

Maintaining Diversity In America's Transit-Rich Neighborhoods:

Tools for Equitable Neighborhood Change

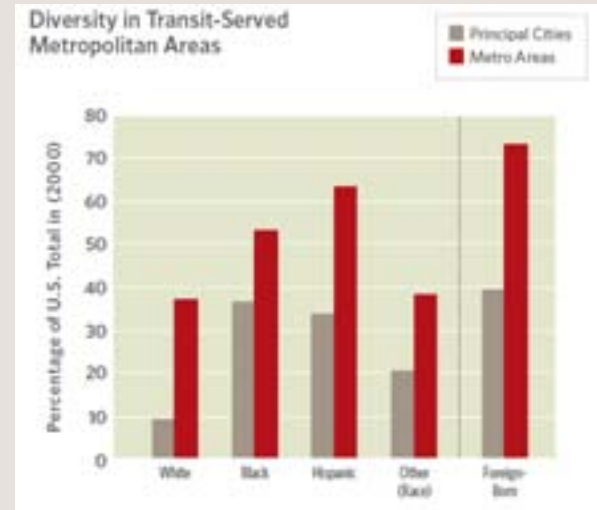
RailVolution Workshop on What the Research Says:
Gentrification and Displacement in
Transit-Oriented Communities

November 19, 2010

Stephanie Pollack

Transit-served metropolitan areas and their diversity

FIGURE 1.1 Transit-Served Metropolitan Areas



Diversity is more than an equity issue

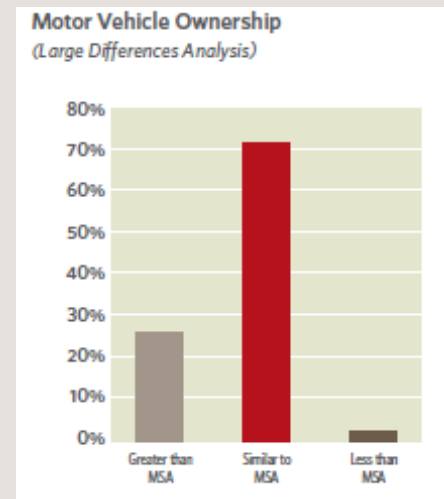
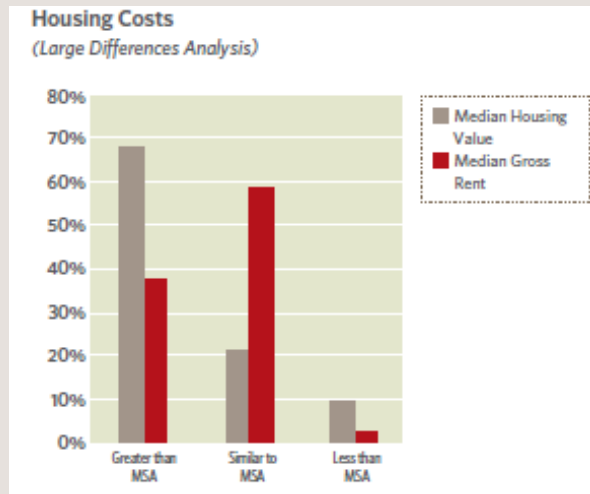
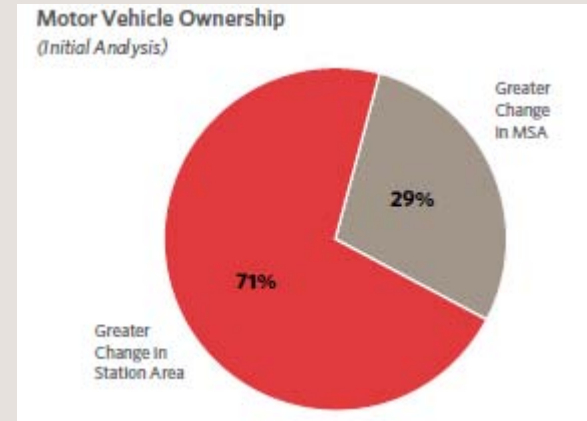
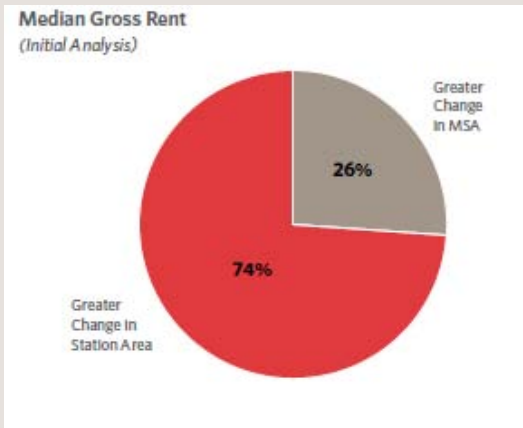
- Core transit riders are disproportionately
 - Renters
 - People of color
 - Low income
- These three groups are also more likely to
 - Live in zero-vehicle households
 - Live in transit-rich neighborhoods
- There is a symbiotic relationship between diverse neighborhoods and successful transit
- Transit stations need “transit-oriented neighbors” who will regularly use the system



The research

- Studied neighborhood change in 42 neighborhoods in 12 metropolitan areas first served by fixed-guideway transit between 1990 and 2000
- Looked at a broad range of population, housing and transportation characteristics
- Compared changes in neighborhoods adjacent to transit to those in the Metropolitan Statistical Area
- Also looked more closely at
 - Those where the 1990-2000 change in a variable was 20 percentage points higher or lower than the change in the MSA from 1990-2000
 - Neighborhoods with new light rail (vs. heavy rail and commuter rail)

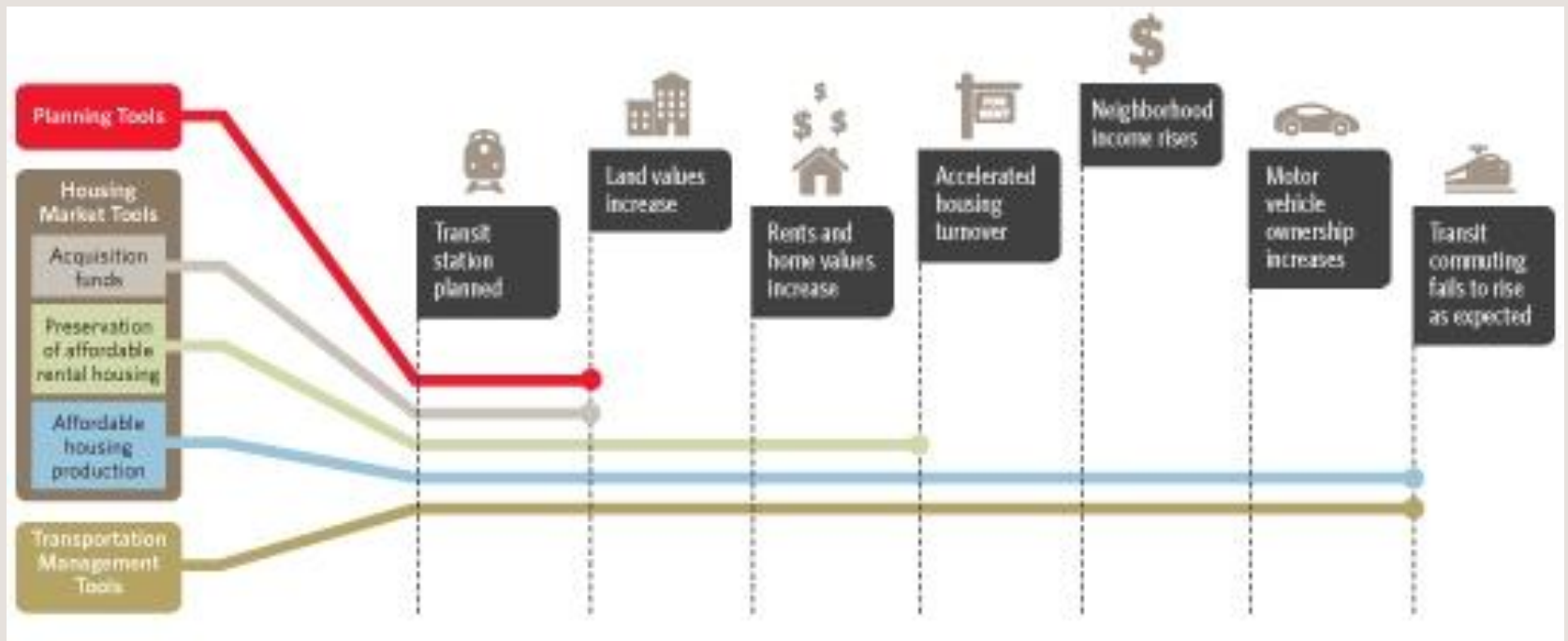
The results



Our conclusions

- Gentrification (defined as a neighborhood change process characterized by increasing property values and incomes) occurred in an overwhelming majority of transit-rich neighborhoods studied
 - Neighborhoods with more renters are more susceptible to gentrification
- We did not find clear evidence of displacement
 - Racial/ethnic composition did not change significantly even while incomes rose
 - Instead we saw succession or “replacement”
- We saw two other negative consequences of gentrification
 - Higher rents for those who stayed
 - Rising vehicle ownership

Breaking the cycle of unintended consequences



A Toolkit for Equitable Neighborhood Change in Transit-Rich Neighborhoods

Planning Tools



Housing Market Tools



Transportation Management Tools



Website for report and toolkit

<http://www.dukakiscenter.org/TRNEquity>



Dukakis Center for Urban & Regional Policy
Northeastern University