

Prioritization Criteria

CONNECTIVITY

POINTS

Activity Centers⁽¹⁾

- Project corridor connects to 3 or more activity centers. 1
- Project corridor connects to 1-2 activity centers. 0.5
- Project corridor does not connect to an activity center. 0

Data Source

Broward MPO CSLIP & Broward County GIS

<http://www.browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program>

Future Land Use Plan⁽²⁾

- Project corridor is within an area that will likely generate or attract non-motorized trips. 1
- Project corridor is not within an area that will likely generate or attract non-motorized trips. 0

Data Source

Broward County GIS

Walk Score

- Walk Score/100 0-1

Data Source

<https://www.walkscore.com/>

MOBILITY

POINTS

Transit Ridership⁽³⁾

- Project corridor's daily boarding and alighting is greater than 600. 1
- Project corridor is within the daily boarding and alighting from 475 to 600. 0.75
- Project corridor is within the daily boarding and alighting from 350 to 475. 0.5
- Project corridor is within the daily boarding and alighting from 125 to 350. 0.25
- Project corridor's daily boarding and alighting is less than 125. 0

Data Source

Broward MPO CSLIP

<http://www.browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program>

Total Activity Count

- Project corridor AADT is greater than 44,000 1
- Project corridor AADT is from 23,501 to 44,000 0.75
- Project corridor AADT is from 11,651 to 23,500 0.5
- Project corridor AADT is from 5,100 to 11,650 0.25
- Project corridor AADT is less than 5,100 0

Data Source

FDOT Average Annual Daily Traffic (AADT) 2016

<http://www.fdot.gov/planning/statistics/gis/>

⁽¹⁾Activity Centers includes School, College, Hospital, Library, City Hall, and Parks.

⁽²⁾Future Land Use Plan includes Activity Centers, Medium (16) Residential, Medium-High (25) Residential, High (50) Residential, and Commerce.

⁽³⁾Transit Ridership is based on the Boarding and Alighting per stop.

SAFETY

POINTS

Pedestrian/Bicycle Crashes

- Project corridor is within a Pedestrian and/or Bicycle Hot Spot. 1
- Project corridor is not within a Pedestrian and/or Bicycle Hot Spot. 0

Data Source

Bicycle and Pedestrian Safety Action Plan (Crash Data 2010-2014)

Intersection/Crossing Density

- Project corridor is within a low density of traffic signals. 1
- Project corridor is within a medium density of traffic signals. 0.5
- Project corridor is within a high density of traffic signals. 0

Data Source

Broward County GIS

ECONOMIC DEVELOPMENT

POINTS

Equity⁽⁴⁾

- Project corridor is within a higher concentration of vulnerable populations. 2
- Project corridor is within a medium to high concentration of vulnerable populations. 1.5
- Project corridor is within a medium concentration of vulnerable populations. 1
- Project corridor is within a low to medium concentration of vulnerable populations. 0.5
- Project corridor is within a lower concentration of vulnerable populations. 0

Data Source

American Community Survey (ACS) 5-year estimates (2011-2015)

Equitable Healthography⁽⁵⁾

- Project corridor is within both of the areas characterized by health equity deficiencies. 1
- Project corridor is within one of the areas characterized by health equity deficiencies. 0.5
- Project corridor is not within an area characterized by health equity deficiencies. 0

Data Source

Anthony Olivieri of FHEED, LCC as a partner of TOUCH Broward, supported by Cooperative Agreement Number, 1U58DP005790-02 funded by the Centers for Disease Control and Prevention

⁽⁴⁾Equity analysis includes the composite of Age, Race, Income, Educational Attainment, Limited English Proficiency, and Access to a Vehicle. The ranges of the concentration are based off of the means for each composite.

⁽⁵⁾Equitable healthography includes Diabetes and Unhealthy Food Index.