

# Mobility



## What is the Mobility Element?

The Mobility 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 the Village'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

MOBILITY GOALS	
<b>GOAL MB 1</b>	<b>MOBILITY SYSTEM</b> Provide a safe and effective mobility system that is accessible to all users and meets the needs of Wellington residents while preserving neighborhoods, protecting natural resources, and promoting economic development.
<b>GOAL MB 2</b>	<b>MOBILITY INFRASTRUCTURE</b> Plan and provide for the existing and future mobility and accessibility needs of all users in a superior multimodal system.
<b>GOAL MB 3</b>	<b>MAXIMIZE MOBILITY INVESTMENT</b> Ensure that Wellington's investment in the mobility system is financially feasible, focuses on effective access, connectivity for all modes, accessibility for all, and a high standard of quality of life.



**GOAL MB 1**  
**MOBILITY SYSTEM**

Provide a safe and effective mobility system that is accessible to all users and meets the needs of Wellington residents while preserving neighborhoods, protecting natural resources, and promoting economic development.

*[Revised Goal 1.0]*

**Objective MB 1.1**  
**Transportation System**

Maintain a safe, convenient, and effective motorized and non-motorized transportation system consisting of arterial, collector and local streets and roads; sidewalks, bicycle lanes, and multiple-purpose pathways; and equestrian trails.

*[Revised Objective 1.1]*

**Policy MB 1.1.1**  
**Roadway Level of Service Targets**

Regulate the timing of development to maintain the following peak hour Level of Service (LOS) targets on streets and roads that lie within Wellington's boundaries:

Street or Road	LOS	Qualifying Criteria
State Road 7/U.S. 441	D	Or as otherwise mandated by the Florida Department of Transportation
Forest Hill Boulevard	D	N/A
Wellington local, collector, and arterial streets and roads	D	Outside the Equestrian Preserve Area
	E	Within the Equestrian Preserve Area

*[Revised Policy 1.1.1]*

**Policy MB 1.1.2**  
**Development Impact on Roadway LOS**

Development orders shall only be issued if the proposed development will not cause roadway levels of service to fall below the adopted LOS targets or ROW modifications are proposed to mitigate impacts and maintain the target LOS. Developments which may impact a State or County facility shall coordinate with the respective agency as early in the development proposal process as possible.

*[Revised Policy 1.1.2]*

**Policy MB 1.1.3**  
**Pedestrian Walkways**

Maintain safe, accessible pedestrian walkways along Wellington's major roads, with a priority for the most heavily traveled roadways.

*[Revised Policy 1.1.5]*



**Policy MB 1.1.4**

**Bicycle and Pedestrian Connectivity**

Continue to improve bicycle and pedestrian connectivity to neighborhoods, schools, parks, community centers, along with transit stops, in a safe and convenient manner.

*[Revised Policy 1.1.14]*

**Policy MB 1.1.5**

**Periodic Review of Bicycle and Pedestrian Circulation Plan**

Periodically review the bicycle and pedestrian circulation plan to develop priorities for the expansion of bicycle and pedestrian facilities and improvements to be included in the annual Capital Improvement Budget and the 5-Year Capital Improvements Plan.

*[Revised Policy 1.1.15]*

**Policy MB 1.1.6**

**Pedestrian Pathway Priorities**

Prioritize pedestrian facilities or improvements within walking distances of neighborhoods to schools, parks, and transit stops.

*[Revised Policy 1.1.14]*

**Policy MB 1.1.7**

**Pathway Coordination**

Coordinate improvements to Wellington's bicycle, pedestrian, and multi-purpose pathways with the Wellington Capital Plan including major roadway reconstruction along with the Palm Beach County Comprehensive Transportation Plan and the Palm Beach Transportation Planning Agency Bicycle Transportation Plan.

*[Revised Policy 1.1.19]*

**Objective MB 1.2**

**Coordination with Land Use**

Develop and maintain the traffic circulation system that supports the land uses shown on the Land Use Map.

*[Revised Objective 1.2]*

**Policy MB 1.2.1**

**Arterial/Collector Connectivity**

Maintain the continuity and rights-of-way of arterials or collectors shown on the Future Traffic Circulation Map.

*[Revised Policy 1.2.1]*



**Policy MB 1.2.2**

**Traffic Calming**

Utilize traffic calming at appropriate locations on collectors and local streets to reduce speeding, reduce cut-through traffic, and generally improve the safety of motorists and pedestrians.

*[Revised Policy 1.2.2]*

**Objective MB 1.3**

**Transit Coordination with Palm Tran and PBTPA**

Coordinate Wellington mobility projects with the plans and programs of Palm Tran and with the Palm Beach Transportation Planning Agency for public transit serving Wellington.

*[Revised Objective 1.3]*

**Policy MB 1.3.1**

**Public Transit Use**

Support greater use of public transportation to reduce vehicle miles traveled, reduce greenhouse gases, and reduce congestion in higher traffic areas.

*[Revised Objective 1.6]*

**Policy MB 1.3.2**

**Bus Stops/Shelters**

Require the inclusion of bus stops and bus shelters in high density/intensity developments which might generate significant transit demand.

*[Revised Policy 1.6.2]*

**Policy MB 1.3.3**

**Land Uses along Transit Routes**

Direct higher density/intensity development along major thoroughfares where transit routes and services are provided to support transit use.

*[Revised Policy 1.10.3]*

**Policy MB 1.3.4**

**Transit and Major Trip Generators**

Coordinate with Palm Tran to provide effective and convenient public transit and paratransit services to serve Wellington.

*[Revised Objective 1.7]*

**Policy MB 1.3.5**

**Senior Transportation Services**

Provide transportation services and assistance to seniors to support mobility.

*[New]*



**GOAL MB 2**  
**MOBILITY INFRASTRUCTURE**

Plan and provide mobility infrastructure for the existing and future mobility and accessibility needs of all users in a superior multimodal system.

*[Revised Goal 1.0]*

**Objective MB 2.1**  
**Connections**

Improve connections among multiple transportation modes, nodes of higher density along major corridors, reinvestment and infill locations to support and provide a superior mobility system.

*[Revised Objective 1.1]*

**Policy MB 2.1.1**  
**Access Management**

Enforce standards and a review process to control roadway access points, on-site traffic flow, and on-site parking for access management, including the requirement of joint access drives for adjacent uses, the spacing and design of driveway curb cuts, the spacing and design of median openings, the provision of service roads.

*[Revised Policy 1.1.7]*

**Policy MB 2.1.2**  
**On-site Circulation and Parking**

On-site circulation and parking shall be designed to ensure adequate circulation aisles, turning radii and parking spaces.

*[Revised Policy 1.1.8]*

**Policy MB 2.1.3**  
**Connectivity**

Require proposed new developments to include internal connections with existing and proposed collectors and adjacent properties to increase connectivity and reduce traffic impacts on Wellington's major thoroughfares.

*[Revised Policy 1.1.4]*

**Policy MB 2.1.4**  
**Non-Automobile Access and Circulation**

Ensure that new development provides access and circulation for non-automobile transportation including sidewalks, and multi-purpose pathways that serve pedestrians, bicyclist, golf carts, and other modes of personal transportation, which are amenities to the community.

*[Revised Policy 1.1.17]*



**Objective MB 2.2**  
**Transportation Planning Coordination**

Continue to coordinate with the plans and programs of Palm Beach County and the Palm Beach Transportation Planning Agency, particularly as they impact Wellington and its residents, businesses, and property owners.

*[Revised Objective 1.3]*

**Policy MB 2.2.1**  
**Forest Hill Boulevard**

Coordinate with Palm Beach County to illustrate Forest Hill Boulevard as a four-lane cross section rather than a six-lane cross section between South Shore Boulevard and Wellington Trace North.

*[Revised Policy 1.3.4]*

**Policy MB 2.2.2**  
**South Shore Boulevard and Lake Worth Road**

Coordinate with Palm Beach County to change all documents so that South Shore Boulevard and Lake Worth Road are shown as a four-lane cross sections between Pierson Road and 120th Street, North.

*[Revised Policies 1.1.10 and 1.1.11]*

**Policy MB 2.2.3**  
**50<sup>th</sup> Street**

Coordinate with Palm Beach County to add 50<sup>th</sup> Street as a two-lane cross section, extending from SR7/441 to South Shore Boulevard, to all relevant documents.

*[New]*

**Policy MB 2.2.4**  
**Lyons Road Extension**

Continue to support the proposed extension of Lyons Road by Palm Beach County to serve as a reliever road for State Road 7.

*[Revised Policy 1.101.4]*

**Policy MB 2.2.5**  
**Review FDOT & PBCTPA Plans**

Annually review and evaluate the Florida Department of Transportation 5-Year Transportation Plan, the Palm Beach County Transportation Improvement Program and the traffic circulation plans and programs of adjacent communities for impacts on Wellington residents, businesses, and properties.

*[Revised Policy 1.3.1]*



### **Policy MB 2.2.6**

#### **Urban Interchange – Forest Hill Blvd/SR 7**

Continue to support the Palm Beach Transportation Planning Agency's non-inclusion of an urban interchange at the intersection of Forest Hill Boulevard and State Road 7.

*[Revised Policy 1.3.4]*

### **Objective MB 2.3**

#### **Public Rights-of-Way**

Protect existing rights-of-way and future rights of-way from encroachment. In particular, achieve zero net loss of right-of-way from encroachment.

*[Revised Objective 1.5]*

### **Policy MB 2.3.1**

#### **ROW Protection**

Protect existing rights-of-way through setback requirements which prohibit right-of-way encroachments of any kind.

*[Revised Policy 1.5.1]*

### **Policy MB 2.3.2**

#### **ROW Standard Widths**

Require and maintain the following standard right-of-way widths for public arterials, collectors, and local streets:

Type	Standard ROW Width
Principal Arterial	120 feet
Major and Minor Collector	120 feet
Local Street	60 feet

*[Revised Policy 1.5.2]*

### **Policy MB 2.3.3**

#### **ROW Conveyance**

Require conveyance of roadway and intersection rights-of-way as a part of the approval of proposed developments consistent with the adopted Palm Beach County Thoroughfare Right-of-way Identification Map (with respect to state and county thoroughfares) and the Wellington Future Traffic Circulation Map.

*[Revised Policy 1.5.3]*

### **Policy MB 2.3.4**

#### **Wellington Collectors – Maximum Number of Lanes**

Wellington's collector streets shall be maintained at no more than four lanes.

*[Revised Policy 1.1.1]*



**GOAL MB 3**  
**MAXIMIZE MOBILITY INVESTMENT**

Ensure that Wellington's investment in the mobility system is financially feasible, focuses on effective access, connectivity for all modes, accessibility for all, and a high standard of quality of life.

*[Revised Goal 1.0]*

**Objective MB 3.1**  
**Maximize Wellington's Mobility System Investments**

Maintain and enhance Wellington's mobility system to provide a safe, convenient, interconnected, and aesthetically pleasing multi-modal network throughout Wellington which utilizes the facilities and infrastructure to the fullest.

*[Revised Objective 1.1]*

**Policy MB 3.1.1**  
**Status of Streets & Roads**

As a part of the capital improvements planning process, prepare a report on the status of streets and roads within and near Wellington, including asphalt condition, needed improvements, and cost estimates of improvements.

*[Revised Policy 1.1.6]*

**Objective MB 3.2**  
**Effective Use of Investment**

Develop programs and strategies to effectively use Wellington's investment in the mobility system such as transportation demand management and carpooling.

*[Revised Objective 1.10]*

**Policy MB 3.2.1**  
**Transportation Demand Management**

Coordinate transportation demand management (TDM) strategies which address mixed land uses, ridesharing, alternative work hour programs, public transit, parking management, and increasing transit attractiveness. Evaluate transportation system management strategies that may improve transportation system efficiency and safety.

*[Revised Policy 1.10.1]*

**Policy MB 3.2.2**  
**Carpooling**

Continue to promote carpooling programs such as the park-and-ride lot jointly installed, operated, and maintained by Wellington and Palm Tran.

*[Revised 1.10.5]*