

**Broward MPO Complete Streets Master Plan
Prioritization Criteria**

Max Points of 10

Connectivity		Points	Mobility		Points	Safety		Points	Economic Development		Points
Activity Centers ⁽¹⁾			Transit Ridership			Pedestrian/Bicycle Crashes			Equity ⁽³⁾		
Project corridor connects to activity centers within 0.25 miles	1		Project corridor's average daily boarding and alighting is greater than 1,200.	2		Project corridor is within the Pedestrian and/or Bicycle Hot Spot	1		Project corridor is within a higher concentration of vulnerable populations	2	
Project corridor connects to activity centers within 0.50 miles	0.5		Project corridor is within the average weekday boarding and alighting from 940 to 1,200.	1.5		Project corridor is not within the Pedestrian and/or Bicycle Hot Spot	0		Project corridor is within a medium to high concentration of vulnerable populations	1.5	
Project corridor does not connect to activity centers within 0.50 miles	0		Project corridor is within the average weekday boarding and alighting from 520 to 940.	1					Project corridor is within a medium concentration of vulnerable populations	1	
			Project corridor is within the average weekday boarding and alighting from 170 to 520.	0.5					Project corridor is within a low to medium concentration of vulnerable populations	0.5	
			Project corridor's average weekday boarding and alighting is less than 170	0					Project corridor is within a lower concentration of vulnerable populations	0	
Data Source Broward County GIS http://gis.broward.org/GISData.htm			Data Source Broward MPO CSLIP http://www.browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program			Data Source Bicycle and Pedestrian Safety Action Plan (Crash Data 2010-2014)			Data Source American Community Survey (ACS) 5-year estimates (2011-2015)		
Demand ⁽²⁾			Total Activity Count			Intersection/Crossing Relationship Density					
Project corridor is within a higher demand for active transportation	1		Project corridor AADT is greater than 86,201	1		Project corridor is within a low density of traffic signals	1				
Project corridor is within a medium to high demand for active transportation	0.75		Project corridor AADT is from 46,001 to 86,200	0.75		Project corridor is within a medium density of traffic signals	0.5				
Project corridor is within a medium demand for active transportation	0.5		Project corridor AADT is from 27,501 to 46,000	0.5		Project corridor is within a high density of traffic signals	0				
Project corridor is within a low to medium demand for active transportation	0.25		Project corridor AADT is from 13,201 to 27,500	0.25							
Project corridor is within a lower demand for active transportation	0		Project corridor AADT is less than 13,200	0							
Data Source 2010 United Census (U.S.), 2014 Longitudinal Employer-Household Dynamic (LEHD), Work-Area Characteristics, and Broward County GIS			Data Source FDOT Average Annual Daily Traffic (AADT) 2016 http://www.fdot.gov/planning/statistics/gis/			Data Source Broward County GIS					
Walk Score											
Walk Score/100	0-1.00										
Data Source https://www.walkscore.com/											

⁽¹⁾Activity Centers includes Colleges, Universities, Hospitals, Parks, Libraries,

⁽²⁾Demand analysis includes the composite of Population Density, Employment Density, Retail Density, Existing Parks and Trails Facilities, School Locations, and Transit Stop Locations. The ranges of the demand are based off of the means for each composite.

⁽³⁾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.