

**City of Lawrence, Kansas
Transportation Commission
Non-motorized Projects Prioritization Policy**

SUBJECT Non-motorized Projects Prioritization Policy		APPLIES TO Infrastructure	
EFFECTIVE DATE September 9, 2019	REVISED DATE September 9, 2019	NEXT REVIEW DATE TBD	
APPROVED BY Transportation Commission September 9, 2019		TOTAL PAGES 6	POLICY NO. TC19-001

1.0 Purpose

In order to improve the built environment for people who walk, bicycle, or wheel, this policy implements recommendations of the Regional Pedestrian Plan, the Lawrence Bikes Plan and establishes a data-driven ranking procedure for prioritizing non-motorized projects and identifying those that confer the greatest benefit to the community.

2.0 Scope

This policy applies to all non-motorized projects, including but not limited to the following: ADA curb ramps, sidewalks, curb extensions, shared-use paths, bike lanes, protected bike lanes, bicycle boulevards, signage, crossing improvements, and other projects that improve the built environment for people who walk, bicycle or wheel. This policy does not apply to non-motorized aspects of larger roadway projects that are not funded with pedestrian and bicycle funds (although such non-motorized projects may be ranked), standalone ADA curb ramp projects or to sidewalk maintenance, which is the responsibility of abutting landowners.

3.0 Development of Project Lists

- 3.1** Non-motorized projects will be sorted into two lists: pedestrian gaps/crossings, and bikeways.
- 3.2** Non-motorized projects identified in specific non-motorized plans will be placed on the appropriate list.
- 3.3** Additional non-motorized projects requested by the public during formal calls for projects, concurrent with the development of the Capital Improvement Program (CIP), may also be listed. Before a proposed project is placed on a list, it will be reviewed by City Staff to determine its appropriateness and feasibility. A list of requested projects will be documented and provided to the Transportation Commission when project recommendations are considered.
- 3.4** Annually, all non-motorized projects appearing on the lists will be scored in accordance with Section 4.0 and ranked in accordance with Section 5.0. If new non-motorized projects are added, those new projects 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.

4.0 Project Scoring

Non-motorized projects appearing on the Project Lists will be scored annually according

to the following criteria:

4.1 Pedestrian Gap/Crossings Prioritization Criteria

(a) Priority Networks- 6 points max

Projects that improve connectivity along priority networks recognized in adopted plans are accorded the highest weight. This criterion follows the Regional Pedestrian Plan Priority network: Safe Routes to School Routes without sidewalks on either side followed by Arterial and Collector Streets without sidewalks on either side followed by Arterial Streets, Collector Streets with sidewalk on one side and SRTS routes with sidewalk on one side and finally Local streets without sidewalk on either side and Local streets with sidewalk on one side.

(b) 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 in order 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

(c) Safety – 10 points max

Higher volume roadways are granted greater priority, as well as projects that improve crossings on roadways over 7,500 AADT. Crossing improvements also receive points based on the AADT. While crash history is not necessarily considered in project scoring, project design will consider crash history.

Pedestrian Gap/Crossings Prioritization Criteria		Points
Priority Network (select one, max 6 pts)		
	Safe Routes to School Route with no existing sidewalks on either side	6
	Arterial/Collector Street Classification of Roadway with no sidewalks on either side	5
1	Arterial/Collector Street Classification of Roadway	4
	Safe Routes to School Route with sidewalk on one side	3
	Local Street Classification of Roadway with no sidewalks on either side	2
	Local Street Classification of Roadway	1
Pedestrian Access to Priority Destinations (select one, max 5 pts) Points accumulate based on the number of destinations within specified walking distances with a weight to equalize schools. Destinations include: schools K-12, park/public attractions, public transit stops, public/government institution, non profit, daycare, health clinic & neighborhood/community retail.		
2	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
Safety - Roadway Volume (select one, max 5 pts)		
	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
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
Safety - Crossing (select one, max 5 pts)		
	Project adds crossing improvements on a road over 15,000 AADT	5
	Project adds crossing improvements on a road over 10,000 AADT	3
	Project adds crossing improvements on a road over 7,500 AADT	1

Max Points: 21

4.2 Bikeway Prioritization Criteria

(a) *Adopted Plan Priorities- 5 points max*

Projects that improve connectivity along networks recognized in adopted plans are accorded the highest weight. This criterion recognizes the priority and secondary networks established by the Lawrence Bikes Plan.

(b) *Bicycle Demand Model – 5 points max*

Bicycle demand is calculated based on a scoring system that ranks areas based on 6 proximity factors: High density housing, medium density, K-12 schools, college/university, and existing bike infrastructure and community service centers. Those 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 the 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

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

College/University

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

(c) Safety – 10 points max

Higher volume roadways are granted greater priority, as well as projects that improve crossing on roadways over 7,500 AADT. While crash history is not necessarily considered in project scoring, project design will consider crash history.

Bikeway Prioritization Criteria		Points
1	Adopted Plan Priorities (select one, max 6 pts)	
	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
2	Bicycle Demand (select one, max 5 pts)	
	<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
	The values greater than zero up to the First quintile	1
3	Safety - Roadway Volume (select one, max 5 pts)	
	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
	Safety - Crossing (select one, max 5 pts)	
	Project adds crossing improvements on a road over 15,000 AADT	5
Project adds crossing improvements on a road over 10,000 AADT	3	
	Project adds crossing improvements on a road over 7,500 AADT	1

Max points:21

5.0 Project Ranking and Selection

5.1 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 should be considered in the final selection of non-motorized projects and, ultimately, in project design. Those non-exclusive factors are as follow:

- Equity in project distribution (environmental justice areas)
- Opportunities for parallel routes
- Grant funding opportunities
- Economies of scale
- Cost sharing opportunities
- Available funding
- Other relevant factors such as cultural, social and economic benefit

5.2 The following procedure will be used to determine a final project ranking:

- (a)** The available funding for non-motorized infrastructure will be distributed between the two category areas (pedestrian gaps/crossings, and bikeways) by recommendation of the Transportation Commission.
- (b)** 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.

- (c)** City Staff will present to the Transportation Commission for consideration, a list of projects ranked, using the established criteria and other factors as outlined above, for pedestrian gap/crossings and bikeway projects
- (d)** The Transportation Commission will recommend to the City Commission for approval, a final ranked project list for each category.