LINK Houston advocates for a robust and equitable transportation network so that all people can reach opportunity.

(713) 353-4604  www.LINKHouston.org
This scorecard is an assessment tool to ensure affordable housing exists with affordable transportation options and that both are high-quality.

All people need quality housing they can afford and the ability to access a variety of opportunities outside their home—education, employment, shopping, recreation, etc. Transportation is the connection between home and outside opportunity. Ideally, quality affordable housing will be near everything residents need and desire. Though the reality is that even the best-planned affordable housing endeavor cannot be near all opportunities.

Therefore, the availability and quality of affordable transportation, such as walking, biking, riding transit, or carpooling, must be considered when determining if housing is truly affordable.

High-quality, affordable transportation near affordable housing enables people to get to the places they need to go regardless of means, ability, or circumstances—such as when someone else needs the family car, the car breaks down or is flooded, or to save money.

Use the Housing + Transportation Decision-maker Scorecard to improve practice at your organization by:

- Selecting better sites through early consideration of the quality of affordable transportation.
- Increasing functionality of affordable housing by evaluating and implementing transportation improvements.

Site Location

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**Project Stage(s) Scored**

Site Selection

Site visit and mapable analysis to compare potential sites

Site Improvement & Use

Planning and design

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**Affordable transportation is high-quality for individuals when it provides geographic access to opportunities and is multimodal, timely, practical, dignified, accessible, safe and low cost.**

**Affordable transportation is high-quality for neighborhoods when it improves health, the environment, community conditions and advances equity.**

**VALUES** Centrality, destinations, utility, feasibility

**GOAL** Affordable housing near opportunities to remove the need for people to travel far for all needs; freeing up time and money

**SCORE:**

NUMBER OF YESES OUT OF 13

---

1. **Is the affordable housing site near the following important places?** Circle one per row

- Elementary school is less than 0.5 miles (a 10-minute walk)
  - YES
  - NO

- Middle school is less than 1 mile (a 20-minute walk)
  - YES
  - NO

- High school is less than 1.5 miles (a 30-minute walk)
  - YES
  - NO

- Park or greenspace is less than 0.25 miles (a 5-minute walk)
  - YES
  - NO

- Childcare or daycare is less than 0.5 miles (a 10-minute walk)
  - YES
  - NO

- Fresh food grocery is less than 0.5 miles (a 10-minute walk)
  - YES
  - NO

- Pharmacy is less than 1 mile (a 20-minute walk)
  - YES
  - NO

- Healthcare is less than 2 miles (a 40-minute walk)
  - YES
  - NO

- Community center/library is less than 1 mile (a 20-minute walk)
  - YES
  - NO

**Note:** Use an online tool, such as Google Maps, to identify the walking time between the site and each type of destination. The approximate walking times in the question above include delays at intersections and dealing with varying walking conditions. Please also note that while proximity to opportunities is important, it does not speak to a person’s experience or the quality of transportation from the site to the opportunity itself. Other sections of the tool inquire about other important aspects of quality for people who are walking, biking and riding transit.

2. **What is the site’s Walkscore.com result? (visit www.walkscore.com)** Circle one per row

- Walk Score is greater than 60 out of 100
  - YES
  - NO

- Transit Score is greater than 60 out of 100
  - YES
  - NO

- Bike Score is greater than 60 out of 100
  - YES
  - NO

3. **Is the site’s CNT AllTransit score higher than 7 out of 10?** (visit alltransit.cnt.org)

- YES
  - NO
### Travel Options

**VALUES**

Multimodality, flexibility, connections, freedom, true choice, customization, control

**GOAL**

Support freedom of movement by prioritizing a variety of viable affordable transportation options on-site and to off-site destinations to reduce the need to own a car in order to live a full life

<table>
<thead>
<tr>
<th><strong>SCORE:</strong> NUMBER OF YES ES OUT OF 20</th>
</tr>
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<tbody>
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</tbody>
</table>

### Time

**VALUES**

Efficiency, speed, persistence, punctuality, reliability, timeliness, frequency, coordination

**GOAL**

Affordable transportation that is timely, speedy and reliable (on-time) so people can plan activities with their time and maximize their time as they choose

<table>
<thead>
<tr>
<th><strong>SCORE:</strong> NUMBER OF YES ES OUT OF 8</th>
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<tbody>
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</table>

<table>
<thead>
<tr>
<th>11. Is transit service frequent at the nearest stop or station on weekdays?</th>
</tr>
</thead>
<tbody>
<tr>
<td>The stop has peak-hour service at 7 a.m. that comes every 15 minutes or faster</td>
</tr>
<tr>
<td>The stop has midday service at noon</td>
</tr>
<tr>
<td>The stop has off-peak service at 7 p.m. that comes every 30 minutes or faster</td>
</tr>
<tr>
<td>The stop has evening service after 9 p.m.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>12. Does transit service at the nearest stop or station operate on WEEKENDS and HOLIDAYS?</th>
</tr>
</thead>
<tbody>
<tr>
<td>The stop has peak-hour service at 7 a.m. that comes every 15 minutes or faster</td>
</tr>
<tr>
<td>The stop has midday service at noon</td>
</tr>
<tr>
<td>The stop has off-peak service at 7 p.m. that comes every 30 minutes or faster</td>
</tr>
<tr>
<td>The stop has evening service after 9 p.m.</td>
</tr>
</tbody>
</table>

Note: Transit frequency varies by time of day and between weekdays and weekends

### Site Improvement + Use

**VALUES**

Experience dignity through an improved built environment and affordable transportation options that are well-organized, easily understood and use technology strategically

<table>
<thead>
<tr>
<th><strong>SCORE:</strong> NUMBER OF YES ES OUT OF 14</th>
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<tbody>
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</table>

<table>
<thead>
<tr>
<th>13. Are walking and biking connections to public streets, trails and bikeways prominent and clear?</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES NO</td>
</tr>
</tbody>
</table>

Note: Use an online tool, such as Google Maps, to identify the walking time between the site and each type of transportation
### Decisionmaker Scorecard

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Did you explore options to provide additional pathways for walking or biking on-site and nearby?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note: Such as paths on drainage or utility easements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are multiple access points to the site provided specifically for people walking or rolling?</td>
<td></td>
<td></td>
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<tr>
<td>Note: Multiple access points provide people the option to avoid driveways or going far out of their way</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are walk, bike or roll access points located to provide logical, shortest-distance access to public sidewalks and transit stops?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are walk, bike or roll access points to the site functional for both entering and exiting the site?</td>
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<tr>
<td>Are on-site walk, bike, or roll routes intuitive and never blocked by vehicles?</td>
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<td></td>
</tr>
<tr>
<td>Is the main entrance to buildings also the clearly marked, best entrance for people who walk or bike?</td>
<td></td>
<td></td>
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<tr>
<td>Is there a bike rack that is secure and has lighting?</td>
<td></td>
<td></td>
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<tr>
<td>Is storage space available to residents that can accommodate a bike?</td>
<td></td>
<td></td>
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<tr>
<td>Do residents receive information about transportation options in their welcome packet?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are informational resources about transportation available on-site?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Circle one per row</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Printed schedules, map, and/or how-to-ride guide</td>
<td></td>
<td></td>
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<tr>
<td>Digital kiosk/screen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will there be co-sponsored events and challenges offered for residents to simplify the experience of using affordable transportation and increase comfort in trying new ways of getting around?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note: Such as an information session held in partnership with transportation providers explaining available transportation options</td>
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</tbody>
</table>

### Accessibility

**VALUES**
Reachable, self-sufficiency, comfort, independence

**GOAL**
Comfortably accessible to all people in all geographies, regardless of ability

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are all sidewalks on-site and immediately adjacent to the site accessible (i.e., ADA compliant)?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the likely, most direct walk/roll path to the nearest transit stop accessible (i.e., ADA compliant)?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street storm drainage adequate to prevent standing water and collection of mud and sharp debris at curb ramps?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note: Sharp objects and mud are a real safety concern for people rolling, in any weather condition</td>
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<td></td>
</tr>
<tr>
<td>Does the nearest transit stop have a shelter, seating and concrete pad for boarding and alighting transit?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the nearest transit stop have a shelter, seating and concrete pad for boarding and alighting transit?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the nearest transit stop have audible or visual real-time information?</td>
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<td></td>
</tr>
<tr>
<td>Is there an accessible ridesharing/taxi pick-up/drop-off point on-site?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are there entrance(s) for accessible vehicles (e.g., METROLift, accessible vans) to drop off customers in front of buildings?</td>
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<td></td>
</tr>
<tr>
<td>Is the main entrance to buildings also the clear, best entrance for a person rolling?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
35. Does on-site signage and wayfinding help all residents and visitors understand walk, bike and roll access is a priority and respected?  YES  NO

36. Are the substantive elements of any outstanding Pedestrian Accessibility Reviews (PARs) and 3-1-1 requests addressed, whether by the local government alone or through partnership?  YES  NO

37. What is the nature and condition of crosswalks around the site?  Circle one per row

| Crosswalks that have a highly visible design | YES  NO |
| Crosswalk markings are well-maintained       | YES  NO |
| Streetlights illuminate the whole crosswalk  | YES  NO |
| Pedestrian signal provides adequate crossing time | YES  NO |
| A leading pedestrian interval gets pedestrians crossing first | YES  NO |

Note: A leading pedestrian interval means people walking get a signal first and start crossing before cars.

38. Do streetlights illuminate public sidewalks while leaving no significant shadows?  YES  NO

39. Does on-site lighting illuminate walk/bike/roll entrances and connecting paths?  YES  NO

40. Does transit service at the nearest stop or station operate on WEEKENDS and HOLIDAYS?  Circle one per row

| Street designs calm traffic to naturally reduce travel speed | YES  NO |
| Streets with medians provide a refuge in the middle       | YES  NO |
| Bikeways are clearly marked and physically protected     | YES  NO |

41. Has a study of motor vehicle crashes around the site been completed and have the identified enhancements been incorporated into the project?  YES  NO

42. Are policies and laws consistently enforced (e.g., school zones, parking, drivers yielding to people walking or rolling)?  YES  NO

43. Does the ground-floor facade of multi-story buildings have a high percentage of transparency (aka fenestration)?  YES  NO

44. Do people maintain control of their pets and are stray dogs managed?  YES  NO

45. Will residents have the option for any of the following cost-reducing incentives?  Circle one per row

| Transit incentive (i.e., fare card, discounted passes, etc) | YES  NO | Note: Such as residents receiving a METRO Q-card with a starting value or reload value each month |
| Bikeshare incentive | YES  NO | Note: Such as a BCycle membership for residents and on-site or nearby station or bikes available to sign out |
| Carshare incentive | YES  NO | Note: Such as hourly/daily carshare available on-site and discounted for low-income residents |
| Parking cost decoupled from housing cost | YES  NO | Note: Decoupling parking can lower cost for tenants that do not need parking |

46. Are buildings LEED® certified and/or is site infrastructure Envision® certified?  YES  NO

---

**Safety**

VALUES Respect, responsibility, cautious, person-focused, protection

GOAL Street infrastructure that encourages safety and mitigates issues for all people using the road, including those relying on affordable transportation options

**User Cost**

VALUES Affordability, budget-conscious, realistic

GOAL Transportation that is budget-friendly while providing people with needed access to opportunities

**Health & Environment**

VALUES Quality of life, wellbeing, physical activity, rejuvenating, healthcare, climate, sustainability, functional, duty, joy, public art, beauty, accomplishment, enlightenment, shelter, cleanliness

GOAL Affordable transportation options that promote healthy, active living and improve on-site and neighborhood environments
47. Is information provided to tenants/owners about developer values regarding healthy living and how the site prioritizes active/affordable transportation? YES NO

48. Is the transition from housing/site to the public street seamless and inviting? YES NO

49. Are there shorter blocks and a grid network (streets & paths) to encourage walking? YES NO

50. Is on-site vegetation used to reduce noise, improve air quality and provide shade to people and buildings along walking and biking paths? YES NO

51. Is vegetation maintained so as not to impede walking/rolling access? YES NO

52. Is there access to green space (on-site or nearby) that allows programming (children, intergenerational, celebrations)? YES NO

53. Does public space with community character, art and/or water features exist? YES NO

54. Does community space for meeting or gathering exist on-site? YES NO

55. Have you consulted with community members and residents about the potential housing development? YES NO

56. Does the mix of businesses nearby create the opportunity for people to connect and have nearby opportunities? YES NO

57. Can people walking, biking or rolling enter and exit the site at locations of likely travel paths to nearby businesses? YES NO

58. Will the development improve an existing challenge identified in a community plan? NOT APPLICABLE YES NO

Note: Many types of community plans exist that describe challenges and community-desired improvements, such as the City of Houston’s Complete Communities or Houston-Galveston Area Council’s Livable Centers plans. Two examples of existing challenges that affordable housing and affordable transportation may address: (1) spurring permanent improvements to transit-service frequency in a traditionally disinvested area to connect to a fresh grocer or community college or (2) bringing opportunity to where legacy residents are now, instead of forcing them to find affordable housing in a different high-opportunity area.

Score Summary (sum of value “yes” totals)

Geographic Access /13
Travel Options /20
Time /8
Site Location Score /41
Dignity & Practicality /14
Accessibility /11
Safety /14
User Cost /4
Health & Environment /9
Community & Equity /9
Site Improvement and Use Score /56

TOTAL SCORE /97
Acknowledgments

LINK Houston gratefully acknowledges the following organizations and individuals who volunteered their time, experience, and passion to collaborate to create the scorecard as part of LINK Houston’s Affordable Housing+Transportation Task Force (in alpha order).

AARP
Avenue CDC
BakerRipley
BikeHouston
Change Happens! CDC
Chinese Community Center
Covenant Community Capital
Credit Coalition
Debra Walker
Fifth Ward CRC
Greater Houston Fair Housing Center
Greater Houston Partnership
Greater Northside Management District
Harris County Housing & Community Development Department
Harris County Transit
HOME Coalition
Houston Area Urban League
Houston Bike Share
Houston Habitat for Humanity
Houston Housing Authority
Houston Housing Finance Corporation
Houston ISD
Houston LISC
Houston Mayor’s Office for People with Disabilities
Houston METRO

Houston Planning & Development Department
Janis Scott
Lone Star College
Mardie Paige
New Hope Housing
Nour Maher Ghadanfar
On The Road Lending
The Rev. Linda Davis
Rowhouse CDC
Sandra Rodriguez
Sarah Shams
SEIU Texas
SERjobs
Sophie Elsner
St. Paul’s United Methodist Church
Tanya Debose
Tejano Center
Texas A&M Transportation Institute
Texas Children’s Pediatrics
Texas Housers
Texas Organizing Project
The Houston Community Land Trust
Trevor Reichman
Wells Fargo
West Houston Association
Westchase District

LINK Houston

LINK Houston is a 501 (c) (3) non-profit organization that advocates for a robust and equitable transportation network so that all people can reach opportunity. We envision a world in which all people in Houston can easily access not only jobs, but also educational experiences, medical appointments, grocery stores, greenspace, and other important destinations, regardless of their mode of transportation. To make that vision a reality, we support transformative and inclusive policies, systems, initiatives, and infrastructure development that connect people to opportunity by transit, walking, and biking. We move ideas into action through community engagement, research, and shaping public policy.

Use of Terms

The scorecard avoids the use of technical terminology as much as possible and is intentionally phrased in present tense, in most cases. Please direct any questions to LINK Houston by visiting www.linkhouston.org or emailing info@linkhouston.org.