Bicycle Transportation & Gentrification and Displacement

Team GRAPE EXPECTATIONS:
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Executive Summary

Key Findings

1. **No significant correlation** between bicycle infrastructure to **gentrification** and **displacement** in LA and Orange County (in urban vs suburban vs rural areas) between 1990-2000 and 2000-2015

2. Bike lanes are built **in established neighborhoods**, but their development does not necessarily **attract people**

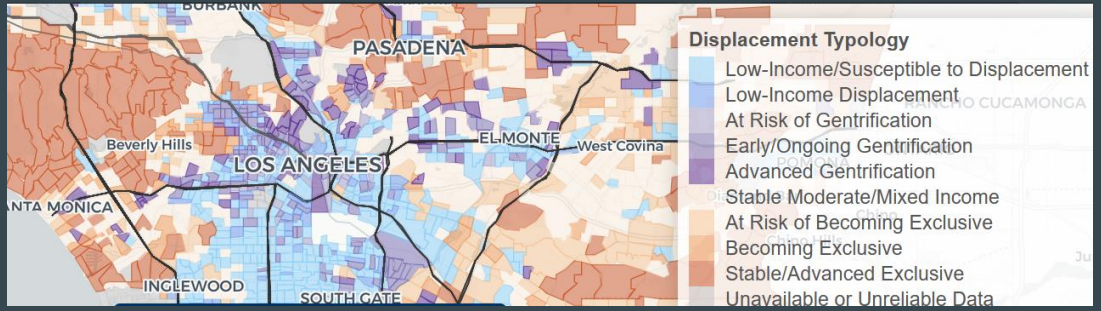


Fig 1. Neighborhood Change in Southern California: Los Angeles and Orange County[1]

Key Indicators of Neighborhood Change : Socioeconomic status, race/ethnicity, housing, neighborhood types

Policy Recommendations

Fill gaps in the data

Consider building bike lanes to decrease pollution

Examine positive financial factors from bike lanes in low income areas

1. UCLA 2018 Gentrification and Displacement Data for LA and Orange Counties

Methodology

Gentrification Data[2] for LA and Orange County*
Socioeconomic status (SES)– Total population, Education, Median Household income
Race or ethnicity – White, African-American, Asian, Hispanic
Housing - Housing Units, Owner vs Rent-occupied (%), Median home value ($), Median rent ($),
Neighborhood Types (urban, suburban, rural)
*Residential data only, (1990-2000, 2000-2015)

Merge bike lane data from SCAG
Length of bike lane by each class 0, 1, 2,3,4 in census tracts

Exclude Areas with Significant Transit Improvements
Example: Metrolink (Commuter Rail), Metro (Light Rail) , Metro BRT Orange Line, Amtrak

Exploratory Data Analysis, and Policy Implications
Quantifying Pierson correlation coefficient, Phi coefficient

2. Data Sources: UCLA 2018 Gentrification and Displacement Data for LA and Orange Counties, bikeroutes in SCAG;, sources from MIT Policy Hackathon 2020 Transportation challenge pdf

Discussion

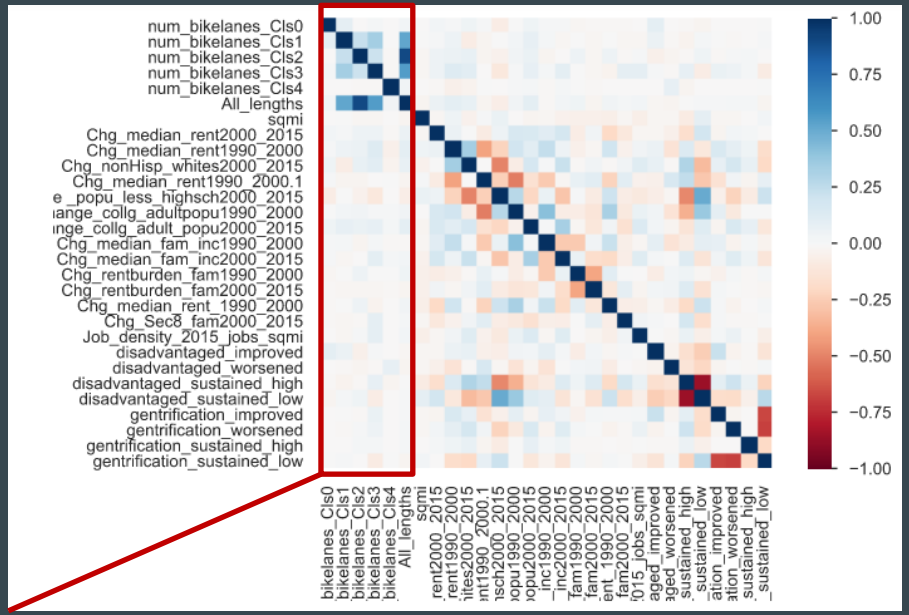
Bike lanes by class (0,1,2,3,4) and sum of all lengths

Δ (socioeconomic status, race/ethnicity, housing)

Between 1900 and 2000; 2000 and 2015

Did gentrification and conditions for disadvantaged communities :

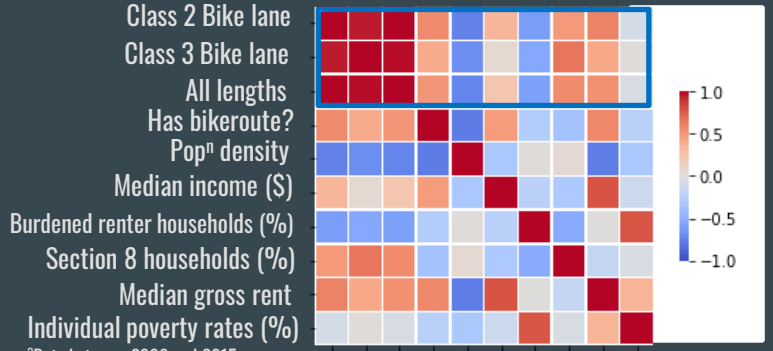
Worsened, Improved, Sustained High/Low?



No significant correlation between bicycle infrastructure to **gentrification** and **displacement***

*In LA and Orange County, between 1990 and 2000; 2000 and 2015

Conclusion & Recommendations



[3]Data between 2000 and 2015

There is **a correlation** between installed bike lanes and socioeconomic data in neighborhoods that have been **long gentrified**

Bike lanes are built **in established neighborhoods**, but their development does not necessarily **attract people**

Policy Recommendations

Fill gaps in the data

- Wider geographical area, longer time period
- Results by wealth, family structure and additional demographic variables (lifestyle)
- Localized data on displacement (by census tract, not region/county)
  Quantitative data on preferred transportation mode
- Examine utilization of bicycles and bike lanes

Consider building bike lanes to decrease pollution

Examine positive financial factors from bike lanes in low income areas

3. Data Sources: UCLA 2018 Gentrification and Displacement Data for LA and Orange Counties, bikeroutes in SCAG:, sources from MIT Policy Hackathon 2020 Transportation challenge pdf