



## MEETING NOTICE & AGENDA

Please be advised that the Volusia Transportation Planning Organization (VTPO) **BPAC PROJECT REVIEW SUBCOMMITTEE** will be meeting on:

**DATE:** Tuesday, May 1, 2012  
**TIME:** 10:00 AM  
**PLACE:** Volusia TPO  
2570 W. International Speedway Blvd.,  
Suite 100 (Conference Room)  
Daytona Beach, Florida 32114-8145

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### AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **PUBLIC COMMENT/PARTICIPATION** *(length of time at the discretion of the Chairperson)*
- III. **ACTION ITEMS**
  - A. **EVALUATION AND RANKING OF XU BICYCLE/PEDESTRIAN PROJECT APPLICATIONS** *(Contact: Stephan C. Harris) (Enclosures)*
- IV. **SUBCOMMITTEE MEMBER COMMENTS/STAFF COMMENTS**
- V. **ADJOURNMENT**

#### BPAC Project Review Subcommittee Members

Mike Chuven, Chairperson  
A.J. Devies  
Tina Skipper  
Amanda Vandermaelen  
Roy Walters

cc: Joan Carter, FDOT; Steve Friedel, FDOT; BPAC, TCC, CAC, TPO staff; Press

Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Daytona Beach, Florida 32114-8145, (386) 226-0422, extension 21 at least five (5) working days prior to the meeting date.

**SUMMARY SHEET  
BPAC PROJECT REVIEW SUBCOMMITTEE  
MAY 1, 2012**

**III. Action Items**

**A) Evaluation and Ranking of XU Bicycle/Pedestrian Project Applications**

**Background Information:**

Project application packets were accepted for XU bicycle/pedestrian funding from interested parties from February 8 to April 13, 2012. The Project Review Subcommittee is scheduled to evaluate and rank project applications for review by the BPAC on May 9, 2012. The following documents have been provided with this agenda packet for reference purposes:

- XU Bicycle/Pedestrian Project Proposal Requirements and Criteria (included in the 2012 Application for Project Prioritization XU Bicycle/Pedestrian Projects)
- 2012 XU Bicycle/Pedestrian Project Scoring Sheet
- 2012 VTPO Priority Process Schedule

Project applications are available for download from the Volusia TPO file transfer site at the following link: <https://www3.mydocsonline.com/Share.aspx?4b1127bc>

Completed feasibility studies for project implementation applications are accessible at the following location on the Volusia TPO website:  
<http://www.volusiatpo.org/resources/studies/>

***Action Requested:***

***Recommend approval of a Ranked List of Project Applications for XU Bicycle/Pedestrian Funding***



## 2012 Application for Project Prioritization

# XU Bicycle/Pedestrian Projects

### Initial Project Screening:

Any project submitted by a local government for consideration needs to meet the following screening criteria:

- For any proposed facility to be considered eligible through the TPO process, the project must be included on the **Volusia TPO's Bicycle/Pedestrian Plan**.
- A **ten percent (10%) local match** is required for funding of XU projects. Projects whose sponsors are willing and able to provide a local match **greater than 10%** will be awarded additional points.
- Project applications submitted for bicycle/pedestrian funds that contain more than a strictly bicycle/pedestrian component (i.e. roadway improvements, bridge replacements, etc.) may be funded in part with XU funds. The limitations are as follows: a maximum of 10% of the total project cost may be funded with bicycle/pedestrian XU funds, but that amount MAY NOT exceed 10% of the total annual allotment of bicycle/pedestrian XU funds. These projects will be ranked separately and only the top two (2) projects will be recommended for funding in a given year. All project applications are subject to approval by the Volusia TPO Board.
- Is this **Shared Use Path** project at least 12 feet wide?
  - If **Yes** – the project is eligible.
  - If **No** – justification is required to determine eligibility.
- Is this **Sidewalk** project at least 5 feet wide?
  - If **Yes** – the project is eligible.
  - If **No** – the project application is not acceptable.

### XU Project Application Submittal Procedures:

Any project submitted by a local government for consideration **MUST** include the following information/materials:

- **Each application MUST include a Project Map** that clearly identifies the termini of the project and Proximity to Community Assets through the use of a one (1) mile radius buffer for Shared Use Path projects and a one-half (½) mile radius buffer for Sidewalk projects. Maximum map size is 11"x17".  
In addition, all maps **MUST** include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are optional.
- Each application **MUST** be submitted as: (1) digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat® Version 9.3 or earlier, and (2) include one printed "hard-copy."
- Electronic documents may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
- The application and all supporting documentation shall be included in one electronic PDF file.
- Recommended scanning resolution is 300 dpi minimum to balance legibility and file size.

- **Applications will be reviewed for ranking each year.** The TPO will then distribute the copies to the Bicycle and Pedestrian Advisory Committee for review and scoring.
- Applications will be ranked based on the information supplied in the application.
- **Please submit any ROW information as available.**
- **Incomplete applications will not be accepted.**

**Criteria Summary:**

Priority Criteria	Points
(1) Proximity to Community Assets	30
(2) Connectivity	30
(3) Safety	25
(4) Public Support/Special Considerations	5
(5) Local Matching Funds > 10%	10
(6) Value-Added Tie Breaker (if necessary)	variable
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>

**Project Title:** \_\_\_\_\_

**Applicant (project sponsor):** \_\_\_\_\_

**Contact Person:** \_\_\_\_\_ **Job Title:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_ **FAX:** \_\_\_\_\_

**E-mail:** \_\_\_\_\_

**Governmental entity with maintenance responsibility for roadway facility on which proposed project is located:** \_\_\_\_\_

*[If not the same as Applicant, attach letter of support for proposed project from the responsible entity.]*

**Is the Applicant Local Agency Program (LAP) certified to administer the proposed project?**

☒ Yes      ☒ No

**If Applicant is not LAP certified, explain how you intend to comply with the LAP requirements:** \_\_\_\_\_

**Priority of this proposed project relative to other applications submitted by the Applicant:** \_\_\_\_\_

**Project Description:** \_\_\_\_\_

**Project Location** (include project length and termini, if appropriate, and attach location map): \_\_\_\_\_

**The Applicant is requesting** (check only one): ☒ **Feasibility Study**      ☒ **Project Implementation**

*[If requesting a Feasibility Study, the Applicant will be required to submit a new application for Project Implementation after the Feasibility Study has been completed. If requesting Project Implementation, attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not necessary.]*

Commentary: \_\_\_\_\_

### Criteria #1 – Proximity to Community Assets (30 points max.)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

For the application list and describe how the facilities link directly to community assets and who is being served by the facility. Show each of the Community Assets on a Project Area Map through the use of a buffer - a one (1) mile radius for Shared Use Path projects or a one-half (½) mile radius for Sidewalk projects.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input type="checkbox"/>	5
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5
School bus stop	<input type="checkbox"/>	5
Schools	<input type="checkbox"/>	5
<b>Maximum Point Assessment</b>		<b>30</b>

Criteria #1 Description (if needed): \_\_\_\_\_

### Criteria #2 – Connectivity (30 points max.)

This criterion considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

For the application list and describe how this project fits into the local and regional bicycle/pedestrian networks and/or a transit facility. Depict this on the map and describe in the document.

Network Connectivity	All that Apply	Max. Points
Project provides access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10
Project has been identified as “needed” in an adopted document (i.e. A comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10
<b>Maximum Point Assessment</b>		<b>30</b>

Criteria #2 Description (if needed): \_\_\_\_\_

### Criteria #3 – Safety (25 points max.)

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant number of safety concerns.

For the application list and describe whether the proposed facility is located within a “hazardous walk/bike zone” and/or provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

Safety	All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services	<input type="checkbox"/>	15
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10
<b>Maximum Point Assessment</b>		<b>25</b>

Criteria #3 Description (if needed): \_\_\_\_\_

For more information, contact Volusia County School District Student Transportation Services.

### Criteria #4 – Public Support/Special Considerations (5 points max.)

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

For the application list and describe whether the proposed facility has examples of public support (i.e., documented requests from community groups, homeowners associations, school administrators, as well as letters of support, signed petitions, documented public comments) or any special issues or concerns that are not being addressed by the other criteria.

Special Considerations	All that Apply	Max. Points
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5
<b>Maximum Point Assessment</b>	<input type="checkbox"/>	<b>5</b>

Criteria #4 Description (if needed): \_\_\_\_\_

### Criteria #5 – Local Matching Funds > 10% (10 points max.)

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?		
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
<b>Maximum Point Assessment</b>		<b>10</b>

**Criteria #5 Description (if needed):** \_\_\_\_\_

#### **Criteria #6 – Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO**  
**2012 Priority Project Process for**  
**XU Bicycle/Pedestrian Projects**

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies
3. TPO requests a Fee Proposal from consultant to perform a feasibility study
4. TPO schedules a scoping meeting with the consultant and local government
5. Consultant provides Fee Proposal to TPO
6. Local government pays the 10% local match for the feasibility study based on the Fee Proposal. TPO pays the majority of the cost for a consultant to perform feasibility studies on the highest ranking projects. (Local governments can bypass the TPO Study if they pay for the feasibility study themselves.)
7. TPO gives the consultant a Notice to Proceed on the feasibility study
8. Draft feasibility study is reviewed and approved by the TPO and local government
9. Final feasibility study is completed
10. Local government gives the TPO an “unofficial” go-ahead for their project, based on the cost from the feasibility study and submits a project letter of commitment to the TPO
11. FDOT (i.e., Special Projects Coordinator) conducts a field review of the project
12. FDOT schedules an intake meeting with the local government, TPO and FDOT staff to review the project
13. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
14. Construction of top ranked project: 2-3 years



**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Alabama Street Sidewalk (feasibility study)

**Project Sponsor:** City of Daytona Beach

**Priority (relative to other applications submitted by the Project Sponsor):** 3

**Project Description:** Five foot wide sidewalk on the east side of Alabama St. from Florida St. to Mason Ave.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

# Volusia TPO 2012 XU Bicycle/Pedestrian Project Scoring Sheet

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

## Criteria Summary:

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Florida Street Sidewalk (feasibility study)

**Project Sponsor:** City of Daytona Beach

**Priority (relative to other applications submitted by the Project Sponsor):** 4

**Project Description:** Five foot wide sidewalk on the north side of Florida St. from Iowa St. to Clyde Morris Blvd

## Criteria Definitions

### (1) Proximity to Community Assets (30 points max.)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Mason Avenue Sidewalk (feasibility study)

**Project Sponsor:** City of Daytona Beach

**Priority (relative to other applications submitted by the Project Sponsor):** 2

**Project Description:** Five foot wide sidewalk on the north side of Mason Ave. from Nova Rd. to Center St.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	



**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Thames Avenue Sidewalk (feasibility study)

**Project Sponsor:** City of Daytona Beach

**Priority (relative to other applications submitted by the Project Sponsor):** 1

**Project Description:** Five foot wide sidewalk on the north side of Thames Ave. from Peninsula Dr. to S. Atlantic

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Powerline Shared Use Trail (feasibility study)

**Project Sponsor:** City of Deltona

**Priority (relative to other applications submitted by the Project Sponsor):** 2

**Project Description:** A 12' wide Shared Use Trail from I-4 near Saxon Blvd. to Courtland Blvd. and Beckwith Dr.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Providence Blvd. Multi-Purpose Trail (feasibility study)

**Project Sponsor:** City of Deltona

**Priority (relative to other applications submitted by the Project Sponsor):** 1

**Project Description:** A Shared Use Path along Providence Blvd. from Howland Blvd. to Doyle Rd./DeBary Ave.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	



**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Flagler Avenue Sidewalk (feasibility study)

**Project Sponsor:** City of Edgewater

**Priority (relative to other applications submitted by the Project Sponsor):** 1

**Project Description:** Six foot wide sidewalk on the east side of Flagler Ave. from Park Ave. to 12<sup>th</sup> St.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Gateway Promenade Improvements Project (implementation)

**Project Sponsor:** City of Flagler Beach

**Priority (relative to other applications submitted by the Project Sponsor):** 1

**Project Description:** Six foot wide sidewalk (west side) and six foot wide boardwalk (east side) 9<sup>th</sup> St. to 4<sup>th</sup> St.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.



# Volusia TPO 2012 XU Bicycle/Pedestrian Project Scoring Sheet

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

## Criteria Summary:

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Flomich Street Sidewalks (feasibility study)

**Project Sponsor:** City of Holly Hill

**Priority (relative to other applications submitted by the Project Sponsor):** 2

**Project Description:** Five foot wide sidewalks along Flomich St. (both sides) from Nova Rd. Decatur St.

## Criteria Definitions

### (1) Proximity to Community Assets (30 points max.)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** 7<sup>th</sup> Street Sidewalk (implementation)

**Project Sponsor:** City of New Smyrna Beach

**Priority (relative to other applications submitted by the Project Sponsor):** 3

**Project Description:** Five foot wide sidewalk on the south side of 7<sup>th</sup> St. from S. Myrtle Ave. to B St.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Michigan Avenue Sidewalk (implementation)

**Project Sponsor:** City of New Smyrna Beach

**Priority (relative to other applications submitted by the Project Sponsor):** 4

**Project Description:** Five foot wide sidewalk along Michigan Ave. from School Way Ave. to Matthews Ave.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	



**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** East Ohio Avenue Sidewalk (feasibility study)

**Project Sponsor:** City of Orange City

**Priority (relative to other applications submitted by the Project Sponsor):** 2

**Project Description:** Five foot wide sidewalk along E. Ohio Ave. from S. Thorpe Ave. to S. Leavitt Ave.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

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**Project Title:** North Carpenter Avenue Sidewalk (feasibility study)

**Project Sponsor:** City of Orange City

**Priority (relative to other applications submitted by the Project Sponsor):** 1

**Project Description:** Five foot wide sidewalk along N. Carpenter Ave. from May St. to W. New York Ave.

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**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** US 17 Sidewalk (implementation)

**Project Sponsor:** Town of Pierson

**Priority (relative to other applications submitted by the Project Sponsor):** 1

**Project Description:** Five foot wide sidewalk along US 17 (both sides) from Hagstrom Rd. to Washington Ave.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	



**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

**Project Title:** Herbert Street Bikeway and Pedestrian Facility Improvements (implementation)

**Project Sponsor:** City of Port Orange

**Priority (relative to other applications submitted by the Project Sponsor):** 1

**Project Description:** Sidewalks and Paved Shoulders along Herbert St. from Nova Rd. to Jackson St.

**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

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**Project Title:** Willow Run Boulevard Sidewalk (feasibility study)

**Project Sponsor:** City of Port Orange

**Priority (relative to other applications submitted by the Project Sponsor):** 5

**Project Description:** Eight foot wide sidewalk along Willow Run Blvd. from Clyde Morris Blvd. to Chardonnay

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**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

	All that Apply	Max. Points	Points Awarded
<b>Network Connectivity</b>			
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

Safety	All that Apply	Max. Points	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.



**Volusia TPO  
2012 XU Bicycle/Pedestrian  
Project Scoring Sheet**

Scored by: \_\_\_\_\_ Date: \_\_\_\_\_

**Criteria Summary:**

Priority Criteria	Max. Points	Points Awarded
(1) Proximity to Community Assets	30	
(2) Connectivity	30	
(3) Safety	25	
(4) Public Support/Special Considerations	5	
(5) Local Matching Funds > 10%	10	
(6) Value-Added Tie Breaker (if necessary)	variable	
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>	
<b>Total (including Value Added Tie Breaker)</b>		

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**Project Title:** Reed Canal Road Shared Use Path, Phase 1 (implementation)

**Project Sponsor:** City of South Daytona

**Priority (relative to other applications submitted by the Project Sponsor):** 1

**Project Description:** Ten foot wide Shared Use Path in Reed Canal from Nova Rd. to Reed Canal Park

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**Criteria Definitions**

**(1) Proximity to Community Assets (30 points max.)**

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

	Check All that Apply	Max. Points	Points Awarded
<b>Proximity to Community Assets</b>			
Residential developments, apartments, community housing	<input type="checkbox"/>	5	
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5	
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5	
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5	
School bus stop	<input type="checkbox"/>	5	
Schools	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(2) Connectivity (30 points max.)**

This criterion considers the gaps that exist in the current network of bike lanes, shared use paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Project provides access to a transit facility	<input type="checkbox"/>	5	
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5	
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10	
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>30</b>	

**(3) Safety (25 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with a significant number of safety concerns.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>	
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services.	<input type="checkbox"/>	15	
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>25</b>	

**(4) Public Support/Special Considerations (5 points max.)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

<b>Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5	
<b>Maximum Point Assessment</b>		<b>5</b>	

**(5) Local Matching Funds > 10% (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

<b>Local Matching Funds &gt; 10%</b>	<b>Check One</b>	<b>Max. Points</b>	<b>Points Awarded</b>
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?			
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1	
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2	
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3	
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4	
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5	
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6	
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7	
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8	
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9	
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10	
<b>Maximum Point Assessment</b>		<b>10</b>	

**(6) Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.



## 2012 Priority Project Process Schedule

### February 2012

- TPO staff issues **call for new projects** – application packets sent out to all interested parties (Tuesday, February 7)
- **Except as noted below, local governments are NOT required to submit a new application for a candidate project already on one of the VTPO's Priority Project lists. However, if a local government would like for its project(s) to remain on a list for funding, that local government must submit a letter to the VTPO reaffirming its support for the project(s). Candidate projects on the list of projects ready for Feasibility Study will not be moved to the list of projects ready for Project Implementation until a Feasibility Study has been completed AND the local government has submitted an application for Project Implementation to the VTPO.**
- TPO staff hosts **workshops** with local governments to discuss the Priority Project process and application requirements: East Volusia and West Volusia (dates, times and locations to be determined).

### March/April 2012

- **Deadline** to submit Priority Project applications and/or letters of support for “candidate project(s)” **5:00 p.m. Friday, April 13, 2012**

### May 2012

- TCC/CAC/BPAC - TIP Subcommittee meets to rank Transportation Enhancement and Traffic Ops/ITS/Safety projects (Tuesday, May 1)
- BPAC Ranking Subcommittee meets to rank XU Bicycle/Pedestrian projects (Tuesday, May 1)
- BPAC 1<sup>st</sup> review of draft XU Bicycle/Pedestrian and Transportation Enhancement Priority Project Lists (Wednesday, May 9)
- CAC 1<sup>st</sup> review of Transportation Enhancement and Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, May 15)
- TCC 1<sup>st</sup> review of draft Transportation Enhancement and Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, May 15)

### June 2012

- BPAC 2<sup>nd</sup> review of draft XU Bicycle/Pedestrian and Transportation Enhancement Priority Project Lists (Wednesday, June 13)
- CAC 2<sup>nd</sup> review of draft Transportation Enhancement & Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, June 19)
- TCC 2<sup>nd</sup> review of draft Transportation Enhancement & Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, June 19)
- 30-day public notice for public to Review the draft Priority Project Lists (Friday, June 22)
- TPO 1<sup>st</sup> review of draft Priority Project Lists (Tuesday, June 26)
- TPO staff transmits draft Transportation Enhancement list(s) to FDOT for review (Friday, June 29)

### July 2012

- Submit draft Priority Project Lists to TPO Board for 2<sup>nd</sup> review (July 10)
- TPO Board holds a Public Hearing on the Draft Priority Project Lists (Tuesday, July 24, unless meeting canceled, then Tuesday, August 28)
- **TPO Board adopts Priority Project Lists** (Tuesday, July 24, unless meeting canceled, then Tuesday, August 28)

### August 2012

- TPO staff compiles all of the prioritization process information (including the adopted priority lists) and transmits this information to FDOT prior to the October 1, 2012 deadline