

Complete Streets and Other Localized Initiatives Program Evaluation Criteria

Total points range in value between 95 – 450. Final results can be filtered and/or sorted by sponsor type, agency type, program category, cost, etc.



	Accessibility					Safety	Equity				Mobility	Economic Vitality				Environmental Stewardship								
	20 percent 90 total points					20 percent 90 total points	17 percent 75 total points				17 percent 75 total points	13 percent 60 total points				13 percent 60 total points								
	<u>Community Facilities</u>		<u>Schools</u>		<u>Connection to Existing Facility</u>		<u>Population Density</u>		<u>Transit Stops</u>		<u>High Injury Network</u>		<u>Transportation Planning Equity Assessment: Equity Score</u>		<u>Transportation Planning Equity Assessment: Zero-Vehicle Households</u>		<u>Traffic Volume/Lane</u>		<u>Employment Density</u>		<u>MTP Key Activity Centers</u>		<u>Resiliency</u>	
Complete Streets (e.g., bike lane, sidewalk, transit shelter, etc.)	(1/2 mile buffer)		(1/2 mile buffer)		(1/2 mile buffer)		(1/2 mile buffer)		(1/4 mile buffer)		(200 ft buffer)		(1/2 mile buffer)		(1/2 mile buffer)		(200 ft buffer)		(1/2 mile buffer)		(1/2 mile buffer)		(200 ft buffer)	
Safety & Security (e.g., traffic calming, intersection reconfig., etc.)	Projects analyzed and awarded points based on the total number of activity centers (libraries, parks, city halls, & hospitals) within the buffer.		Projects analyzed and awarded points based on the total number of schools (public schools K-12, public/private colleges and universities) within the buffer.		Projects analyzed and awarded points based on its termin connection to an existing, like facility. Staff may conduct field reviews to verify connections.		Projects analyzed and awarded points based on connection to or adjacent to one or more Traffic Analysis Zones (TAZ) with population density areas by percentage, identified by Broward County.		Projects analyzed and awarded points based on number of transit stops (BCT and SFRTA / Tri-Rail) per ¼ mile of project length within the buffer.		Projects analyzed and awarded points based on their relationship to the High Injury Network (HIN) which includes vehicular and non-vehicular (pedestrian and bicycle) serious injury or fatal crashes occurring within the buffer during a five-year period.		Projects analyzed and awarded points based on the average of total composite scores (equity scores) within the buffer area.		Projects analyzed and awarded points based on the average indicator score for households with no vehicles available, based on the transportation planning equity assessment, within the buffer area.		Projects analyzed and awarded points based on the average traffic volume per lane within the buffer.		Projects analyzed and awarded points based on connection to or adjacent to one or more Traffic Analysis Zones (TAZ) with employment density areas by percentage, identified by Broward County.		Projects analyzed and awarded points based on the total number of three types of MTP key activity centers (MPO Identified candidate Mobility Hubs, Community Redevelopment Areas and Broward Next Activity Centers) within the buffer.		Projects analyzed and awarded points based on whether the project improves or addresses an identified resiliency issue on a vulnerable corridor.	
Sustainability Initiatives (e.g., Mobility Hub, greenway, etc.)	<u>Indicator</u> 3+ activity centers	<u>Points</u> 15	<u>Indicator</u> 3+ facilities	<u>Points</u> 15	<u>Indicator</u> 2 sides	<u>Points</u> 20	<u>Indicator</u> Top 5% population density	<u>Points</u> 25	<u>Indicator</u> >4 stops	<u>Points</u> 15	<u>Indicator</u> Entire project located along the HIN	<u>Points</u> 90	<u>Indicator</u> Average score of >3	<u>Points</u> 40	<u>Indicator</u> Average score of >3	<u>Points</u> 35	<u>Indicator</u> >12,000 ave. traffic volume/lane	<u>Points</u> 75	<u>Indicator</u> Top 5% employment density	<u>Points</u> 30	<u>Indicator</u> 3+ activity centers	<u>Points</u> 30	<u>Indicator</u> Within a regionally identified moderate to high vulnerable corridor (Tier 1-3)	<u>Points</u> 60
Technology Advancements (e.g., ITS, upgraded signalization, etc.)	1 - 2 activity centers	10	1 - 2 facilities	10	1 side	15	5% - 10% population density	20	2 - 4 stops	10	Partially located along the HIN	70	Average score of 2 - 3	30	Average score of 2 - 3	30	7,500-12,000 ave. traffic volume/lane	50	5% - 10% employment density	25	1 - 2 activity centers	20	Not within a regionally identified moderate to high vulnerable corridor	10
	0 activity centers	5	0 facilities	5	0 sides	10	10% - 15% population density	15	<2 stops	5	Project intersects with the HIN	50	Average score of 1 - 2	20	Average score of 1 - 2	20	3,500-7,500 ave. traffic volume/lane	30	10% - 15% employment density	20	0 activity centers	10	Not within a regionally identified moderate to high vulnerable corridor	10
	15% - 20% population density	10					< 20% population density	5			Project is located within the buffer	30	Average score of 0 - 1	10	Average score of 0 - 1	10	< 3,500 ave. traffic volume/lane	10	15% - 20% employment density	15			< 20% employment density	10
	<u>Data Source</u> Broward County (2011)		<u>Data Source</u> Broward County (2020, 2021)		<u>Data Source</u> Field Review / Google Earth		<u>Data Source</u> Broward County Planning and Development Management Division (2015)		<u>Data Source</u> BCT (2019) and SFRTA (2016)		<u>Data Source</u> Signal Four, University of Florida (2016-2020)		<u>Data Source</u> Broward MPO, US Census American Community Survey Five-Year Estimates (2020)		<u>Data Source</u> Broward MPO, US Census American Community Survey Five-Year Estimates (2020)		<u>Data Source</u> Florida Department of Transportation		<u>Data Source</u> Broward County Planning and Development Management Division (2015)		<u>Data Source</u> Broward MPO, Broward County GIS		<u>Data Source</u> Broward MPO map files from the "Extreme Weather and Climate Change Risk to the Transportation System in Broward County" study	

Complete Streets and Other Localized Initiatives Program (CSLIP) Evaluation Criteria						
WEIGHT	THEME	CRITERIA	BUFFER	POINTS	Percent of total points (450)	
HIGH	Accessibility	LOCAL ACTIVITY CENTERS	1/2 Mile			
		3+ Local Activity Centers		15	20 percent	
		1-2 Local Activity Centers		10		
		0 Local Activity Centers		5		
		EDUCATIONAL FACILITIES	1/2 Mile			
		3+ Educational Facilities		15		
		1-2 Educational Facilities		10		
		0 Educational Facilities		5		
		CONNECTION TO EXISTING FACILITY				
		Project provides connection to existing like facility on both sides (2)		20		
		Project provides connection to existing like facility on one side (1)		15		
		Project does not provide connection to existing like facility (0)		10		
		POPULATION DENSITY	1/2 Mile			
		Top 5% Population Density		25		
		Between 5%-10% Population Density		20		
	Between 10%-15% Population Density		15			
	Between 15%-20% Population Density		10			
	Less than 20% Population Density		5			
	TRANSIT STOPS	1/4 Mile				
	More than 4 Transit Stop Locations per 1/4 mile of project length		15			
2-4 Transit Stop Locations per 1/4 mile of project length		10				
Less than 2 Transit Stop Locations per 1/4 mile of project length		5				
Safety	HIGH INJURY NETWORK	200 Ft.				
	Entire project segment(s) is located directly on the High Injury Network		90	20 percent		
	A portion of the project is located directly on the High Injury Network		70			
	Project intersects with the High Injury Network		50			
	Project is within 200 feet of the High Injury Network		30			
Project is not located on or within 200 feet of the High Injury Network		10				
MEDIUM	Equity	TRANSPORTATION PLANNING EQUITY ASSESSMENT: EQUITY SCORE	1/2 Mile		17 percent	
		Average composite indicator score of >3		40		
		Average composite indicator score of 2-3		30		
		Average composite indicator score of 1-2		20		
		Average composite indicator score of 0-1		10		
	TRANSPORTATION PLANNING EQUITY ASSESSMENT: ZERO-VEHICLE HOUSEHOLDS	1/2 Mile				
	Average indicator score of >3		35			
	Average indicator score of 2-3		30			
	Average indicator score of 1-2		20			
	Average indicator score of 0-1		10			
Mobility	AVERAGE TRAFFIC VOLUME PER LANE	200 Ft.			17 percent	
	More than 12,001 average traffic volume per lane		75			
	7,501 - 12,000 average traffic volume per lane		50			
	3,501 - 7,500 average traffic volume per lane		30			
0 - 3,500 average traffic volume per lane		10				
LOW	Economic Vitality	EMPLOYMENT DENSITY	1/2 Mile		13 percent	
		Top 5% Employment Density		30		
		Between 5%-10% Employment Density		25		
		Between 10%-15% Employment Density		20		
		Between 15%-20% Employment Density		15		
	Less than 20% Employment Density		10			
	REGIONAL ACTIVITY CENTERS (MTP KEY ACTIVITY CENTERS)	1/2 Mile				
	3+ Regional Activity Centers		30			
	1-2 Regional Activity Centers		20			
	0 Regional Activity Centers		10			
Environmental Stewardship	RESILIENCY	200 Ft.			13 percent	
	Within a moderate to high vulnerable corridor (Tiers 1-3) and project improves or addresses a resiliency issue		60			
	Not within a moderate to high vulnerable corridor		10			

*Bonus points offered for projects included within an MPO adopted plan

*Applicants will receive a one-time point deduction of 20% off the total amount available on a future application if they default on any LAP administered project through CSLIP.

