<table>
<thead>
<tr>
<th>Category</th>
<th>Elements</th>
<th>Criteria Code</th>
<th>Criteria</th>
<th>Weight</th>
<th>Value</th>
<th>Score</th>
<th>Maximum Points Available</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supporting Plans and Guidelines</td>
<td>State, Regional, Local</td>
<td>SP1.1</td>
<td>Supports the Florida Transportation Plan, the Strategic Intermodal System Plan, and other applicable state plans and guidelines.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SP1.2</td>
<td>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).</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SP1.3</td>
<td>Coordinates with transportation and mobility plans of adjacent local governments and transportation planning agencies.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SP1.4</td>
<td>Consistent with local government comprehensive plan objectives and policies as well as specialized plans.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Organization &amp; Location</td>
<td>ME1.1</td>
<td>Designates and reinforces strong central core(s) and urban activity centers of varying sizes and compositions.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME1.2</td>
<td>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).</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME1.3</td>
<td>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.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mix</td>
<td>ME2.1</td>
<td>Provides for a complementary mix of retail, services, residential, cultural and employment opportunities within urban cores and major activity centers.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME2.2</td>
<td>Provides for a vertical mix of uses within urban cores and major activity centers to encourage active uses at the street level.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME2.3</td>
<td>Provides for compatible food, education, retail and service uses on a neighborhood level within or in close proximity to residential areas.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multimodal Environment</td>
<td>ME3.1</td>
<td>Establishes minimum density/intensity requirements for urban core and major activity center areas.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME3.2</td>
<td>Establishes appropriate densities and intensities within walking distance of transit stops.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME3.3</td>
<td>Establishes urban design criteria for urban cores and major activity centers to preserve or improve livability while increasing densities to support multimodal objectives.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME4.1</td>
<td>Establishes priority on enhancing bicycle and pedestrian mobility within existing and proposed activity centers, including urban core areas.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multimodal Policy</td>
<td>ME4.2</td>
<td>Includes parking management strategies for urban cores, activity centers and transit corridors to reduce surface area parking and promote walkability.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
<td>-------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------</td>
<td>----</td>
<td>----</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME4.3</td>
<td>Provides for, and requires new development to contribute to, pedestrian-friendly amenities on the public streetscape.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME4.4</td>
<td>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.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ME4.5</td>
<td>Transportation impact assessment procedures are in place that address development impacts on all modes of transportation and minimize vehicular, transit, bicycle, and pedestrian conflicts.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI1.1</td>
<td></td>
<td>Transportation corridors planned for improvement are designated for preservation and management as provided in §337.273 F.S.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI1.2</td>
<td></td>
<td>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.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI1.3</td>
<td></td>
<td>Provides for construction of parallel relievers or service roads along major highway corridors or within interstate interchange quadrants.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI1.4</td>
<td></td>
<td>Provides for construction of new interstate highway crossings to connect existing local roadways.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI1.5</td>
<td></td>
<td>Includes grade separated intersection improvement(s).</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI1.6</td>
<td></td>
<td>Provides for construction of additional travel lanes and/or turn lanes to address existing or anticipated traffic volume.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI1.7</td>
<td></td>
<td>Includes new arterial or major collector roadways to relieve traffic congestion and enhance network connectivity.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI2.1</td>
<td></td>
<td>Includes network-enhancing local and minor collector street projects.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI2.2</td>
<td></td>
<td>Promotes direct connections between activity centers and surrounding residential areas.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI2.3</td>
<td></td>
<td>Includes policies and strategies to enhance street network connectivity.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI3.1</td>
<td></td>
<td>Requires bicycle lanes and sidewalks on all new or reconstructed major collector and arterial routes where appropriate.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI3.2</td>
<td></td>
<td>Includes planned improvements to address bicycle and pedestrian network connectivity.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI3.3</td>
<td></td>
<td>Addresses the continuation of, or establishes new, multi-use trail(s).</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI3.4</td>
<td></td>
<td>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.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI3.5</td>
<td></td>
<td>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.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI4.1</td>
<td></td>
<td>Addresses statewide/regional transit traveling through or with endpoints within plan boundaries.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI4.2</td>
<td></td>
<td>Addresses express transit service.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NI4.3</td>
<td></td>
<td>Addresses existing and planned local transit within plan boundaries, including route locations, headways and infrastructure.</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demand Management - OS1</td>
<td>Establishes viable mobility options for congested roadway corridors.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------------------------------------------------------</td>
<td>-----</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS1.2</td>
<td>Provides operational strategies including intelligent transportation systems (ITS).</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS1.3</td>
<td>Establishes institutional strategies (e.g. TDM programs).</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS1.4</td>
<td>Establishes commuter financial incentives.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS1.5</td>
<td>Provides infrastructure designed to encourage alternatives to single occupant vehicle travel.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS1.6</td>
<td>Establishes pricing strategies.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access Management - OS2</td>
<td>Includes policies and strategies to provide alternative access to development on arterial roadways.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS2.1</td>
<td>Includes policies and strategies to promote closure of existing excessive or unsafe driveway connections or narrowing of overly-wide connections.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS2.2</td>
<td>Includes policies and strategies to replace continuous two-way left turn lanes with medians on multi-lane arterials.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS2.3</td>
<td>Requires conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway system.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS2.4</td>
<td>Restricts access in the functional area of highway interchanges.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS2.5</td>
<td>Restricts access in the functional area of roadway intersections.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS2.6</td>
<td>Requires adequate, uninterrupted throat length for driveways and frontage roads that connect to arterial roadways.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS2.7</td>
<td>Includes measures to close unsafe, overly-wide, and/or excessive median openings.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS3.1</td>
<td>Provides for transit signal priority and/or queue jumpers.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS3.2</td>
<td>Provides for exclusive transit lanes.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS3.3</td>
<td>Provides for availability of transit service outside of peak travel hours.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS3.4</td>
<td>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).</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Operations/Safety - OS3</td>
<td>Includes improvements and measures to increase pedestrian safety at intersections and mid-block crossings.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS4.1</td>
<td>Includes improvements and measures to increase bicycle safety.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS4.2</td>
<td>Includes improvements and measures to provide safe routes to schools.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS4.3</td>
<td>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.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incentives - IM2</td>
<td>Provides incentives to achieve the desired results.</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan Level</td>
<td>Supporting Plans and Guidelines</td>
<td>Multimodal Environment</td>
<td>Network Improvement</td>
<td>Operations and Safety</td>
<td>Funding and Implementation</td>
<td>Total Plan Score</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>--------------------------------</td>
<td>------------------------</td>
<td>---------------------</td>
<td>-----------------------</td>
<td>---------------------------</td>
<td>------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0%-50%</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>51%-75%</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>76%+</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Summary and Decision**

<table>
<thead>
<tr>
<th>Category Results (Each category must achieve &gt;50%)</th>
<th>Max. Available</th>
<th>% Achieved</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supporting Plans and Guidelines</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
</tr>
<tr>
<td>Multimodal Environment</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
</tr>
<tr>
<td>Network Improvement</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
</tr>
<tr>
<td>Operations and Safety</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
</tr>
<tr>
<td>Funding and Implementation</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
</tr>
<tr>
<td>Total Plan Score</td>
<td>0 - 0</td>
<td>0 - 0</td>
<td>0 - 0</td>
</tr>
</tbody>
</table>