



CHAPTER 3. TRANSPORTATION ELEMENT GOALS, OBJECTIVES, & POLICIES

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.

TRAFFIC CIRCULATION

Objective TE 1.1

Provide a traffic circulation system that is coordinated with and adequately serves the anticipated and planned development of the Future Land Use Map (FLU Map 2.1) based on growth projections for the short- and long-term planning periods.

Policy TE 1.1.1

T.E Map 3.1 is the City's Existing Traffic Circulation, Functional Classification, and Road Network Jurisdiction Map.

Policy TE 1.1.2

T.E Map 3.5**Error! Reference source not found.** is the City's 2045 Future Traffic Circulation Map.

Policy TE 1.1.3

T.E Map 3.6**Error! Reference source not found.** is the City's 2045 Future Functional Classification Map, which also depicts the right-of-way anticipated to implement the future traffic circulation system for the City.

Policy TE 1.1.4

Coordinate the City's traffic circulation system as shown in TE Maps **T.E Map 3.3**, **T.E Map 3.4**, **T.E Map 3.5** and **T.E Map 3.6**, with the Future Land Use Map (FLU Map 2.1), for the short and long term planning periods.

Policy TE 1.1.5

Transportation facilities for the short-term planning period are shown in T.E Map 3.3 2035 Future Traffic Circulation Map. T.E Map 3.4 is the City's 2035 Future Functional Classification Map, which also depicts the right-of-way anticipated to implement the 2035 traffic circulation system for the City.

Policy TE 1.1.6

Recognizing the growing need for regional connectivity, the City shall coordinate with appropriate agencies, including Palm Beach County, Palm



Policy TE 1.1.7

Beach TPA and FDOT, to support policies and programs that encourage local traffic to use alternatives to the Strategic Intermodal System (SIS).

The City shall coordinate with Palm Beach County, Palm Beach TPA, FDOT, and other appropriate agencies regarding the implementation of Transportation Systems Management (TSM) strategies that include optimization of traffic signal systems and other innovative transportation system management activities.

Objective TE 1.2

Maintain mobility and provide a safe transportation system.

Policy TE 1.2.1

T.E Map 3.2**Error! Reference source not found.** is the City's Existing Road Level of Service Map. 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. The road level of service standards are adopted.

Policy TE 1.2.2

Establish a process in the Land Development Regulations for monitoring and reporting road LOS for all arterial and collector roads.

Policy TE 1.2.3

Recognize and comply with the provisions of the Palm Beach County Traffic Performance Standards Ordinance, Article 12 ULDC, as they apply.

Policy TE 1.2.4

Adopt Land Development Regulations that establish a mobility system, which shall ensure that the LOS standards are achieved and maintained.

Policy TE 1.2.5

All functionally classified roads, with the exception of Seminole Pratt Whitney Road and the future extension of 60th Street North, shall be maintained by the City or SID.

Policy TE 1.2.6

Adopt access management standards within the Land Development Regulations to govern the spacing and number of connections and site access points onto public roads, for the purpose of preserving adequate and safe roads.

Policy TE 1.2.7

To ensure that road LOS standards are maintained, while providing for flexibility in the development of the community, the Land Development Regulations may establish 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. Exchanged land uses shall be consistent with the future land use category for the given parcel of land or collective parcels under a single development plan.



- Policy TE 1.2.8** Ensure that privately constructed roads conform to all design standards of the City before the City accepts responsibility for the roads as a public facility.
- Policy TE 1.2.9** Evaluate and consider the establishment of a connectivity index in the Land Development Regulations.
- Policy TE 1.2.10** Implement block size requirements in the Land Development Regulations for the Downtown Mixed Use future land use category to promote connectivity and walkability.
- Policy TE 1.2.11** Adopt Land Development Regulations to maintain standards for:
- a) Location and design of driveway access and on-site circulation;
 - b) Width and location of curb cuts;
 - c) Street lighting standards, particularly at intersections;
 - d) Traffic impact analysis; and
 - e) Cross-access standards.

EVACUATION ROUTES

Objective TE 1.3

Maintain adopted LOS standards on arterial roads that connect to designated evacuation routes.

Policy TE 1.3.1

Coordinate with Palm Beach County to ensure the adopted LOS standard is maintained on Seminole Pratt Whitney Road, which serves as the City's primary connection to a designated evacuation route.

NON-MOTORIZED TRANSPORTATION

Objective TE 1.4

Provide safe and accessible alternatives to motorized transportation through bicycle lanes, shared use paths, and sidewalks.

Policy TE 1.4.1

T.E Map 3.7**Error! Reference source not found.** is the City's Existing Shared Use Paths, Sidewalks, and Bicycle Lanes Map; T.E Map 3.8 is the City's 2035 Future Shared Use Paths, Sidewalks, and Bicycle Lanes Map; and T.E Map 3.9**Error! Reference source not found.** is the City's 2045 Future Shared Use Paths, Sidewalks, and Bicycle Lanes Map, which illustrates the City's future corridors for alternative modes of transportation.

Policy TE 1.4.2

Accommodate bicycle transportation either within or adjacent to the dedicated right-of-way for all roads functionally classified as collector or arterial roads.



- Policy TE 1.4.3** Coordinate with the Palm Beach Transportation Planning Agency (Palm Beach TPA) Long Range Transportation Plan on bicycle facility improvements.
- Policy TE 1.4.4** Adopt Land Development Regulations that require sidewalks within residential subdivisions.
- Policy TE 1.4.5** Adopt road cross-section guidelines within the Land Development Regulations that emphasize mobility for all users, both motorized and non-motorized, for all City and SID roads.
- Policy TE 1.4.6** Ensure that the future traffic circulation system is designed to provide safe bicycle and pedestrian crossings.
- Policy TE 1.4.7** Incorporate safe routes to school programs into transportation planning and design, where feasible, to enhance the safety of school children who walk and bike to school.
- Policy TE 1.4.8** Promote connectivity by requiring shared use paths and/or sidewalks on all roads except 60th Street North.
- Policy TE 1.4.9** Coordinate T.E Map 3.5 and T.E Map 3.9 with the Palm Beach TPA Long Range Transportation Plan to ensure identification and provision of future needs for all transportation modes.
- Policy TE 1.4.10** Incorporate elements of the Palm Beach TPA Complete Streets Design Guidelines 2.0, dated September 2022. into the Land Development Regulations to require that the traffic circulation system is designed and constructed to provide safe and convenient mobility for all types of transportation users, including pedestrians, bicyclists, mass transit riders, and motorists.
- Policy TE 1.4.11** Establish guidelines in the Land Development Regulations to require all new development to connect to the City's sidewalks and/or shared use paths.
- Policy TE 1.4.12** Establish urban design requirements in the Land Development Regulations that promote walkability and pedestrian-friendly environments and that encourage mass transit use.



COORDINATION OF TRANSPORTATION PLANNING

Objective TE 1.5

Ensure efficiency in transportation planning and implementation through coordination with other agencies and jurisdictions in Palm Beach County.

Policy TE 1.5.1

Regularly analyze the transportation plans and programs of the Florida Department of Transportation (FDOT) (including the Florida Transportation Plan), Palm Beach County, and the Palm Beach TPA to determine consistency and compatibility of transportation systems.

Policy TE 1.5.2

Connect the City's traffic circulation system to the regional roadway network in order to provide access to aviation, rail, seaport facilities, and intermodal terminals outside the City.

MASS TRANSIT

Objective TE 1.6

Plan for the provision of mass transit options as such options become available.

Policy TE 1.6.1

Coordinate with Palm Tran regarding the extension of transit service into the City as the City develops.

Policy TE 1.6.2

Encourage density concentrations sufficient to support use of mass transit for trips on the regional road network and reduce vehicle miles traveled.

Policy TE 1.6.3

Address the location of mass transit facilities in new developments in the Land Development Regulations.

Policy TE 1.6.4

Establish parking requirements for new developments in the Land Development Regulations to encourage alternative modes of travel.

Policy TE 1.6.5

Coordinate with Palm Tran, and other transit-providing agencies, relating to the locations of and amenities provided at bus stops along Seminole Pratt-Whitney Road.

Policy TE 1.6.6

Locate future transit stops along roads in areas with densities that are supportive of mass transit.

Policy TE 1.6.7

Follow FDOT's 2023 Accessing Transit-Design Handbook for Florida Bus Passenger Facilities, , and Palm Tran's Transit Design Manual, dated May 2010, as guidelines for the design of transit stops. Transit stops should promote a pedestrian-friendly environment.



ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTION STRATEGIES

Objective TE 1.7

Promote energy efficiency and greenhouse gas reduction strategies.

Policy TE 1.7.1

Promote the extension and use of mass transit within the City.

Policy TE 1.7.2

Encourage use of the City's bicycle lanes, shared use paths, and sidewalks as alternatives to motorized transportation.

Policy TE 1.7.3

Transportation demand management strategies shall be incorporated into the transportation planning and development approval processes for the City to provide transportation commute choices other than the single occupant vehicle. A range of techniques and appropriate trip reduction strategies will be considered. The City will identify and work with other service providers, as appropriate, to implement selected strategies.



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 3.3: 2035 Future Traffic Circulation 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