

1 RESOLUTION NO. R2022-16

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3 A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL,
4 ADOPTING A COMPLETE STREETS POLICY AND
5 INITIATING THE PROCESS OF DEVELOPING GUIDELINES,
6 PROCESSES, AND PROCEDURES FOR IMPLEMENTING A
7 COMPLETE STREETS PROGRAM ADHERING TO THE
8 PRINCIPLE THAT ALL PERSONS OF ALL AGES AND
9 ABILITIES WHO TRAVEL BY AUTOMOBILE,
10 MOTORCYCLE, PUBLIC TRANSIT, BICYCLE, OR WALKING
11 ARE EQUAL LEGITIMATE USERS OF ROADWAYS AND
12 SHALL BE PROVIDED SAFE ACCESS TO ALL OF
13 WELLINGTON'S PUBLIC RIGHTS-OF-WAY; AND
14 PROVIDING AN EFFECTIVE DATE.
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17 **WHEREAS**, "Complete Streets" is a transportation philosophy that calls for
18 streets to be constructed and operated in a way that allows for safe, equitable and
19 convenient access along and across streets for all users; and
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21 **WHEREAS**, Complete Streets are planned, designed, constructed, operated,
22 and maintained to safely and comfortably accommodate people of all ages and abilities,
23 including pedestrians, cyclists, transit users, motorists, equestrians, persons with
24 disabilities, emergency responders, seniors, youth, families, as well as freight and
25 service operators; and
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27 **WHEREAS**, implementation of the Complete Streets transportation system is an
28 integral strategic initiative of the Wellington Bicycle and Pedestrian Plan, which will
29 encourage the use of non-motorized modes of transportation and contribute directly to
30 the health, safety, economic vitality, environment, and quality of life in Wellington; and
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32 **WHEREAS**, through the implementation of a Complete Streets Policy, Wellington
33 will plan, design, construct, operate and maintain appropriate transportation facilities
34 that are safe, reliable, efficient, convenient, and connected, and that enable secure and
35 comfortable access and mobility for users of all ages, income levels and transportation
36 modes; and
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38 **WHEREAS**, a balanced suburban community requires a comprehensive and
39 integrated network of roadways designed and planned from a sustainable whole
40 systems approach, while also sensitive to the context and needs of the different
41 neighborhoods within Wellington to provide equal access to transportation options for all
42 users; and
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44 **WHEREAS**, Wellington deems it to be in the best interest of the citizens and
45 residents of Wellington to approve a Complete Streets Policy.
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47 NOW, THEREFORE, BE IT RESOLVED BY WELLINGTON, FLORIDA'S
48 COUNCIL that:

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50 SECTION 1. The foregoing recitals are hereby affirmed and ratified as being true
51 and correct.

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53 SECTION 2. The Complete Streets Policy (Exhibit A) is hereby approved by the
54 Wellington Council.

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56 SECTION 3. Wellington will consider and incorporate, to the extent practical, the
57 complete streets principles in future amendments to the Comprehensive Plan and other
58 applicable plans and ordinances.

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60 SECTION 4. Wellington will consider and incorporate the complete streets
61 principles, to the extent practical, in the amendment, design, development, construction,
62 operations, and implementation of Wellington standards, projects, facilities, policies, and
63 development reviews.

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65 SECTION 5. This Resolution shall become effective immediately upon adoption.

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68 PASSED AND ADOPTED this 12th day of July 2022.

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70 ATTEST:

VILLAGE OF WELLINGTON

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73 By: 
74 Chevelle Addie, Village Clerk

By: 
Anne Gerwig, Village Mayor

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77 APPROVED AS TO FORM
78 AND LEGAL SUFFICIENCY

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81 By: 
82 Laurie Cohen, Village Attorney



Planning Department

Subject: Complete Streets Policy

Policy Number: VW-O-255

Issue Date: N/A

Effective Date: N/A

Revised Date: N/A

“Complete Streets” means a transportation philosophy that considers the needs of all users and enables equitable and safe access. Complete Streets are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities, including pedestrians, cyclists, equestrians, transit users, motorists, as well as freight and service operators.

By adopting a Complete Streets policy, Wellington shall plan, design, construct, operate, and maintain a comprehensive transportation system that enables safe access, mobility, economic development, attractive public spaces, health, and well-being for all people. Wellington’s Complete Streets policy recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses.

VISION & INTENT

Complete Streets contribute directly to the health, safety, economic vitality, environment, and quality of life in Wellington. Through implementation of this Complete Streets policy, Wellington will consistently plan, design, construct, and maintain transportation facilities that are safe, reliable, efficient, convenient and connected, and that enable secure and comfortable access and mobility for users of all ages, abilities, income levels, and transportation modes.

The Wellington Bicycle and Pedestrian Plan, updated in March 2022, recognizes the existing mobility infrastructure in place and addresses the future infrastructure and its connection to the region.

This policy directs Wellington decision-makers to consider all transportation system users when making decisions regarding transportation and land use planning to advance Complete Streets to the greatest extent possible, prioritizing safe access for vulnerable users and underinvested and underserved communities and ensuring social equity through improved access to jobs, health care, and other community amenities.

This policy shall gradually help reduce the dependence of the automobile from being the only-dependable source of travel to a transportation network that supports all modes of transportation by investing in transportation infrastructure that benefits residents and visitor in an equitable and sustainable approach. In addition to walking and biking as a mode of travel, Complete Streets will further facilitate future transportation travel and facilities such as vehicle ride hailing and carpooling all of which may be autonomous capable. Wellington will further improve its safety and connectivity by implementing innovative solutions through Internet of Things (IoT) devices and technologies such as touchless intersection crossing buttons and traffic congestion management.

A mobility transportation system may be achieved through projects that fully implement Complete Streets or projects that incrementally implement Complete Streets through a series of smaller projects over time.

GOALS

1. *Safety and Convenience for All Transportation Users*

Create a transportation system that is designed and operated in ways that ensure the safety, security, comfort, access, and convenience for all users of all ages and abilities, including pedestrians, bicyclists, equestrians, public transit users, emergency responders, transporters of commercial goods, motor vehicles, and freight providers.

2. *Connected Facilities that Accommodate All Travel Modes*

Create a transportation system that includes integrated networks of connected facilities accommodating all modes of travel. Create, redevelop, and support facilities within the transportation system to allow for the use of charging electric vehicles, electric bicycles, golf carts, and scooters.

3. *Increase Walking, Bicycling, and Public Transit*

Create a transportation system that encourages walking, bicycling, and public transit by providing safe, comfortable and convenient mobility options.

4. *Economic Development*

Create a transportation system that promotes economic development and supports redevelopment of and connectivity to activity centers.

5. *Equity*

Create a transportation system that, to the greatest extent possible, ensures equity by actively pursuing the elimination of health, economic and access disparities.

6. *Community Health & Sustainability*

Create a transportation system that reduces automobile dependency and improves environmental and community health (i.e. reduce fossil fuel consumption & greenhouse gas emissions; decrease air and noise pollution; improve air quality; encourage social interaction and physical activity; preserve the natural environment; etc.).

APPLICABILITY

Except as otherwise stated below, this policy applies to all project phases undertaken by or under the authority of or subject to the supervision Wellington, for the improvement of any street and public right of way (ROW), including planning, programming, design, acquisition of land, construction, construction engineering, reconstruction, rehabilitation, resurfacing, retrofit and operation. Accommodations for all modes of transportation to safely use the roadway shall be provided during construction or repair work.

In the case where a project is within or connects to a Wellington right-of-way or/and is owned by another entity, Wellington staff shall work with the ROW/easement owner, Florida Department of Transportation (FDOT), Palm Beach County, and Palm Beach TPA as may be appropriate, to the greatest extent possible, to advance Complete Streets designs. In addition, this policy requires Wellington Planning Department and Engineering staff to evaluate new development and redevelopment projects and require connected pedestrian and bicycle access within the development and connecting to and from the surrounding transportation system for approval.

Wellington will approach every planned project as an opportunity to create safer and more accessible transportation system for all users.

EXCEPTIONS

There are conditions where it may be inappropriate to provide bicycle, pedestrian, and transit facilities. These exceptions include:

A. LIMITED-ACCESS ROADS

This policy does not apply to limited access facilities where bicyclists and pedestrians are prohibited by law. In this instance, it is necessary to accommodate bicyclists and pedestrians through a parallel facility and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges and connecting neighborhoods, activity centers, or regional trail network.

B. ORDINARY MAINTENANCE

This policy does not apply to routine maintenance, such as mowing, cleaning, sweeping, pothole filling, concrete joint repair, and other regular or seasonal maintenance.

C. PRE-EXISTING PROJECTS

This policy does not apply to a project in final at or above 30% design or under construction as of Wellington.

All exceptions shall be specific and approved by the Village Manager.

LAND USE AND CONTEXT SENSITIVITY

Complete Streets implementation should be sensitive to the community's physical, economic, and social setting. A context-sensitive approach to process and design gives significant consideration to stakeholder and community values. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility access, and infrastructure conditions.

Wellington shall refer to the Palm Beach TPA's Complete Streets Design Guidelines and the FDOT's Design Manual's and Complete Streets Context Classification when determining Complete Streets designs for transportation projects.

Wellington will also consider the surrounding community's current and expected land use and transportation needs and collect community input to best fit the community's desires while taking into account the connectivity of the transportation system as a whole for all modes and users. Wellington will strive to overcome barriers to engagement associated with race, income, age, disability, English language proficiency, and vehicle access of populations affected by a project, including identifying a means of measuring success in overcoming these barriers.

Wellington shall require new and revised land use policies, plans, and zoning ordinances to specify how transportation projects will serve current and future land use needs and include language that requires the consideration of the community context as a factor in decision-making, as well as specifying the need to understand and mitigate unintended consequences of projects or plans, such as involuntary displacement.

DESIGN

Transportation projects and maintenance activities shall be:

- Suitable and appropriate to the function and context of the transportation facility;
- Sensitive to the neighborhood context and cognizant of the neighborhood needs;
- Flexible in project design to ensure that all users have safe access and use;
- Considered a component of a comprehensive, integrated and interconnected transportation network that allows all users to choose between different modes of travel; and
- Consistent and compatible with Wellington's Bicycle and Pedestrian Plan and Comprehensive Plan.

Facilities shall be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations absent conflict with this Complete Streets policy.

Best Practices may include, but are not limited to the following:

- Palm Beach Transportation Planning Agency Complete Streets Design Guidelines

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for Planning Design and Operation of Pedestrian Facilities*
- AASHTO *Guide for the Development Of Bicycle Facilities*
- USDOT *Achieving Multimodal Networks: Applying Design Flexibility & Reducing Conflicts*
- Federal Highway Administration (FHWA) *Separated Bike Lane Planning and Design Guide*
- FHWA *Incorporating On-Road Bicycle Networks into Resurfacing Projects Report*
- FHWA *Separated Bike Lane Planning and Design Guide*
- Institute of Transportation Engineers (ITE) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- National Association of City Transportation Officials (NACTO) *Global Street Design Guide, Urban Streets Design Guide, Urban Bikeway Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide*
- National Cooperative Highway Research Program, Report 616, *Multi-Modal Level Of Service Analysis For Urban Streets*

Design standards required for State or federally funded projects will supersede local requirements if there is an actual conflict between the local and State or Federal standards and if funding will be impacted by adherence to the local standard.

Design Standards include, but are not limited to the following:

- *Americans with Disabilities Act (ADA) Standards for Accessible Design*
- *AASHTO A Policy on Geometric Design of Highways and Streets* (AASHTO Green Book)
- *FDOT Design Manual*
- *FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance* (Florida Green Book)
- *FDOT Plans Preparation Manual (PPM)*
- United States Department of Transportation (USDOT) *Manual on Uniform Traffic Control Devices* (MUTCD)

PROJECT SELECTION CRITERIA

Wellington shall develop project scoring criteria to rank and prioritize funding of Complete Streets projects for implementation. Criteria for project ranking should assign weight for active transportation infrastructure, projects that serve underserved communities, alleviate disparities in geography, health, safety, and access. Projects selected submitted to the Palm Beach TPA for Transportation Alternatives Program (TA) or Local Initiatives (LI) Program funding should be prioritized by following the TPA's TA and LI project selection scoring criteria to increase project competitiveness and advance Complete Streets implementation.

IMPLEMENTATION STEPS

The implementation of Complete Streets will require cooperation and collaboration between many stakeholders on a regular basis. Wellington will take the following steps to facilitate the process:

- Wellington shall restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project. This could include incorporating Complete Streets checklists or other tools into decision making processes.
- The Planning Department shall review and propose revisions to all appropriate land use ordinances, policies, and regulations to support the implementation of Complete Streets.
- The Planning Department shall coordinate with the adopted bicycle and pedestrian plan.
- The Planning, Public Works, Utilities, and Engineering Departments shall review, revise, or recommend changes to all policies, procedures, and design standards associated with site plan and other requirements for public and private development to ensure best practices are utilized to support Complete Streets.
- Wellington shall develop new design policies and guides or revise existing to reflect the current state of best practices in transportation design. Wellington may also consider adopting national, state, or the Palm Beach TPA's local design guidance.
- Wellington shall continue to identify local, state, and federal funds to implement Complete Streets projects to supplement Wellington's Capital Improvement Program. This will require a continued partnership and coordination with Palm Beach TPA, FDOT, and Palm Beach County.
- Wellington shall promote collaboration and coordination between Wellington's departments and other transportation and planning agencies, including the Florida Department of Transportation and Palm Beach County.
- The Engineering Department shall establish necessary procedures to ensure Complete Streets principles are incorporated at the earliest stage of design.
- Wellington will offer Complete Streets workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision. Complete Streets training could focus on Complete Streets design and implementation, community engagement, and or equity. Wellington shall encourage staff professional development in the area of Complete Streets through attendance at seminars, conferences, and workshops.
- Wellington shall create a committee to oversee implementation. The committee shall include both external and internal stakeholders as well as representatives from advocacy groups, underinvested communities, vulnerable populations such as people of color, older adults, children, local-income communities, non-native English speakers, those who do not own or cannot access a car, and those living with disabilities.
- Wellington shall create a community engagement plan that considers equity by targeting advocacy organizations and underrepresented communities which could include non-native English speakers, people with disabilities, etc. depending on the local context. This requires the use of outreach strategies such as holding public meetings at easily accessible times and places, collecting input at community gathering spaces and hosting and attending community meetings and events. Outreach strategies should make use of natural gathering spaces such as clinics, schools, parks and community centers.

PERFORMANCE MEASURES

The implementation of Complete Streets will be a process that requires regular evaluation to determine progress and effectiveness. Wellington's Public Works, Planning, and Engineering Departments will be responsible for tracking and analyzing the performance measures listed below.

Using a GIS database, the performance measures that will be evaluated include, but are not limited, to the following:

- Miles of bicycle lanes, routes, or trails built / dedicated by width and type
- Number of bicycle parking facilities installed
- Number of traffic calming facilities built / installed
- Linear feet of pedestrian accommodations built or repaired
- Number of crosswalks built or improved
- Number of equestrian crossing built or improved
- Number of ADA accommodations built / installed
- Number of transit accessibility improvements built
- Number of exceptions approved
- User data - bicycle, pedestrian, transit and traffic counts
- Bicycle and pedestrian crash data involving serious injuries and fatalities
- Total dollar amount spent on Complete Streets projects or portion of project