

# NON-MOTORIZED PROJECTS PRIORITIZATION POLICY

## PURPOSE

The City of Lawrence strives to improve the built environment for people who walk, bicycle, or wheel. This policy implements recommendations of the Lawrence Pedestrian Plan, the Lawrence Bikes Plan, the Lawrence Safe Routes to School Plan and establishes a data-driven ranking procedure for prioritizing non-motorized projects and identifying those that confer the greatest benefit to the community.

## PROJECT LIST DEVELOPMENT

Non-motorized projects identified in specific non-motorized plans will be sorted into two lists: pedestrian gaps/crossings and bikeways, as appropriate.

Annually, all non-motorized projects appearing on the lists will be scored and ranked according to the criteria listed below. If new non-motorized projects are added, they will also be scored and ranked. It must be noted that inclusion on a project list does not guarantee funding or implementation for a particular project.

## PROJECT SCORING

### Pedestrian Gap and Crossings Prioritization Criteria

- Priority Networks – 5 points max.** Projects that improve connectivity along priority networks recognized in adopted plans are accorded the highest weight. This criterion follows the Lawrence Pedestrian Plan Priority network: Safe Routes to School Plan identified gap is awarded five points, followed by Arterial and Collector Street classifications are awarded 4 and 3 points, respectively & routes on local streets identified to support access to transit, parks, and healthy food destinations. Local streets without sidewalk on either side and Local streets with sidewalk on one side are awarded two and one points, respectively.
- Pedestrian Access to Priority Destinations – 5 points max.** Pedestrian demand is calculated based on adding cumulative points for each destination within range of the proposed project. Projects within closer proximity to destinations are given higher priority to promote access to high-demand pedestrian destinations and school destinations are equalized. These scores are broken into quintiles and assigned a point range of 1 to 5.

*Weighted Equalized Scoring Matrix*

Facility Category	Within 1/8 mile	Within 1/4 mile	Within 1/2 mile	Equalization Multiplier (Ex)
Schools K-12	12 (720)	8 (480)	4 (240)	60
Park Entry Points, Public Attraction, Public Transit Stops	6	4	2	Not applied
Public Government Institution, Health, Daycare, Higher Education, Non Profit, Retail	3	2	1	Not applied

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### 3. Safety – 7 points max.

- 3.1. Road Volume – 5 points max. Higher volume roadways are granted greater priority based on higher speed and volume of traffic. Project design will also consider crash history.
- 3.2. Vulnerable Road User High Injury Network (VRU HIN) – 2 points max. Two points will be given if the project intersects with a VRU HIN established as part of the Vision Zero Transportation Safety Action Plan.

### 4. Active Transportation Populations – 5 points max. Projects within areas of higher percentages of census populations who are more likely to walk, bike, or ride the bus create an Active Transportation Population index<sup>1</sup> established by the Lawrence – Douglas County MPO. The greater the intensity of the population, the higher the score.

<b>Pedestrian Gap/Crossings Prioritization Criteria</b>		<b>Points</b>
<b>Priority Network (select one, max 5 pts)</b>		
	Safe Routes to School Route	5
<b>1</b>	Arterial/Collector Street Classification	4
	Gaps supporting Transit, Parks or Health Food access on Local Streets	3
	Local Street Classification of Roadway with no sidewalks on either side	2
	Local Street Classification of Roadway with sidewalk on one side	1
	<b>Pedestrian Access to Priority Destinations (select one, max 5 pts)</b>	
<b>2</b>	The values greater than the Fourth quintile	5
	The values greater than the Third quintile up to the Fourth quintile	4
	The values greater than the Second quintile up to the Third quintile	3
	The values greater than the First quintile up to the Second quintile	2
	The values greater than zero up to the First quintile	1
<b>Safety - (select one from each category max 7 pts)</b>		
<b>Safety - Roadway Volume</b>		
<b>3</b>	Project on a road that has over 15,000 AADT on roadway	5
	Project on a road that has over 10,000 AADT on roadway	4
	Project on a road that has over 7,500 AADT on roadway	3
	Project on a road that has over 5,000 AADT on roadway	2
	Project on a road that has over 2,500 AADT on roadway	1
<b>Safety - Vulnerable Road User High Injury Network</b>		
	Project on a road that is identified on the Vulnerable Road Use High Injury Network	2
<b>Active Transportation Populations (select one, max 5 pts)</b>		
<b>4</b>	The values greater than the Fourth quintile	5
	The values greater than the Third quintile up to the Fourth quintile	4
	The values greater than the Second quintile up to the Third quintile	3
	The values greater than the First quintile up to the Second quintile	2
	The values greater than zero up to the First quintile	1

**Max Points: 22**

### Bikeway Prioritization Criteria

### 5. Adopted Plan Priorities – 6 points max. Projects that improve connectivity along bikeway networks recognized in adopted plans are accorded the highest weight. This criterion recognizes the priority and secondary networks established by the Lawrence Bike Plan.

<sup>1</sup>Lawrence Active Transportation Population Index Analysis <https://lawrenceks.org/mpo/active-transportation/>

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**6. Bicycle Demand Model – 5 points max.** Bicycle demand is calculated based on a scoring system that ranks areas based on six proximity factors: high-density housing, medium-density housing, K-12 schools, college or university, existing bike infrastructure, and community service centers. These factors affect the demand for bicycle transportation throughout the community. Areas of higher demand are prioritized.

Proximity Factors (max points for bicycle demand model score is 125):

- High-Density Housing - A buffer of high-density housing. High-density housing, as defined in the updated comprehensive plan, is greater than or equal to 16 people per acre.
- Medium-Density Housing - A buffer of medium-density housing. Medium-density housing, as defined in the updated comprehensive plan, is greater than or equal to 7 people per acre and less than 16 people per acre.
- Schools K-12 - A buffer distance from property boundaries of public and private schools, kindergarten through 12th grade
- College / University - A buffer distance from college/university boundaries.
- Existing Bikeway (Major/Minor/Shared Street) - A buffer distance from existing bikeways by type.
- Community Service Centers - A buffer distance from the top 24% of retail employment centers based on traffic analysis zones and park entrances.

### Proximity Factors & Scores

#### High Density Housing

within 0.25 mile	16
within 0.5 mile	12
within 1 mile	8
within 2 miles	4

#### Schools K-12

within 0.25 mile	18
within 0.5 mile	14
within 1 mile	6
within 2 miles	2

#### Community Service Centers/Parks

within 0.25 mile	20
within 0.5 mile	18
within 1 mile	15
within 2 miles	7

#### Medium Density Housing College/University

within 0.25 mile	9
within 0.5 mile	7
within 1 mile	3
within 2 miles	2

within 0.25 mile	20
within 0.5 mile	18
within 1 mile	15
within 2 miles	7

#### Existing Bikeway Major Separation

within 0.25 mile	18
within 0.5 mile	14
within .75 mile	10

#### Existing Bikeway Minor Separation

within 0.25 mile	14
within 0.5 mile	10
within .75 mile	6

#### Existing Bikeway Shared Street

within 0.25 mile	10
within 0.5 mile	6

### 7. Safety – 7 points max.

7.1. Road Volume – 5 points max. Higher volume roadways are granted greater priority, as well as projects that improve crossing on roadways over 7,500 AADT. Project design will consider crash history.

7.2. Vulnerable Road User High Injury Network (VRU HIN) – 2 points max. Two points will be given if the project intersects with a VRU HIN established as part of the Vision Zero Transportation Safety Action Plan.

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8. **Active Transportation Populations – 5 points max.** Projects within areas of higher percentages of people, as identified by census data who are more likely to walk, bike or ride the bus create an Active Transportation Population Index<sup>2</sup> established by the Lawrence – Douglas County MPO. The greater the intensity of the population, the higher the score.

<b>Bikeway Prioritization Criteria</b>		<b>Points</b>
<b>1</b>	<b>Adopted Plan Priorities (select one, max 6 pts)</b>	
	Lawrence Bikes Plan Priority Network	6
	Lawrence Bikes Plan Secondary Network	4
	Lawrence Bikes Plan future bikeway	3
	Arterial/Collector with no Shared Use Path	2
<b>2</b>	<b>Bicycle Demand (select one, max 5 pts)</b>	
	<i>Bicycle demand is calculated on the bicycle demand heat map which is a prioritization score based on proximity to housing density, K-12 private/public schools, college/university and existing bikeway infrastructure.</i>	
	The values greater than the Fourth quintile	5
	The values greater than the Third quintile up to the Fourth quintile	4
	The values greater than the Second quintile up to the Third quintile	3
	The values greater than the First quintile up to the Second quintile	2
<b>3</b>	<b>Safety - (select one from each category max 7 pts)</b>	
	<b>Safety - Roadway Volume</b>	
	Project on a road that has over 15,000 AADT on roadway	5
	Project on a road that has over 10,000 AADT on roadway	4
	Project on a road that has over 7,500 AADT on roadway	3
	Project on a road that has over 5,000 AADT on roadway	2
	Project on a road that has over 2,500 AADT on roadway	1
	<b>Safety - Vulnerable Road User High Injury Network</b>	
Project on a road that is identified on the Vulnerable Road Use High Injury Network	2	
<b>4</b>	<b>Active Transportation Populations (select one, max 5 pts)</b>	
	The values greater than the Fourth quintile	5
	The values greater than the Third quintile up to the Fourth quintile	4
	The values greater than the Second quintile up to the Third quintile	3
	The values greater than the First quintile up to the Second quintile	2
	The values greater than zero up to the First quintile	1

**Max Points: 23**

## RANKING AND SELECTION

9. The scoring procedure outlined above provides the first step in identifying corridors that should be considered for non-motorized improvements. There are also many other, non-exclusive factors that must be considered in the final selection of non-motorized projects and, ultimately, in project design. Those non-exclusive factors are as follows: Project distribution, opportunities for parallel routes, grant funding opportunities, economies of scale, cost-sharing opportunities, available funding, City Commission direction, Connected City Advisory Board feedback, and other relevant factors such as cultural, social, and economic benefit.

<sup>2</sup>Lawrence Active Transportation Population Index Analysis <https://lawrenceks.org/mpo/active-transportation/>

## NON-MOTORIZED PROJECTS PRIORITIZATION

10. The following procedure will be used to determine project selection for pedestrian gaps/crossings, and bikeways projects:
- 10.1. City Staff will review the projects with the highest scores in each category. Project feasibility will be evaluated, and planning-level cost estimates will be prepared.
  - 10.2. City Staff will annually present the Five-Year Plan for pedestrian gaps/crossings and bikeways to the Connected City Advisory Board.
  - 10.3. Final approval of the Five-Year Plan for Bike & Pedestrian will be made by the Lawrence City Commission

## APPROVAL AND VERSION CONTROL

*Melissa J. Sieben*

9/25/2025

*Melissa Sieben, MSO Director*

*Date*

NAME	DATE	Changes to the previous version
Jessica Mortinger	09/01/2025	Policy created and approved.