

**City of  
Bellevue**



# Transportation Commission Study Session

**DATE:** September 9, 2021

**TO:** Chair Marciante and Members of the Transportation Commission

**FROM:** Kevin McDonald, Principal Transportation Planner, 425-452-4558  
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**SUBJECT:** Mobility Implementation Plan – Equity Index

## DIRECTION REQUESTED

Action

**X** Discussion/Direction

Information

This memorandum describes an equity index weighting schedule and the resulting composite map based on prior discussions with the Transportation Commission. On September 9, staff will seek Transportation Commission concurrence on the preferred weighting schedule for the equity index components.

## INFORMATION

The equity index includes a combination of factors that typically describe underserved or transportation disadvantaged population groups, including low-income/low-wage, minority, elderly, young, people with a disability, zero-vehicle, Limited English Proficiency (LEP), single-parent households, and rent-burdened households. This memorandum documents a preliminary recommendation that is the outcome of a weighting schedule previously discussed with the Transportation Commission (July 22, 2021). In response to Commission discussions, updated information on the single-parent headed household indicator is included in the composite and described in Appendix A.

### Equity Index Weighting Schedule

The equity index methodology draws on similar indexes developed by peer cities and other regions in the country and has been refined in discussions with the Transportation Commission to serve Bellevue as a part of the evaluation and prioritization of candidate transportation projects in each update of the Transportation Facilities Plan.

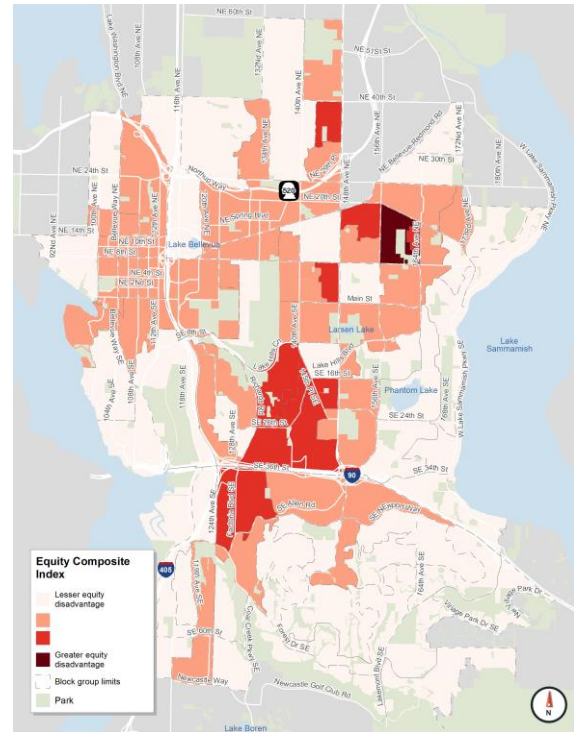
The equity index composite map identifies areas of the city where people may have a transportation access disadvantage or may have a greater reliance on mobility options such as public transit, walking, and biking. The equity index composite map displays the weights (relative importance) for each equity indicator.

The table below shows the weights assigned to each indicator and the associated composite map depicts the equity index by census block group. Areas of the city shown in the darker colors are places where the community has multiple disparity factors. These locations are where people may have mobility and access challenges, and where prioritizing and improving mobility options would promote equitable access to the community.

### Preliminary Recommended Equity Schedule

The preliminary recommended equity index schedule (table below) and the composite map includes input from the Transportation Commission to elevate the weight of low-wage jobs and to include a single-parent households index (revised from female head of household).

Note that the equity index data and the composite map will change as refreshed data is available over time. The Transportation Commission may recommend changing the weight of equity indicators with each update of the Transportation Facilities Plan.



Indicator	Range of individual score	Weight assigned in Index
Low-income households	1–5	25%
Zero-vehicle households	1–5	15%
Low-wage jobs (based on job location)	1–5	10%
People of color	1–5	10%
Limited English Proficiency households	1–5	10%
People with a disability	1–5	10%
People over age 64	1–5	4%
People under age 18	1–5	4%
Housing cost as percentage of income (owner-occupied)	1–5	4%
Housing cost as percentage of income (renter-occupied)	1–5	4%
Single-parent households	1–5	4%
<b>Total</b>		<b>100%</b>

## APPENDIX A: REVISED INDICATOR: SINGLE-PARENT HOUSEHOLDS

### Why this measure is important

Single-parent households are twice as likely to experience financial hardship than couple parents. These economic hardships, combined with time constraints, may cause transportation challenges and significantly limit their mobility and access. Research has shown positive associations between transit usage and the concentration of single-parent households, especially at the individual and neighborhood level.<sup>1</sup> To improve the well-being of single parents and their children, it is important to ensure access to reliable and affordable transportation.

### What is measured:

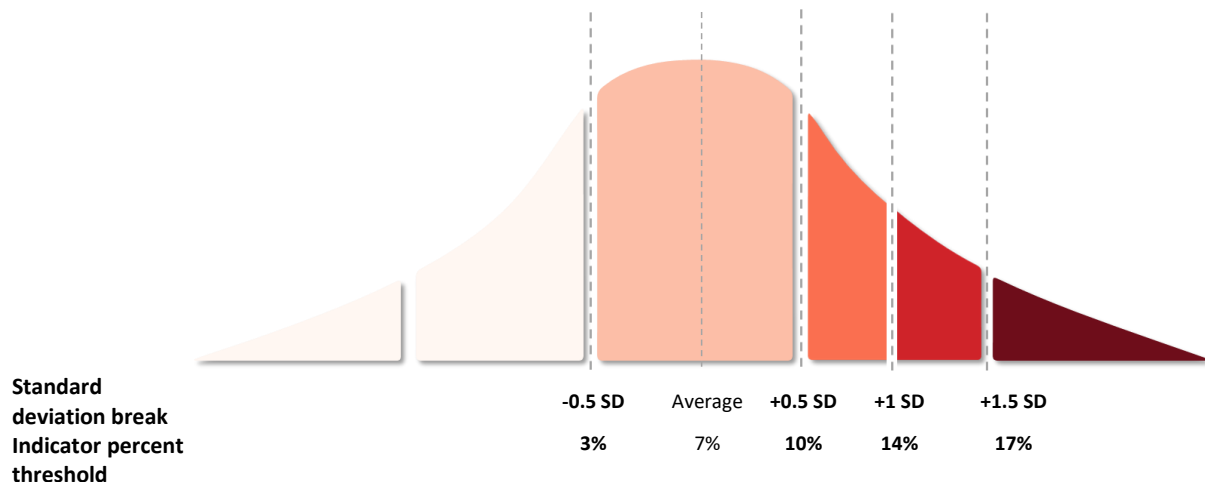
The percent of single-parent households with children under 18 years old.

### Data source:

ACS 2019 five-year estimates, table B11003

### Scoring points awarded

Distribution of single-parent households with children under 18 years old by block group:



Indicator percent threshold	Points awarded
Under 3%	1
3% - 10%	2
10% - 14%	3
14% - 17%	4
More than 17%	5

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1 Wang, Sicheng & Xu, Yanfeng. (2020). Transit use for single-parent households: Evidence from Maryland. Transportation Research Interdisciplinary Perspectives, vol. 8, article 100223.

## Percent of single-parent households with children under 18 years old

