ANNE E. BROWN

Rubber Tires for Residents

Bus Rapid Transit and Changing Neighborhoods in Los Angeles

INTRODUCTION

Research finds that **transit-oriented investments may gentrify surrounding neighborhoods.** However, many domestic studies examine rail investments and few have examined bus rapid transit (BRT), which is an increasingly popular mass transit mode. Therefore, is transit-oriented gentrification limited to rail or **can BRT also gentrify surrounding neighborhoods?**

What are markers of gentrification?

Demographic
- + Bachelor's degree +
- − Non-white population

Economic
- + Median income
- + Vehicle Ownership

Housing
- + Median home value
- + Median rent
- + Percent owner-occupied
- + Percent owner-occupied

Commute Mode
- + Drive alone
- − Transit

AIM

Using the Los Angeles Metro Orange Line, the most heavily ridden BRT in the U.S., this study asks three questions:
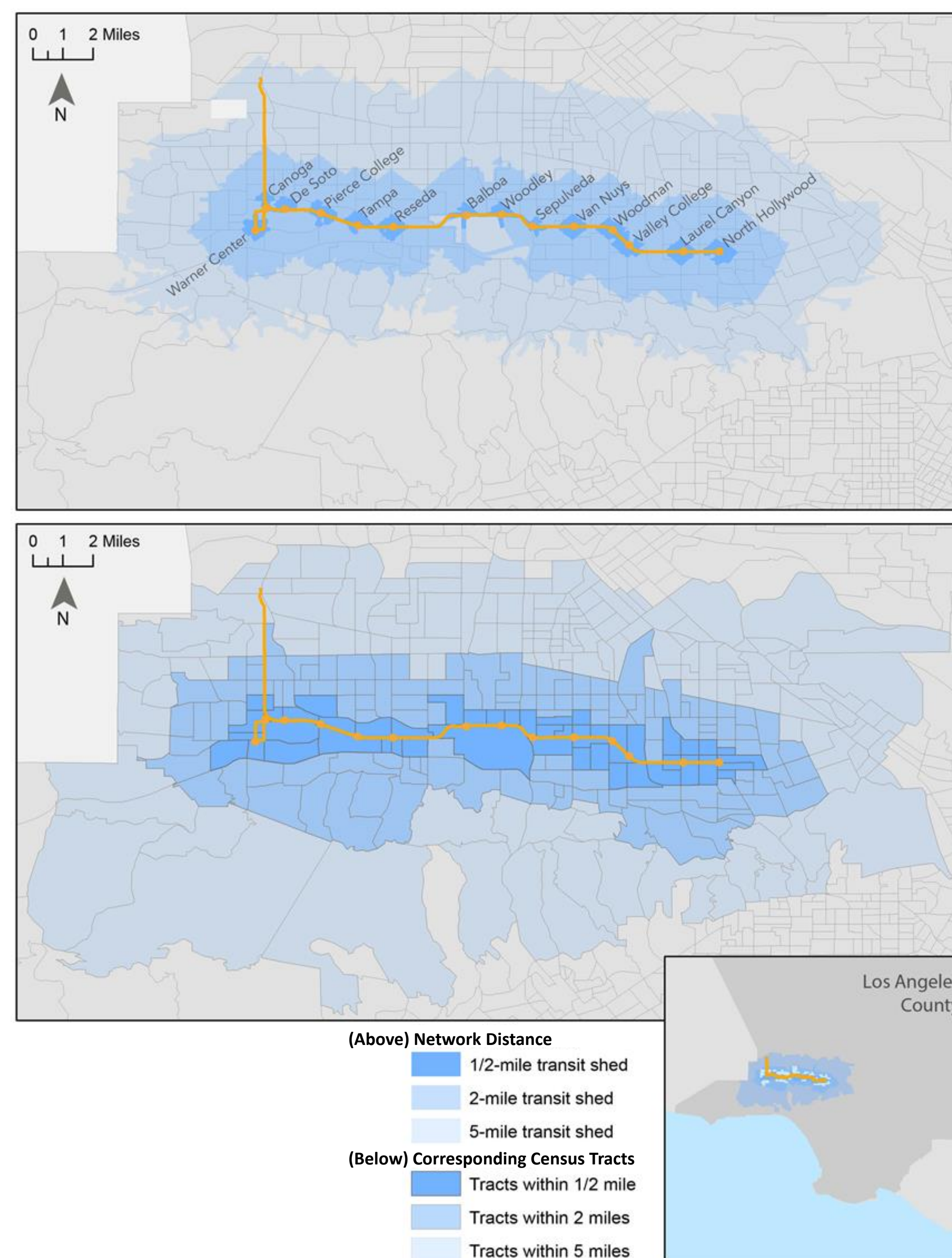
1) **Did Orange Line adjacent communities change more than less proximate neighborhoods?**
2) **Do observed changes suggest that neighborhoods around the Orange Line are gentrifying?**
3) **What preexisting neighborhood characteristics are associated with elevated levels of subsequent change?**

METHODS

Data 2000 U.S. Census and 2013 American Community Survey

Methods

1. Created study (1/2 mile) & control areas (3 and 5 miles) using GIS Network Analyst
2. Calculated composite gentrification index
3. Tested the relationship between preexisting neighborhood conditions and subsequent level of neighborhood change using OLS regression

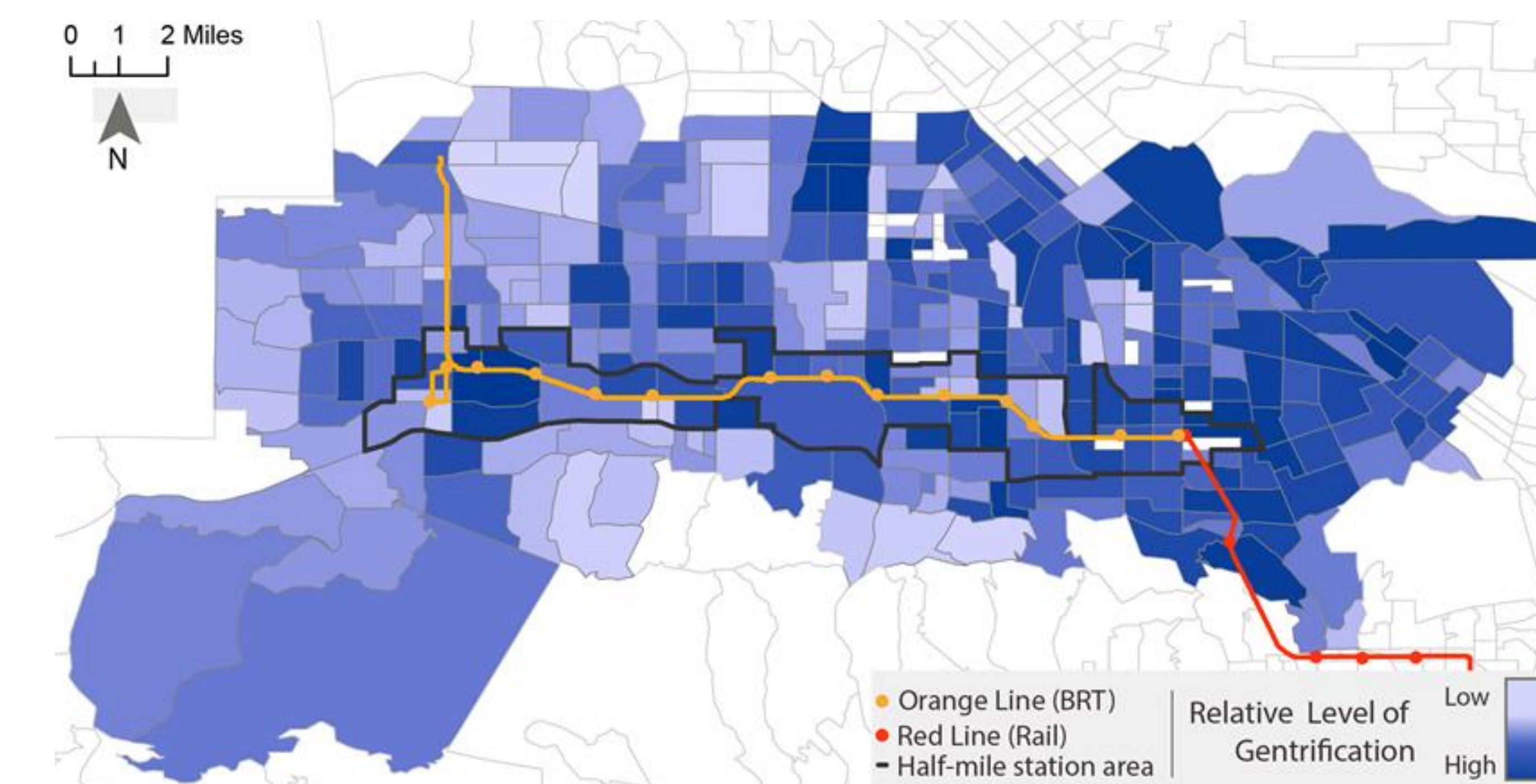**(Above) Network Distance**
- 1/2-mile transit shed
- 2-mile transit shed
- 5-mile transit shed

(Below) Corresponding Census Tracts
- Tracts within 1/2 mile
- Tracts within 2 miles
- Tracts within 5 miles

Los Angeles County

RESULTS

1 Overall, **Orange Line neighborhoods gentrified between 2000 and 2013** compared to control areas.

Bold values indicate trend consistent with gentrification.

Demographic
- + **Bachelor's degree +**
- + Non-white population

Economic
- + **Median income**
- NS Zero vehicles
- + **2+ vehicles**

Housing
- + **Median home value**
- + **Median rent**
- NS Percent owner-occupied
- NS Percent owner-occupied

Commute Mode
- + Drive alone
- + Transit

2 **Economic preconditions rather than racial/ethnic composition** are stronger predictors of a neighborhood's potential to gentrify.

Demographic
- − Bachelor's degree +
- + Percent White
- NS Percent Black
- NS Percent Hispanic

Economic/Housing
- − Median household income
- NS Median home value
- − Median rent
- + Percent renter-occupied

3 Degree of gentrification varied across space.

Orange Line (BRT)
Red Line (Rail)
Half-mile station area
Relative Level of Gentrification — Low / High

CONCLUSIONS

- Transit-oriented gentrification is not mode specific; BRT can also gentrify neighborhoods.
- Economically disadvantaged neighborhoods are most prone to gentrification and proactive housing policies should protect incumbent residents from displacement.
- Gentrification can occur even in areas without high government involvement.

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