



# TODAY'S WEBINAR AGENDA

- 3:00 pm: Introduction
- 3:05 pm: Presentation
- 3:45 pm: Questions
- 4:00 pm: Webinar Ends

For technical assistance  
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Please provide feedback on the Equity & Inclusion survey.

Your input will help APBP shape our equity and inclusion efforts going forward!

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About APBP > Committees

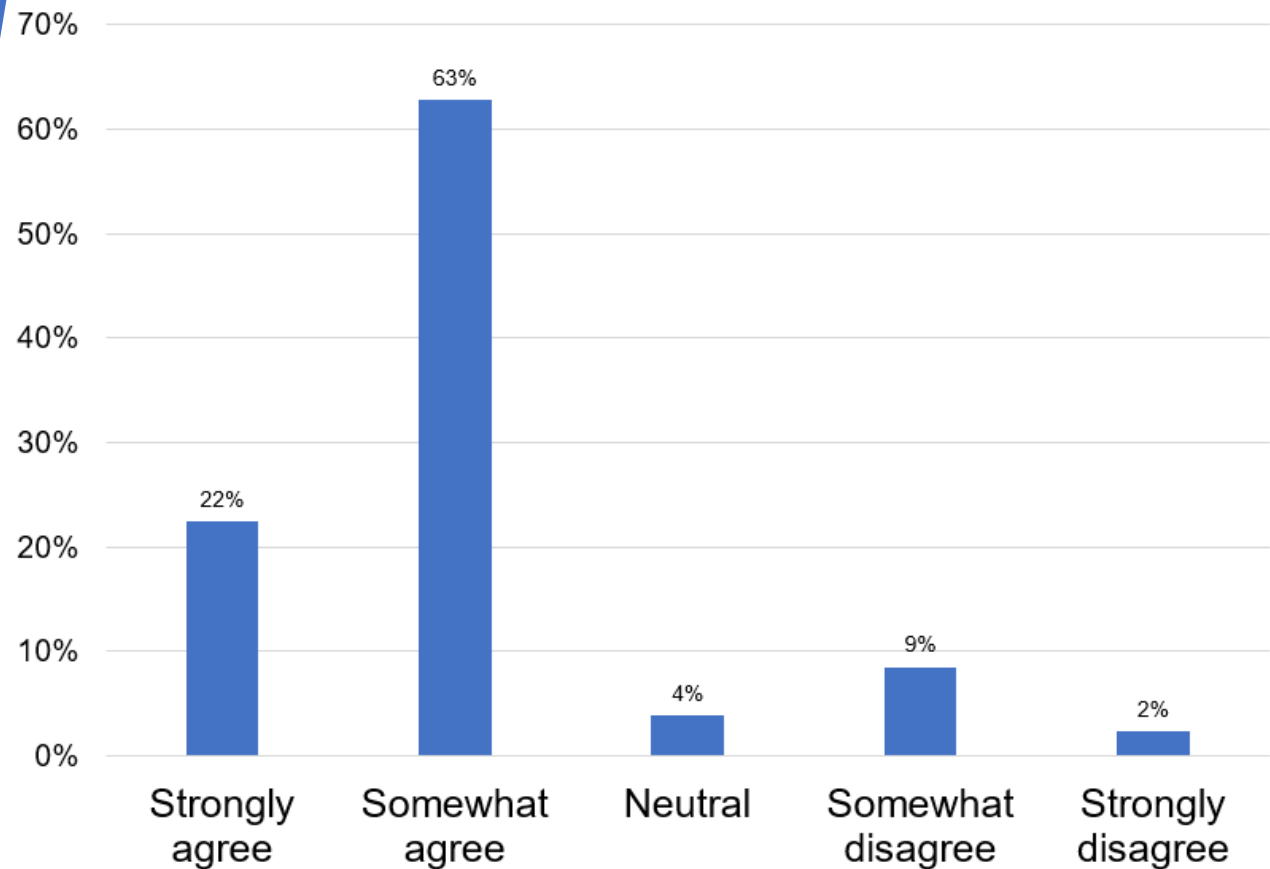
Equity and Inclusion Committee



**I know how to identify and address examples of structural racism in my work**

(i.e., people of color have been left out of generational wealth creation, home and business ownership, etc.).

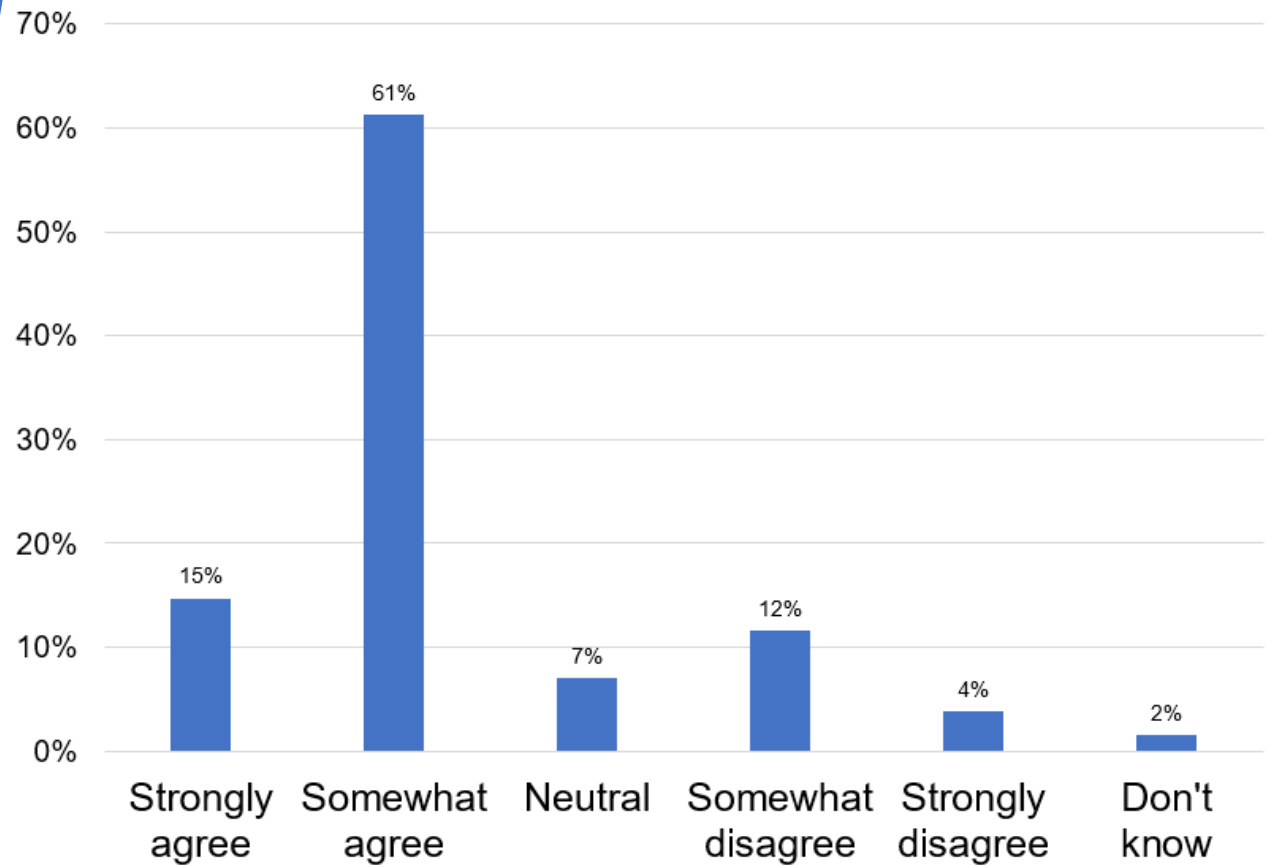
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**I know how to identify and address examples of institutional racism in my work**

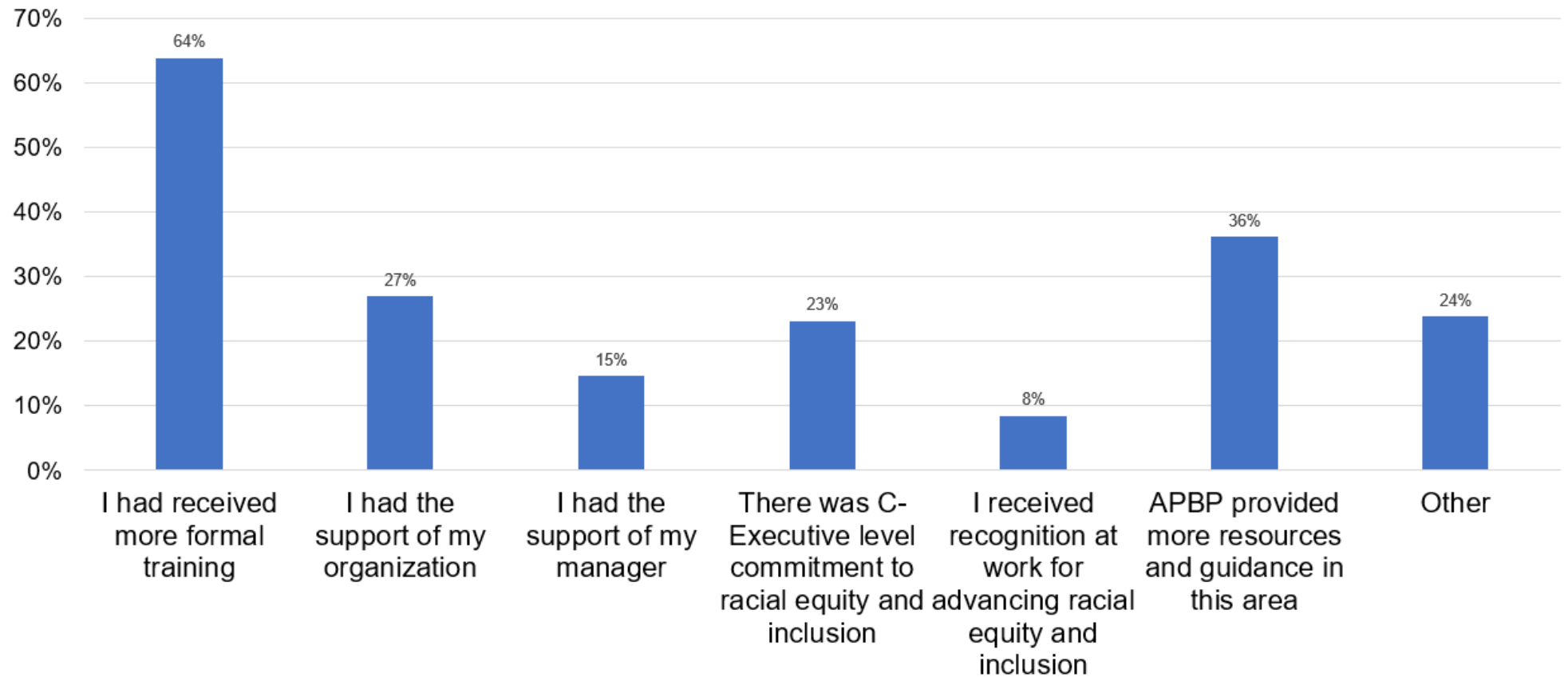
(i.e., when organizational programs or policies work better for some people than for people of color/BIPOC or others).

n=129



# I would become more active in advancing racial equity and inclusion in my projects, practice, and profession if (select all that apply):

n=129



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## SUPPORTER LEVEL







# DEFINING THE RELATIONSHIP BETWEEN BICYCLE INFRASTRUCTURE AND GENTRIFICATION

OCTOBER 20, 2021

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## TODAY'S WEBINAR PRESENTERS



**Michael Blau**  
**Toole Design Group**

Michael is a senior planner based in New York City. He is an experienced project manager who helps communities create healthier and safer built environments. Michael's focus areas include active transportation planning, Complete Streets and multimodal transportation planning, nonmotorized data collection and analysis, connected and autonomous vehicle planning and policy development, Safe Routes to School and school travel planning, and mobility justice advocacy.

Michael brings a unique lens to his work thanks to an interdisciplinary background in city planning, public health, and social justice. He has collaborated with municipalities, state agencies, nonprofits, transportation authorities, research institutes, and regional planning organizations on a variety of projects, from statewide bicycle policy research to neighborhood walking programs.

## TODAY'S WEBINAR PRESENTERS



### **Stephanie Brodie, PhD** **Toole Design Group**

Stephanie is a senior researcher who specializes in transportation planning and policy. She believes that research should help guide informed decisions and focused her doctoral and postdoctoral research on performance-based decision making in transportation, especially how to incorporate equity and other social sustainability considerations into decision making.

Stephanie completed her BS in Civil Engineering at the University of Maryland and worked in consulting for several years before her graduate studies. She obtained a Master's of City and Regional Planning and a MS and PhD in Civil Engineering from the Georgia Institute of Technology.

Prior to her current role at Toole Design Group, she worked as Research Program Specialist at the District Department of Transportation (Washington DC) and as a Marie Curie postdoctoral research fellow at the University of Nottingham. In her current role as a Senior Researcher, Stephanie leads and contributes to research efforts, both national and local, helping clients and colleagues work through complex problems.

## TODAY'S WEBINAR PRESENTERS



### **Robert Spurlock, AICP** **Oregon Metro**

Robert is a Senior Trails Planner with Metro's Parks and Nature Department and serves on the Oregon Bicycle and Pedestrian Advisory Committee and the Oregon Recreation Trails Advisory Council. His 20 years' experience in the parks and urban planning fields includes project work in regional trail master planning, active transportation system planning, right-of-way acquisition and public involvement.

Prior to Metro, Robert worked in Nicaragua where he promoted local Afro-Caribbean musicians and restored Liberation Theology-themed murals. He was born and raised in Portland and holds a B.A. in geography and urban studies from Macalester College in St. Paul, Minn.

# Defining the Relationship between Bicycle Infrastructure and Gentrification

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October 20, 2021

**TOOLE**  
DESIGN

“ Gentrification occurs when urban areas that experienced disinvestment and economic decline see a reversal of reinvestment accompanied by the in-migration of a middle- to upper-class population. ”

*Smith, 1998 (Paraphrased)*

Bikeways are investments

Ongoing conversations

The New Es



# Linking Gentrification and Bike Lanes

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Michael Blau

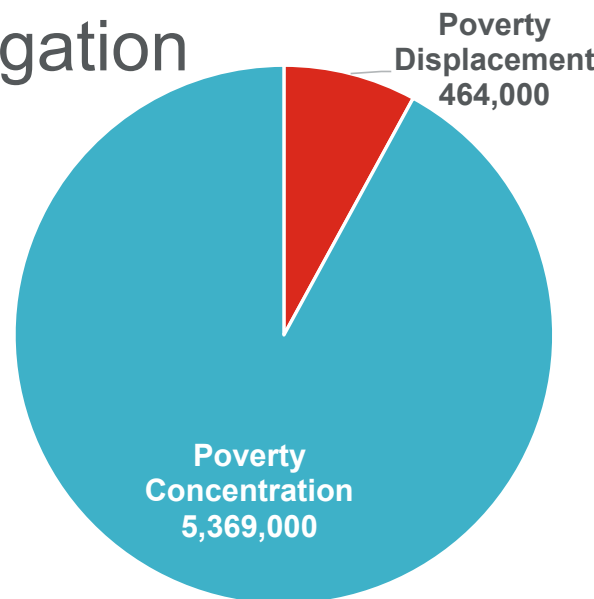
Senior Planner





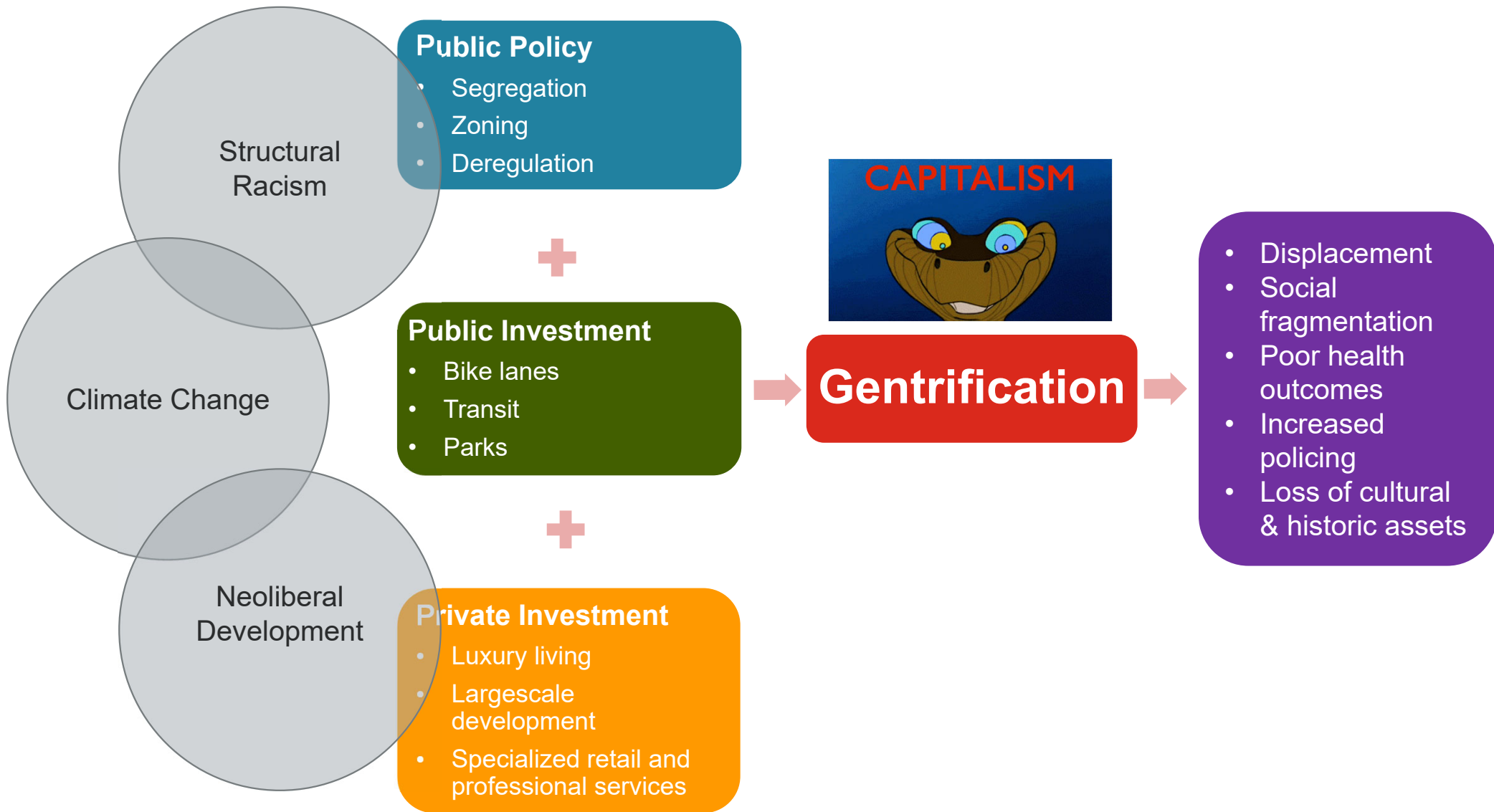
# Poverty Concentration vs. Gentrification

- Gentrification is not the whole picture
- Poverty concentration = disinvestment, abandonment, and segregation



	Growth	Low-Income Displacement	Abandonment	Low-Income Concentration
Akron	0%	0%	9%	65%
Anaheim	5%	8%	0%	8%
Atlanta	7%	21%	1%	19%
Austin	5%	11%	0%	19%
Baltimore	2%	17%	5%	19%
Birmingham	3%	3%	16%	41%
Boston	5%	14%	1%	10%
Boulder	0%	8%	0%	18%
Buffalo	1%	5%	9%	35%
Charlotte	3%	2%	1%	30%
Chicago	2%	9%	8%	34%
Cincinnati	1%	3%	11%	57%
Cleveland	2%	2%	24%	50%
Columbus	3%	4%	6%	43%
Dallas	4%	5%	3%	35%
Denver	6%	14%	0%	19%
Detroit	0%	0%	30%	56%
Durham	3%	4%	3%	23%
Fort Lauderdale	4%	9%	2%	20%
Fort Worth	5%	3%	1%	25%
Hartford	8%	13%	3%	32%
Houston	1%	11%	3%	27%
Indianapolis	0%	1%	6%	51%
Jacksonville	0%	3%	4%	32%
Kansas City	4%	1%	8%	37%
Las Vegas	4%	0%	2%	49%
Long Beach	2%	34%	0%	4%
Los Angeles	6%	20%	1%	8%
Louisville	1%	2%	3%	33%
Memphis	0%	1%	9%	58%
Mesa	1%	1%	1%	57%
Miami	12%	10%	0%	17%
Milwaukee	2%	2%	5%	52%

Stancil, W. (2019a). *American Neighborhood Change in the 21st Century*. University of Minnesota Law School, Institute on Metropolitan Opportunity.

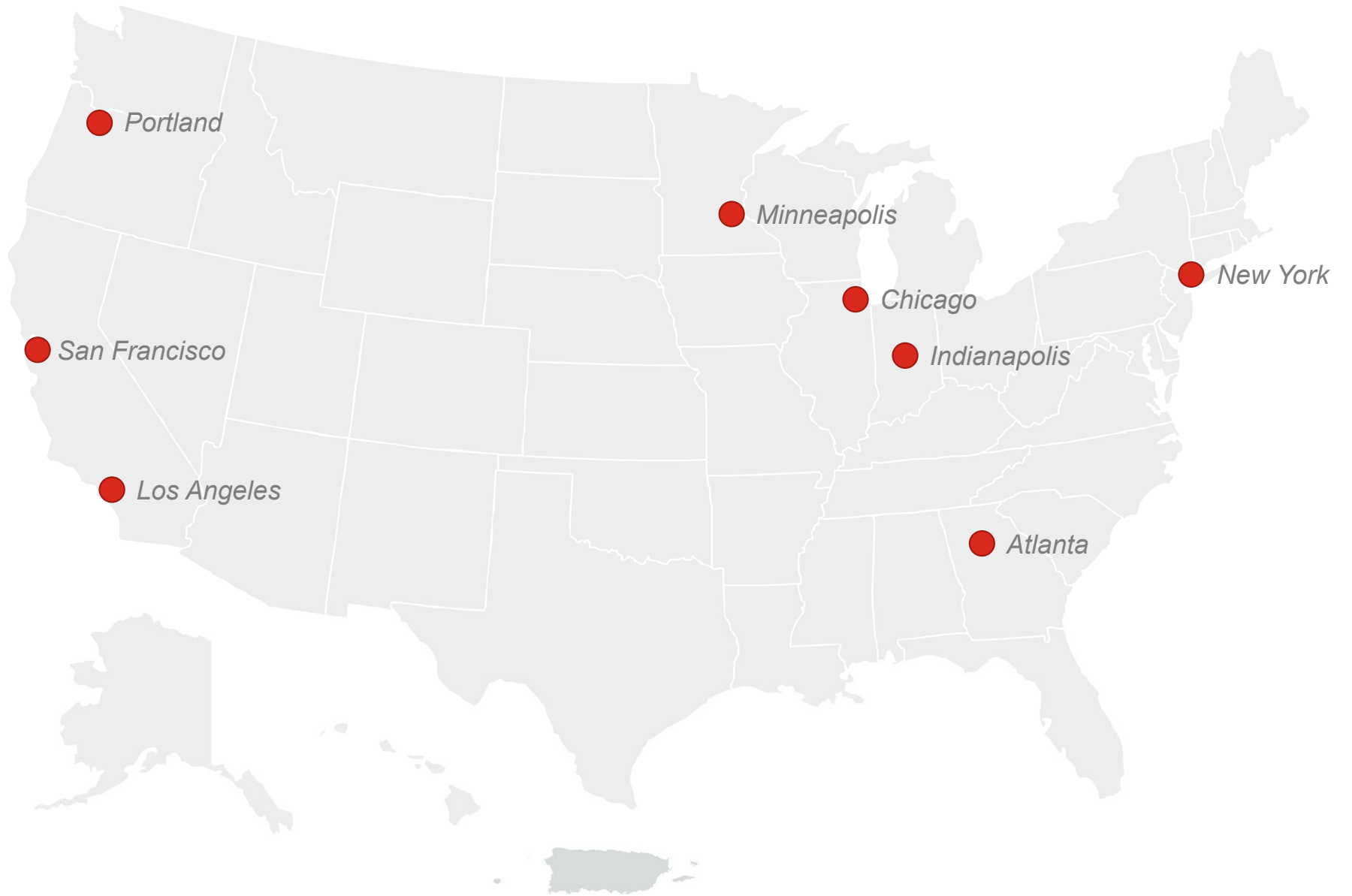


# Bicycle Gentrification

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- As a deliberate economic development tool
- As a means of increasing property values
- As a tool of spatial control





● *Portland*

● *San Francisco*

● *Los Angeles*

● *Minneapolis*

● *Chicago*

● *Indianapolis*

● *Atlanta*

● *New York*

# Portland

*(Herrington and Dann, 2016; Lubitow and Miller 2013, Flanagan et al., 2016)*

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- **Corridor case study**

- North Williams Ave
- Connects historically Black Albina to Downtown Portland
- Traffic safety project became flashpoint for protesting structural racism

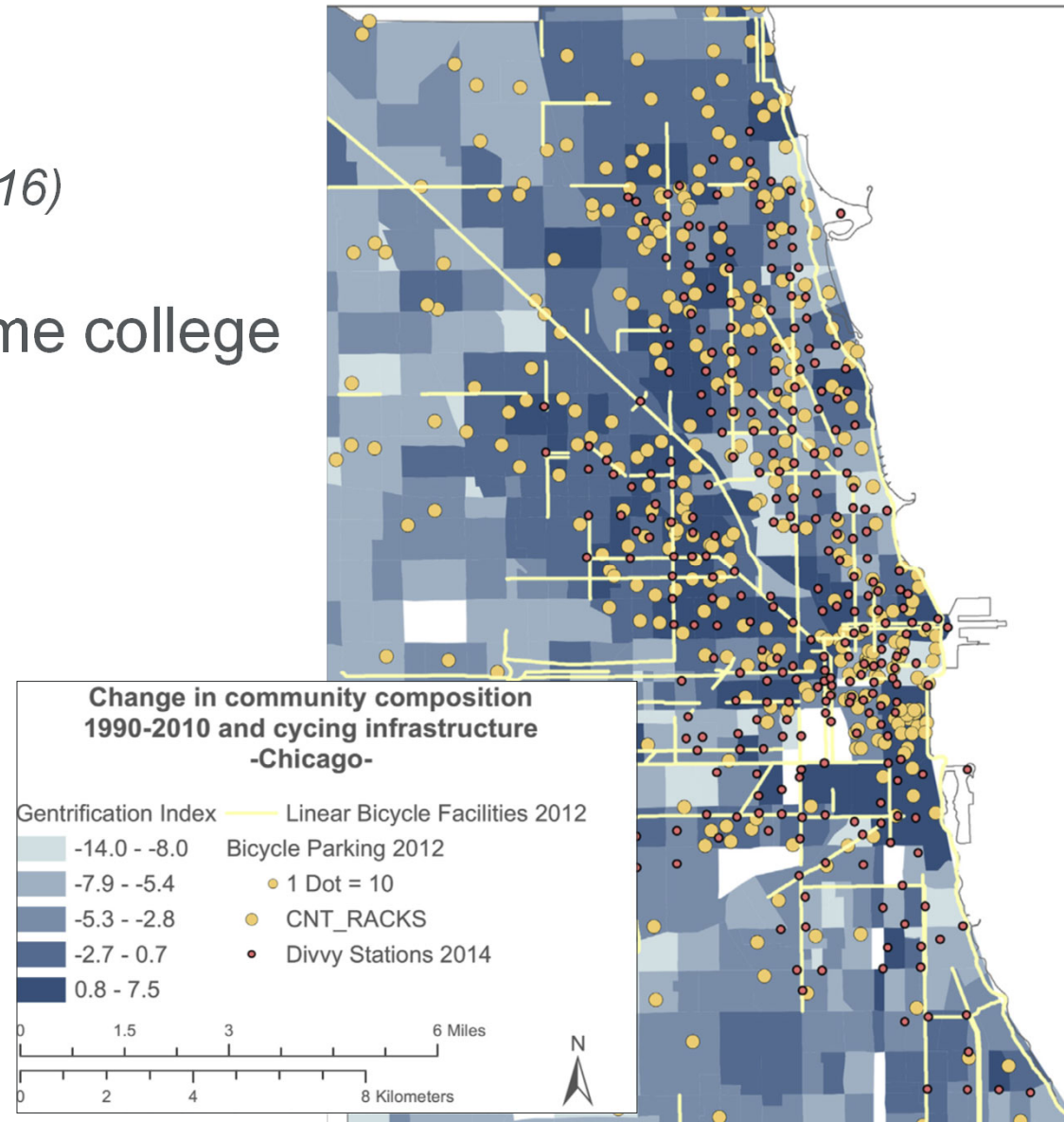
- **Networkwide**

- White and higher education = more bicycle ridership



# Chicago *(Flanagan et al., 2016)*

- Percent population with some college education or higher
- Percent new residents
- Median home value
- Percent white population
- Percent homeownership
- Median household income



# Takeaways

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- Some gentrification indicators correlate with bike infrastructure investments
- Relationship between bike infrastructure is correlated and empirical, not necessarily causal
- There are bigger factors at play

# Trails and Green Gentrification



Stefanie Brodie, PhD  
Research Practice Lead







...greening of neighborhoods can increase desirability and thus spur gentrification.



Dale and Newman (2009)



Source: Curbed NYC



Source: Chicago Tribune



Source: Explore Georgia



When trails are developed without the necessary safeguards against displacement, they can create immediate and long-lasting repercussions on the demographics of a community



*Pennsylvania Environmental Council*

# Toolkits and Guidance

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- Community Benefits Agreement
- Cultural Corridors
- Inclusive Planning
- Partnerships and Coalitions

SHARING IN  
THE BENEFITS  
OF A GREENING CITY



INCLUSIONARY TRAIL  
PLANNING  
TOOLKIT





Outside Looking In, Mobile, Alabama, 1956  
Gordon Parks  
Source: Gordon Parks Foundation

## “Success” for equitable trail projects

- Representative users
- Equitable access
- Displacement prevention



**More research can lead to more conclusive findings, but existing evidence suggests a need to protect against displacement**

# Park and Trail Investments, Gentrification and Anti-Displacement Strategies

October 20, 2021





# Gentrification Definition

Gentrification occurs when a neighborhood with attractive qualities... has a relatively low value. This disconnect between potential value and current value results from historic disinvestment by public and private sectors. The area becomes desirable to higher-income households and/or investors and there are changes in the housing market; as demand rises for the neighborhood, higher-income households outbid low-income residents for housing, and new development and economic activity begins to cater to higher-income residents.

Lower-income households and/or households of color migrate out of the neighborhood and new in-migrants change the demographics of the neighborhood. (Bates 2013)

# Displacement Definition

Displacement occurs when any household is forced to move from its residence by conditions which affect the dwelling or its immediate surroundings, and which: 1) are beyond the household's reasonable ability to control or prevent; 2) occur despite the household's having met all previously imposed conditions of occupancy; and 3) make continued occupancy by that household impossible, hazardous or unaffordable. (George and Eunice Grier, *Urban Displacement*. 1978)

# Gentrification & Trails Lit Review

Background and context

Trail development and gentrification

Mitigation measures

Equity-based project prioritization  
criteria

Future work





## Local Historical Context

Local history of exclusion and displacement with parks and trails

Disparities in access and quality of parks and nature for low-income neighborhoods and BIPOC communities

Disparate environmental, physical, mental, and social benefits of trails

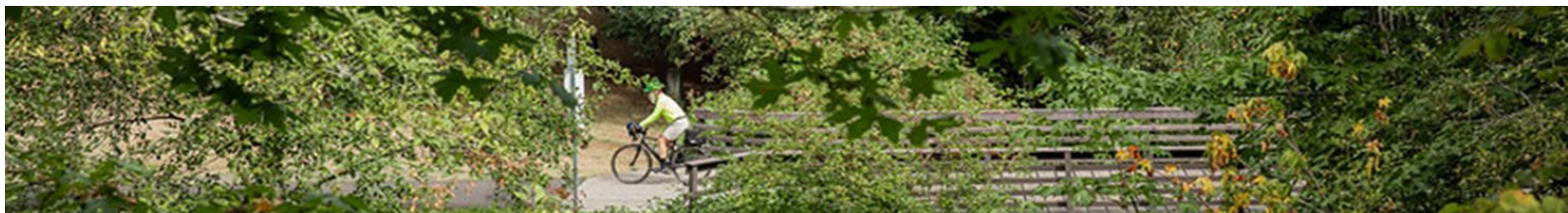
# Local Resources

Metro Equity Baseline Report (2015)

Metro Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (2016)

Parks and Nature System Plan (2016)

Parks and Nature Racial Equity, Diversity, and Inclusion Action Plan (2018 – 2023)



# What do parks have to with gentrification?

Frequent concerns raised by partners and community members about “gentrification” and “displacement” during bond outreach





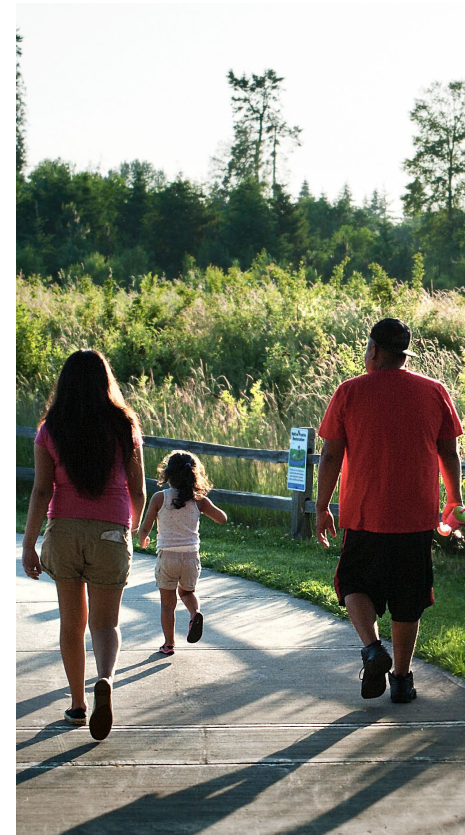
# Equitable trail projects

- Trail users reflect local demographics
- All people have equitable access to the system
- Systems and support programs are in place to prevent displacement

# Gentrification & Trails Lit Review

We looked at potential effects of trail investments on gentrification and displacement. Questions:

- Do trail investments lead to gentrification and displacement?
- What characteristics of parks/trails will likely result in gentrification?
- What strategies can be used to buffer communities from displacement?



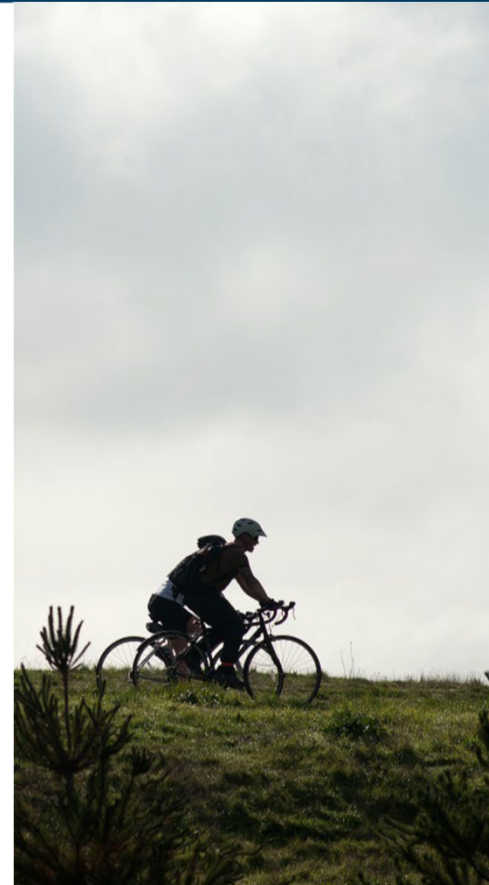


# Findings

The issue is complex, clear correlations don't always exist.

Some evidence that linear parks and trails close to urban areas are more likely to result in gentrification and displacement.

Anti-displacement strategies are being utilized by parks agencies around the nation.



# Leadership Guidance: *Outcomes*

Synergy: Parks investments are synergistic with other elements (e.g. housing, transportation, education, food, etc.), working in a concerted effort to build community resiliency.

Awareness: Heightened awareness of... displacement and/or gentrification, assists in understanding mitigation actions the region can collectively carry out.

Community stability: BIPOC communities have the necessary support systems to build long-term resiliency against the threats of displacement and/or gentrification.

Prevention: Regional investments actively prevent further harm to communities who have experienced displacement and/or gentrification from government spending.

# Anti-displacement Strategies

**Mitigation**

**Prevention**

- Low complexity
- Short term
- Site specific
- P+N capacity
- In process

- High complexity
- Long term
- Regional scale
- Multi-disciplinary
- Minimal progress

# Strategies: *In Process*

## Responsibility: P&N

- • Support coalition building
- • Provide diversified programs



# Strategies: *In Process*

## Responsibility: Housing

- Financially support resilient communities



# Strategies: *Needing Investment*

## Responsibility: P&N, AMCP, FRS

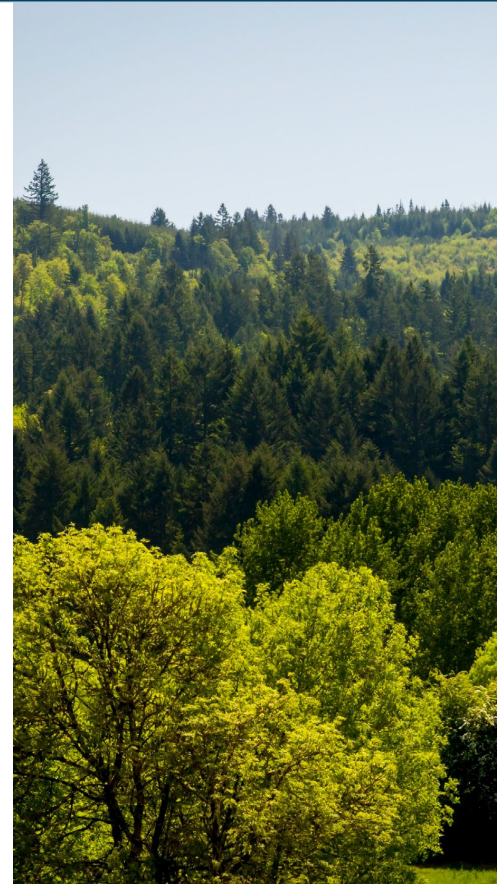
- Community empowerment and inclusive planning and design
- Systems thinking / Data-informed decisions
- Support small businesses
- Workforce development



# Strategies: *Needing Investment*

## Responsibility: Agency-wide, P&N

- Homeowner and renter programs
- Private sector housing policies
- Cross departmental planning



# Strategies: *No or minimal progress*

## Responsibility: Housing

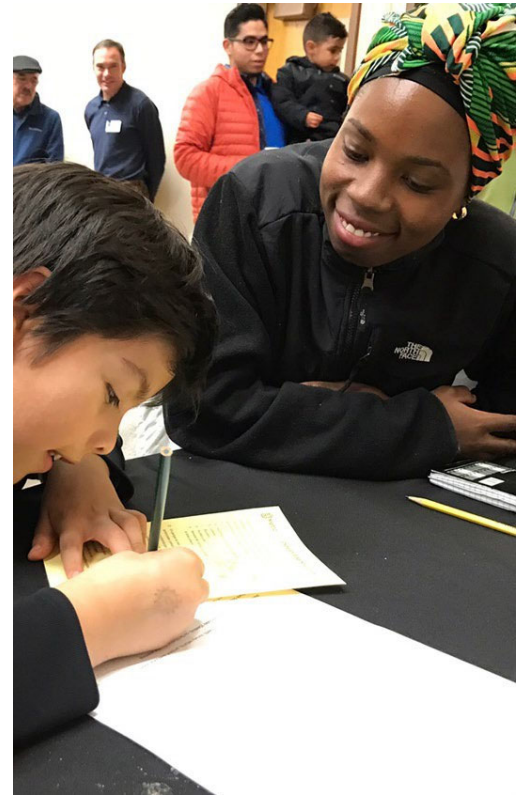
- Support housing organizations with investments in land trusts and land banking





# Take-aways

- Concerns regarding gentrification and displacement are valid and need to be taken seriously.
- Multiple strategies should be employed over the long term to meet the complex challenges of anti-displacement work.
- Working to understand anti-d strategies has already helped us advance our approach.



# Resources and Next Steps

- Draft FAQ developed
- Resource guide for local share partners assembled
- On-going meetings with RIS group
- Respond to community concerns at future bond engagement
- Integration into bond metrics





Arts and events  
Garbage and recycling  
Land and transportation  
Oregon Zoo  
Parks and nature

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