

Mobility Data & Analysis



The Mobility Element is one of the statutorily required elements for Wellington's Comprehensive Plan. The element provides policies and guidelines that are intended to maintain and improve Wellington's transportation system and enhance the travel choices of current and future residents, visitors, and workers by providing multi-modal options. The Mobility Element sets forth a framework to create a modern, well-balanced transportation system that provides a range of mobility options and creates great places where people want to live and invest their time and money that is coordinated with Wellington's future land use plan. True mobility means people have the option to walk, bike, ride, or drive in a safe and comfortable environment as a part of an interconnected system. The Mobility Element uses the following guiding principles:

- Enhance Wellington's transportation system to provide mobility options
- Enhance Wellington's transportation corridors to provide a broader mix of transportation modes
- Increase bicycle and pedestrian connections, routes, and facilities
- Improve the effectiveness of the existing transportation system

EXISTING TRANSPORTATION NETWORK

A. Current Street and Road System

All streets and roads within or adjacent to the Wellington municipal limits are under Village jurisdiction, except for State Road 80, State Road 7/U.S. 441, and the segments of Forest Hill Boulevard and Lake Worth Road. The system of arterial and collector streets and roads in and near Wellington is shown on Goals, Objectives, and Policies (GOP) Map M-4 which also reports the number of through lanes for each arterial and collector shown. The Functional classifications and maintenance responsibilities are shown in GOP Map M-1.

B. Bicycle, Pedestrian, and Multipurpose Paths

Bicycle, pedestrian, and multipurpose paths are shown on GOP Maps M-3 and M-4. Bicycle/pedestrian ways are located on one or both sides of all arterial and non-rural collectors. The bicycle/pedestrian ways are eight feet wide and separated from the vehicular roadway. Some of the newer roads have four-foot lanes at the edge of the



pavement. These are not marked for bicycles but they are used for bicycles. Wellington continues to enhance its multipurpose network generally as grant funds become available.

Golf cart paths are shown on Data & Analysis (DA) Map M-3.

C. Significant Parking Facilities

There is a Palm Tran Park-N-Ride facility located at the Mall at Wellington Green accessed primarily from Forest Hill Boulevard. This location is a major transfer facility for Palm Tran. There are also significant public parking facilities at Village Hall and Community Center.

There are also significant private parking facilities at the Village Hall and Community Center, Village Park, Mall at Wellington Green, the Wellington Regional Medical Center, and the commercial centers in Wellington. These parking facilities are provided on-site to serve the businesses and uses within their property limits.

D. Equestrian Trails

Wellington contains equestrian facilities and horses and riders can be found on trails and bridle paths located in public rights-of-way throughout the areas where the equestrian facilities are concentrated. Wellington's equestrian areas, known as the Equestrian Preserve Area, generally include the Palm Beach Little Ranches area (a one and one-half square mile area at the north east corner of Wellington), Rustic Ranches (west of Flying Cow Road), and the area from Pierson Road south. The bridle trail network map is part of the goals, objectives, and policies in the Equestrian element.

E. Public Transit System

In Palm Beach County, public transit is provided by Palm Tran. The current public transit networking Wellington includes several routes that connect to the Park-N-Ride lot at the Wellington Green Mall. Route 40 travels along SR 80 to Forest Hill Boulevard to the mall. Route 46 travels from the mall to the east on Forest Hill Boulevard. Route 52 travels along SR 80 through the Village of Royal Palm beach then south along SR 7 to the mall. Route 62 travels from the mall south on SR 7 to Lake Worth Road east to the Tri-Rail station.

F. Aviation Facilities

There is a private, general aviation facility in Wellington. This is the Aero Club field, which serves exclusively the residents of the Aero Club subdivision. The Aero Club facility has no tower.



TRANSPORTATION ANALYSIS

A. Roadway Levels Of Service Standards

The basis for determining the volume to capacity of a roadway is the level of service (LOS) measurement. The LOS measurement is used in concurrency management systems designed to ensure that the respective infrastructure is adequate to serve additional development. Levels of service for roadways are expressed as letter grades. LOS A and B are not provided by the Florida Department of Transportation (FDOT) for most roadway links because they cannot be achieved based on default input values included in their tables. The standardized descriptions of service levels (LOS) are as follows:

LOS C: Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience an appreciable tension while driving.

LOS D: Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes or some combinations of these.

LOS E: This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections and inappropriate signal timing.

LOS F: This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition.

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Generalized Daily and Peak Hour Directional Traffic Volumes and Levels of Service Daily Standards <i>based on capacity standards set forth in Tables 1 and 7 of the 2020 Florida Department of Transportation Quality /Level-of-Service Manual, Class I and Class II</i>					
Class I (40 mph or higher posted speed limit)					
Lanes			LOS C	LOS D	LOS E
2 undivided			16,800	17,700	*
4 divided			37,900	39,800	*
6 divided			58,400	59,900	*
8 divided			78,800	80,100	*
Class II (35mph or slower posted speed limit)					
2 undivided			7,300	14,800	15,600
4 divided			14,500	32,400	33,800
6 divided			23,300	50,000	50,900
8 divided			32,000	67,300	68,100
Peak Hour Directional Standards					
Class I (40 mph or higher posted speed limit)					
Lanes			LOS C	LOS D	LOS E
2 undivided			830	880	*
4 divided			1,910	2,000	*
6 divided			2,940	3,020	*
8 divided			3,970	4,040	*
Class II (35mph or slower posted speed limit)					
2 undivided			370	750	800
4 divided			730	1,630	1,700
6 divided			1,170	2,520	2,560
8 divided			1,610	3,390	3,420
* Note that the capacity for LOS D and LOS E is the same for Class I because intersection capacities control overall roadway capacity. Note also that the following adjustment factors apply: 1) +5% for 2-lane divided with left turn bays 2) -20% for 2-lane undivided without left turn bays 3) -5% for multi-lane undivided with left turn bays 4) -25% for multi-lane undivided without left turn bays					

The LOS of a roadway can be measured over any given period of time. Two common periods of time for which such volume measurements are taken are: 1) 24 hours, and 2) the peak hour. The peak hour is the hour of the day when traffic is heaviest. On most roadways, the AM peak hour occurs between 7:00 AM and 9:00 AM and the PM peak hour



occurs between 4:00 PM and 6:00 PM on a weekday. Wellington has adopted peak hour directional level of service standards as provided in the Land Development Regulations. LOS D is the adopted standard throughout Wellington with the exception of the Equestrian Overlay Zoning District which has an adopted LOS E standard. Both weekday and weekend standards have been adopted.

B. Coordination With Levels Of Service For Other Jurisdictions

Palm Beach County concurrency and LOS standards are also applied to State and County roadways. Wellington coordinates with the State and County on potential impacts to roadways for proposed development. Wellington uses the FDOT Quality/Level of Service (QLOS) Manual to inform multipurpose pathway projects and continues to evaluate the appropriate application of the QLOS standards to its multipurpose facilities (Table M.4).

C. Concurrency Management

The concurrency management system adopted by Wellington in the Land Development Regulations is the local mechanism for ensuring that the local roadway infrastructure is adequate to serve development based upon the adopted LOS. In general, the concurrency management system prohibits local administrative officials from issuing “development orders” (such as site plan approvals and building permits) when certain local facilities (roads, water, sewer, parks, etc.) are below adopted LOS Standards or will fall below adopted standards if the development for which the order is sought is completed. Some new development is *not* subject to concurrency management requirements. For example, new development associated with a previously approved development of regional impact is not subject to concurrency management requirements since the impacts of such development are “accommodated” by the mitigation to which the developer committed in exchange for the development of regional impact approval. In unincorporated Palm Beach County many developments which had been approved, but not completed prior to the adoption of the first Palm Beach County concurrency management ordinance are exempt under the terms of the Palm Beach County ordinance. The Wellington Planned Unit Development is one such development. The Wellington Planned Unit Development may enjoy greater privileges under the Palm Beach County concurrency management ordinance than Palm Beach County would have been obliged to grant under conventional grandfather rights and other property rights standards. However, it may not, particularly since the more recently enacted Burt J. Harris, Jr. Property Rights Statute grants very broad protection. The impacts of anticipated future development from previously approved developments of regional impact and concurrency-grandfathered planned unit developments and the like must be accounted for in the local concurrency management system. Thus such impacts can block other property owners from receiving concurrency approval.



D. Analysis of Existing Street and Roadway Levels of Service

Existing (2018) weekday AM and PM peak hour and weekend peak hour directional levels of service for Wellington roadways are indicated in Tables M.1 through M.3. Tables M.1 and M.2 indicate that South Shore Boulevard from Lake Worth Road to Pierson Road in both the weekday AM and PM peak hours has a volume to capacity ratio or LOS greater than the adopted LOS standards. In addition to South Shore Boulevard, Table M.1 indicates that Stribling Way from Forest Hill Boulevard to Fairlane Farms Road is deficient in the weekday AM peak hour and Tables M.2 and M.3 indicate that Pierson Road from Ousley Farms Road to South Shore Boulevard is deficient in the weekday PM peak hour and the weekend peak hour. The majority of these deficiencies are less than 10% greater than the adopted standard. All of these facilities are two lanes with a limited number of driveways; thus, the capacities may be higher than the generalized LOS service volumes. More detailed examination of these corridors could be undertaken to determine roadway specific LOS.

E. Analysis of Existing Internal Street and Road System Needs

Ongoing maintenance associated with streets and roadways includes pavement overlays in accordance with a 15-year plan, shell rocking in accordance with a five-year plan, and swale improvements. No roadway widening is proposed in the latest Capital Improvements Element (CIE). Future roadway widening may include widening Lake Worth Road, from South Shore Boulevard east, to four lanes and South Shore Boulevard, from Pierson Road to Lake Worth Road, to four lanes.

The CIE does include the following multimodal improvements:

- Multi-modal trails along Aero Club Drive, Binks Forest Drive, Paddock Drive, and Big Blue Trace for FY 2020-2024.
- Multi-use paths and bike lanes including widening of a path on Big Blue Trace and adding bike lane on Aero Club Drive in FY 2020-2024.

F. Wellington Multimodal Fees and PB County Road Impact Fees

An interlocal agreement calls for the County to collect road impact fees for the roadways that are on the County Thoroughfare Plan. These fees, collected in Wellington, are to be used to add capacity (new facilities or widening) in the Impact Fee Zone that includes Wellington. Wellington is proposing a multimodal fee to replace its road impact fees that can be utilized to add capacity improvements along Wellington roadways as well as improve the multimodal network.



G. Analysis Of Availability Of Public Transit To Serve Existing Land Uses

The "modal split" aspirations of Palm Tran that are included in the Palm Beach County comprehensive plan are to maintain three-fourths of one percent for as far into the future as they are able to look at this time. A three-fourths of one percent split is as available as public transit is ever likely to be within the period of this plan. Palm Tran's Year 2020 Third Annual Progress Report of the 2017-2026 Palm Tran Major Update Transit Development Plan (TDP) targets 16 million boardings.

It is very important that the above facts about the limits of Palm Tran be kept in mind by Wellington elected officials as they attempt to fulfill their obligation to plan for a multimodal transportation system that places emphasis on public transit. Obviously, this "purpose" will have to be fulfilled in rather modest ways given the reality and prospects of Palm Tran in Palm Beach County.

H. Analysis of Growth Trends and Road Travel Patterns and the Interactions Between Land Uses and Roads

There has been substantial growth in Wellington; however, Wellington is nearly built-out. The build out of Wellington and growth in other areas of Palm Beach County has resulted in increased vehicular traffic on Wellington roadways and on adjacent state system arterials. However, street widening is not anticipated in the future for the area described as the Wellington Planned Unit Development. The current roadway network within Wellington meets the needs of the community, provides access and circulation, while still effectively accommodating pedestrians, bicyclists, and golf carts.

I. Analysis of the Future Land Uses and Roadways Interrelationship

The pattern of development guided by the Future Land Use Map is supported by the existing and proposed roadways for the following reasons subject to the qualifications noted:

- *Commercial Centers:* Commercial centers within the "interior" of Wellington are strategically located at or near the intersections of collector and arterial streets. The four principal commercial nodes are: 1) Forest Hill Boulevard and South Shore Boulevard, both with four lane divided cross sections; 2) Forest Hill Boulevard and Wellington Trace, both with four lane divided cross sections on one side of the intersection; 3) Wellington Trace and Greenview Shores Boulevard, both with four lane divided cross sections on one side of the intersection; and 4) South Shore Boulevard and Greenview Shores Boulevard, both with four lane divided cross sections on one side of the intersection. The roadway system provides effective access and connectivity to these nodes from within and outside of Wellington. Changes to the network and its current lane configurations is not needed.



- *Traffic on Local Streets:* For the most part they are abutted by residential development to which they provide access. Their level of traffic is reasonably compatible with the residential development they serve. In any case, most Village of Wellington residents prefer that local streets on which residential uses front carry far less traffic than their design capacity to enhance quietude and safety.
- *Collector Street Width:* Village of Wellington residents and elected officials have expressed the desire to keep Village collector streets to a maximum cross section of four through lanes. Four lane roadways are appropriate for the development patterns within Wellington and continue to safely accommodate pedestrians, bicyclists, and in some cases golf carts.
- *Equestrian Development, Equestrian Trails and Vehicular Traffic:* Wellington's equestrian venues and equestrian properties create a special relationship between equestrians and bridle trails on the one hand and vehicular traffic on the other. Horses and cars do not mix comfortably. Horses and fast moving cars are a lethal mix. It is important to the equestrian interests that vehicular traffic in equestrian areas be kept to the absolute minimum feasible. It is also important that such traffic moves along at a slow pace and that there are appropriately improved locations where horses can cross the busier roads safely. To this purpose, Wellington designed its equestrian trail cross sections for trails to cross roads as safe as possible.
- *Traffic Calming:* Speeding presents special problems on local residential and collector streets. Speeding on residential streets can be identified and mitigated with various techniques. Techniques may take the form of stricter enforcement of speed limits, the placement of traffic control devices, or the construction of roadway geometric features (traffic calming). Because more traffic is steered to collector streets, special strategies are necessary for controlling speed thereon. Methods that require traffic to stop on a regular basis (such as four-way stop signs) are not often favored by traffic engineers, because these will work against what the collector street is meant to do. Instead, strategies such as roundabouts, medians, pavement reduction, or the provision of shrubbery and trees close to the roadway may serve as more appropriate deterrents to speeding on collectors.



J. Analysis of Compatibility between Future Land Uses and Airports

Palm Beach International Airport is a few miles to the east of Wellington, but there are no scheduled-service airports within or adjacent to Wellington. There is a private aviation facility in Wellington - Aero Club Field. This facility serves exclusively the residents of the Aero Club subdivision. The Aero Club has no tower. It is a low-density residential area adjacent to other low-density areas to the west of Wellington.

K. Analysis of Projected Road System Levels of Service and System Needs Based on Future Land Use Categories

The potential development within the future land use categories in Wellington may affect traffic volumes and levels of service on street and road segments within Wellington, but within very acceptable tolerances. An analysis of the projected levels of service and road system needs based on future land uses using the Palm Beach Transportation Planning Agency (TPA) long range Year 2045 model is contained in Table M.4. Table M.4 provides the daily capacity analysis using the Palm Beach TPA 2045 volume projections and lanes. The only roadways projected to operate at lower levels of service are the segments of South Shore Boulevard and Stribling Way which are already identified in the existing analysis. Again, these segments have limited interruptions from driveways and the capacities are most likely higher than the generalized volumes.

In addition to the LOS analysis, it should be noted that the TPA shows four lanes for segments of Greenbriar Boulevard and Wellington Trace. There are no plans to widen these facilities and the 2045 volumes do not warrant any widening. Also, the TPA shows very low volumes on several of the collector roadways in Wellington including Greenbriar Boulevard, Paddock Drive, Pierson Road, and Wellington Trace. Continued coordination with the TPA to provide more accurate projections for these facilities should be undertaken.

L. Demonstration of How Wellington will Maintain its Adopted Los Standards

Table M.4 demonstrates that the projected Year 2045 "D" LOS standard can be maintained for a majority of thoroughfares in and around Wellington based on the existing and planned land uses and the existing and planned thoroughfares within Wellington

Table M.1**Mobility Element - Data and Analysis****Existing (2018) Roadway Link Capacity Analysis - Weekday AM Peak Hour**

Roadway	Link	Lanes	Class	Dir	AM PEAK HOUR			
					Existing (2018) (1)	LOS D/E (2)	LOS	Meets Std?
40th Street S	Grand Prix Farms Rd to Palm Beach Point Blvd	2L	II	EB	31	640	C	Yes
				WB	42	640	C	Yes
50th Street	South Shore Blvd to 120th Ave	2L	II	EB	247	640	C	Yes
				WB	76	640	C	Yes
50th Street	120th Ave to Wellington Limits	2L	II	EB	298	600	D	Yes
				WB	102	600	C	Yes
120th Avenue	50th St South to Lake Worth Rd	2L	II	NB	35	640	C	Yes
				SB	64	640	C	Yes
120th Avenue	Lake Worth Rd to Pierson Rd	2L	II	NB	117	640	C	Yes
				SB	85	640	C	Yes
Aero Club Drive	Greenbriar Blvd to Binks Forest Dr	2L	I	NB	289	880	C	Yes
				SB	211	880	C	Yes
Big Blue Trace	South Shore Blvd to Wellington Trace	2L	I	NB	524	880	C	Yes
				SB	341	880	C	Yes
Big Blue Trace	Wellington Trace to Paddock Drive (3)	2L	I	NB	520	880	C	Yes
				SB	519	880	C	Yes
Big Blue Trace	Paddock Drive to Southern Blvd	2/4L	I	NB	652	880	C	Yes
				SB	417	2,000	C	Yes
Binks Forest Drive	Greenview Shores Blvd to Southern Blvd	4LD	I	NB	834	2,000	C	Yes
				SB	710	2,000	C	Yes
Birkdale Drive	Forest Hill Blvd to Wellington Trace	2L	I	NB	135	880	C	Yes
				SB	334	880	C	Yes
Flying Cow Ranch Road	South of Southern Blvd	2L	I	NB	42	880	C	Yes
				SB	78	880	C	Yes
Forest Hill Boulevard	Southern Blvd to Wellington Trace N	6LD	I	NB	1,883	3,020	C	Yes
				SB	1,293	3,020	C	Yes
Forest Hill Boulevard	Wellington Trace N to Wellington Trace S	4LD	I	NB	975	2,000	C	Yes
				SB	994	2,000	C	Yes
Forest Hill Boulevard	Wellington Trace S to South Shore Blvd	4LD/6LD	I	NB	915	2,000	C	Yes
				SB	1,258	3,020	C	Yes
Forest Hill Boulevard	South Shore Blvd to Stribling Way	6LD	I	EB	2,167	3,020	C	Yes
				WB	1,440	3,020	C	Yes
Forest Hill Boulevard	Stribling Way to SR 7	6LD	I	EB	2,006	3,020	C	Yes
				WB	1,438	3,020	C	Yes
Greenbriar Boulevard	Aero Club Dr to Wellington Trace	2L	II	EB	199	800	C	Yes
				WB	292	800	C	Yes
Greenbriar Boulevard	Wellington Trace to Greenview Shores Blvd	2L	II	EB	155	800	C	Yes
				WB	203	800	C	Yes
Greenview Shores Boulevard	Binks Forest Dr to Paddock Dr	2L	I	EB	570	880	C	Yes
				WB	548	880	C	Yes
Greenview Shores Boulevard	Paddock Dr to Wellington Trace	2L	I	EB	746	880	C	Yes
				WB	325	880	C	Yes
Greenview Shores Boulevard	Wellington Trace to Greenbriar Blvd	4LD	I	NB	913	2,000	C	Yes
				SB	1,186	2,000	C	Yes
Greenview Shores Boulevard	Greenbriar Blvd to South Shore Blvd (3)	4LD	I	NB	951	2,000	C	Yes
				SB	1,012	2,000	C	Yes

(1) Year 2018 link count data collected by Wellington.

(2) Adopted level of service (LOS) is D for Wellington with the exception of the Equestrian Overlay Zoning District which has an adopted LOS E standard. Service volumes are from the 2020 FDOT Quality/Level of Service Handbook, Table 7. Links with an adopted LOS E standard indicated by shading.

(3) Count data for this link obtained from intersection count data.

Table M.1**Mobility Element - Data and Analysis****Existing (2018) Roadway Link Capacity Analysis - Weekday AM Peak Hour**

Roadway	Link	Lanes	Class	Dir	AM PEAK HOUR			
					Existing (2018) (1)	LOS D/E (2)	LOS	Meets Std?
Lake Worth Road	South Shore Blvd to 120th Ave South	2L	I	EB	592	880	C	Yes
				WB	516	880	C	Yes
Lake Worth Road	Isles Blvd to SR 7	4LD	I	EB	1,148	2,000	C	Yes
				WB	852	2,000	C	Yes
Little Ranches Trail	Southern Blvd to Acme Rd	2L	II	NB	191	640	C	Yes
				SB	65	640	C	Yes
Paddock Drive	Wellington Trace to Greenview Shores Blvd	2L	II	NB	61	640	C	Yes
				SB	69	640	C	Yes
Paddock Drive	Greenview Shores Blvd to Big Blue Trace	2L	II	EB	150	600	C	Yes
				WB	87	600	C	Yes
Pierson Road	Ousley Farms Rd to South Shore Blvd	2L	II	EB	413	800	D	Yes
				WB	367	800	C	Yes
Pierson Road	South Shore Blvd to 120th Ave	2L	II	EB	196	800	C	Yes
				WB	143	800	C	Yes
Pierson Road	120th Ave to Fairlane Farms Rd	2L	II	EB	306	750	C	Yes
				WB	108	750	C	Yes
South Shore Boulevard	50th St to Lake Worth Rd	2L	II	NB	208	640	C	Yes
				SB	190	640	C	Yes
South Shore Boulevard	Lake Worth Rd to Pierson Rd	2LD	II	NB	636	840	D	Yes
				SB	890	840	F	NO
South Shore Boulevard	Pierson Rd to Greenview Shores Blvd	4LD	I	NB	638	2,000	C	Yes
				SB	1,215	2,000	C	Yes
South Shore Boulevard	Greenview Shores Blvd to Big Blue Trace	4LD	I	EB	686	2,000	C	Yes
				WB	1,117	2,000	C	Yes
South Shore Boulevard	Big Blue Trace to Forest Hill Blvd	4LD	I	EB	1,053	2,000	C	Yes
				WB	817	2,000	C	Yes
Stribling Way	Forest Hill Blvd to Fairlane Farms Rd	2L	I	NB	270	880	C	Yes
				SB	917	880	E	NO
Stribling Way	Fairlane Farms Rd to SR 7	2L	I	EB	828	880	C	Yes
				WB	517	880	C	Yes
Stribling Way	SR 7 to Lyons Rd	2L	I	EB	482	880	C	Yes
				WB	540	880	C	Yes
Wellington Trace	Greenbriar Blvd to Paddock Dr	2L	II	NB	105	800	C	Yes
				SB	254	800	C	Yes
Wellington Trace	Paddock Dr to Greenview Shores Blvd	2L	II	EB	112	750	C	Yes
				WB	245	750	C	Yes
Wellington Trace	Greenview Shores Blvd to Big Blue Trace	4LD	I	EB	971	2,000	C	Yes
				WB	942	2,000	C	Yes
Wellington Trace	Big Blue Trace to Forest Hill Blvd	4LD	I	EB	1,110	2,000	C	Yes
				WB	715	2,000	C	Yes
Wellington Trace	Forest Hill Blvd to Birkdale Dr	2L	I	NB	374	880	C	Yes
				SB	227	880	C	Yes

(1) Year 2018 link count data collected by Wellington.

(2) Adopted level of service (LOS) is D for Wellington with the exception of the Equestrian Overlay Zoning District which has an adopted LOS E standard. Service volumes are from the 2020 FDOT Quality/Level of Service Handbook, Table 7. Links with an adopted LOS E standard indicated by shading.

(3) Count data for this link obtained from intersection count data.

Table M.2**Mobility Element - Data and Analysis****Existing (2018) Roadway Link Capacity Analysis - Weekday PM Peak Hour**

Roadway	Link	Lanes	Class	Dir	PM PEAK HOUR			
					Existing (2018) (1)	LOS D/E (2)	LOS	Meets Std?
40th Street S	Grand Prix Farms Rd to Palm Beach Point Blvd	2L	II	EB	54	640	C	Yes
				WB	26	640	C	Yes
50th Street	South Shore Blvd to 120th Ave	2L	II	EB	206	640	C	Yes
				WB	165	640	C	Yes
50th Street	120th Ave to Wellington Limits	2L	II	EB	324	600	D	Yes
				WB	97	600	C	Yes
120th Avenue	50th St South to Lake Worth Rd	2L	II	NB	53	640	C	Yes
				SB	37	640	C	Yes
120th Avenue	Lake Worth Rd to Pierson Rd	2L	II	NB	262	640	C	Yes
				SB	153	640	C	Yes
Aero Club Drive	Greenbriar Blvd to Binks Forest Dr	2L	I	NB	373	880	C	Yes
				SB	186	880	C	Yes
Big Blue Trace	South Shore Blvd to Wellington Trace	2L	I	NB	570	880	C	Yes
				SB	524	880	C	Yes
Big Blue Trace	Wellington Trace to Paddock Drive (3)	2L	I	NB	383	880	C	Yes
				SB	639	880	C	Yes
Big Blue Trace	Paddock Drive to Southern Blvd	2/4L	I	NB	407	880	C	Yes
				SB	713	2,000	C	Yes
Binks Forest Drive	Greenview Shores Blvd to Southern Blvd	4LD	I	NB	584	2,000	C	Yes
				SB	652	2,000	C	Yes
Birkdale Drive	Forest Hill Blvd to Wellington Trace	2L	I	NB	298	880	C	Yes
				SB	144	880	C	Yes
Flying Cow Ranch Road	South of Southern Blvd	2L	I	NB	116	880	C	Yes
				SB	86	880	C	Yes
Forest Hill Boulevard	Southern Blvd to Wellington Trace N	6LD	I	NB	1,720	3,020	C	Yes
				SB	1,856	3,020	C	Yes
Forest Hill Boulevard	Wellington Trace N to Wellington Trace S	4LD	I	NB	1,257	2,000	C	Yes
				SB	1,267	2,000	C	Yes
Forest Hill Boulevard	Wellington Trace S to South Shore Blvd	4LD/6LD	I	NB	1,527	2,000	C	Yes
				SB	1,215	3,020	C	Yes
Forest Hill Boulevard	South Shore Blvd to Stribling Way	6LD	I	EB	2,145	3,020	C	Yes
				WB	2,193	3,020	C	Yes
Forest Hill Boulevard	Stribling Way to SR 7	6LD	I	EB	2,056	3,020	C	Yes
				WB	2,203	3,020	C	Yes
Greenbriar Boulevard	Aero Club Dr to Wellington Trace	2L	II	EB	501	800	D	Yes
				WB	218	800	C	Yes
Greenbriar Boulevard	Wellington Trace to Greenview Shores Blvd	2L	II	EB	361	800	C	Yes
				WB	145	800	C	Yes
Greenview Shores Boulevard	Binks Forest Dr to Paddock Dr	2L	I	EB	593	880	C	Yes
				WB	543	880	C	Yes
Greenview Shores Boulevard	Paddock Dr to Wellington Trace	2L	I	EB	808	880	C	Yes
				WB	461	880	C	Yes
Greenview Shores Boulevard	Wellington Trace to Greenbriar Blvd	4LD	I	NB	967	2,000	C	Yes
				SB	822	2,000	C	Yes
Greenview Shores Boulevard	Greenbriar Blvd to South Shore Blvd (3)	4LD	I	NB	960	2,000	C	Yes
				SB	1,025	2,000	C	Yes

(1) Year 2018 link count data collected by Wellington.

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(3) Count data for this link obtained from intersection count data.

Table M.2**Mobility Element - Data and Analysis****Existing (2018) Roadway Link Capacity Analysis - Weekday PM Peak Hour**

Roadway	Link	Lanes	Class	Dir	PM PEAK HOUR			
					Existing (2018) (1)	LOS D/E (2)	LOS	Meets Std?
Lake Worth Road	South Shore Blvd to 120th Ave South	2L	I	EB	669	880	C	Yes
				WB	594	880	C	Yes
Lake Worth Road	Isles Blvd to SR 7	4LD	I	EB	877	2,000	C	Yes
				WB	1,177	2,000	C	Yes
Little Ranches Trail	Southern Blvd to Acme Rd	2L	II	NB	145	640	C	Yes
				SB	77	640	C	Yes
Paddock Drive	Wellington Trace to Greenview Shores Blvd	2L	II	NB	68	640	C	Yes
				SB	56	640	C	Yes
Paddock Drive	Greenview Shores Blvd to Big Blue Trace	2L	II	EB	137	600	C	Yes
				WB	144	600	C	Yes
Pierson Road	Ousley Farms Rd to South Shore Blvd	2L	II	EB	821	800	F	NO
				WB	169	800	C	Yes
Pierson Road	South Shore Blvd to 120th Ave	2L	II	EB	248	800	C	Yes
				WB	231	800	C	Yes
Pierson Road	120th Ave to Fairlane Farms Rd	2L	II	EB	370	750	C	Yes
				WB	230	750	C	Yes
South Shore Boulevard	50th St to Lake Worth Rd	2L	II	NB	423	640	D	Yes
				SB	71	640	C	Yes
South Shore Boulevard	Lake Worth Rd to Pierson Rd	2LD	II	NB	939	840	F	NO
				SB	765	840	D	Yes
South Shore Boulevard	Pierson Rd to Greenview Shores Blvd	4LD	I	NB	1,367	2,000	C	Yes
				SB	813	2,000	C	Yes
South Shore Boulevard	Greenview Shores Blvd to Big Blue Trace	4LD	I	EB	1,142	2,000	C	Yes
				WB	712	2,000	C	Yes
South Shore Boulevard	Big Blue Trace to Forest Hill Blvd	4LD	I	EB	1,312	2,000	C	Yes
				WB	1,096	2,000	C	Yes
Stribling Way	Forest Hill Blvd to Fairlane Farms Rd	2L	I	NB	684	880	C	Yes
				SB	608	880	C	Yes
Stribling Way	Fairlane Farms Rd to SR 7	2L	I	EB	849	880	D	Yes
				WB	790	880	C	Yes
Stribling Way	SR 7 to Lyons Rd	2L	I	EB	326	880	C	Yes
				WB	265	880	C	Yes
Wellington Trace	Greenbriar Blvd to Paddock Dr	2L	II	NB	318	800	C	Yes
				SB	149	800	C	Yes
Wellington Trace	Paddock Dr to Greenview Shores Blvd	2L	II	EB	338	750	C	Yes
				WB	152	750	C	Yes
Wellington Trace	Greenview Shores Blvd to Big Blue Trace	4LD	I	EB	1,122	2,000	C	Yes
				WB	1,079	2,000	C	Yes
Wellington Trace	Big Blue Trace to Forest Hill Blvd	4LD	I	EB	989	2,000	C	Yes
				WB	918	2,000	C	Yes
Wellington Trace	Forest Hill Blvd to Birkdale Dr	2L	I	NB	287	880	C	Yes
				SB	317	880	C	Yes

(1) Year 2018 link count data collected by Wellington.

(2) Adopted level of service (LOS) is D for Wellington with the exception of the Equestrian Overlay Zoning District which has an adopted LOS E standard. Service volumes are from the 2020 FDOT Quality/Level of Service Handbook, Table 7. Links with an adopted LOS E standard indicated by shading.

(3) Count data for this link obtained from intersection count data.

Table M.3
Mobility Element - Data and Analysis
Roadway Link Capacity Analysis - Saturday Peak Hour

Roadway	Link	Lanes	Class	Dir	HIGHEST PEAK HOUR			
					Existing (2018) (1)	LOS D/E (2)	LOS	Meets Std?
40th Street S	Grand Prix Farms Rd to Palm Beach Point Blvd	2L	II	EB	57	640	C	Yes
				WB	49	640	C	Yes
50th Street	South Shore Blvd to 120th Ave	2L	II	EB	157	640	C	Yes
				WB	137	640	C	Yes
120th Avenue	50th St South to Lake Worth Rd	2L	II	NB	48	640	C	Yes
				SB	39	640	C	Yes
120th Avenue	Lake Worth Rd to Pierson Rd	2L	II	NB	183	640	C	Yes
				SB	157	640	C	Yes
Aero Club Drive	Greenbriar Blvd to Binks Forest Dr	2L	I	NB	274	880	C	Yes
				SB	179	880	C	Yes
Greenbriar Boulevard	Aero Club Dr to Wellington Trace	2L	II	EB	536	800	D	Yes
				WB	306	800	C	Yes
Greenbriar Boulevard	Wellington Trace to Greenview Shores Blvd	2L	II	EB	373	800	D	Yes
				WB	178	800	C	Yes
Lake Worth Road	South Shore Blvd to 120th Ave South	2L	I	EB	465	880	C	Yes
				WB	511	880	C	Yes
Pierson Road	Ousley Farms Rd to South Shore Blvd	2L	II	EB	784	800	C	Yes
				WB	814	800	F	NO
Pierson Road	South Shore Blvd to 120th Ave	2L	II	EB	171	800	C	Yes
				WB	197	800	C	Yes
Pierson Road	120th Ave to Fairlane Farms Rd	2L	II	EB	262	750	C	Yes
				WB	208	750	C	Yes
South Shore Boulevard	50th St to Lake Worth Rd	2L	II	NB	285	640	C	Yes
				SB	180	640	C	Yes
South Shore Boulevard	Lake Worth Rd to Pierson Rd	2LD	II	NB	749	840	C	Yes
				SB	604	840	C	Yes

(1) Year 2018 link count data collected by Wellington.

(2) Adopted level of service (LOS) is D for Wellington with the exception of the Equestrian Overlay Zoning District which has an adopted LOS E standard. Service volumes are from the 2020 FDOT Quality/Level of Service Handbook, Table 7. Links with an adopted LOS E standard indicated by shading.

Table M.4
Mobility Element - Data and Analysis
Year 2045 Roadway Link Capacity Analysis - ADT

Roadway	Link	2045 Conditions			V/C	Meets Standard?
		Lanes (1)	Volume (1)	LOS D/E Capacity (2)		
Big Blue Trace	South Shore Blvd to Wellington Trace	2L	13,400	16,700	0.80	YES
	Wellington Trace to Southern Blvd	2L	14,300	16,700	0.86	YES
Binks Forest Drive	Greenview Shores Blvd to Southern Blvd	4LD	15,100	39,800	0.38	YES
Forest Hill Boulevard	Southern Blvd to Wellington Trace	6LD	45,400	59,900	0.76	YES
	Wellington Trace to South Shore Blvd	4LD	39,300	39,800	0.99	YES
	South Shore Blvd to SR 7	6LD	52,800	59,900	0.88	YES
	SR 7 to Lyons Rd	6LD	43,400	59,900	0.72	YES
	Lyons Rd to Pinehurst Dr	6LD	41,700	59,900	0.70	YES
Greenbriar Boulevard	Greenview Shore Blvd to Wellington Trace	2L (3)	500	15,600	0.03	YES
Greenview Shores Boulevard	Wellington Trave to South Shore Blvd	4LD	25,400	39,800	0.64	YES
Lake Worth Road	South Shore Blvd to 120th Ave	2L	15,800	17,700	0.89	YES
	120th Ave to Isles Blvd	4LD	20,600	39,800	0.52	YES
	Isle Blvd to SR 7	4LD	34,800	39,800	0.87	YES
Paddock Drive	Wellington Trace to Big Blue Trace	2L	1,300	12,480	0.10	YES
Pierson Road	South Shore Blvd to Fairlane Farms Rd	2L	3,100	15,600	0.20	YES
South Shore Boulevard	Lake Worth Rd to Greenview Shore Blvd	2LD	21,000	16,380	1.28	No
	Greenview Shore Blvd to Big Blue Trace	4LD	24,500	39,800	0.62	YES
	Big Blue Trace to Forest Hill Blvd	4LD	27,700	39,800	0.70	YES
SR 7	Lake Worth Rd to Stribling Way	8LD	79,600	80,100	0.99	YES
	Stribling Way to Forest Hill Blvd	8LD	68,000	80,100	0.85	YES
	Forest Hill Blvd to Pioneer Rd	8LD	80,000	80,100	1.00	YES
SR 80/Southern Blvd	Seminole Pratt to Binks Forest Dr	6LD	54,100	59,900	0.90	YES
	Binks Forest Dr to Big Blue Trace	6LD	56,200	59,900	0.94	YES
	Big Blue Trace to Forest Hill Blvd	8LD	70,600	80,100	0.88	YES
	Forest Hill Blvd to Cypress Head	8LD	73,900	80,100	0.92	YES
	Cypress Head to Royal Palm Beach Blvd	8LD	73,700	80,100	0.92	YES
Stribling Way	Fairlane Farms Rd to SR 7	2L	20,100	17,700	1.14	No
	SR 7 to Lyons Rd	2L	10,000	17,700	0.56	YES
Wellington Trace	Greenbriar Blvd to Greenview Shores Blvd	2L (3)	1,700	14,800	0.11	YES
	Greenview Shores Blvd to Big Blue Trace	4LD	28,500	39,800	0.72	YES
	Big Blue Trace to Forest Hill Blvd	4LD	25,600	39,800	0.64	YES
	Forest Hill Blvd to Forest Hill Blvd	2L	5,200	17,700	0.29	YES

(1) Source: Palm Beach TPA. Represents 2045 Cost Feasible lanes.

(2) Source: 2020 FDOT LOS Tables - Table 1. Adopted level of service (LOS) is D for Wellington with the exception of the Equestrian Overlay Zoning District which has an adopted LOS E standard. Links with an adopted LOS E standard indicated by shading.

(3) Palm Beach TPA shows 4 lanes for these roadway sections; however, they are only 2 lanes and there are no plans to widen.

Table M.4

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lane Ramp Metering					
Non-State Signalized Roadways - 10%						+ 1,000 + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%							
—	—	—	Yes	+ 5%							
One-Way Facility Adjustment						Uninterrupted Flow Highway Adjustments					
Multiply the corresponding directional volumes in this table by 1.2						Lanes	Median	Exclusive left lanes		Adjustment factors	
						1	Divided	Yes		+5%	
						Multi	Undivided	Yes		-5%	
						Multi	Undivided	No		-25%	
BICYCLE MODE ²						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle											
Lane Coverage	B	C	D	E		² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
0-49%	*	150	390	1,000		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
50-84%	110	340	1,000	>1,000		* Cannot be achieved using table input value defaults.					
85-100%	470	1,000	>1,000	**		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
PEDESTRIAN MODE ²						Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
0-49%	*	*	140	480							
50-84%	*	80	440	800							
85-100%	200	540	880	>1,000							
BUS MODE (Scheduled Fixed Route) ³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

TABLE 7
(continued)

**Generalized Peak Hour Directional Volumes for Florida's
Urbanized Areas**

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways		Arterials			Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I		Class II	Score	Score	Buses/hr.	
		%ffs	Density	ats		ats				
B	≤ 17	> 83.3	≤ 17	> 31 mph		> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph		> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph		> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph		> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed