



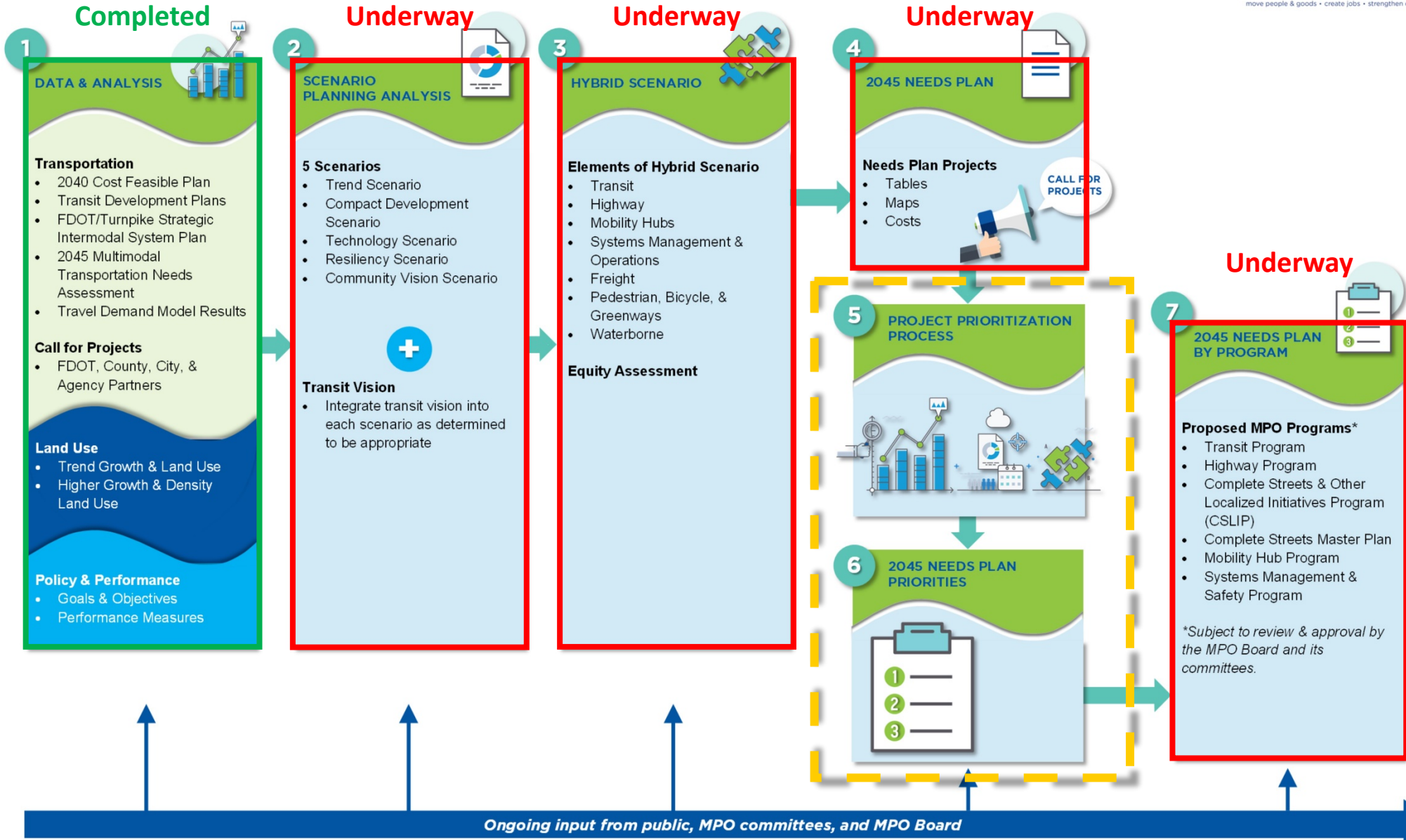
# MTP Project Prioritization – Follow-Up

Technical Advisory Committee

November 28, 2018

DRAFT

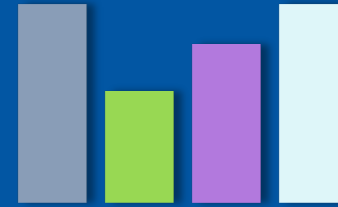
# Broward MPO Commitment 2045 Metropolitan Transportation Plan Needs Assessment Process



# PROJECT PRIORITIZATION: FRAMEWORK

## Simple Scoring

Guidelines to be established to ensure replicable scoring process.  
Scoring is additive for planning factors



## Normalization

Accounts for variance in max. points awarded in each factor category

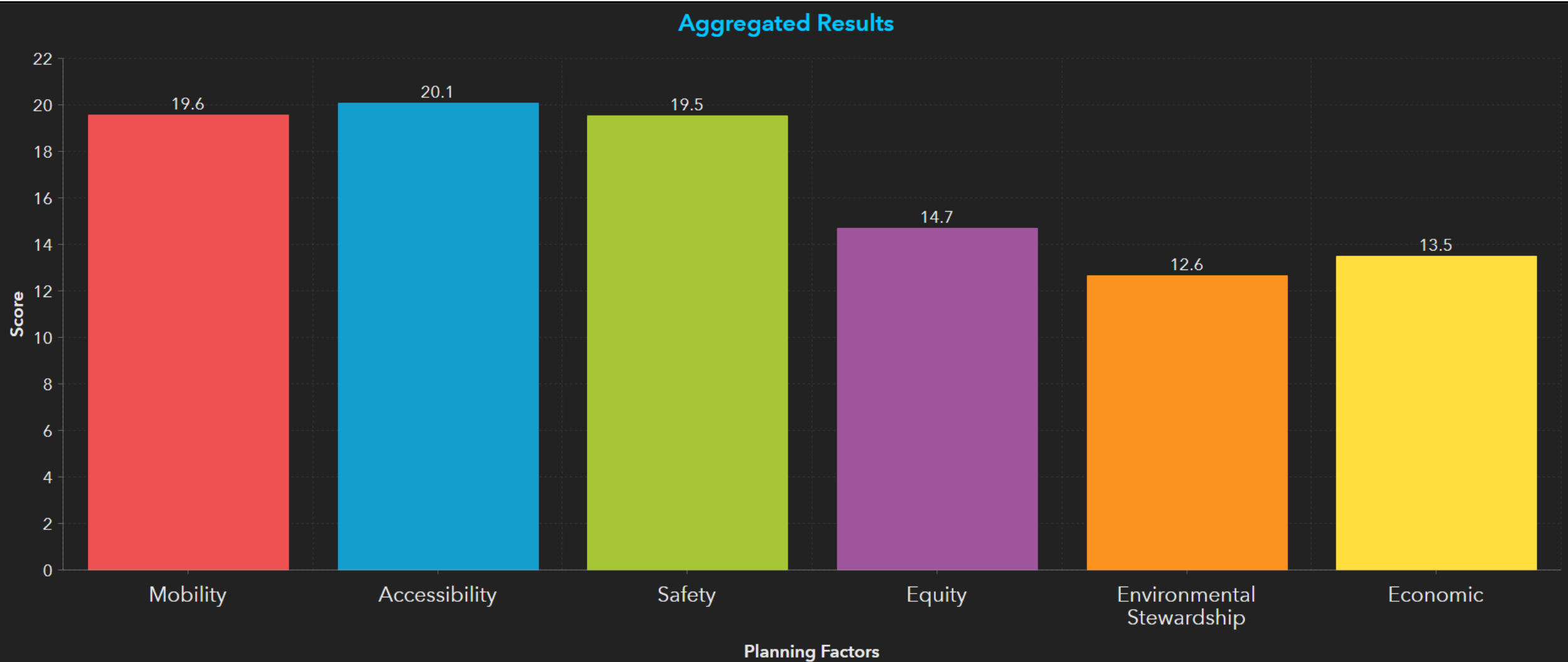


## Weighting

Represents overall preference of factors in relation to one another



# TAC, CAC, LCB, AND MPO BOARD FEEDBACK

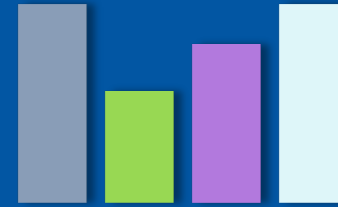


\*Values are based on the average score for each factor.

# PROJECT PRIORITIZATION: SIMPLE SCORING

## Simple Scoring

Guidelines to be established to ensure replicable scoring process.  
Scoring is additive for planning factors



## Normalization

Accounts for variance in max. points awarded in each factor category



## Weighting

Represents overall preference of factors in relation to one another



# PROJECT PRIORITIZATION: CRITERIA

## Mobility

SOV Travel | VMT Reduction |  
Person Capacity | Peak Period  
Delay & Transit Travel Time

## Accessibility

Transit Ridership | Activity Center  
Access & Reliability |  
Multimodal Connectivity

## Safety

High-Crash Locations | Non High-  
Crash Locations | Multimodal  
Safety

## Equity

Distribution of Transit Service  
Frequency\* | Transit Service\* |  
Travel Time Savings\* | Multimodal  
Safety\* | Community Impacts

*\* within identified "Equity Areas"*

## Environment

Sea Level Rise Mitigation |  
GHG and Precursor Emissions |  
Wetland/Natural Habitats |  
Historical Resources

## Economy

Freight & Goods Movement |  
State of Good Repair |  
Economic Development

# PROJECT PRIORITIZATION: SCORING GUIDELINES

Please refer to attached handout.

Prioritization Factor	Category	Assessment Scoring		Scoring Guidelines	Notes
		Points	Description		
<b>Mobility</b> Providing high speed and reliable travel between major activity centers and destinations. The focus of mobility is to get from one place to another as quickly as possible and typically is characterized by longer trips.  (Maximum Points = 8)  Note: Scores to be normalized to account for variance in maximum points awarded in each prioritization factor group.	Single Occupant Vehicle (SOV) Travel	+2	Project will reduce SOV travel or implement a transportation management strategy on one of the MPO's "congested corridors".	Project has significant ridesharing component (HOT lanes, PNR, etc.) or is a significant transit improvement in CMP-identified congested corridor. "Significant Transit Improvement" consistent with scoring in "Transit Ridership" category. Interstate and NHS system congested corridors are candidates for +2 as well.	Congested Corridors to be defined in Congestion Management Process (CMP) analysis.
		+1	Project may reduce SOV travel on one of the MPO's "congested corridors".	Project has some more low-to-moderate transit improvements, or introduces a new bikeway to a "congested corridor".	
		0	Project has no impact on SOV travel on one of the MPO's "congested corridors".		
		-1	Project may increase SOV travel on one of the MPO's "congested corridors".	These would be projects that add roadway capacity in a congested, high transit ridership corridor.	
	Vehicle Miles Traveled (VMT) Reduction	+2	Project will reduce vehicle miles traveled (VMT).	These are significant transit improvements (see below for definition) or regional travel demand management / parking policies. Significant Roadway projects will not reduce VMT.	
		+1	Project may reduce vehicle miles traveled (VMT).	These are low-to-moderate transit improvements	
		0	Project has no impact on vehicle miles traveled (VMT) reduction.		
		-1	Project may increase vehicle miles traveled (VMT).	Roadway projects that add capacity tend to increase VMT.	
	Person Capacity	+2	Project will add person capacity to the corridor.	These are projects that include a significant ridesharing component, significant transit improvement, apply integrated-corridor management or ITS improvements, or roadway capacity improvement in a corridor with low transit ridership.	
		+1	Project may add person capacity to the corridor.	These are projects that include a low-moderate transit improvement, a bicycle and pedestrian improvement, or a low-moderate roadway capacity improvement (signal coordination / timing improvements, turn lane additions, etc.)	
		0	Project has no impact on person capacity.		
		-1	Project may reduce person capacity to the corridor.	Transit service reductions, or roadway capacity reductions in a corridor where transit ridership is not anticipated to increase significantly as a result.	
	Peak Period Delay / Transit Travel Time	+2	Project will reduce peak period delay or transit travel time on the corridor.	Major roadway capacity improvement projects, significant traffic signal upgrades, transit corridor improvements like Transit Signal Priority (TSP) and queue-jumping lanes.	
		+1	Project may reduce peak period delay or transit travel time on the corridor.	Minor roadway capacity improvements or signal timing improvements.	
		0	Project has no impact on peak period delay or transit travel time.		
		-1	Project may increase peak period delay or transit travel time on the corridor.	This would be traffic-inducing projects connected to the corridor (new freeway interchanges or new roadway connections) or capacity reductions.	

# PROJECT PRIORITIZATION: SCORECARD

- Negative planning factor group scores ~~adjusted to zero~~ will remain negative in normalization step
- Weighting applied following additive scoring process
- Total maximum project score = 100

Project Name & Limits:		Hypothetical Avenue (Here to There)		
Description:		Widen from 2 to 4-Lanes		
Planning Factor	Raw Score / Max Score	Normalized Score	Weighting	Weighted Score
Mobility	6 / 8	0.750	20.5	15.375
Accessibility	2 / 6	0.333	20.8	6.933
Safety	2 / 5	0.400	18.7	7.480
Equity	-1 / 8	-0.125	14.3	-1.787
Environment	0 / 4	0.000	12.8	0.000
Economy	3 / 5	0.600	13.0	7.800
Total Weighted Score =				<b>35.801</b>



# PROJECT PRIORITIZATION: CRITERIA UPDATES

## Safety Criteria:

Criteria Category	Assessment Scoring	
	Pts	Description
High-Crash Locations	+2	Project will directly improve safety through improvements at a high-crash location.
	+1	Project may improve safety by diverting vehicular traffic from a high-crash location.
	0	Project has no impact on safety.
	-2	Project may introduce factors that could adversely impact multimodal safety at a high-crash location.
Non High-Crash Locations	+1	Project may directly improve safety through improvements (regardless of existing crash situation).
	0	Project has no impact on safety.
	-1	Project may introduce factors that could adversely impact multimodal safety.
Multimodal Safety	+1	Project may improve safety in a location identified as a "Pedestrian/Bicycle Crash Hot Spot" in the MPO's Bicycle and Pedestrian Safety Action Plan.
	+1	Project may improve safety in key activity center(s).

**Total Possible Safety Points Now = 5**

# PROJECT PRIORITIZATION: CRITERIA UPDATES

## Equity Criteria:

Criteria Category	Assessment Scoring	
	Pts	Description
Distribution of Transit Service Frequency	No changes proposed	
Transit Services within Equity Areas	No changes proposed	
Travel Time Savings within Equity Areas	+2	Project may improve peak period <b>highway</b> travel time between equity area and key activity center(s).
	+1	Project may improve peak period <b>highway</b> travel times within equity area.
	0	Project has no impact on <b>highway</b> travel times within equity area.
	-2	Project may degrade <b>highway</b> travel times within equity area.
Multimodal Safety within Equity Areas	No changes proposed	
Community Impacts	No changes proposed	

# PROJECT PRIORITIZATION: CRITERIA UPDATES

## Economic Vitality Criteria:

Criteria Category	Assessment Scoring	
	Pts	Description
Freight & Goods Movement	+2	Project will improve travel time reliability on a corridor identified on the National Highway Freight Network (Primary, Critical, Urban or Critical Rural Facilities).
	+1	Project will improve travel time reliability or operations on a corridor that has a truck percentage of >5% of average annual daily trips.
	0	Project has no detrimental impact on freight and goods movement.
	-1	Project may negatively impact the travel time reliability or operations on a corridor identified on the National Highway Freight Network or a corridor with a truck percentage >5%.
State of Good Repair	+2	Project will improve <b>transit infrastructure</b> , pavement or bridge condition currently in poor condition.
	+1	Project will improve <b>transit infrastructure</b> , pavement or bridge condition currently in fair condition.
	0	Project has no impact on <b>transit infrastructure</b> , pavement or bridge condition.
	-1	Project may increase demands on <b>transit infrastructure</b> , pavement or bridge condition currently in fair to poor condition.
Economic Development	+2	<b>Project improves access to key activity center(s).</b>
	+1	Project is located within or adjacent to key activity center(s).
	0	Project is not located within or adjacent to key activity center(s).

# NEXT STEPS

- Complete initial assessment and scoring process
- Develop draft list of prioritized projects
- Present draft list of projects to advisory committees and MPO Board for feedback

