

Mobility Plan Assessment Template

Level:

Weight: Criteria are ranked and weighted according to their importance to maintaining mobility, mitigating congestion, or meeting modal objectives
 5: Essential
 3: Valuable
 1: Supportive
 0: Not applicable

Value: The value assigned to the criterion relative to the degree it is addressed in the plan
 2: Strongly
 1: Moderately
 0: Not addressed

Plan Name:
Review Number:
Jurisdiction:
Date of Review:
Reviewer:

Category	Elements	Criteria Code	Criteria	Weight	Value	Score	Maximum Points Available	Comments
Supporting Plans and Guidelines - SP -	State, Regional, Local - SP1 -	SP1.1	Supports the Florida Transportation Plan, the Strategic Intermodal System Plan, and other applicable state plans and guidelines.			0	0	
		SP1.2	Consistent with adopted regional mobility plan or vision, such as that established through a regional collaborative, including the MPO Long Range Transportation Plan and adopted Transit Development Plan (TDP).			0	0	
		SP1.3	Coordinates with transportation and mobility plans of adjacent local governments and transportation planning agencies.			0	0	
		SP1.4	Consistent with local government comprehensive plan objectives and policies as well as specialized plans.			0	0	
Multimodal Environment - ME -	Organization & Location - ME1 -	ME1.1	Designates and reinforces strong central core(s) and urban activity centers of varying sizes and compositions.			0	0	
		ME1.2	Transit-compatible land uses are defined and required to locate on existing or planned transit corridors with direct access to transit. This should include but is not limited to transit-oriented developments (TOD).			0	0	
		ME1.3	Ensures that industrial and other freight-related uses locate in proximity to and have direct access to major transportation routes and intermodal stations or other freight transfer locations.			0	0	
	Mix - ME2 -	ME2.1	Provides for a complementary mix of retail, services, residential, cultural and employment opportunities within urban cores and major activity centers.			0	0	
		ME2.2	Provides for a vertical mix of uses within urban cores and major activity centers to encourage active uses at the street level.			0	0	
		ME2.3	Provides for compatible food, education, retail and service uses on a neighborhood level within or in close proximity to residential areas.			0	0	
	Density/Intensity - ME3 -	ME3.1	Establishes minimum density/intensity requirements for urban core and major activity center areas.			0	0	
		ME3.2	Establishes appropriate densities and intensities within walking distance of transit stops.			0	0	
		ME3.3	Establishes urban design criteria for urban cores and major activity centers to preserve or improve livability while increasing densities to support multimodal objectives.			0	0	
			ME4.1	Establishes priority on enhancing bicycle and pedestrian mobility within existing and proposed activity centers, including urban core areas.			0	0

Network Improvement - NI -	Multimodal Policy - ME4 -	ME4.2	Includes parking management strategies for urban cores, activity centers and transit corridors to reduce surface area parking and promote walkability.			0	0	
		ME4.3	Provides for, and requires new development to contribute to, pedestrian-friendly amenities on the public streetscape.			0	0	
		ME4.4	Provides for, and requires new development to contribute to, amenities at existing and proposed transit stations including covered shelters, trash receptacles, benches, landing pads, lighting, and bicycle parking.			0	0	
		ME4.5	Transportation impact assessment procedures are in place that address development impacts on all modes of transportation and minimize vehicular, transit, bicycle, and pedestrian conflicts.			0	0	
	Major Roadway Network - NI1 -	NI1.1	Transportation corridors planned for improvement are designated for preservation and management as provided in §337.273 F.S.			0	0	
		NI1.2	Includes transportation corridor management policies to preserve right-of-way needed for transportation facilities and provide for dedication of land or conveyance of easements to local governments for transportation improvements as provided in §337.273 (6) F.S.			0	0	
		NI1.3	Provides for construction of parallel relievers or service roads along major highway corridors or within interstate interchange quadrants.			0	0	
		NI1.4	Provides for construction of new interstate highway crossings to connect existing local roadways.			0	0	
		NI1.5	Includes grade separated intersection improvement(s).			0	0	
		NI1.6	Provides for construction of additional travel lanes and/or turn lanes to address existing or anticipated traffic volume.			0	0	
		NI1.7	Includes new arterial or major collector roadways to relieve traffic congestion and enhance network connectivity.			0	0	
	Local Street Network - NI2 -	NI2.1	Includes network-enhancing local and minor collector street projects.			0	0	
		NI2.2	Promotes direct connections between activity centers and surrounding residential areas.			0	0	
		NI2.3	Includes policies and strategies to enhance street network connectivity.			0	0	
	Bicycle/Pedestrian Network - NI3 -	NI3.1	Requires bicycle lanes and sidewalks on all new or reconstructed major collector and arterial routes where appropriate.			0	0	
		NI3.2	Includes planned improvements to address bicycle and pedestrian network connectivity.			0	0	
		NI3.3	Addresses the continuation of, or establishes new, multi-use trail(s).			0	0	
NI3.4		Requires new development to maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network.			0	0		
NI3.5		Requires new development to maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at all non-residential uses, multi-family uses and other key destinations.			0	0		
Transit Network - NI4 -	NI4.1	Addresses statewide/regional transit traveling through or with endpoints within plan boundaries.			0	0		
	NI4.2	Addresses express transit service.			0	0		
	NI4.3	Addresses existing and planned local transit within plan boundaries, including route locations, headways and infrastructure.			0	0		

Operations and Safety - OS -	Demand Management - OS1 -	OS1.1	Establishes viable mobility options for congested roadway corridors.			0	0	
		OS1.2	Provides operational strategies including intelligent transportation systems (ITS).			0	0	
		OS1.3	Establishes institutional strategies (e.g. TDM programs).			0	0	
		OS1.4	Establishes commuter financial incentives.			0	0	
		OS1.5	Provides infrastructure designed to encourage alternatives to single occupant vehicle travel.			0	0	
		OS1.6	Establishes pricing strategies.			0	0	
	Access Management - OS2 -	OS2.1	Includes policies and strategies to provide alternative access to development on arterial roadways.			0	0	
		OS2.2	Includes policies and strategies to promote closure of existing excessive or unsafe driveway connections or narrowing of overly-wide connections.			0	0	
		OS2.3	Includes policies and strategies to replace continuous two-way left turn lanes with medians on multi-lane arterials.			0	0	
		OS2.4	Requires conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway system.			0	0	
		OS2.5	Restricts access in the functional area of highway interchanges.			0	0	
		OS2.6	Restricts access in the functional area of roadway intersections.			0	0	
		OS2.7	Requires adequate, uninterrupted throat length for driveways and frontage roads that connect to arterial roadways.			0	0	
		OS2.8	Includes measures to close unsafe, overly-wide, and/or excessive median openings.			0	0	
	Transit Operations/ Safety - OS3 -	OS3.1	Provides for transit signal priority and/or queue jumpers.			0	0	
		OS3.2	Provides for exclusive transit lanes.			0	0	
		OS3.3	Provides for availability of transit service outside of peak travel hours.			0	0	
		OS3.4	Requires major office, retail, or mixed-use developments to provide appropriate transit-supportive facilities and services (i.e., such as on-site bus shelter, park and ride, bus or shuttle service).			0	0	
Ped/Bicycle Operations/Safety - OS4 -	OS4.1	Includes improvements and measures to increase pedestrian safety at intersections and mid-block crossings.			0	0		
	OS4.2	Includes improvements and measures to increase bicycle safety.			0	0		
	OS4.3	Includes improvements and measures to provide safe routes to schools.			0	0		
Implementation - IM -	Coordination - IM1 -	IM1.1	Includes strategies to forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.			0	0	
		IM1.2	Includes policies and strategies to coordinate with FDOT in access management and permitting.			0	0	
	Incentives - IM2 -	IM2.1	Provides incentives to achieve the desired results.			0	0	

Imple	Updates - IM3 -	IM3.1	Includes policy for adoption of all necessary implementing regulations and design standards by a specified date.			0	0
		IM3.2	Establishes a schedule for reviewing and updating the plan, including performance measures.			0	0
	Funding - IM4 -	IM4.1	Capital improvement program addresses all modes of transportation.			0	0
		IM4.2	Clearly identifies committed and anticipated funding sources for the capital improvement program and reasonably anticipated funding for future years.			0	0

Summary and Decision

Plan Level	
0%-50%	Level I
51%-75%	Level II
76%+	Level III

Category Results (Each category must achieve >50%)

	Max. Available	% Achieved	Total Score
Supporting Plans and Guidelines	0	-	0
Multimodal Environment	0	-	0
Network Improvement	0	-	0
Operations and Safety	0	-	0
Funding and Implementation	0	-	0
Total Plan Score	0	-	0