

CSLIP

Broward MPO's Complete Streets and other Localized Initiatives Program



Complete Streets and other Localized Initiatives Program (CSLIP)



What is CSLIP?

Our mission is to collaboratively plan, prioritize, and fund the delivery of diverse transportation options.

The MPO's Complete Streets and other Localized Initiatives Program (**CSLIP**) provides funding for small local transportation projects which improve the safety and mobility for all transportation users in Broward.

Process



Ranking

Complete Streets and Other Localized Initiatives Program Evaluation Criteria

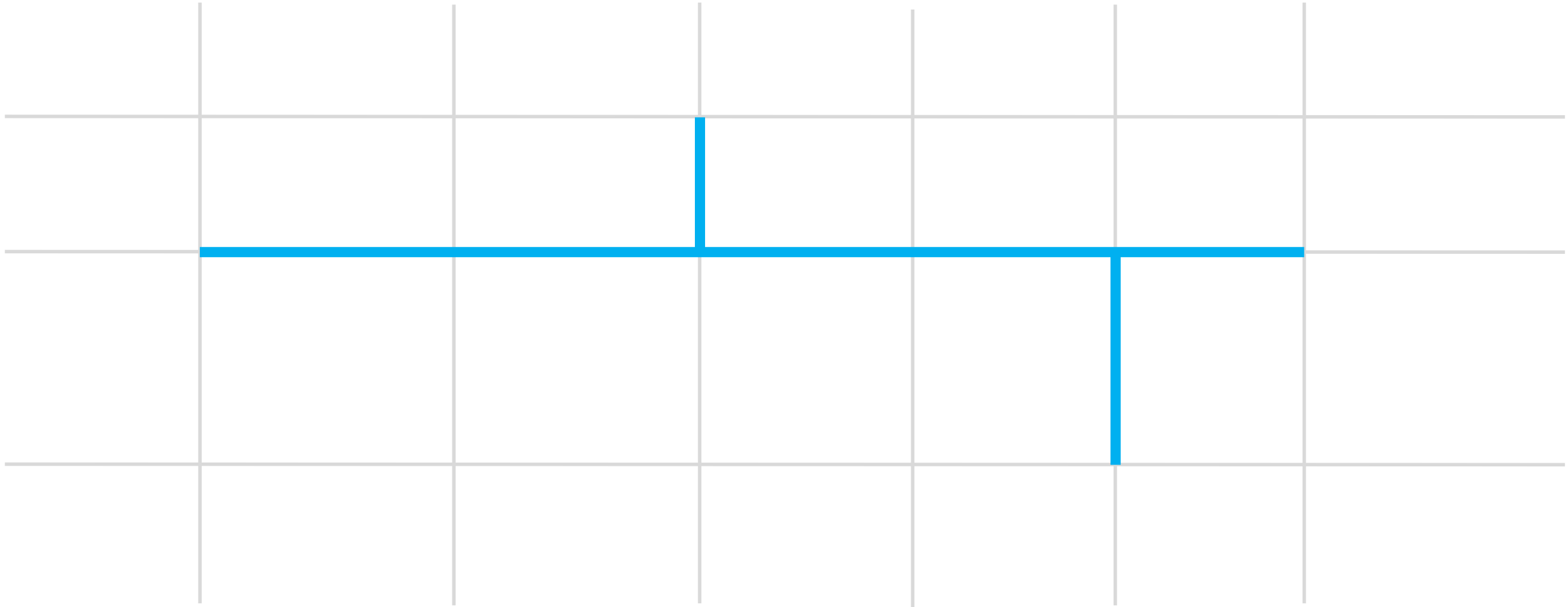
Total points range in value between 95 – 450. Final results can be filtered and/or sorted by sponsor type, agency type, program category, cost, etc.



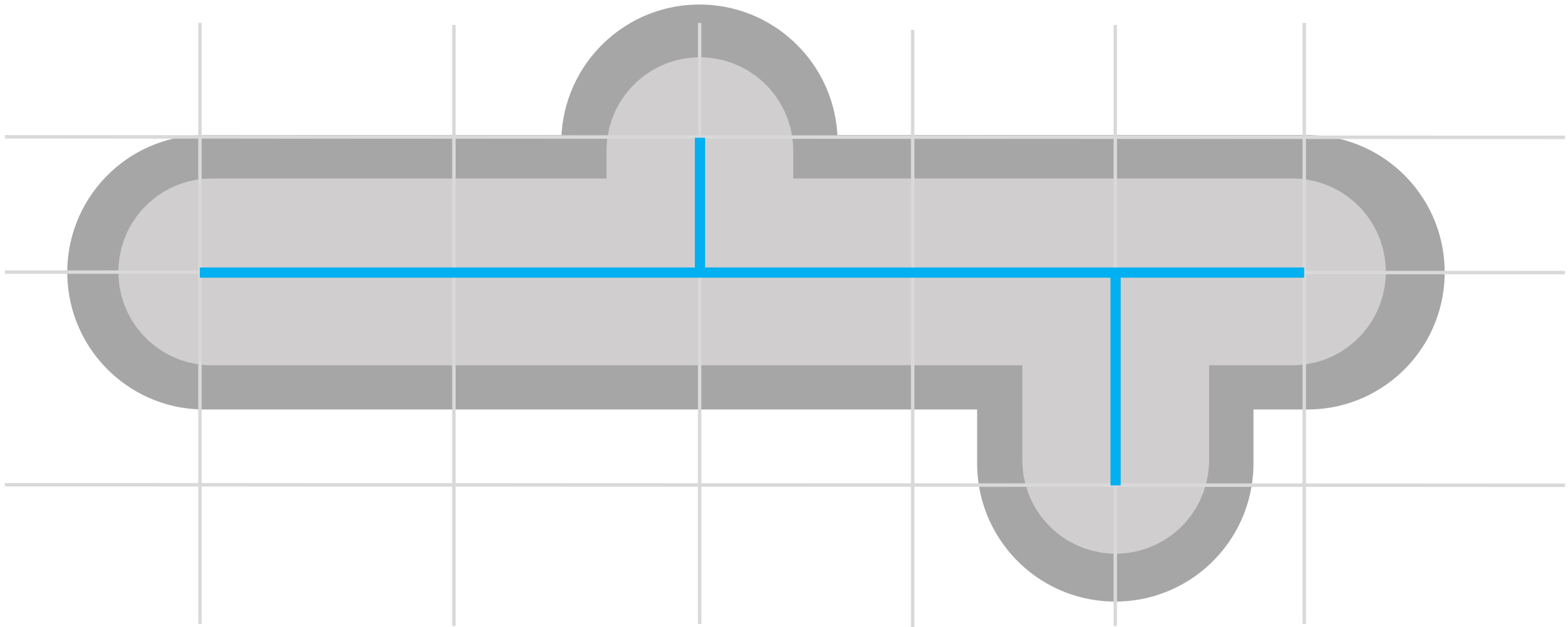
	Accessibility					Safety	Equity		Mobility	Economic Vitality			Environmental Stewardship																																																																																				
	20 percent 90 total points					20 percent 90 total points	17 percent 75 total points		17 percent 75 total points	13 percent 60 total points			13 percent 60 total points																																																																																				
	Local Activity Centers	Educational Facilities	Connection to Existing Facility	Population Density	Transit Stops	High Injury Network	Transportation Planning Equity Assessment: Equity Score	Transportation Planning Equity Assessment: Zero-Vehicle Households	Traffic Volume/Lane	Employment Density	Regional Activity Centers	Resiliency																																																																																					
	(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)																																																																																					
Complete Streets (e.g., bike lane, sidewalk, transit shelter, etc.)																																																																																																	
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, colleges and universities) within the buffer.	Projects analyzed and awarded points based on its termini 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 1/4 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.)	<table border="1"> <thead> <tr> <th>Indicator</th> <th>Points</th> <th>Indicator</th> <th>Points</th> <th>Indicator</th> <th>Points</th> <th>Indicator</th> <th>Points</th> <th>Indicator</th> <th>Points</th> <th>Indicator</th> <th>Points</th> <th>Indicator</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>3+ activity centers</td> <td>15</td> <td>3+ facilities</td> <td>15</td> <td>2 sides</td> <td>20</td> <td>Top 5% population density</td> <td>25</td> <td>>4 stops</td> <td>15</td> <td>Entire project located along the HIN</td> <td>90</td> <td>Average score of >3</td> <td>40</td> </tr> <tr> <td>1 - 2 activity centers</td> <td>10</td> <td>1 - 2 facilities</td> <td>10</td> <td>1 side</td> <td>15</td> <td>5% - 10% population density</td> <td>20</td> <td>2 - 4 stops</td> <td>10</td> <td>Partially located along the HIN</td> <td>70</td> <td>Average score of 2 - 3</td> <td>30</td> </tr> <tr> <td>0 activity centers</td> <td>5</td> <td>0 facilities</td> <td>5</td> <td>0 sides</td> <td>10</td> <td>10% - 15% population density</td> <td>15</td> <td><2 stops</td> <td>5</td> <td>Project intersects with the HIN</td> <td>50</td> <td>Average score of 1 - 2</td> <td>20</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>15% - 20% population density</td> <td>10</td> <td></td> <td></td> <td>Project is located within the buffer</td> <td>30</td> <td>Average score of 0 - 1</td> <td>10</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>< 20% population density</td> <td>5</td> <td></td> <td></td> <td>Project is not located within the buffer</td> <td>10</td> <td>Average score of 0 - 1</td> <td>10</td> </tr> </tbody> </table>	Indicator	Points	Indicator	Points	Indicator	Points	Indicator	Points	Indicator	Points	Indicator	Points	Indicator	Points	3+ activity centers	15	3+ facilities	15	2 sides	20	Top 5% population density	25	>4 stops	15	Entire project located along the HIN	90	Average score of >3	40	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	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							15% - 20% population density	10			Project is located within the buffer	30	Average score of 0 - 1	10							< 20% population density	5			Project is not located within the buffer	10	Average score of 0 - 1	10												
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Technology Advancements (e.g., ITS, upgraded signalization, etc.)																																																																																																	
	<u>Data Source</u> Broward County (2011)	<u>Data Source</u> Broward County (2014)	<u>Data Source</u> Field Review / Google Earth	<u>Data Source</u> Broward County Planning and Management Division (2015)	<u>Data Source</u> BCT (2019) and SFRTA (2016)	<u>Data Source</u> Signal Four, University of Florida (2015-2019)	<u>Data Source</u> Broward MPO, US Census American Community Survey Five-Year Estimates (2017)	<u>Data Source</u> Broward MPO, US Census American Community Survey Five-Year Estimates (2017)	<u>Data Source</u> Florida Department of Transportation (2017)	<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																																																																																					

Ranking

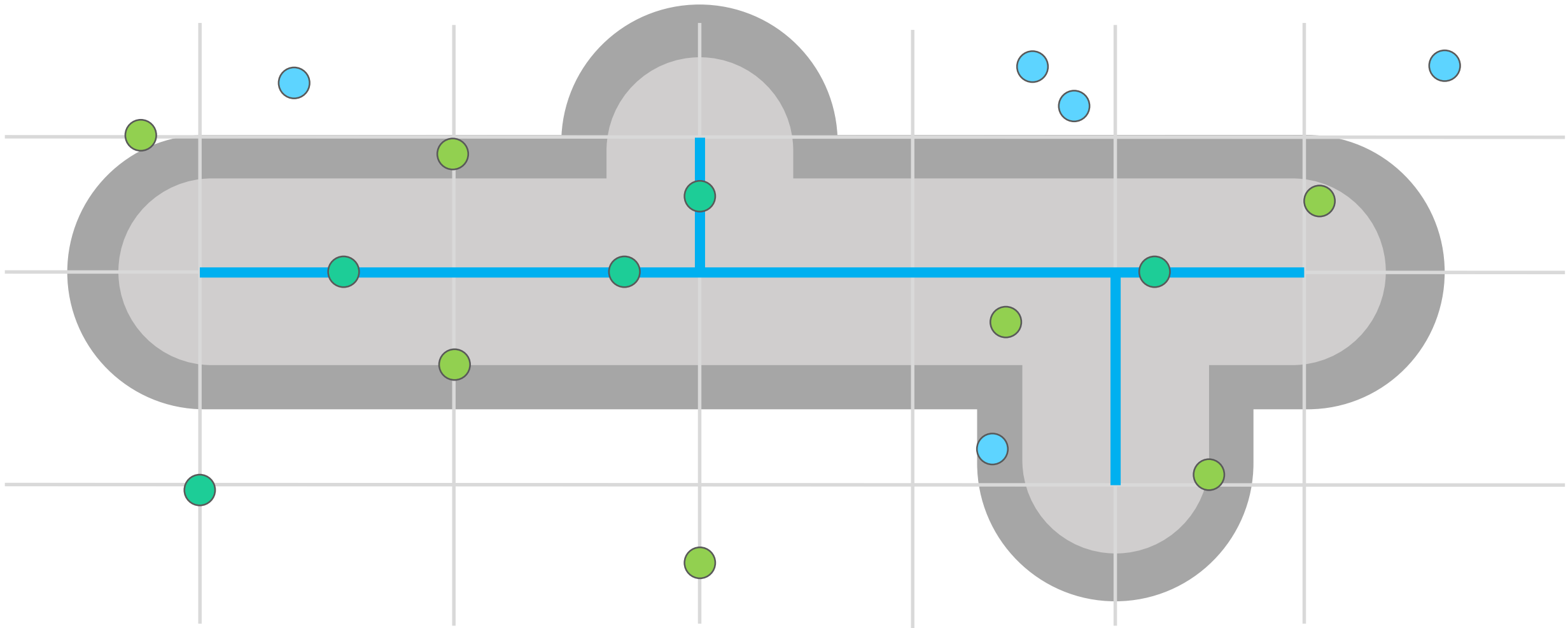
Ranking



Ranking



Ranking



Ranking

Policy Rank	Agency	Project	Description
1	Hallandale Beach	Hallandale Beach Adaptive Traffic Control System	Install adaptive traffic control systems at various intersections along Hallandale Beach Blvd and US1 within the city limits
2	Hollywood	Hollywood Beverly Park Sidewalk Network	Complete sidewalk network in the neighborhood of Beverly Park
3	Miramar	Historic Miramar Complete Streets Phase III	Provide sidewalks, pedestrian lighting, and ADA-compliant ramps in various locations
4	Fort Lauderdale	NE 15th Ave Complete Streets Project	Provide pedestrian lighting and ADA-compliant ramps from Sunrise Blvd to NE 13th St
5	Oakland Park	NE 13th Ave Improvements	Provide ADA-compliant ramps, sidewalks, multiuse path, sharrows, bike racks, crosswalks, and lighting in various locations
6	North Lauderdale	North Lauderdale Sidewalk Walk Improvements	Complete sidewalk network in various location on Rock Island Rd and Kimberly Blvd.
7	Broward County	Davie Blvd Ext/Peters Rd Bicycle/Pedestrian	Replace two-way left turn lane with raised medians from SW 44th St to west of SR7, widen sidewalks between SW 51st Ave and just west of SR7, convert painted medians to hard medians, and construct refuge islands where feasible

Vetting

Pre-Review

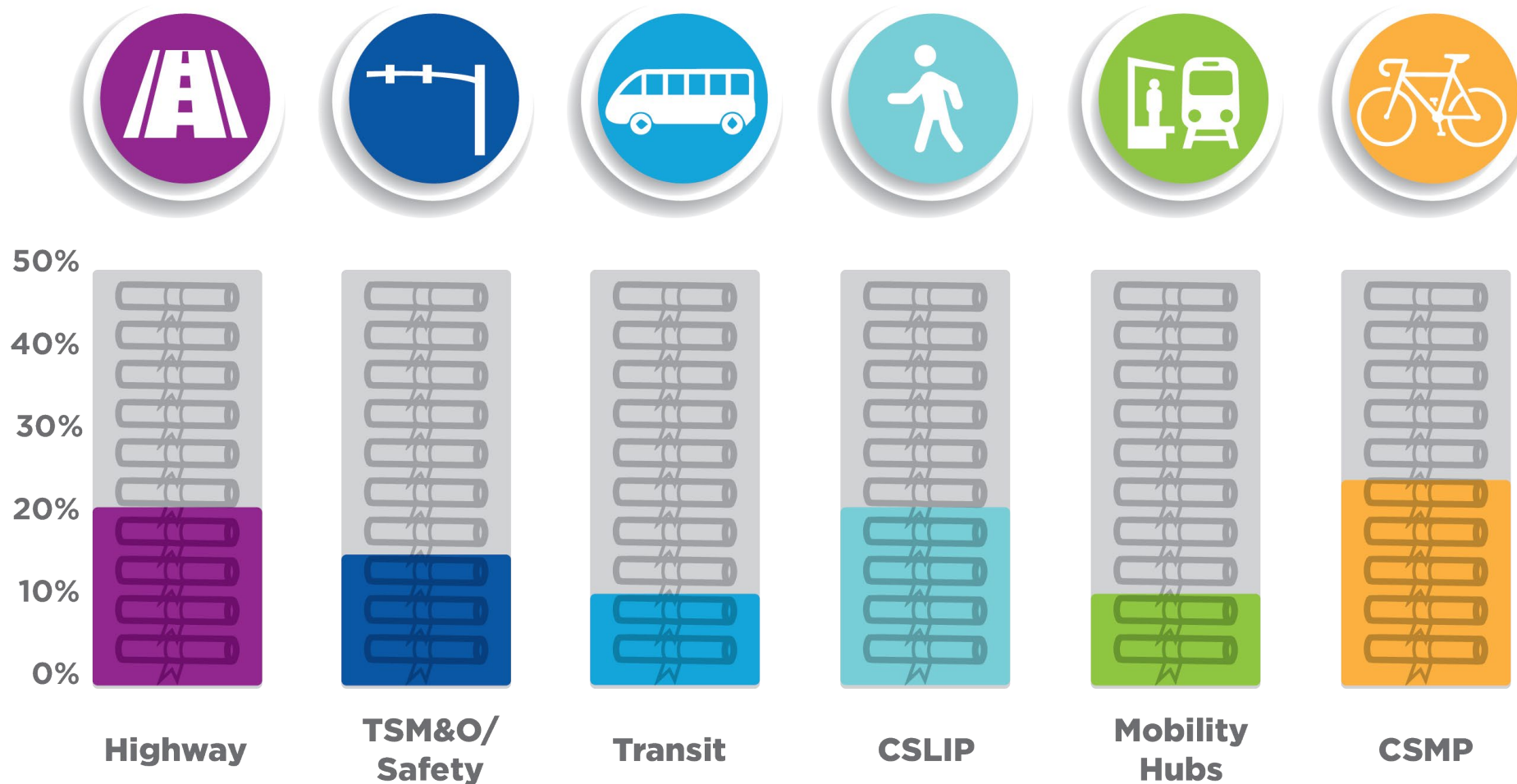
Site Visits

Review of Site
Visit Findings

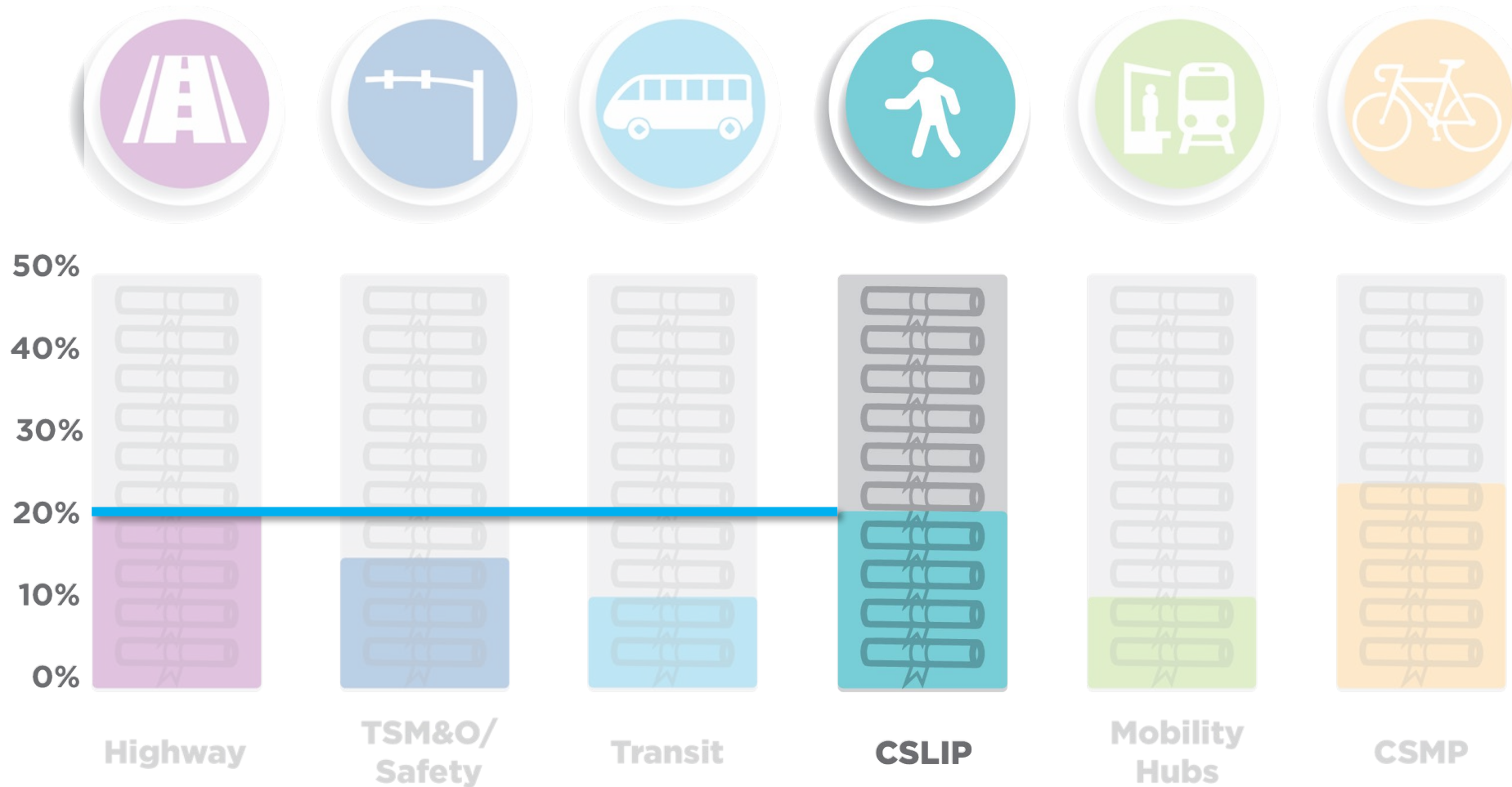
Coordination
with Agencies

Vetting
Closeout

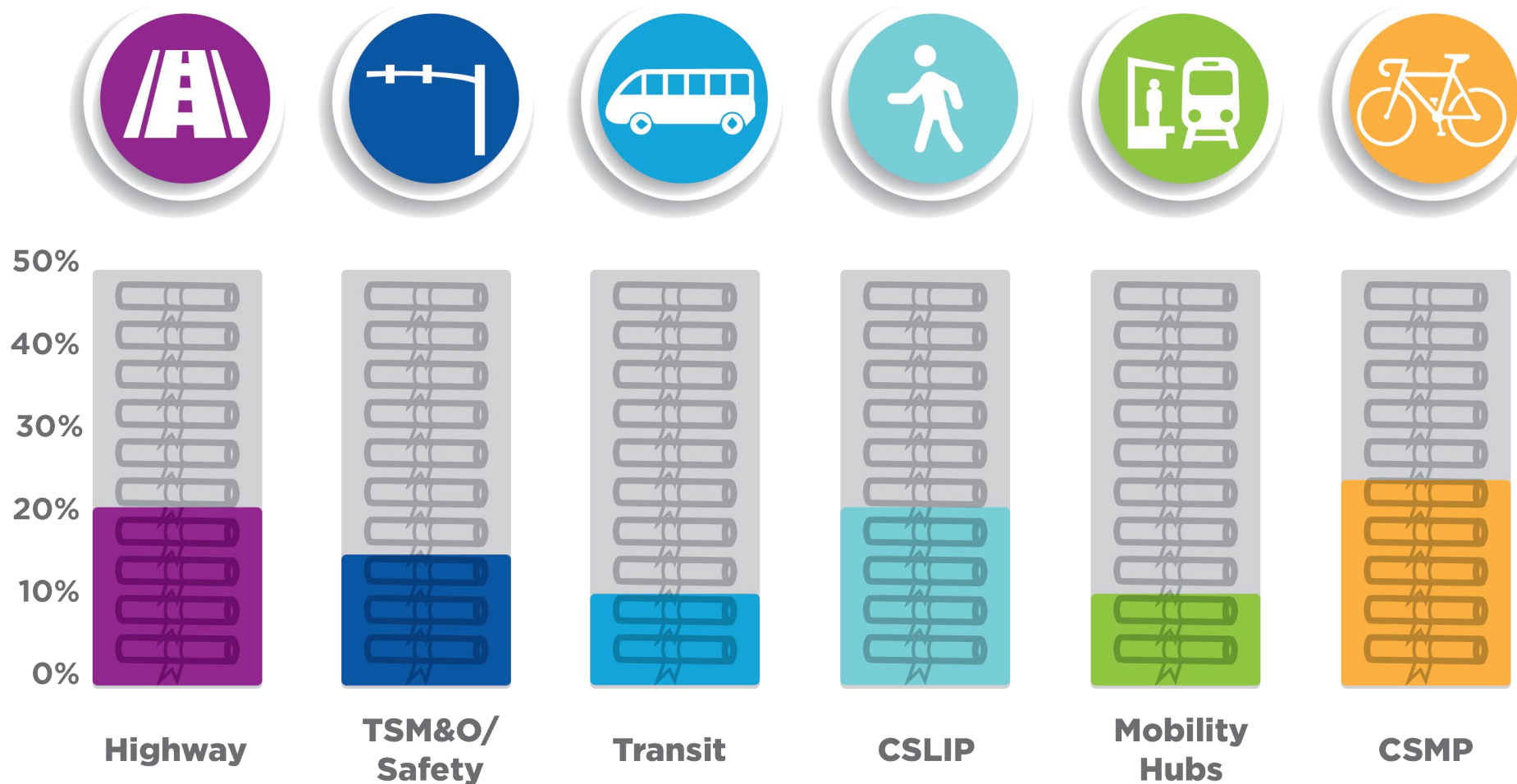
CSLIP Funding



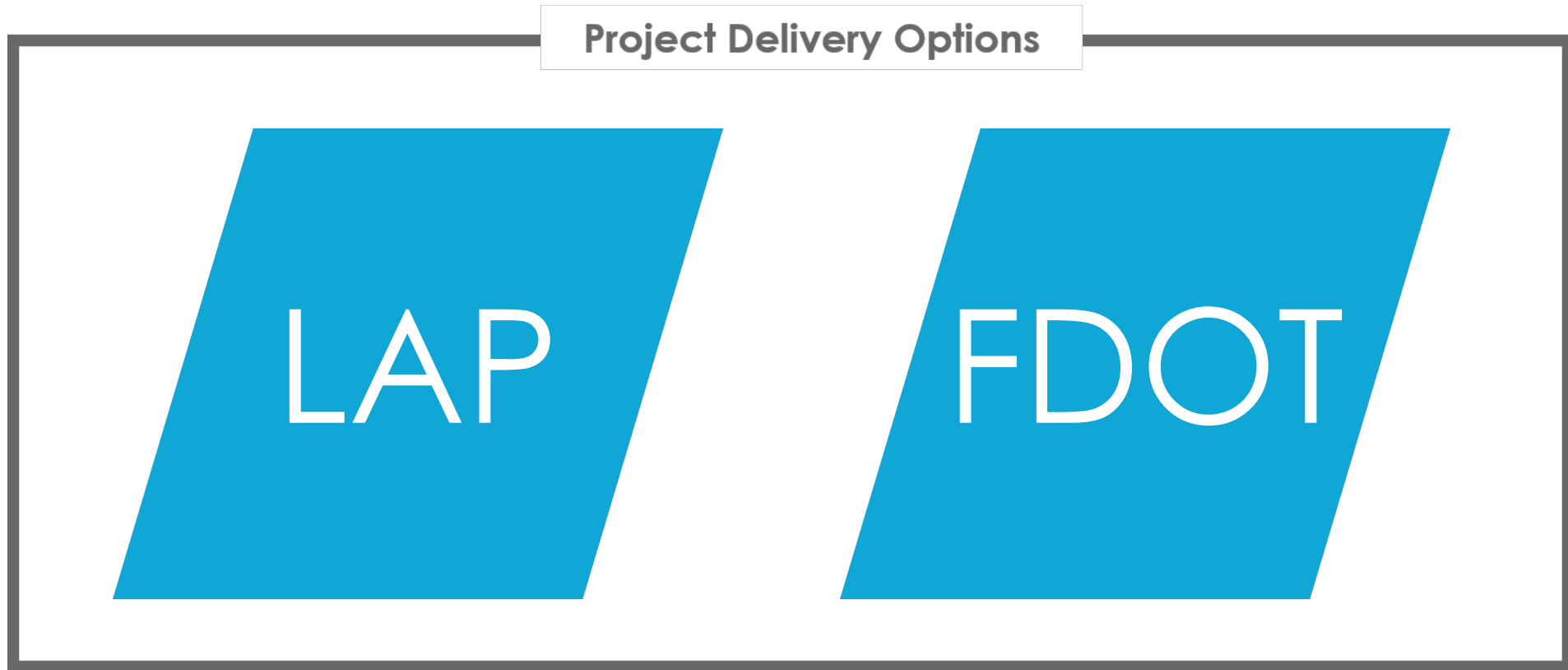
CSLIP Funding



CSLIP Funding



Project Delivery Changes

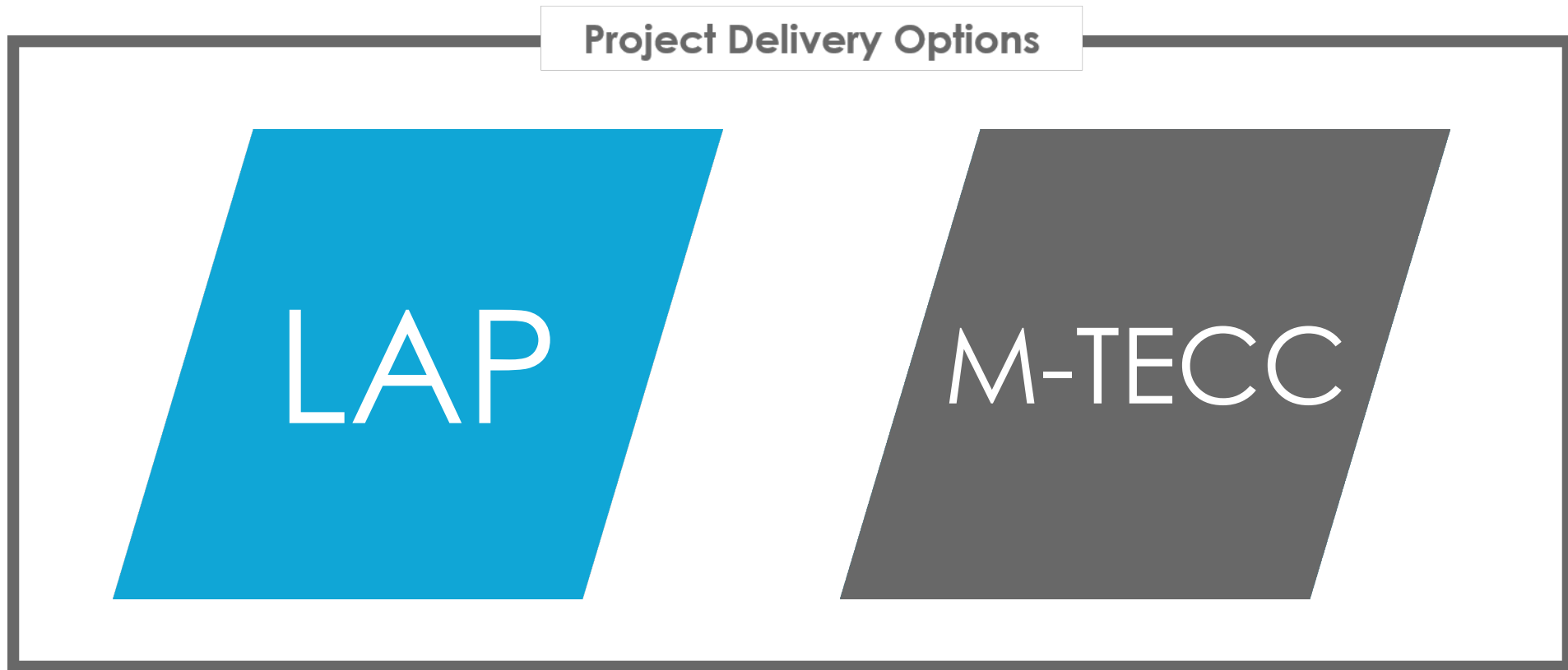


Project Delivery Changes

Project Delivery Options

A large blue parallelogram is positioned on the left side of a large rectangular frame. Inside the parallelogram, the letters 'LAP' are written in a white, sans-serif font. The frame is empty on the right side, suggesting a diagram with multiple options.

Project Delivery Changes



***Submission deadline for Cycle 6 (2022) applications
will be November 10th, 2021 @ 5:00 p.m.***

CSLIP

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Thank You!

For questions regarding CSLIP please contact
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macneilk@browardmpo.org

Learn More Here

