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CITY OF WESTLAKE

RESOLUTION NO. 2023-04

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WESTLAKE, FLORIDA, APPROVING AND ADOPTING THE CITY’S COMPLETE STREET POLICY; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council deems it to be in the best interests of the City to approve and adopt the City of Westlake’s Complete Street Policy;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WESTLAKE, FLORIDA:

SECTION 1. The foregoing "WHEREAS" clause is hereby ratified and confirmed by the City Council and incorporated herein by this reference.

SECTION 2. The City Commission of the City of Westlake, Florida, hereby approves and adopts the City of Westlake’s Complete Street Policy. A copy of the Policy is attached hereto as Exhibit "A".

SECTION 3. All Resolutions or parts of Resolutions in conflict herewith, be and the same are repealed to the extent of such conflict.

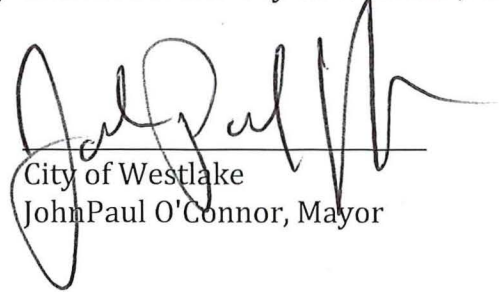
SECTION 4. CONFLICTS. All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 5. SEVERABILITY. If any clause, section, other part or application of this Resolution is held by any court of competent jurisdiction to be unconstitutional or invalid, in part or application, it shall not affect the validity of the remaining portions or applications of this Resolution.

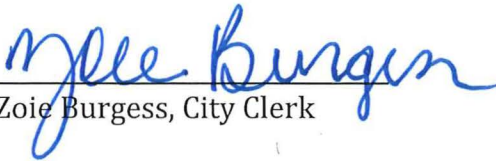
SECTION 6. EFFECTIVE DATE. This Resolution shall take effect immediately upon its passage and adoption.

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PASSED AND APPROVED by City Council for the City of Westlake, on this
7 day of February 2023.



City of Westlake
John Paul O'Connor, Mayor



Zoie Burgess, City Clerk

City of Westlake Complete Streets Policy

“Complete Streets” mean roads including adjacent sidewalks and shared use paths that are designed and operated to enable safe access and travel for all users, which may include pedestrians, bicyclists, transit riders, and motorists. Complete Streets incorporate different elements based on the different role, function, and characteristic of the facility.

As has been the case since its incorporation in 2016, it shall be the policy of the City of Westlake to implement, in coordination with the Seminole Improvement District, a Complete Streets program as set forth in the City’s adopted Comprehensive Plan and Land Development Regulations, to enable safe access, mobility, economic development, attractive public spaces, health, and wellbeing for all people.

Vision & Intent

The Transportation Element of the City’s Comprehensive Plan states as Goal TE 1:

PROVIDE A SAFE AND CONVENIENT MULTI-MODAL TRANSPORTATION SYSTEM IN THE CITY OF WESTLAKE THAT IS COORDINATED WITH THE FUTURE LAND USE MAP (FLU MAP 2.1) AND SUPPORTIVE OF THE PLAN, FOR THE LONG- AND SHORT-TERM PLANNING PERIODS.

The Comprehensive Plan implements this Goal through the establishment of Objectives and Policies that call for the construction of roads, sidewalks and multimodal paths throughout the City to ensure level of service requirements are met for vehicular transportation while at the same time providing safe, attractive areas for pedestrian and non-motorized modes of transportation for the purpose of meeting the Goals of this Policy, which include:

1. Safety and Convenience for All Transportation Users – maintain a transportation system that is designed and operated in ways that ensure the safety, security, comfort, access, and convenience of all users of all ages and abilities, including pedestrians, bicyclists, 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.
3. Increase Walking, Bicycling, and Public Transit – Create transportation system that encourages walking, bicycling and public transit.
4. Economic Development – Create a transportation system that promotes economic development 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 dependence and improves environmental and community health (i.e. reduce fossil fuel consumption and greenhouse gas emissions; decrease air and noise pollution; and improve air quality; encourage social interaction and physical activity).

Applicability

All projects undertaken by or under the authority of or subject to the supervision of the City of Westlake, for improvement of any street or public right of way (ROW), shall be subject to the City’s

Complete Streets program as set forth in the City's Comprehensive Plan and implementing Land Development Regulations. In the case of a project within the City that involves another entity, staff shall work with the ROW owner, Seminole Improvement District, Florida Department of Transportation (FDOT), Palm Beach County, and Palm Beach TPA as appropriate, to the greatest extent possible, to advance Complete Streets improvements.

Land Use and Context Sensitivity

As designed in the City's Comprehensive Plan, and as implemented by the City's Land Development Regulations, the City's Complete Streets program is sensitive to the community's physical, economic, and social setting, consistent with the Goals of this Policy. The City's Complete Streets program considers the community's current and expected land use and transportation needs. The City's Complete Streets program seeks to represent the community's desires while taking into account the connectivity of the transportation system as a whole for all modes and users. The City of Westlake 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 measuring success in overcoming these barriers.

Design

The City's Complete Streets program, as established in the City's Comprehensive Plan and as implemented through the City's Land Development Regulations, in cooperation with the Seminole Improvement District, is designed such that transportation projects and maintenance activities are:

- Suitable and appropriate to the function and context of the transportation facility;
- Sensitive to the land use context and cognizant of community needs;
- Flexible in project design to ensure that all users have safe access and use;
- Provides an integrated and interconnected transportation network that allows all users to choose between different modes of travel; and
- Consistent and compatible with the Seminole Improvement District's Construction and Development Manual.

All facilities will be designed in accordance with current applicable laws and regulations, considering the best practices, design standards and guidance from a variety of organizations, as applicable, including but not limited to:

- Palm Beach Transportation Planning Agency Complete Streets Design Guidelines,
- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for 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,
- American With Disabilities Act (ADA) *Standards for Accessible Design*,
- AASHTO A Policy on Geometric Design of Highway and Streets (AASHTO Green Book)
- FDOT Design Manual,
- FDOT *Manual of Uniform Minimum Standards for Design, Construction and Maintenance (Florida Green Book)*,
- The Seminole Improvement District (SID) *Construction Detail Standards*,
- FDOT *Plans Preparation Manual (PPM)*, and
- United States Department of Transportation (USDOT) Manual on Uniform Traffic Control Devices (MUTCD).

Project Selection Criteria

The City of Westlake shall coordinate with Seminole Improvement District to annually update the City's Five Year Schedule of Capital Improvements related to implementing its Complete Streets program as set forth in the City's Comprehensive Plan, Transportation Element.

Implementation and Monitoring

The City of Westlake will continue to review and monitor the implementation of its Complete Streets program by:

- Monitoring and evaluating implementation of the City's Comprehensive Plan Policies and Land Development regulations regarding Complete Streets;
- Coordinating annually with the Seminole Improvement District on the status of buildout of the City's mobility system as set forth in the City's Comprehensive Plan;
- Coordinating with the Seminole Improvement District on the implementation of best practices and design standards regarding Complete Streets;
- Identifying local, state and federal funds to implement Complete Streets Improvements to supplement the City of Westlake's Capital Improvements Program; including coordinating with Palm Beach TPA, FDOT, and Palm Beach County as applicable;
- Offering Complete Streets workshops and other training opportunities to City and SID staff, community leaders and the general public to provide education on the importance of the Complete Streets vision;
- Coordinating with Palm Beach County PalmTran to establish and expand transit service within the City; and
- Ensuring equitable community engagement through 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.

Performance Measures

As part of the adoption of its annual update to the City's Five-Year Schedule of Capital Improvements, the City shall publish performance measures evaluating the effectiveness of the City's Complete Streets program. This annual report will evaluate the following performance measures, as applicable:

- Miles of bicycle lanes, routes, or paths built or dedicated by width and type;
- Number of bicycle parking facilities installed;
- Linear feet of pedestrian accommodations built or repaired;
- Number of transit accessibility improvements built/installed;
- User data – bicycle, pedestrian, transit and traffic counts where available;
- Bicycle and pedestrian crash data involving serious injuries and fatalities;
- Total dollar amount spent on Complete Streets Improvements; and
- Connectivity between bicycle facilities or bicycle lane gap fillers.

end