Pratt Whitney Road is expected to exceed the service volume by 2029. The City will continue to monitor the volume on Seminole Pratt Whitney road and coordinate with County regarding the potential need for widening within the short-term planning period. The anticipated future road network is expected to adequately accommodate the traffic circulation through the short-term planning period.



T.E Map 3.3 illustrates the required future traffic circulation network through the short-term planning period. T.E Map 3.4 **Error! Reference source not found.** depicts the 2035 Future Functional Classification and anticipated right-of-way for the 2035 Future traffic circulation network. The roadway characteristics and level of service for Year 2035 are summarized in Table 3.2.

T.E Map 3.5 **Error! Reference source not found.** illustrates the 2045 Future Traffic Circulation network, which will accommodate traffic circulation through the 2045 planning period. The Palm Beach TPA's Long Range Transportation Plan shows the widening of 60th Street North from western City limit to Seminole Pratt Whitney Road, from 2-lane to 4-lane.

Based on the analysis, Persimmon Boulevard East from Ilex Way to River Bend is shown to exceed the adopted level-of-service's volume threshold. The City will continue to monitor the volumes on the roadways and coordinate with developers to ensure that adequate roadway facilities are provided. T.E Map 3.6 depicts the 2045 future functional classification and anticipated future right-of-way for the future traffic circulation network. Table 3.3, on the next page, summarizes the road characteristics and levels of service for the future functionally classified road system.



Table 3.2: Year 2035 Peak Hour Peak Direction LOS

Road Name	From	To	Context Classification	Jurisdiction	Functional Classification	2035 Lane	Peak Hour Peak Direction Capacity	Peak Hour Peak Direction Volume	LOS
Seminole Pratt Whitney Road	North of Sycamore Drive West	Seminole Ridge Community High School north entrance	C2 - Rural	County	Minor Arterial	6LD	2,940	1,827	B
Seminole Pratt Whitney Road	Seminole Ridge Community High School north entrance	South of 60th Street North	C2 - Rural	County	Minor Arterial	6LD	2,940	1,827	B
West Town Center Parkway	Western City Limit	Southwest Town Center Parkway	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	n/a	n/a
West Town Center Parkway	Southwest Town Center Parkway	Canal	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	n/a	n/a
Northwest Town Center Parkway	Canal	Seminole Pratt Whitney Road	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	n/a	n/a
Southwest Town Center Parkway	West Town Center Parkway	Persimmon Boulevard West	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	n/a	n/a
Southwest Town Center Parkway	Persimmon Boulevard West	Seminole Pratt Whitney Road	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	n/a	n/a
Town Center Parkway North	Seminole Pratt Whitney Road	West Roundabout	C3R - Suburban Residential	City	Minor Collector	2LD	1,049	373	C
East Town Center Parkway	West Roundabout	River Bend	C3R - Suburban Residential	City	Minor Collector	2LD	1,049	651	C
East Town Center Parkway	River Bend	60 th Street North	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	498	C
Town Center Parkway South	Seminole Pratt Whitney Road	West Roundabout	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	308	C
Persimmon Boulevard West	Southwest Town Center Parkway	Seminole Pratt Whitney Road	C3C - Suburban Commercial	City	Minor Collector	2LD	1,062	n/a	n/a
Persimmon Boulevard East	Seminole Pratt Whitney Road	Ilex Way	C3C - Suburban Commercial	City	Minor Collector	4LD	1,796	611	C
Persimmon Boulevard East	Ilex Way	River Bend	C3R - Suburban Residential	City	Minor Collector	2LD	1,049	611	C
Persimmon Boulevard East	River Bend	140 th Avenue	C3R - Suburban Residential	City	Minor Collector	4LD	1,836	n/a	n/a
River Bend	Persimmon Boulevard East	East Town Center Parkway	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	294	C
Saddle Bay Drive	Seminole Pratt Whitney Road	Ilex Way	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	n/a	n/a
Green Lane	Ilex Way	Persimmon Blvd East	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	250	C
Waters Edge Drive	Seminole Pratt Whitney Road	Ilex Way	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	244	C
Ilex Way	Waters Edge Drive	Green Lane	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	415	C
Ilex Way	Green Lane	Saddle Bay Drive	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	294	C
Ilex Way	Saddle Bay Drive	Persimmon Blvd East	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	294	C
Ilex Way	Persimmon Blvd East	Town Center Parkway South	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	411	C
Kingfisher Blvd (CS-E5)	Town Center Parkway South	Town Center Parkway North	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	n/a	n/a
60 th Street North	Western City Limit	West Town Center Parkway	C3R - Suburban Residential	City	Major Collector	2LU	888	n/a	n/a
60 th Street North	West Town Center Parkway	Seminole Pratt Whitney Road	C3R - Suburban Residential	City	Major Collector	2LU	888	n/a	n/a
60 th Street North	Seminole Pratt Whitney Road	East Town Center Parkway	C3R - Suburban Residential	County	Minor Collector	4LD	1,836	n/a	n/a
60 th Street North	East Town Center Parkway	140 th Avenue	C3R - Suburban Residential	County	Major Collector	4LD	1,836	n/a	n/a



Table 3.3: Year 2045 Peak Hour Peak Direction LOS

Road Name	From	To	Context Classification	Jurisdiction	Functional Classification	2045 Lane	Peak Hour Peak Direction Capacity	Peak Hour Peak Direction Volume	LOS
Seminole Pratt Whitney Road	North of Sycamore Drive West	Seminole Ridge Community High School north entrance	C2 - Rural	County	Minor Arterial	6LD	2,940	2,232	B
Seminole Pratt Whitney Road	Seminole Ridge Community High School north entrance	South of 60th Street North	C2 - Rural	County	Minor Arterial	6LD	2,940	2,232	B
West Town Center Parkway	Western City Limit	Southwest Town Center Parkway	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	102	C
West Town Center Parkway	Southwest Town Center Parkway	Canal	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	102	C
Northwest Town Center Parkway	Canal	Seminole Pratt Whitney Road	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	365	C
Southwest Town Center Parkway	West Town Center Parkway	Persimmon Boulevard West	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	239	C
Southwest Town Center Parkway	Persimmon Boulevard West	Seminole Pratt Whitney Road	C3C - Suburban Commercial	City	Major Collector	2LD	1,062	239	C
Town Center Parkway North	Seminole Pratt Whitney Road	West Roundabout	C3R - Suburban Residential	City	Minor Collector	2LD	1,049	611	C
East Town Center Parkway	West Roundabout	River Bend	C3R - Suburban Residential	City	Minor Collector	2LD	1,049	926	D
East Town Center Parkway	River Bend	60 th Street North	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	622	C
Town Center Parkway South	Seminole Pratt Whitney Road	West Roundabout	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	480	C
Persimmon Boulevard West	Southwest Town Center Parkway	Seminole Pratt Whitney Road	C3C - Suburban Commercial	City	Minor Collector	2LD	1,062	218	C
Persimmon Boulevard East	Seminole Pratt Whitney Road	Ilex Way	C3C - Suburban Commercial	City	Minor Collector	4LD	1,796	1,087	C
Persimmon Boulevard East	Ilex Way	River Bend	C3R - Suburban Residential	City	Minor Collector	2LD	1,049	1,087	F
Persimmon Boulevard East	River Bend	140 th Avenue	C3R - Suburban Residential	City	Minor Collector	4LD	1,836	732	C
River Bend	Persimmon Boulevard East	East Town Center Parkway	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	454	C
Saddle Bay Drive	Seminole Pratt Whitney Road	Ilex Way	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	160	C
Green Lane	Ilex Way	Persimmon Blvd East	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	366	C
Waters Edge Drive	Seminole Pratt Whitney Road	Ilex Way	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	353	C
Ilex Way	Waters Edge Drive	Green Lane	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	456	C
Ilex Way	Green Lane	Saddle Bay Drive	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	213	C
Ilex Way	Saddle Bay Drive	Persimmon Blvd East	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	213	C
Ilex Way	Persimmon Blvd East	Town Center Parkway South	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	447	C
Kingfisher Blvd (CS-E5)	Town Center Parkway South	Town Center Parkway North	C3R - Suburban Residential	City	Minor Collector	2LD	1,101	76	C
60 th Street North	Western City Limit	West Town Center Parkway	C3R - Suburban Residential	City	Major Collector	4LD	1,836	1,215	D
60 th Street North	West Town Center Parkway	Seminole Pratt Whitney Road	C3R - Suburban Residential	City	Major Collector	4LD	1,836	904	C
60 th Street North	Seminole Pratt Whitney Road	East Town Center Parkway	C3R - Suburban Residential	County	Minor Collector	4LD	1,836	114	C
60 th Street North	East Town Center Parkway	140 th Avenue	C3R - Suburban Residential	County	Major Collector	4LD	1,836	735	C



As noted, except for Persimmon Boulevard from Ilex way to River Bend, the remainder of the traffic circulation network is expected to meet the adopted level of service standards in both the 2035 and 2045 planning periods, based on the City's planned future development. However, changes to these planned developments over time, if not properly monitored, could lead to transportation deficiencies.

For this reason, the City will implement a Mobility System to review proposed development projects with respect to transportation standards. The Mobility System will be implemented through the Land Development Regulations that will specify development review procedures and transportation mitigation options, including proportionate share agreements for new development and will integrate review by of impacts to regional roads by Palm Beach County pursuant to TPS. The Mobility System will also provide for regular and periodic monitoring of transportation facilities by the City to ensure that adopted transportation standards are maintained.

Finally, to provide for flexibility in development and to respond to long-term changes in the needs of the City's residents, the Land Development Regulations may provide for a land use equivalency process, through which exchanges of different land uses, consistent with the Future Land Use Map (FLU Map 2.1), may be accomplished so long as the proposed development does not result in additional transportation impacts.

EVACUATION ROUTES

There are no existing designated evacuation routes within the City. However, Seminole Pratt Whitney Road provides access to the designated evacuation route at US 441.

Future designation of evacuation routes within the City is not anticipated. However, it is essential to ensure the safe evacuation of residents within the City, if required, by monitoring routes connecting the City to designated evacuation routes. Maintaining capacity on Seminole Pratt Whitney Road at an acceptable level of service will facilitate the evacuation of City residents if necessary.

MASS TRANSIT

Mass transit service in Palm Beach County is provided by Palm Tran. There is currently no fixed-route service within the City. According to the FY 2022-2031 Transit Development Plan (TDP), Westlake is identified as one of the underserved communities in the western part of the county. The TDP does not include recommendation for transit expansion to the City. The Palm Beach TPA 2050 Long Range Transportation Plan's Illustrative projects list two premium transit projects through the City. These are LRTP ID PLMT0224 express bus from Westlake to West Palm Beach via Okeechobee Boulevard and LRTP ID PLMT0223 express bus from Westlake to West Palm Beach via Northlake Boulevard, both of which will serve the City through Seminole Pratt Whitney Road. Illustrative Projects are TPA Supported projects or concepts for which funding has not yet been secured. The City will continue to coordinate with Palm Tran and TPA during their service development.



Americans with Disabilities Act (ADA) paratransit services through Palm Tran Connection is provided within 3/4 miles of a Palm Tran fixed-route bus service. Since no part of the City is currently within 3/4 mile of a Palm Tran fixed-route, Palm Tran Connection ADA paratransit services can be requested by qualified riders.

Transportation Disadvantaged services in Palm Beach County are also provided by Palm Tran Connection. Service is available to anywhere within Palm Beach County, including the City, for qualifying individuals. Additional information can be found by visiting PalmTran [website](#) or by calling 561-649-9838.

As the City population grows, the viability of expanding transit service will increase, especially as commercial and other non-residential uses develop along Seminole Pratt Whitney Road. The City will regularly coordinate with Palm Tran, especially during updates of the Palm Tran Transit Development Plan (TDP), to ensure that transit needs of City residents are evaluated and appropriately serviced as the community grows.

AVIATION

No airports, aviation facilities or other aviation-related developments currently exist or are proposed within the City. The closest airstrip is approximately 6.03 miles to the south in a fly-in fly-out residential neighborhood called the Wellington Aero Club. Palm Beach International Airport is approximately 11.3 miles southeast of the City and North Palm Beach County Airport is approximately 6.27 miles to the Northeast. The William P. Gwinn Airport, a private airport, is approximately 9.9 miles north of the City. These measurements are based on the City border closest to the respective airports. Therefore, no airports are within or immediately adjacent to the City, and there are no issues concerning land use compatibility with airports. As of the development of 2018 Comprehensive Plan, a site plan has been approved for an additional airstrip approximately 8 miles from the City on Flying Cow Ranch Road. No additional information was found on the construction of this airstrip.

PORTS

The City does not contain and is not adjacent to any coastal areas or natural water bodies. The Port of Palm Beach is approximately 13.13 miles to the east of the City.

SHARED USE PATH, BICYCLE LANES, AND SIDEWALKS

The shared use path runs almost the entire length of Seminole Pratt Whitney Road, and in the areas where there is not a shared use path, there is a sidewalk. Bicycle lanes, sidewalks, and/or shared-use paths have been constructed along majority of the City's roads. Existing bicycle lanes, sidewalks, and shared use paths are depicted on T.E Map 3.7.

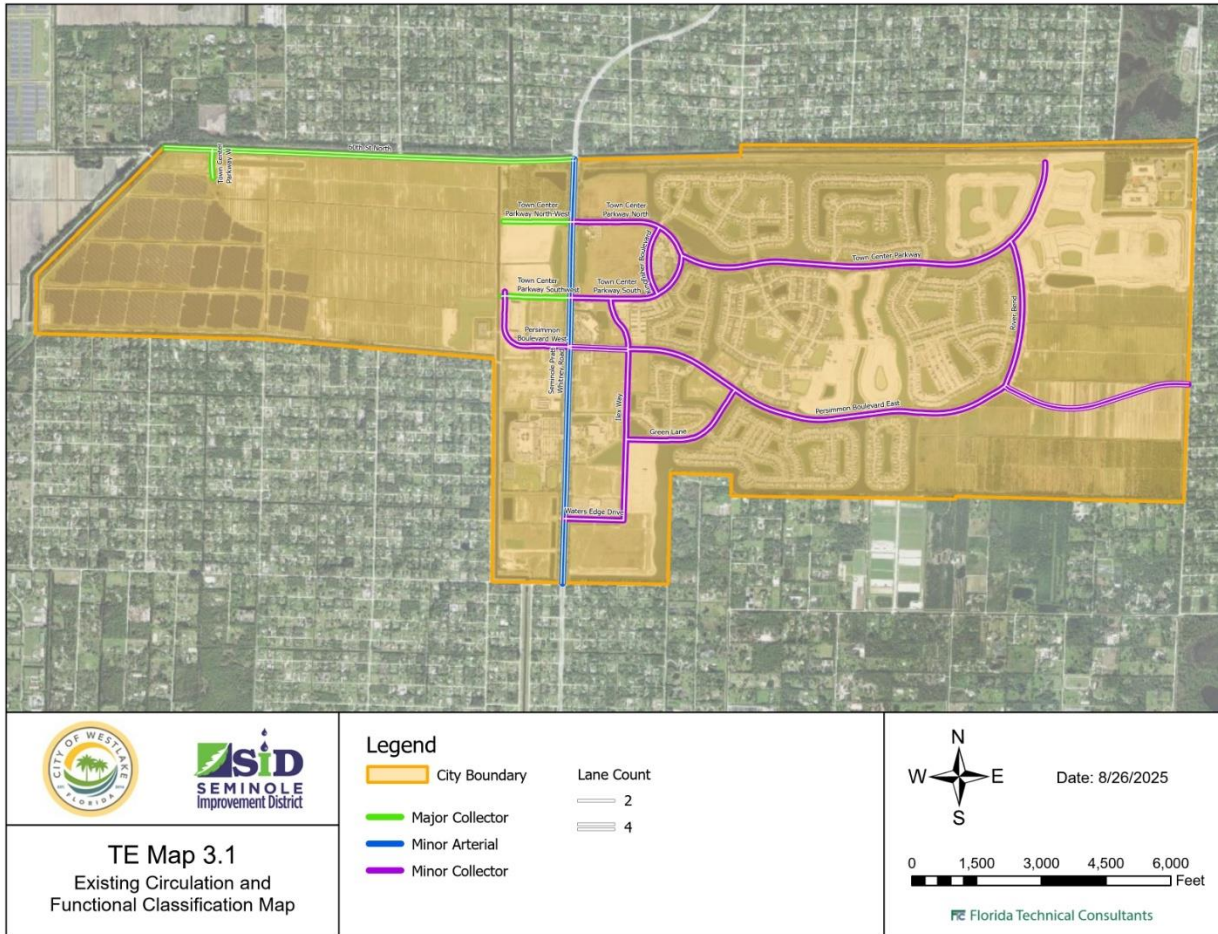
The City envisions a multi-modal transportation system that appropriately utilizes a combination of roads, mass transit facilities, shared use paths, bicycle lanes, and sidewalks, and other elements of complete streets to serve its residents and visitors to the City. As part of the City's overall vision, non-motorized transportation will continue to be accommodated and encouraged to reduce the need for



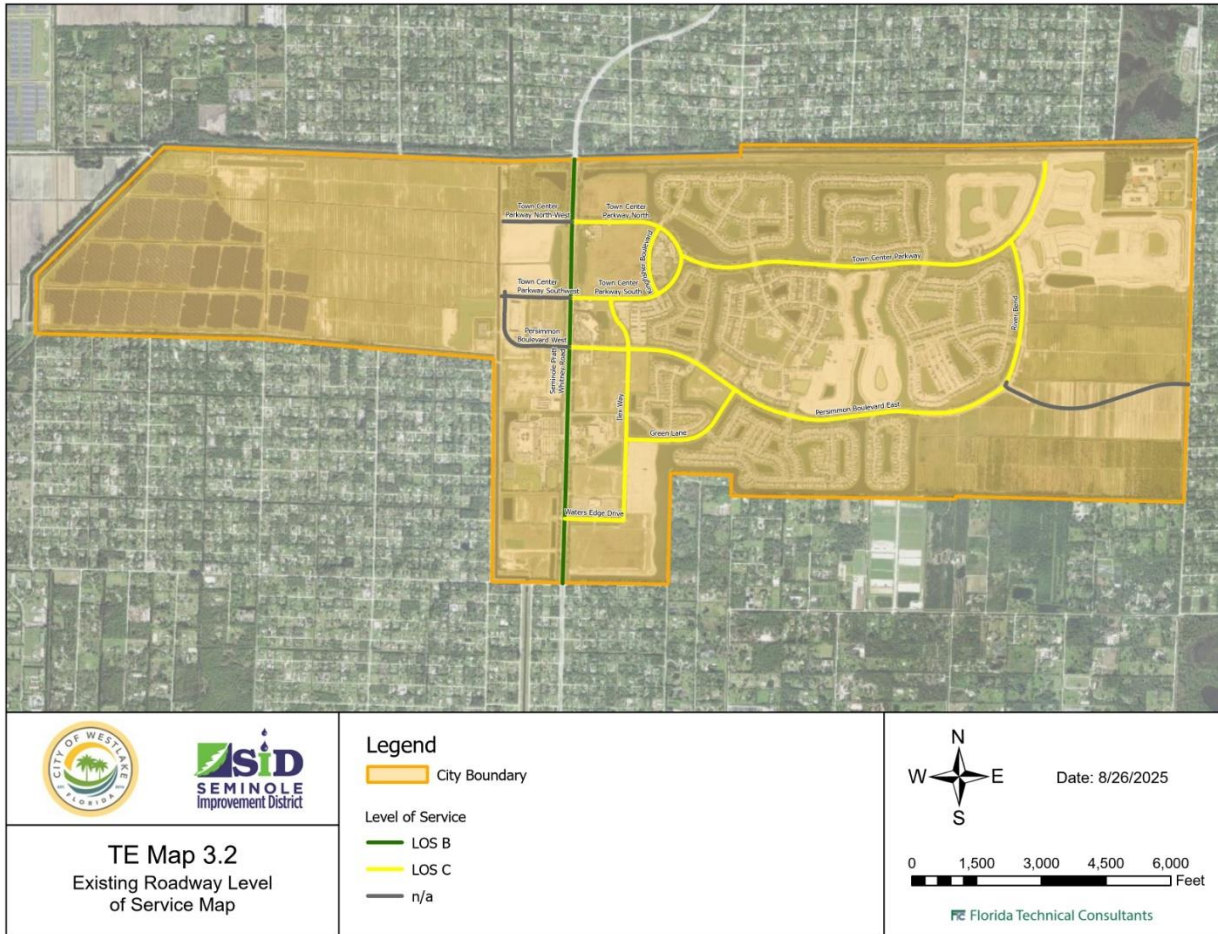
motorized transportation within the City, especially between residential and non-residential uses. The shared use paths, bicycle lanes, and sidewalks planned through the 2035 planning period and 2045 planning period are depicted on T.E Map 3.8 and T.E Map 3.9 respectively.

As part of the recreational amenities with the City, shared use paths may be established in non-developed or other open space areas. The City will take steps to ensure that where shared use paths, sidewalks, or bicycle lanes are co-located with other transportation facilities, appropriate design measures are taken to facilitate the safety of all travelers. This will also apply where shared use paths, sidewalks, or bicycle lanes cross other transportation facilities.

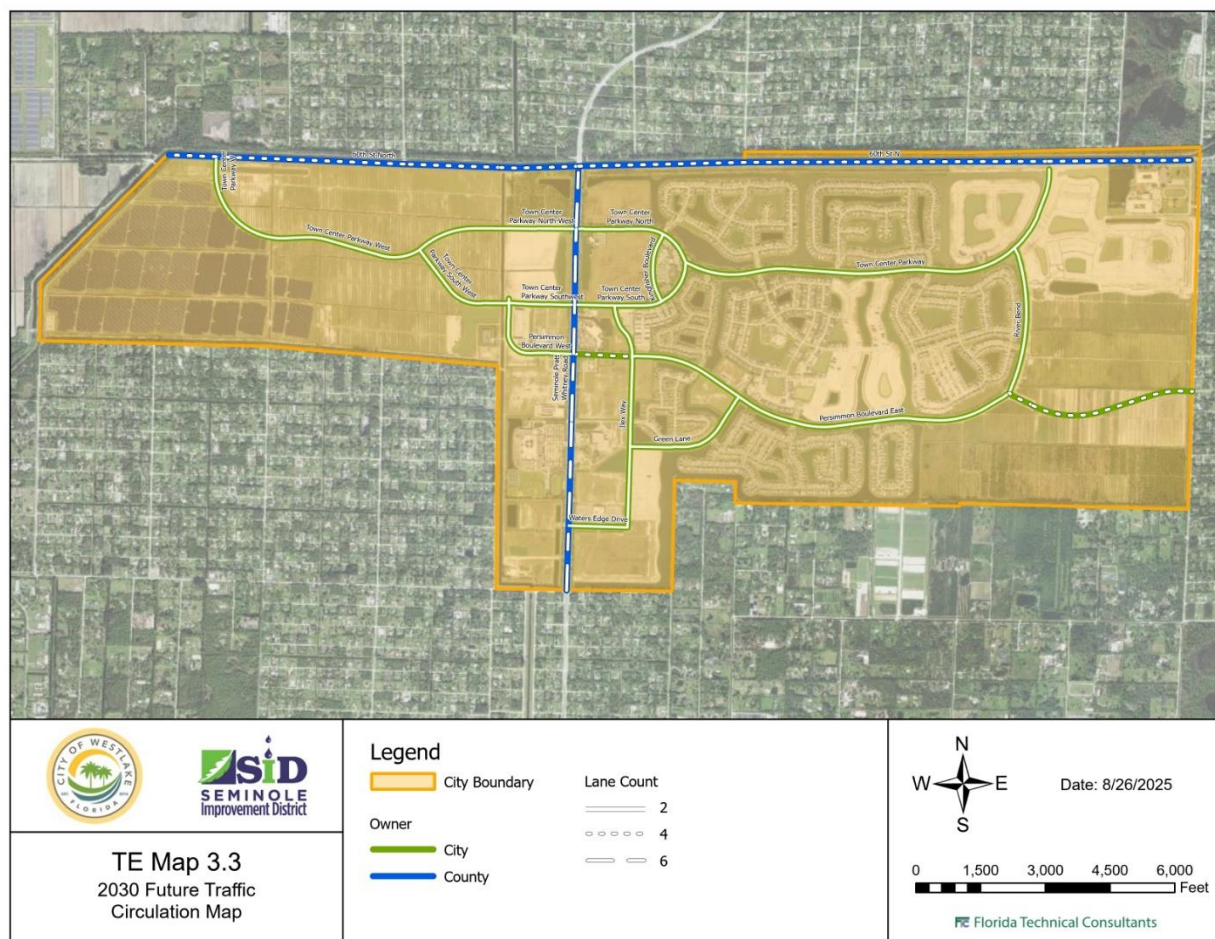
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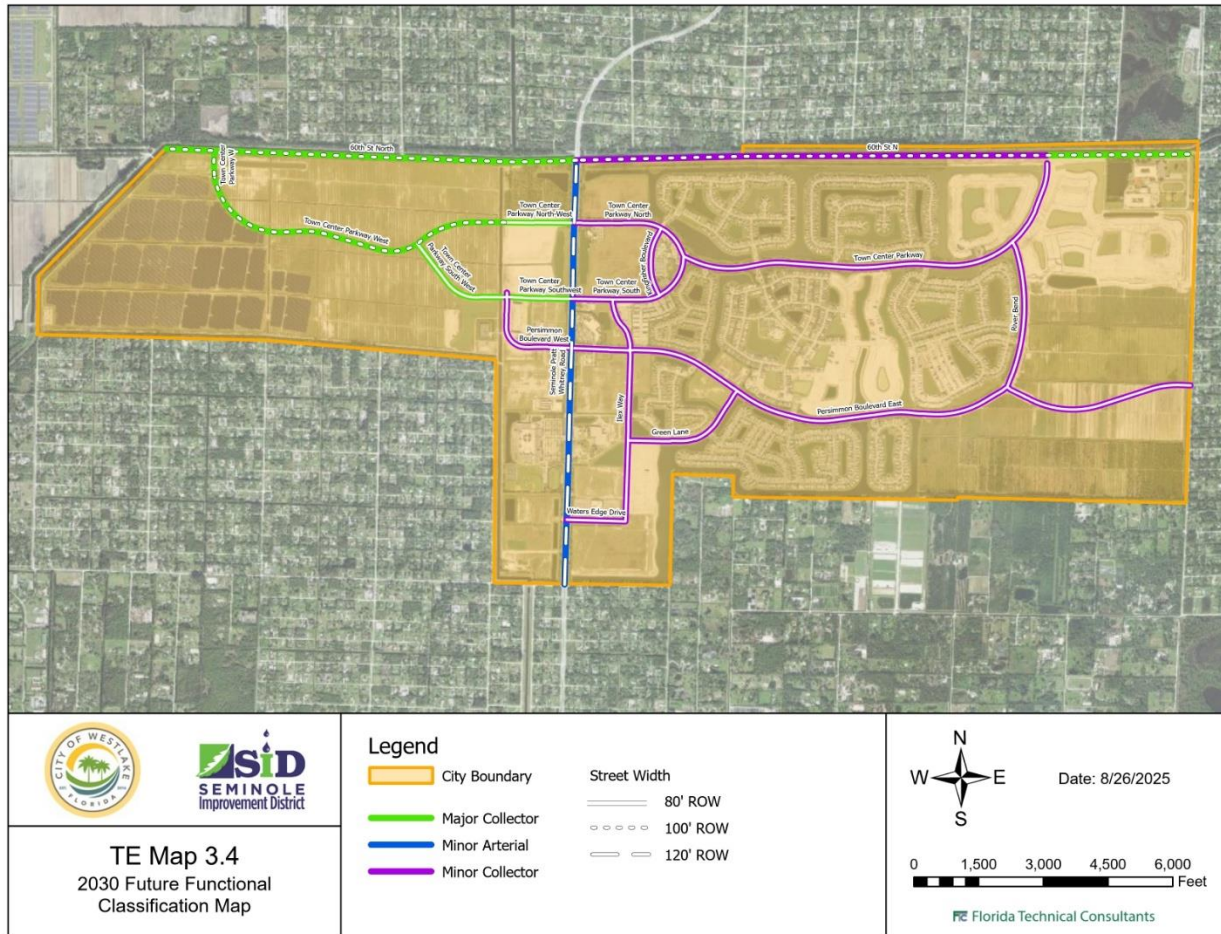


T.E Map 3.1: Existing Circulation and Functional Classification Map

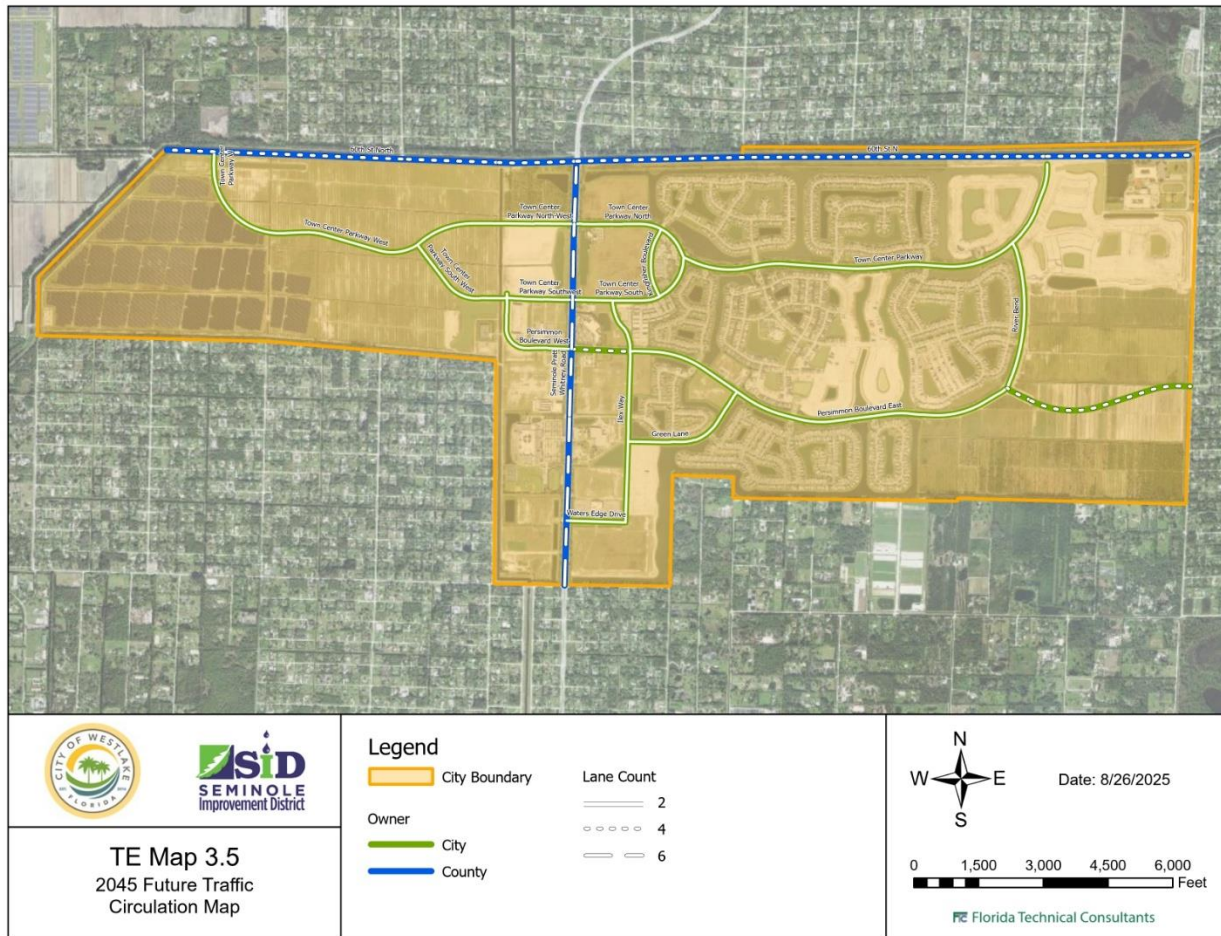


T.E Map 3.2: Existing Roadway Level of Service Map

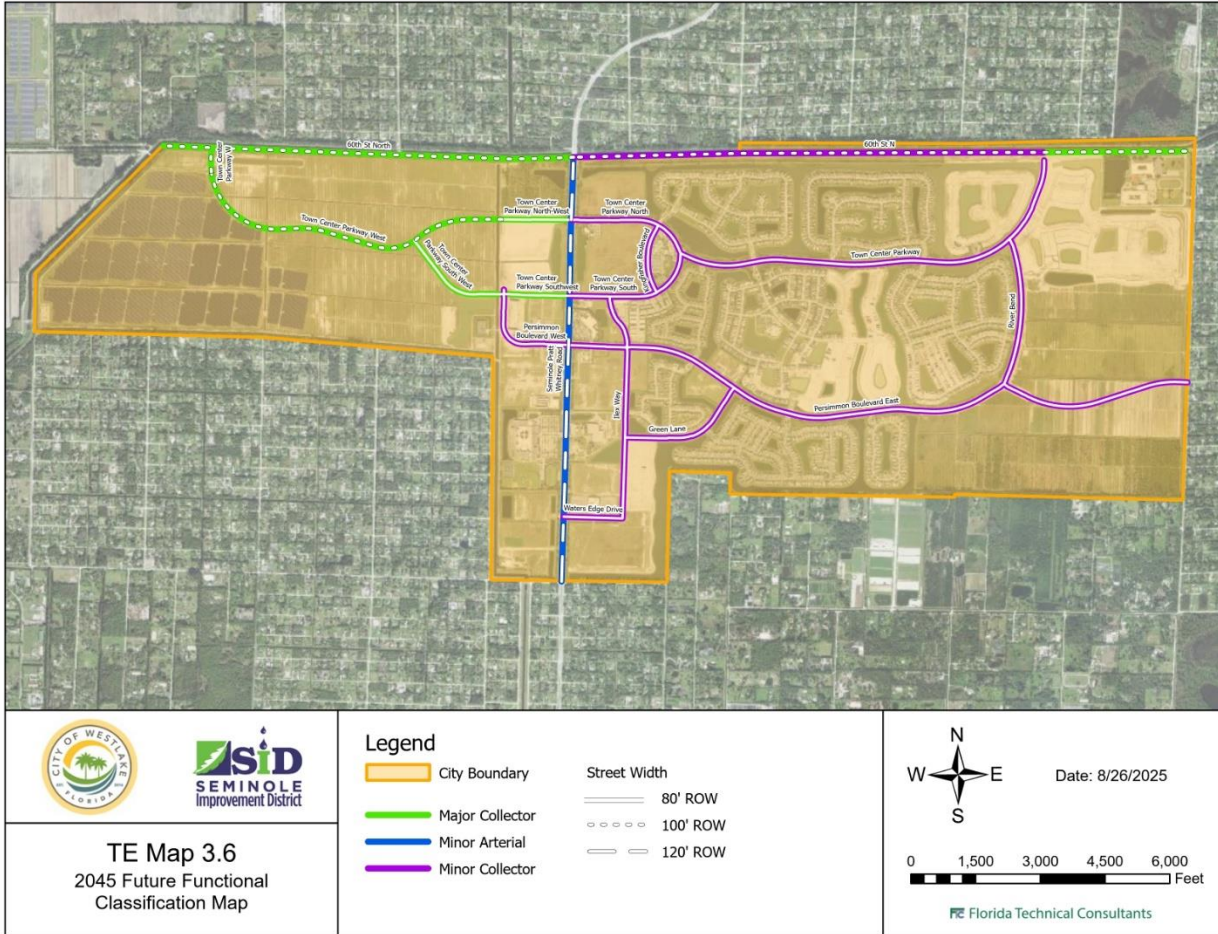




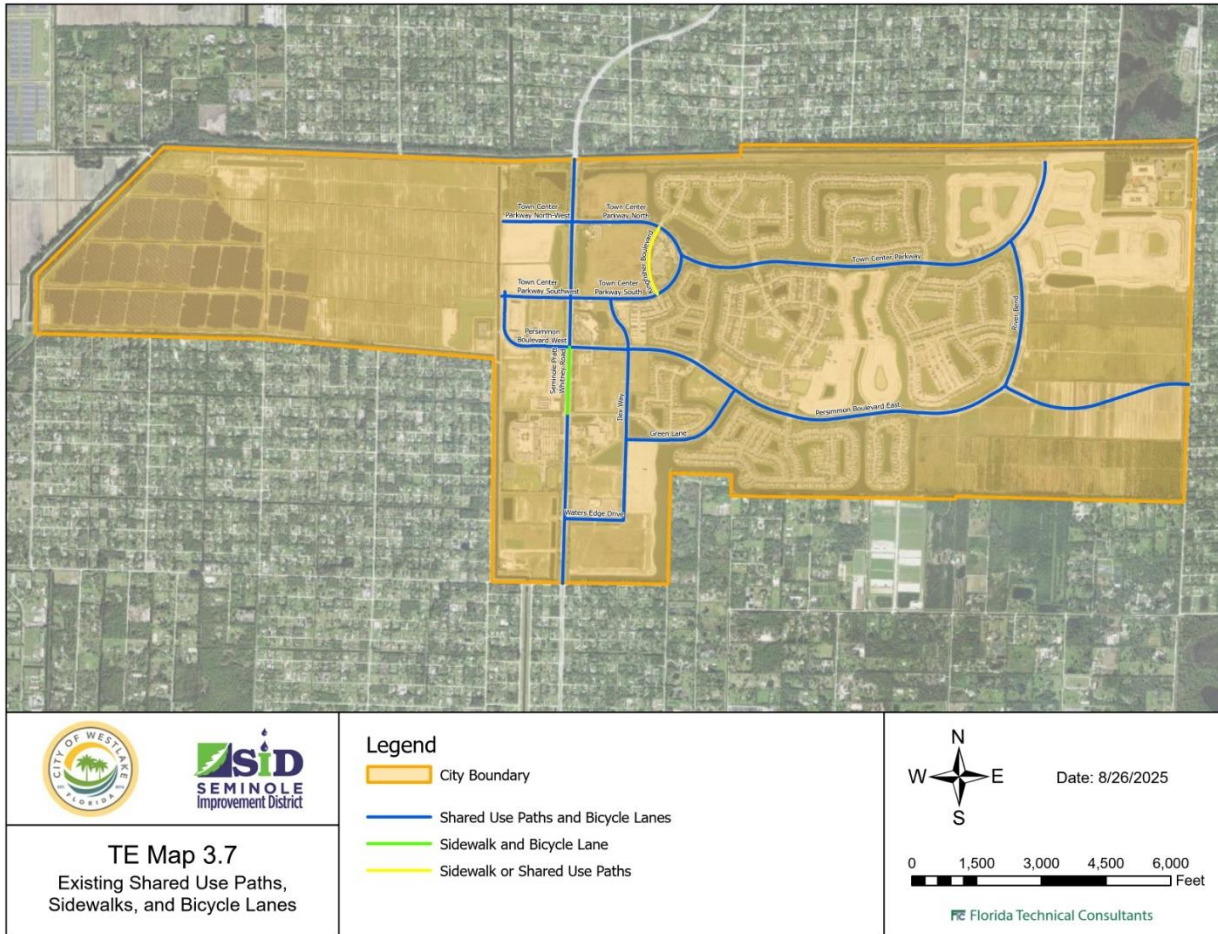
T.E Map 3.4: 2035 Future Functional Classification Map



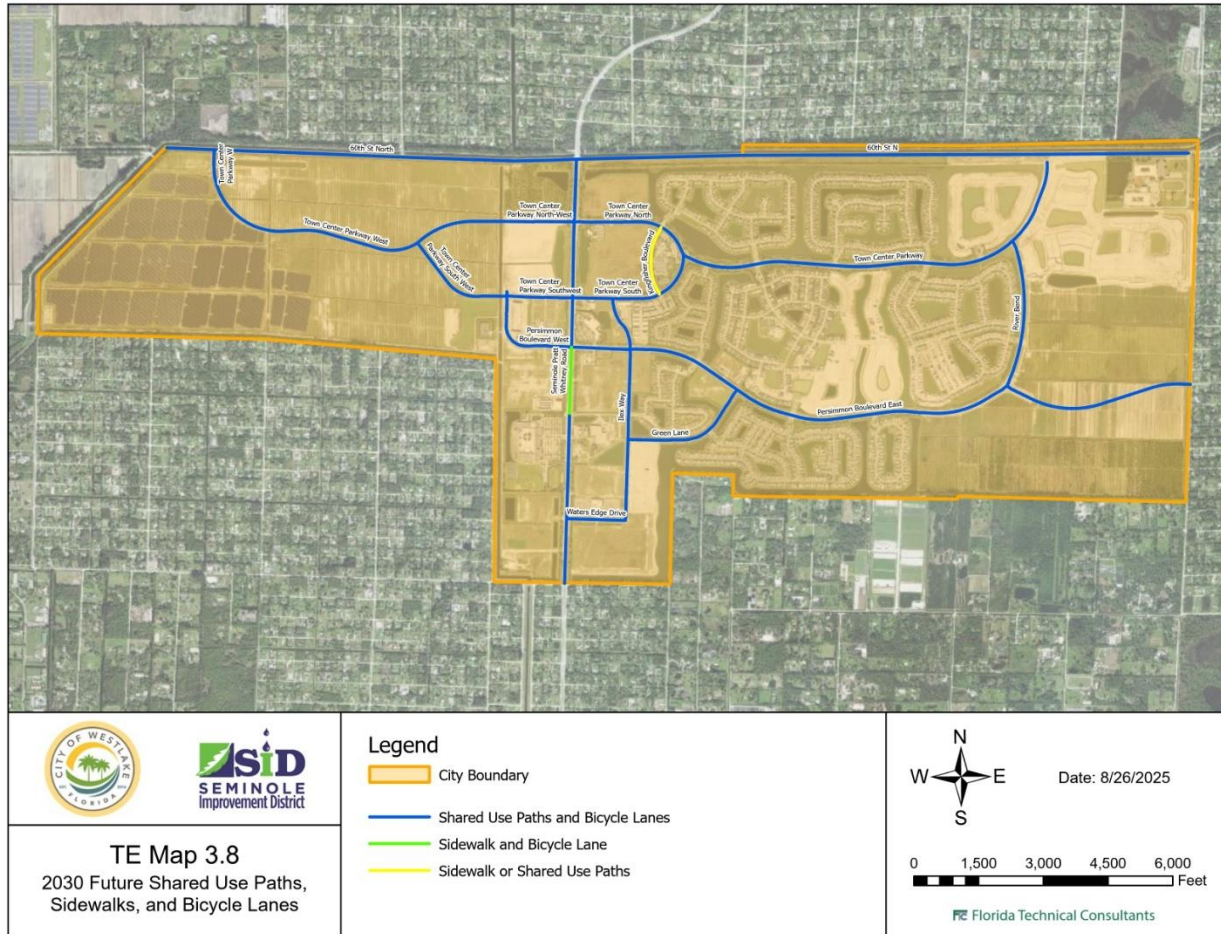
T.E Map 3.5: 2045 Future Traffic Circulation Map



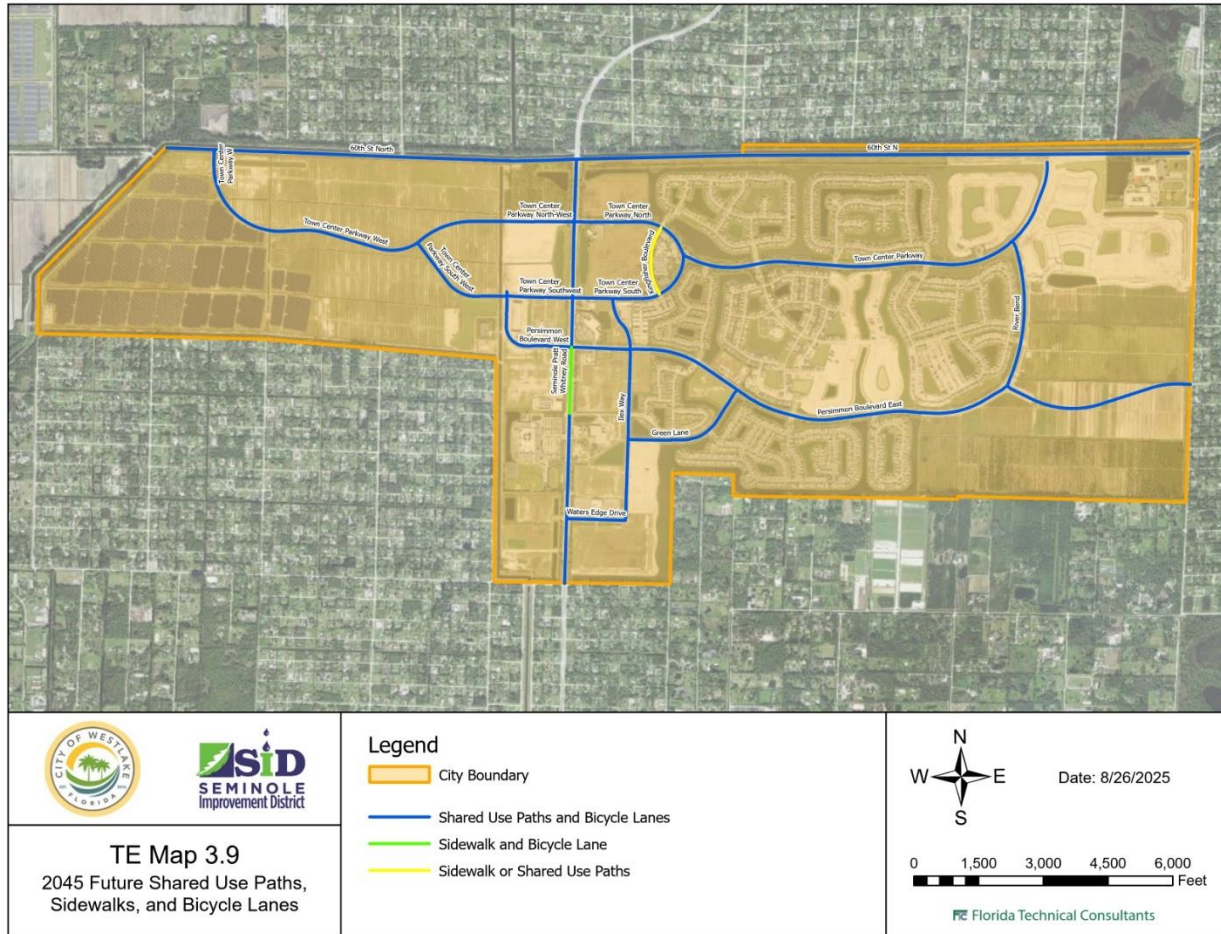
T.E Map 3.6: 2045 Future Functional Classification Map



T.E Map 3.7: Existing Shared Use Paths, Sidewalks, and Bicycle Lanes Map



T.E Map 3.8: 2035 Future Shared Use Paths, Sidewalks, and Bicycle Lanes



T.E Map 3.9: 2045 Future Shared Use Paths, Sidewalks, and Bicycle Lanes