

Lawrence Transportation Disadvantaged Population Scoring Table

Topic	Lawrence Average	1 Point	2 Points	3 Points
Low-moderate CDBG income		51.0% to 62.4%	62.5% to 78.9%	Greater than 79.0%
Minority	15.0%	15.0% to 34.9%	35.0% to 54.9%	Greater than 55.0%
Households with an individual with a mobility disability	19.3%	19.3% to 39.2%	39.3% to 59.2%	Greater than 59.3%
Less than high school diploma	4.7%	4.7% to 24.6%	24.7% to 44.6%	Greater than 44.7%
Single parent household	32.5%	32.5% to 52.4%	52.5% to 72.4%	Greater than 72.5%
Households without vehicles	7.8%	7.8% to 27.7%	27.8% to 47.7%	Greater than 47.8%
Youth (under 18)	16.3%	16.3% to 36.2%	36.3% to 56.2%	Greater than 56.3%
Senior citizens (65+)	10.5%	10.5% to 30.4%	30.5% to 50.4%	Greater than 50.5%

Source: 2018 American Community Survey 5-year Estimates for all metrics except income and 2015 American Community Survey 5-year Estimates for CDBG Income. Points were assigned based on the percentage of each measure per block group. Then one point was assigned if the block group was equal to or 20 percent higher than the Lawrence average. Two points were attributed if the block group was 20 percent to 40 percent of the Lawrence average. And three points were assigned if the block group was greater than 40 percent higher than the Lawrence average. Low-moderate income data is the Community Development Block Grant (CDBG) identified low-moderate income areas. A block group is low-moderate income if the low-moderate income percentage for the block group is 51.0%. The 27 block groups that are considered low-moderate income were split into 3 groups of 9 and the highest percentage of low-moderate income were assigned three points, then two points, and lastly one point. The FFY21 TIP Transportation Disadvantaged Population was created using the county average, since the MPO is countywide. This analysis was developed for the sidewalk improvement area discussion in October 2020; therefore, it only uses the Lawrence average.