

Equitable Development Principles & Scorecard

A tool for communities & planners



TRANSPORTATION edition

Ensuring streets and public spaces are safe and accessible for people who bike, walk, roll and use public transit



Summer 2018

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Any words or terms in **purple** are defined at the bottom of the page or on the next page of the scorecard.



WHY do we need this scorecard?

In the Twin Cities, many people frequently walk, bike, roll and/or use public transit because of personal choice, economic need, physical disability or for many other reasons. But these community members are often left out of the conversations about transportation changes in their neighborhoods. **This means that transportation improvements frequently do not serve the needs of people who bike, walk, roll and/or use public transit** – and in many cases harm local communities. In 2016 and 2017, community members who care deeply about safe, accessible, welcoming mobility options for all came together to create a scorecard that includes principles and practices of equitable development, environmental justice and community engagement.

WHO should use this scorecard

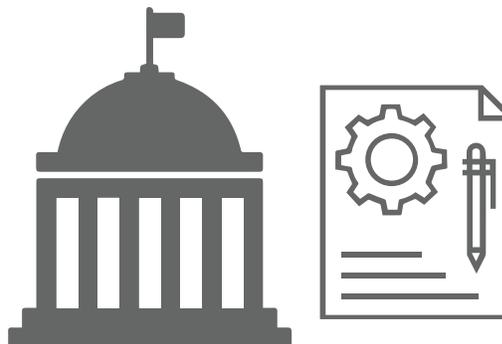
Our hope is that this scorecard can be used in communities as they plan and create bicycle, pedestrian and public transit improvements **to ensure they benefit everyone**. This scorecard is intended both for members of the community and those in the public and private sector.

COMMUNITY MEMBERS could include community-based organizations, urban neighborhoods, suburban or rural communities and cultural groups.



Community-based and cultural groups

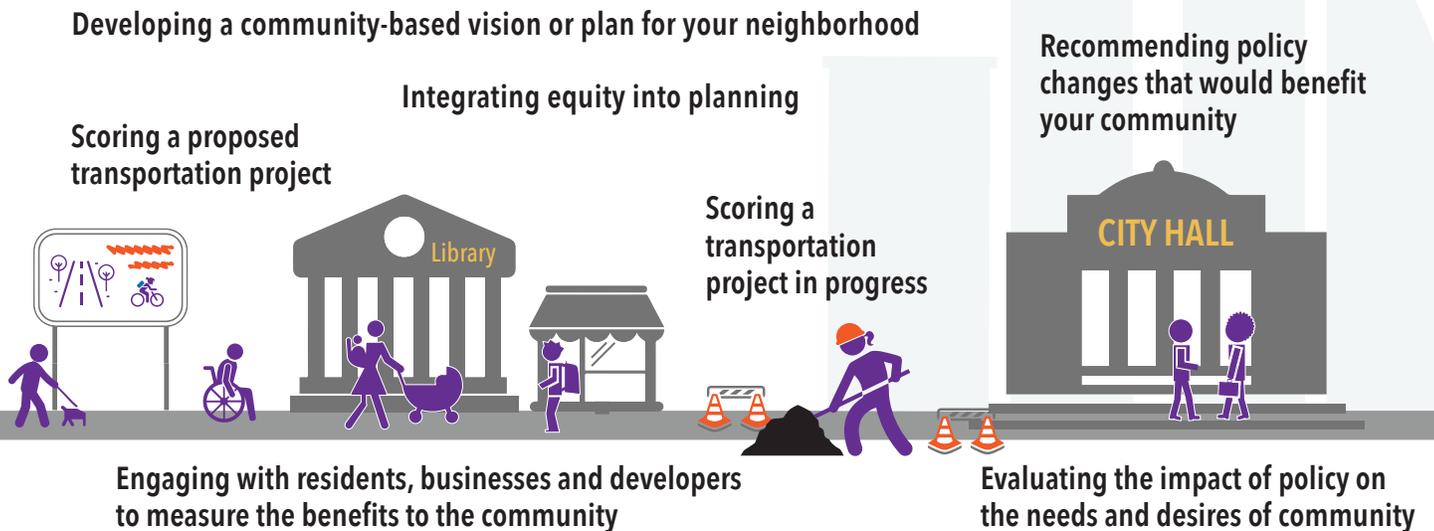
GOVERNMENT / PRIVATE SECTOR could include city council members, county commissioners, transportation planners, private developers or consultants.



Government officials and planners

WHEN to use this scorecard

This scorecard was modeled after the *Equitable Development Principles & Scorecard* created by community-based organizations in the Twin Cities in 2014. The two scorecards may be used together or they can stand alone, depending on the project and each community's needs. This scorecard can be used in many ways. See our ideas below – but you might think of other ways to use it!



HOW to use this scorecard

- 1 Fill out the **Project Overview** on page 5 to describe the project and the people who are involved – or should be involved – in the process.
- 2 Review the **Principles** of Equitable Transportation – and the scorecards for each principle.
- 3 Discuss each section **Scorecard** with your group, and decide as a group how many points the project needs to pass in each section. On each scorecard not all criteria may apply to your community or project. Tailor the scorecard to meet your needs: remove any criteria that don't apply, and add any items that are important. For scoring, decide how important an item is to your community and **weight the scores** accordingly. For example, if one criteria is critical to your community consider giving it 10 points, rather than 5.
- 4 Add up all of the scores from each section for a **Final Score**.
- 5 Decide as a group the **next steps** based on the score.

PRINCIPLES

Every **community** and project is different – but there are important values that are essential to creating equitable, sustainable transportation options that are inclusive and accessible for ALL residents. These principles are the foundation of equitable bicycle, pedestrian and **public transit** improvements.

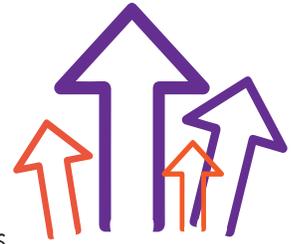
Local Vision

Safe and inclusive communities respect the vision and culture of all neighbors. Bicycle, pedestrian and transit infrastructure takes into account all priorities of a community, especially those that are more urgent and immediate. Plans enhance and complement a community's vision and public subsidies result in concrete and measurable benefits for residents as defined by the community.



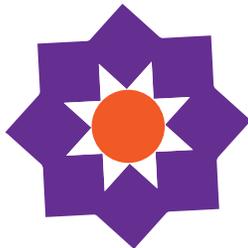
Community Power

True decision-making power is given to communities that live, work, or have cultural connections to the land that will be impacted by the project. Planners and developers center and value the visions of indigenous people, people of color, working class, low wealth, low-income communities, youth and elders, immigrants, refugees, people with disabilities, and caregivers.



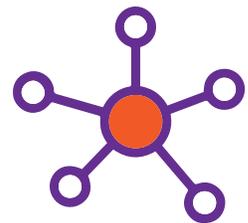
Inclusive Design

Inclusive design ensures streets work for all people, promoting safe, inviting and accessible ways for communities to get where they need to go. Equitable, rooted design respects neighborhood history and culture and includes public space for community members. It is beautiful, functional, uses good materials and is well maintained.



Priority and Connectivity

The travel needs of youth, the elderly, people with disabilities, those without cars or unable to get driver's licenses are prioritized first. A connected network of transportation options safely and efficiently links community members to the resources, opportunities, and neighborhoods important in their lives.



IMPORTANT TERMS

COMMUNITY: When governments use the word community they are often referring to cities and municipalities. We use the term to refer to a group of families and individuals who are in relationship to each other either by culture or geography.

PUBLIC TRANSIT: Public transportation in the form of buses, bus rapid transit, streetcars, light rail trains, and commuter rail.

PROJECT OVERVIEW

**FINAL
SCORE**

NAME of the project or plan: _____

LOCATION of the project or plan: _____

Is the project or plan **CONNECTED** to other bike, pedestrian and/or public transit systems?

Is the project part of a **BIGGER LAND USE PLAN**? Y / N (If yes, please attach plan)

Has the project or plan received or applied for **PUBLIC INVESTMENT**?

DEVELOPER name and contact information: _____

PUBLIC AGENCY and contact information: _____

Who has **POWER** to make decisions about the project or plan: _____

Any words or terms in **purple** are defined at the bottom of the page or on the next page of the scorecard.



Other **STAKEHOLDERS** – who’s affected by this plan or project: _____

What’s important to know about **YOUR COMMUNITY** and the people who live, work or have a connection there?
(Attach additional information to the Scorecard): _____

Share a **SHORT DESCRIPTION** of the project, including project history: _____

What’s the project or plan’s current **STATUS** – and what’s happened so far? _____

IMPORTANT TERMS PROJECT OVERVIEW



A COMPREHENSIVE PLAN is for a specific geographic area that includes all aspects to guide future growth, like land use, transportation, parks, housing, and economic development. Comprehensive plans are created for metropolitan regions, counties, and cities. A comprehensive plan may also include neighborhood and site specific plans, like a small area plan, master plan, or development plan.



TAX ABATEMENT OR INCENTIVE:

When a government gives a business or organization a reduction or exemption from taxes for a specified period, usually to encourage certain activities like investment in capital improvements and development projects.

LOCAL VISION



Equitable development and inclusive communities respect the vision and culture of neighborhoods. Investments in biking, walking and public transit take into account the different social, economic and physical needs, priorities, and visions of each local community in a holistic manner.

Decide how important each criteria is to your community and score it according (for instance, 2/5 or 6/10)	Score
Community vision is established or reaffirmed by a group of residents that are reflective of the current demographic make-up of the community. People with disabilities, indigenous, people of color, low-income, renters etc., have decision-making authority.	/
Plans for mobility enhance and complement the community's vision and priorities.	/
There is a community report back for the final design plan submitted for approval. The final plan includes community-supported features, and explicitly lists all recommendations received and reasons for their inclusion or exclusion, published in an accessible format and all necessary languages.	/
The project is both physically and culturally accessible to the community in which it is located.	/
Investments connect to and highlight community characteristics, points of interest, and key features.	/
The project increases funding and resources for communities that have been historically under-invested. If the project is expected to add to the livability of the community, then there is a concrete, community-supported plan to maintain neighborhood affordability and avoid cultural or physical displacement.	/
Public transit is affordable for those who depend on it and incentivizes drivers to choose public options.	/
	/
	/
	/

SECTION SCORE



ADDITIONAL NOTES

IMPORTANT TERMS LOCAL VISION



AFFORDABILITY: When a household can pay for something without having to sacrifice other needs, like groceries or medical care. Housing is affordable, for example, when it requires no more than 30% of a family's monthly income.

CULTURALLY ACCESSIBLE: Addressing barriers created by differences related to issues like language, visual design, and cultural norms.

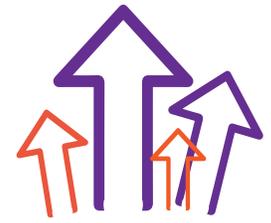
EQUITY: Just and fair inclusion allowing all to participate and prosper.

EQUITABLE DEVELOPMENT: When low-income communities and communities of color participate in and benefit from investments that shape their neighborhoods and regions, creating healthy, vibrant communities of opportunity.



LIVABILITY: Measure of a community's quality of life – including the built and natural environments; economic prosperity; social stability, educational opportunity; and cultural, entertainment and recreation possibilities.

COMMUNITY POWER



True decision-making power is given to communities that live, work, or have cultural connections to the land in the areas that will be impacted by the project. Planners and developers are accountable to the ideas and visions of indigenous people, people of color, people with disabilities, working class, low wealth, low-income communities, youth and elders, immigrants, refugees, and caregivers.

Decide how important each criteria is to your community and score it according (for instance, 2/5 or 6/10)	Score
Developers and planners partner with the community to develop their community engagement plan BEFORE the project starts.	/
Throughout the project, developers and planners use appropriate tools to ensure the project authentically engages community and responds to its needs.	/
Engagement does not solely depend on known advocates, but elevates those who live, work, or have cultural connections to the project area. Data represents the full community and, if groups are missing, further efforts are made to ensure full participation.	/
The project supports community leadership and capacity building by organizing workshops and ongoing committees, such as Technical / Community / Advisory Board / Committees .	/
Project information, materials, and meetings are communicated and available in multiple formats, presentations styles, and languages that are representative of the impacted community. Significant changes to the scope of the plan and/or project stop the project and trigger more community engagement .	/
Consulting and contracting priority is given to existing community and cultural organizations, and those who have demonstrated a deep and lasting connection to the neighborhood and cultures in the project.	/
	/
	/
	/

SECTION SCORE



ADDITIONAL NOTES

IMPORTANT TERMS COMMUNITY POWER



COMMUNITY ENGAGEMENT:

Community engagement involves residents or stakeholders – especially those who are excluded and isolated – in collective action to create a healthy community. Impacts of effective community engagement may include community healing, reclaiming a healthy identity, reconnecting with culture and spirituality, building relationships, and embracing individual and collective power.

TECHNICAL / COMMUNITY / ADVISORY BOARDS /

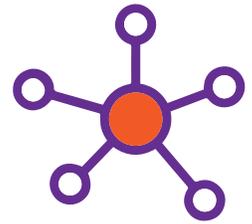
COMMITTEES: Technical Advisory Boards (TAB), Community Advisory Committees (CAC), and other advisory boards and committees are usually formed by governments, made up of representatives of area, voting districts, or community groups to advise government (city, county, state) staff. Some Advisory Boards are project specific, and some are more general.

RESOURCE: NEXUS COMMUNITY PARTNERS

NEXUS COMMUNITY PARTNERS is a Minneapolis-based organization rooted in the belief that "All community members, especially those who have been historically oppressed and ignored, should be engaged in and have authorship of their lives and future." For Nexus, "community engagement is a life-long commitment to a set of values that places equity, inclusion and community at the center."

Learn more at nexuscp.org and buildthefield.org

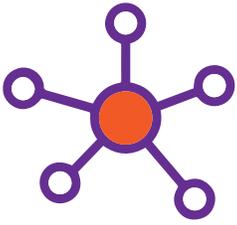
PRIORITY & CONNECTIVITY



Priority puts the travel needs of youth, the elderly, people with disabilities, people without cars, and people unable to get licenses first. Connectivity builds a network of transportation options that safely and efficiently link community members to the resources, opportunities, and neighborhoods important in their lives.

Decide how important each criteria is to your community and score it according (for instance, 2/5 or 6/10)	Score
Infrastructure connects and enhances what is already in place as part of a regional system. The project maximizes connections to all modes of public transit and makes walking, biking, rolling and use of public transit an easy choice. The project prioritizes the routes and paths that pedestrians and bicyclists naturally use.	
Intersections are built with the safety and use of people who bike, walk and roll as a top priority – ensuring safety for people with disabilities and ages 8-80. Intersections include bump outs , curb cuts , shorter crossing distances, and leading pedestrian interval timing to give people a head start for safer crossing.	
Routes and destinations are clearly marked, use language and symbols commonly used in the community, and include way-finding resources for people with disabilities.	
The project adds the choice of bikeways and pedestrian infrastructure as decided by the community and people who use it. The project includes pedestrian infrastructure with sidewalks that are universally designed – or, at a minimum, accessible to people with disabilities and include pedestrian refuges islands .	
Design and implementation of the plan meet or exceed the requirements of the jurisdiction's Complete Streets Policy . If a Complete Streets Policy is not in place, the plan follows a complete streets model.	

SECTION SCORE



ADDITIONAL NOTES

IMPORTANT TERMS PRIORITY & CONNECTIVITY

8-80 refers to designing public spaces that are great for an 8-year-old and an 80-year-old – and all ages in between **(1)**.

ADA COMPLIANT: The Americans with Disabilities Act prohibits discrimination and guarantees that people with disabilities have the same opportunities to participate in mainstream life, including design guidelines that ensure accessibility and remove barriers.

BUMP OUTS or “curb extensions” provide an additional element in protecting the vehicles parked on the street and enabling shorter, safer crossings for pedestrians **(2)**.

CALL BOXES are installed at various locations on bike/walk paths in case of an emergency **(3)**.

CURB CUTS are a ramp into a street curb at a corner for wheelchair access or at a driveway for vehicle access **(4)**.

COMPLETE STREETS refers to a transportation policy and design approach that requires streets to be planned, designed, and operated for safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation **(5)**.

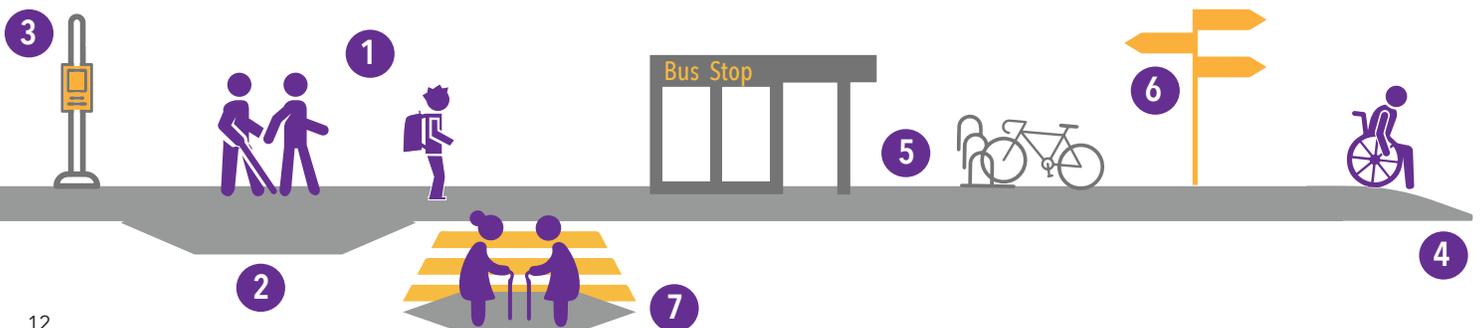
JURISDICTION refers to a particular geographic area of a defined legal authority. For example, counties and cities have powers that are independent of the federal and state governments.

WAY-FINDING includes information systems that guide people through a physical environment and enhance their understanding and experience of the space **(6)**.

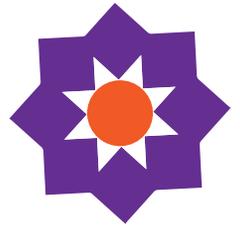
PEDESTRIAN REFUGE ISLANDS are a small section of pavement where pedestrians can stop before finishing crossing a road. It is typically used when a street is very wide, as the pedestrian crossing can be too long for some individuals to cross in one traffic light cycle **(7)**.

LEADING PEDESTRIAN INTERVALS typically give pedestrians a 3 to 7 second head start when entering an intersection to make pedestrians more visible and reinforce their right-of-way over turning vehicles.

UNIVERSAL DESIGN is when products and environments are designed to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.



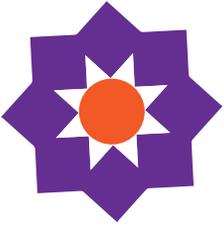
INCLUSIVE DESIGN



Inclusive design works for all people, promoting safe, inviting and accessible ways for communities to get where they need to go. Equitable, rooted design respects neighborhood history and culture and includes public space for community members. It is beautiful, functional, uses good materials and is well maintained.

Decide how important each criteria is to your community and score it according (for instance, 2/5 or 6/10)	Score
Project design uses the best strategies and equipment for the context and location, such as protected intersections , protected bikeways , floating bus islands , and Accessible Pedestrian Signals (APS) .	/
All public spaces are designed to be safe for the most vulnerable users, such as children, people with disabilities, elders, pedestrians, and bicyclists. Particular attention is paid to intersections. Design makes use of traffic calming design features, and is inclusive of persons with disabilities (ADA compliant).	/
The design creates safe, accessible and comfortable places to rest and meet your needs along the way, including facilities like bus shelters and garbage cans. These facilities are designed to be used by all community members.	/
Signs clearly mark routes, intersections, and destinations with commonly understood symbols and in the languages of community members. Maps are low enough for people in wheelchairs to read.	/
Design contributes to a safe, accessible and welcoming neighborhood by adding green spaces and public art, including public art created by local community artists.	/
Traffic and crosswalk signal timing prioritize bike and pedestrian travel, like leading pedestrian interval timing & bicycle loop detectors .	/
Signals include ways to navigate by sight, sound and touch.	/
	/
	/

SECTION SCORE



ADDITIONAL NOTES

IMPORTANT TERMS INCLUSIVE DESIGN

BIKE FACILITIES include a variety of resources for people on bikes, including fix-it stations, rest areas, restrooms, bike parking, etc **(1)**.

BIKE LANES are a 5- or 6-foot wide designated space exclusively for bicycles. Bike lanes are distinguished from other traffic lanes with special signage and pavement markings **(2)**.

BICYCLE BOULEVARDS are enhanced local street corridors that give priority to bicycles, typically running parallel to busy streets that may be uncomfortable for bicyclists.

BOLLARDS are impact-resistant, flexible plastic posts that separate cars from bicycle traffic when used in a protected bikeways **(3)**.

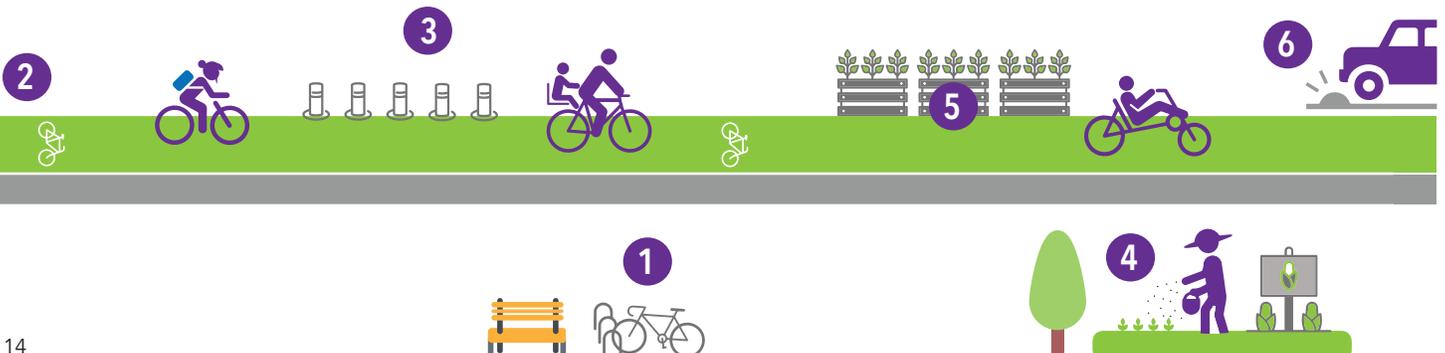
GREEN SPACES are open spaces that are home to and invite in nature, like parks and community gardens **(4)**.

PROTECTED BIKEWAYS are physically separated from motor vehicle traffic. Off-street trails are the most common type of protected bikeway; but protected bikeways are also on streets, separated from traffic with parked cars, medians, bollards, or planters **(5)**.

BICYCLE LOOP DETECTORS are sensors beneath the asphalt at a signalized intersection that can detect a bike, and give it a green light.

ACCESSIBLE PEDESTRIAN SIGNALS are devices that communicate Walk and Don't Walk intervals at signalized intersections in non-visual formats for people who are blind or who have low vision.

TRAFFIC CALMING uses physical design and other measures to slow vehicle traffic and improve safety for people driving, biking, walking or rolling **(6)**.



GENTRIFICATION

When new developments add safe and accessible places to bike, walk and roll, transit stations, green spaces for play and gardening, public art, and/or connections to important community resources – it seems like a benefit for our neighborhoods. And it can be. But if we don't address the social and economic impacts of this development, we risk losing our neighborhoods to gentrification. What does that mean? Some key features of gentrification are:

Disinvestment: Gentrification happens in neighborhoods that governments, banks, and businesses have failed to support with funds, investment, and development opportunities.

Property value: Because of this lack of institutional support, neighborhoods may be considered "rundown," "unsafe," or "undesirable" and property values in these neighborhoods are lower than in other neighborhoods.

Location: Many of these neighborhoods are located in core urban areas and becoming desirable as wealthier households look to move into the city.

Displacement: Developers, banks, and government start to re-invest in these neighborhoods, new and different businesses open, and higher income households move in and the current, lower income residents can no longer afford housing and/or lose businesses and cultural resources that were important to the character and social networks of their communities.

Disparate impact: New, lower income people can no longer afford to move into these neighborhoods, something known as exclusionary displacement. Gentrification often has a racial component – the new residents are higher income whites and they are displacing lower income people of color.

ANTI-GENTRIFICATION STRATEGIES:

Historic preservation districts regulated by a citizens' board and focused on cultural, residential, and commercial preservation

Property tax relief for developers that commit to significant percentage of **housing units that are affordable** to those in the neighborhood

Requiring **mitigation funds** or capturing value from developments to fund anti-displacement tools that are determined by community liaisons

Strong and effective **Community Benefits Agreements** signed by community groups and a real estate developer to require the developer to provide specific amenities and/or mitigations to the local community or neighborhood, for instance ensuring that the projects create opportunities for local workers

Creation of land banks, community-owned entities created to acquire, manage, maintain, and re-purpose vacant, abandoned, and foreclosed properties

Overlay zones that establish additional or stricter standards and criteria to protect special features such as historic buildings and can also be used to promote specific projects, such as affordable housing

Requiring **office space** be used by businesses serving the local neighborhood, merchants and residents

Requiring the **one-for-one replacement** of housing units for any demolished housing

Instituting tenant protections such as **just cause eviction and rent control**

Providing micro-grants and training to community entrepreneurs in addition to maintaining affordable housing

When we talk about gentrification we need to ask:

Whose neighborhood is this?

Do communities with longstanding historical ties and connections to neighborhoods – communities who have thrived despite disinvestment – have a claim of belonging to the space?

What are government's and developer's responsibilities to indigenous people, communities of color, seniors, people with disabilities, and low-income / low-wealth communities?



If you have questions or comments about this scorecard,
please contact transportation.scorecard@gmail.com

If you'd like to join an online email group of people using this
and the Equitable Development Principles & Scorecard in their
work, please contact info@thealliancetc.org.



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