~~~~**2019 Application for Project Prioritization – PROJECT IMPLEMENTATION**

**Bicycle/Pedestrian and B/P Local Initiatives Projects**

**Project Title:**

**Applying Agency (project sponsor):**  **Date:**

**[Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not attached.]**

**Commentary:**

**Attach a completed copy of FDOT’s Project Information Application Form.**

**Criteria Summary:**

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| --- | --- |
| **Priority Criteria** | **Points** |
| (1)Proximity to Community Assets |  20 |
| (2) Connectivity and Accessibility | 20 |
| (3) Safety/Security | 20 |
| (4) Contribution to “Livability” and Sustainability in the Community | 10 |
| (5) Enhancements to the Transportation System | 10 |
| (6) Project Readiness | 5 |
| (7) Public Support/Special Considerations | 5 |
| (8) Local Matching Funds > 10% | 20 |
| (9) Value-Added Tie Breaker (if necessary) | variable |
| **Total (excluding Value-Added Tie Breaker)** | **110** |

**Criterion #1 – Proximity to Community Assets (20 points maximum)**

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 and **Transportation Alternatives Activities** or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed overall, and individual point assignments will be limited as listed below.

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 and describe in the space provided.

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| **Proximity to Community Assets** | **Check All that Apply** | **Max. Points** |
| Residential developments, apartments, community housing | [ ]  | ~~4~~ |
| Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities | [ ]  | 4 |
| Parks, trail facilities, recreational facilities  | [ ]  | 4 |
| Medical/health facilities, nursing homes, assisted living, rehabilitation center | [ ]  | 4 |
| School bus stop (K-12) | [ ]  | 2 |
| Schools (K-12) | [ ]  | 2 |
| **Maximum Point Assessment** |  | 20 |

**Criterion #1 Description (required):**

**Criterion #2 – Connectivity and Accessibility (20 points maximum)**

This measure 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. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled?

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 space provided.

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| **Network Connectivity and Accessibility** | **Check All that Apply** | **Max. Points** |
| Project provides access to a transit facility | [ ]  | 5 |
| Project extends an existing bicycle/pedestrian facility (at one end of the facility) | [ ]  | 5 |
| Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities | [ ]  | 5 |
| Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study) | [ ]  | 5 |
| **Maximum Point Assessment** |  | **20** |

**Criterion #2 Description (required):**

**Criterion #3 – Safety/Security (20 points maximum)**

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 numbers of safety concerns.

List and describe whether the proposed facility is located within a “hazardous walk/bike zone” in the River to Sea TPO planning area and provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

For more information, contact Volusia or Flagler County School District Student Transportation Services and refer to Florida Statute 1006.23.

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| Safety/Security  | Check All that Apply | Max. Points |
| The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area.If applicable, provide documentation. | [ ]  | 10 |
| The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. The project helps the River to Sea TPO meet or exceed adopted Transportation Safety Targets for Non-Motorized Serious Injuries and Fatalities.If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies. | [ ]  | 10 |
| **Maximum Point Assessment** |  | **20** |

**Criterion #3 Description (required):**

**Criterion #4 Contribution to “Livability” and Sustainability in the Community (10 points maximum)**

This measure considers how the project positively impacts the “Livability” and Sustainability in the community that is being served by that facility. Depict assets on a project area map and describe in the space provided.

**Contribution to “Livability” and Sustainability in the Community (Maximum 10 Points)**

* Project includes traffic calming measures
* Project is located in a “gateway” or entrance corridor as identified in a local government applicant’s master plan, or other approved planning document
* Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements
* Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users
* Project improves transfer between transportation modes
* Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur
* Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy motor vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
* Project significantly enhances the travel experience via walking and biking
* Project improves transportation system resiliency and reliability
* Project reduces (or mitigates) the storm water impacts of surface transportation

**Criterion (4) Describe how this project contributes to the “Liveability” and Sustainability of the Community:**

**Criterion #5 Enhancements to the Transportation System (10 points maximum)**

This measure considers the demonstrated and defensible relationship to surface transportation.

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable and describe in the space provided.

**Enhancements to the Transportation System (Maximum 10 Points)**

* Is the project included in an adopted plan?
* Does local government have Land Development Code requirements to construct sidewalks?
* Does the project relate to surface transportation?
* Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
* Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?
* Does the project conform to Transit Oriented Development principles?
* Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?

**Criterion #5 Describe how this project enhances the Transportation System:**

**Criterion #6 Project “Readiness” (5 Points maximum)**

This measure considers the state of project readiness. Describe project readiness in the space provided.

**Project Readiness (Maximum 5 Points)**

* Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
* Is the project completed through the design phase?
* Is right-of-way readily available and documented for the project?

**Criterion #6 Describe the state of Project “Readiness”:**

**Criterion #7 – Public Support/Special Considerations (5 points maximum)**

Describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria.

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| **Special Considerations** | **Check All that Apply** | **Max. Points** |
| Is documented public support provided for the project?Are there any special issues or concerns? | [ ]  | 5 |
| **Maximum Point Assessment** | **[ ]**  | **5** |

**Criterion #7 Description (required):**

**Criterion #8 – Local Matching Funds > 10% of Total Project Cost (20 points maximum)**

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

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|  | **Check One** | **Max. Points** |
| Is the Applicant committing to a local match greater than 10% of the estimated total project cost? | [ ]  Yes[ ]  No |  |
| 10.0% < Local Matching Funds < 12.5% | [ ]  | 2 |
| 12.5% ≤ Local Matching Funds < 15.0% | [ ]  | 4 |
| 15.0% ≤ Local Matching Funds < 17.5% | [ ]  | 6 |
| 17.5% ≤ Local Matching Funds < 20.0% | [ ]  | 8 |
| 20.0% ≤ Local Matching Funds < 22.5% | [ ]  | 10 |
| 22.5% ≤ Local Matching Funds < 25.0% | [ ]  | 12 |
| 25.0% ≤ Local Matching Funds < 27.5% | [ ]  | 14 |
| 27.5% ≤ Local Matching Funds < 30.0% | [ ]  | 16 |
| 30.0% ≤ Local Matching Funds < 32.5% | [ ]  | 18 |
| 32.5% ≤ Local Matching Funds | [ ]  | 20 |
| **Maximum Point Assessment** |  | **20** |

**Criterion #8 Description (required):**

**Criterion #9 – Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the eight 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.

**~~~~2019 Priority Process for**

**Bicycle/Pedestrian and B/P Local initiatives Projects**

Feasibility Studies

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies
3. The TPO Board will approve a final ranking of all projects
4. TPO requests a Fee Proposal from consultant to perform a feasibility study
5. TPO schedules a scoping meeting with the consultant, FDOT and local government(s)
6. Consultant provides Fee Proposal to TPO
7. 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.)
8. TPO gives the consultant a Notice to Proceed on the feasibility study
9. Draft feasibility study is reviewed and approved by the TPO, FDOT and local government(s)
10. Final feasibility study is completed

Project Implementation

1. Local government submits project(s) and an official letter agreeing to pay 10% of the programmed project implementation cost, and agreeing to pay for any cost overruns
2. BPAC reviews and ranks projects for project implementation
3. The TPO Board will approve a final ranking of all projects
4. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
5. Construction of top ranked project: 2-4 years