

Neighborhood Change Along the Orange Line

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Background & Research Question

How does Bus Rapid Transit (BRT) affect station-adjacent areas?

- Metro Orange Line, one of few full-service BRT in US, opened in 2005
- Research finds that transit-oriented development may gentrify adjacent neighborhoods
- Limited to no understanding of how BRT affects communities

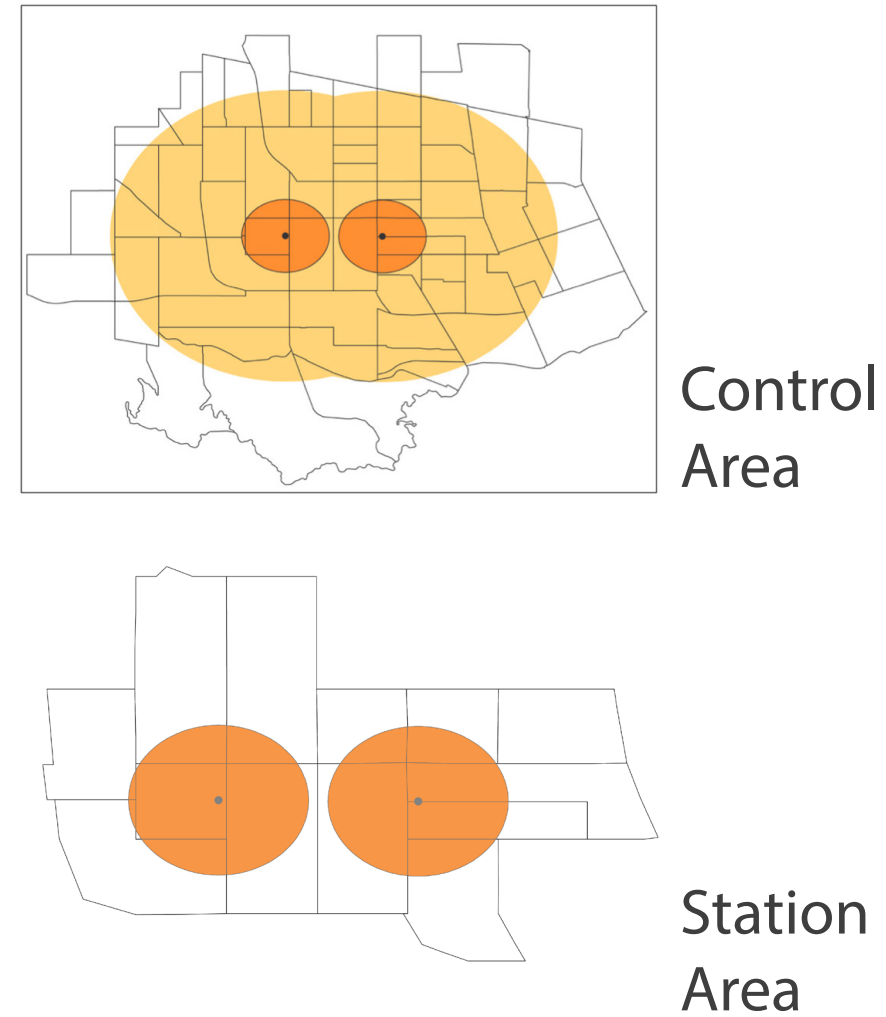
Research Design & Methodology

Data

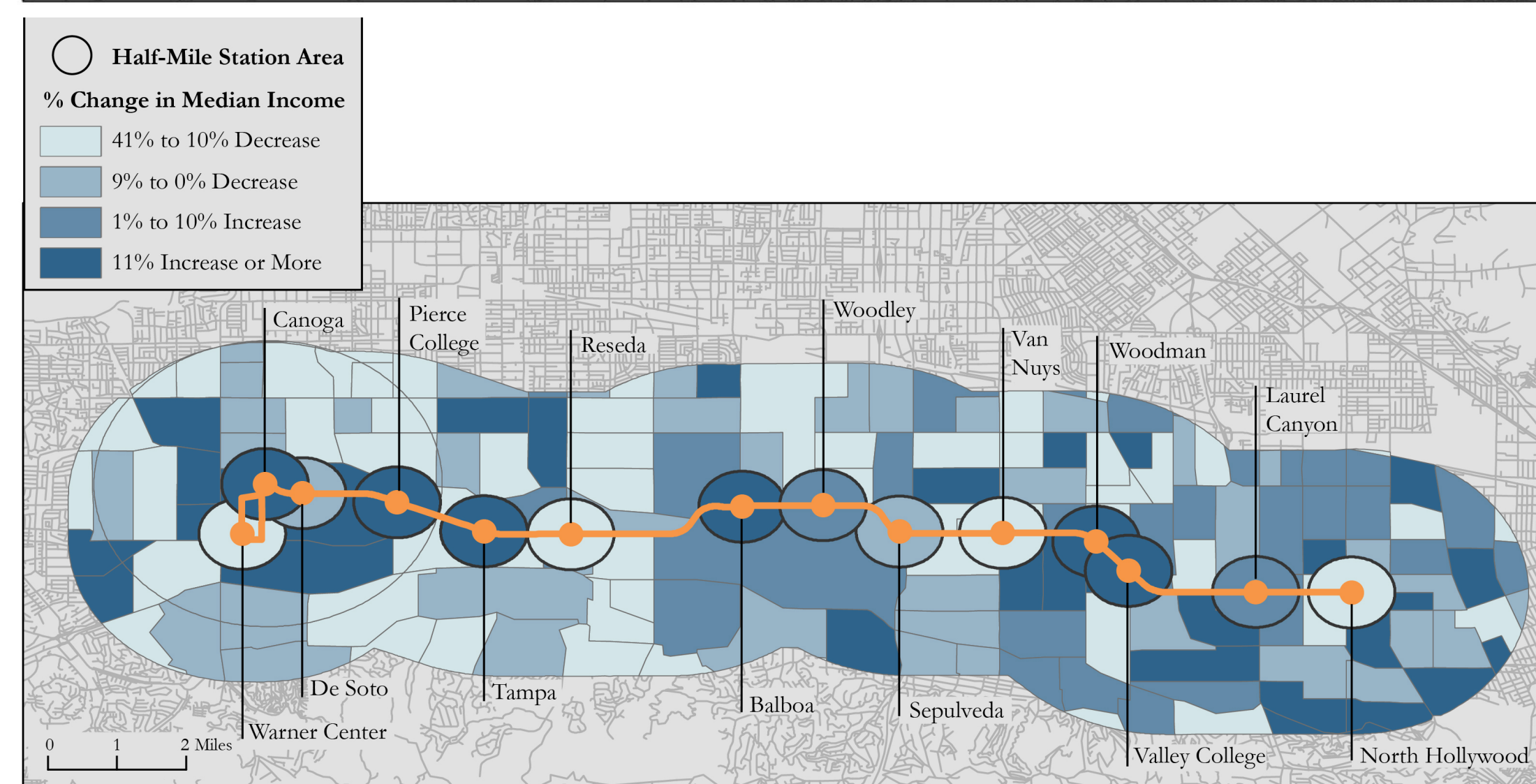
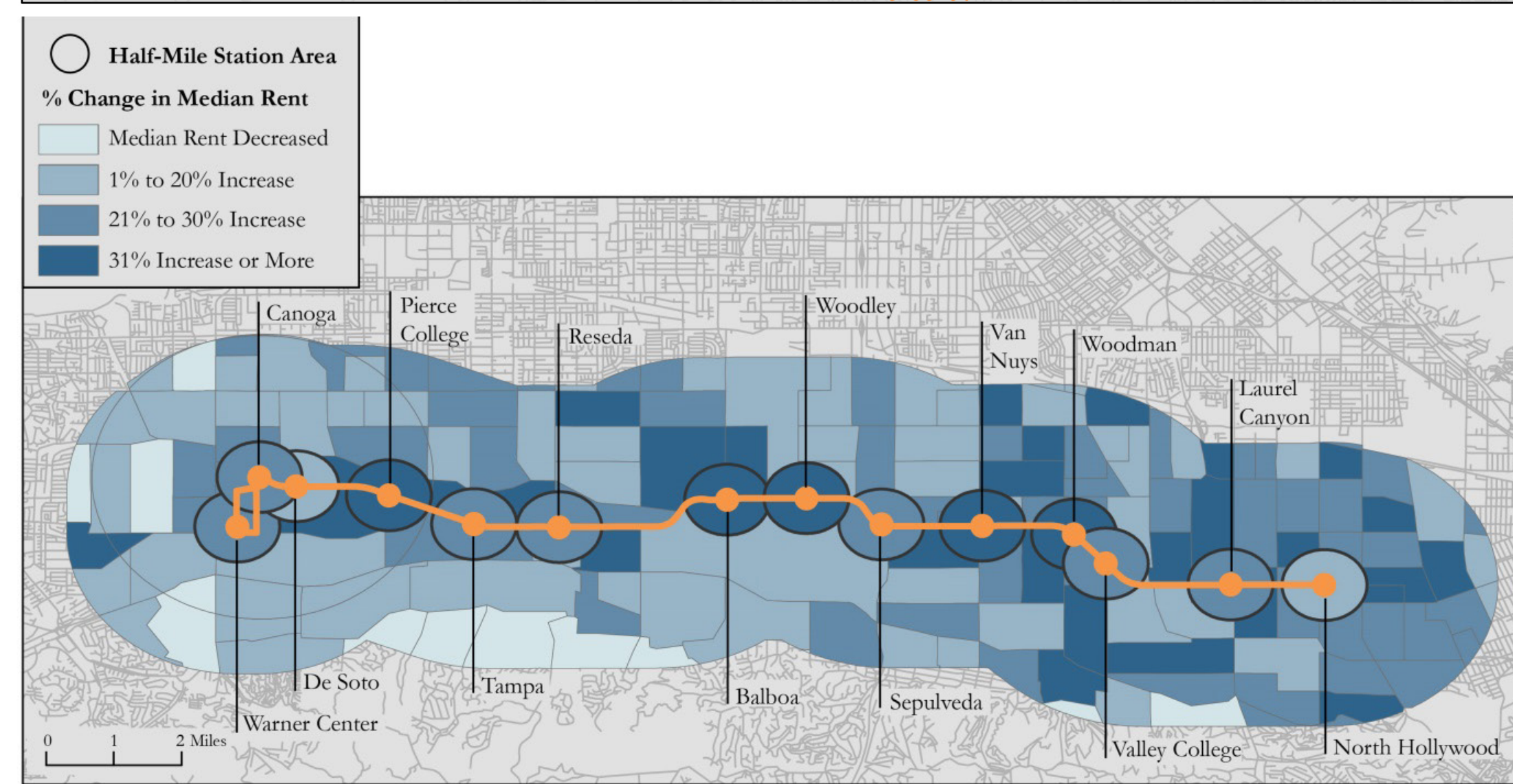
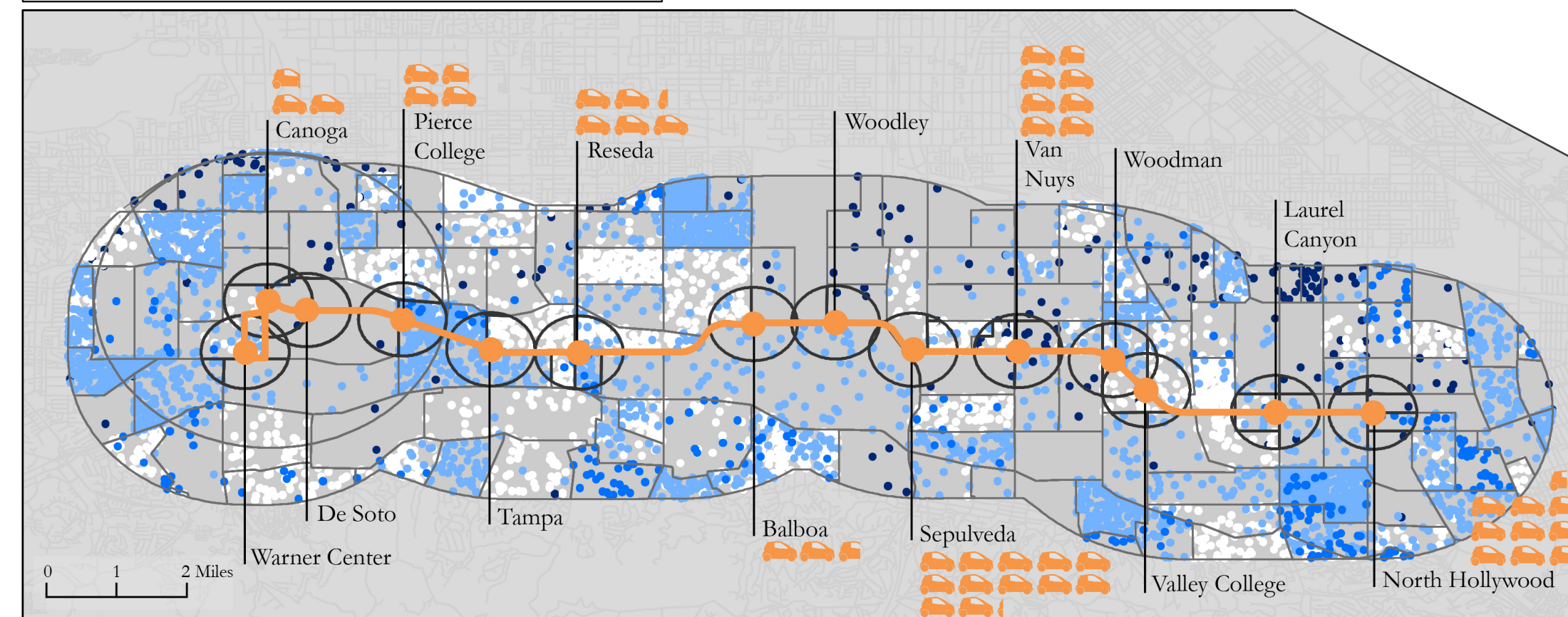
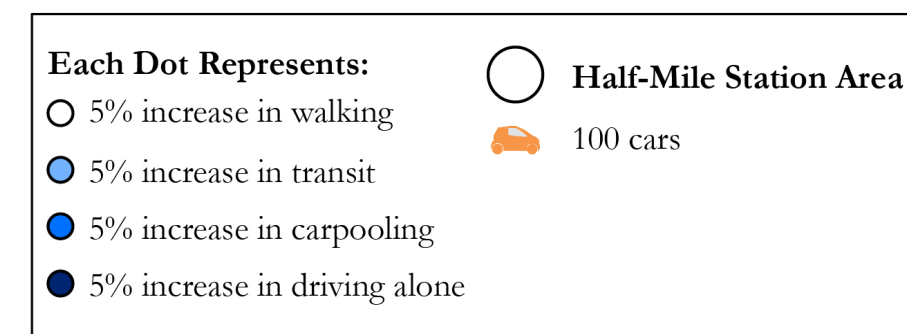
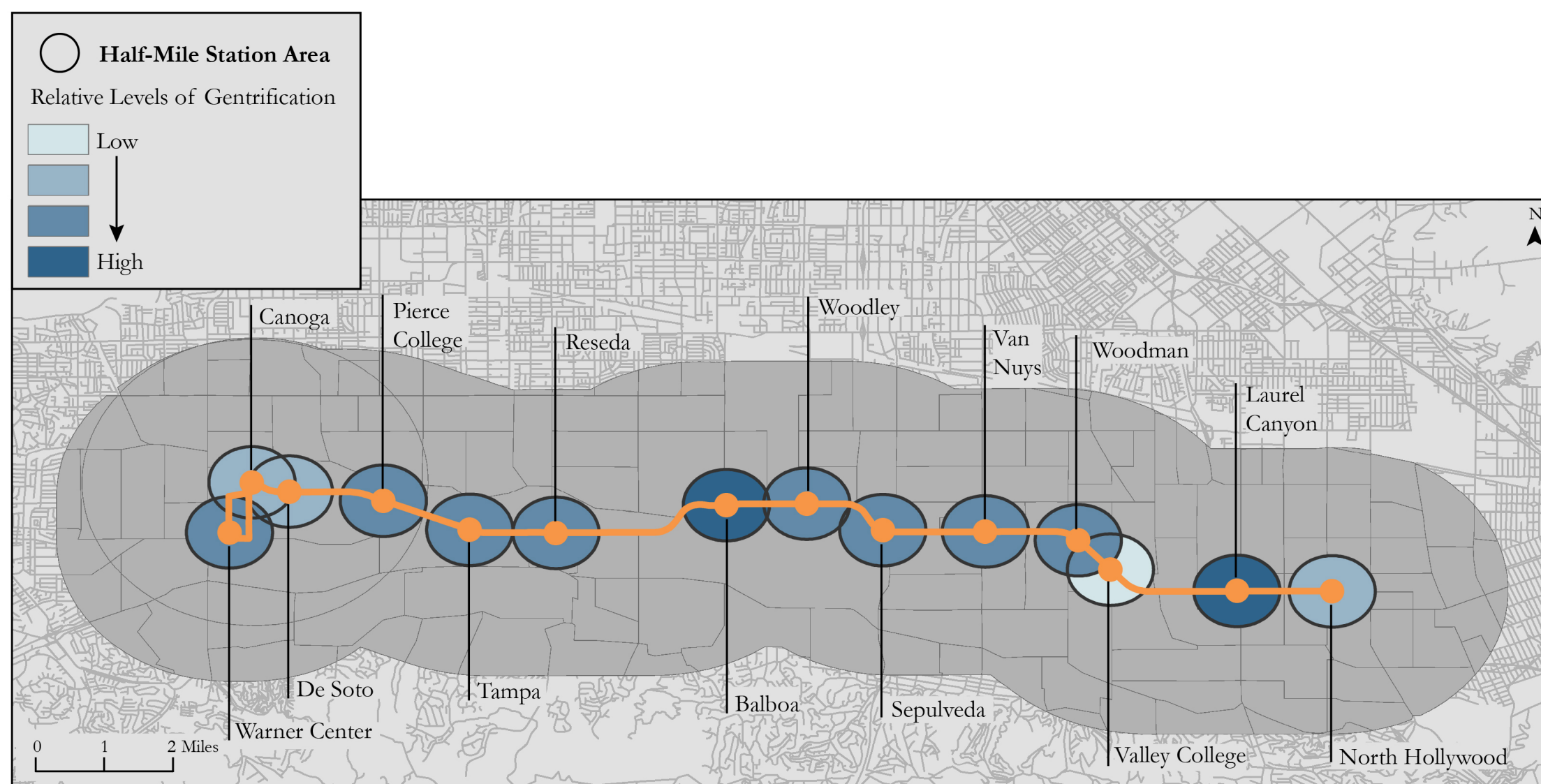
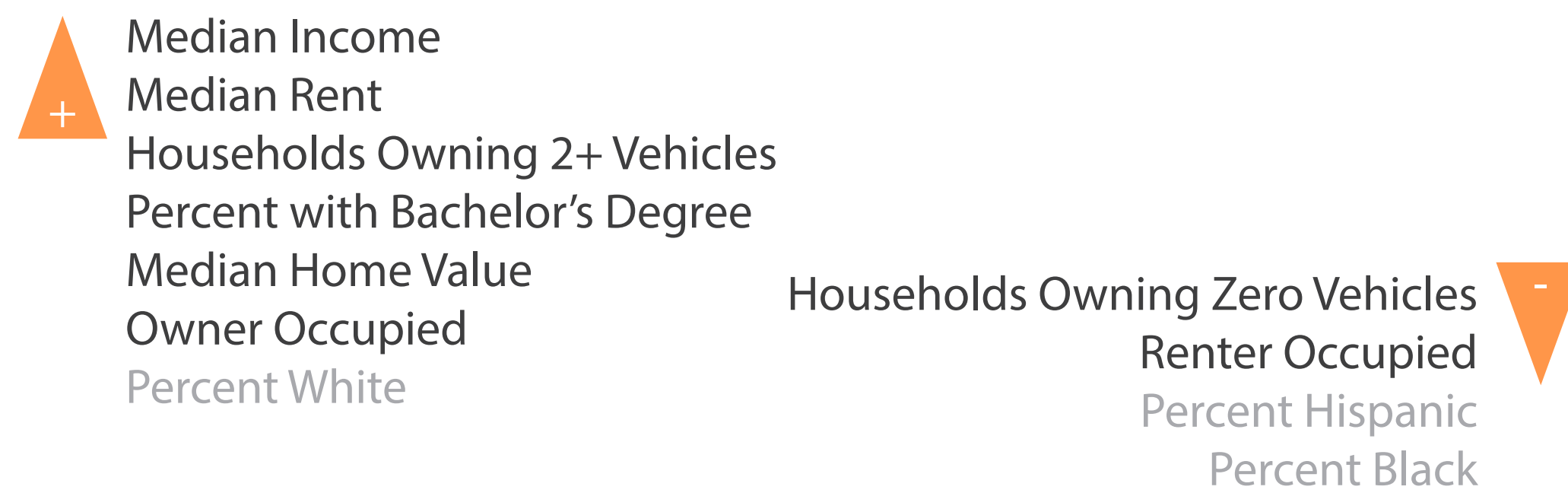
US Census, 2000
American Community Survey, 2012

Methods

- Define station & control areas
- Proportionally adjust data & tract boundaries
- Calculate changes
- Test for significance



What Does Gentrification Look Like?



Findings & Policy Questions

Few significant differences between the demographic, economic, transportation, and housing shifts in station and control areas between 2000 and 2012. Collectively, these small differences do not indicate that gentrification is occurring along the Orange Line.

Why haven't Orange Line neighborhoods changed?

- Is bus able to stimulate development like rail?
- Do we need to better coordinate transit and planning?
- Has enough time passed to observe neighborhood change?
- Does routing play a role in development?

Recommendations & policy implications

- Context-sensitive planning, public outreach, and community engagement
- Revisit this question in the future; Metro is pursuing Orange Line development, which may spur future neighborhood change
- Promote affordable housing and maintain station area diversity