

GENTRIFICATION AND TRANSPORTATION

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BENEFITS OF DEVELOPMENT

How do we create a community that provides great transportation infrastructure and services to its residents, while ensuring that residents can continue to afford to live in their neighborhoods while enjoying the benefits that new development can bring?

Access to...

- High quality transit service
- Sidewalks and bicycle lanes
- Trails and greenways

TRANSPORTATION AND SPRAWL

Most sprawling small metro areas

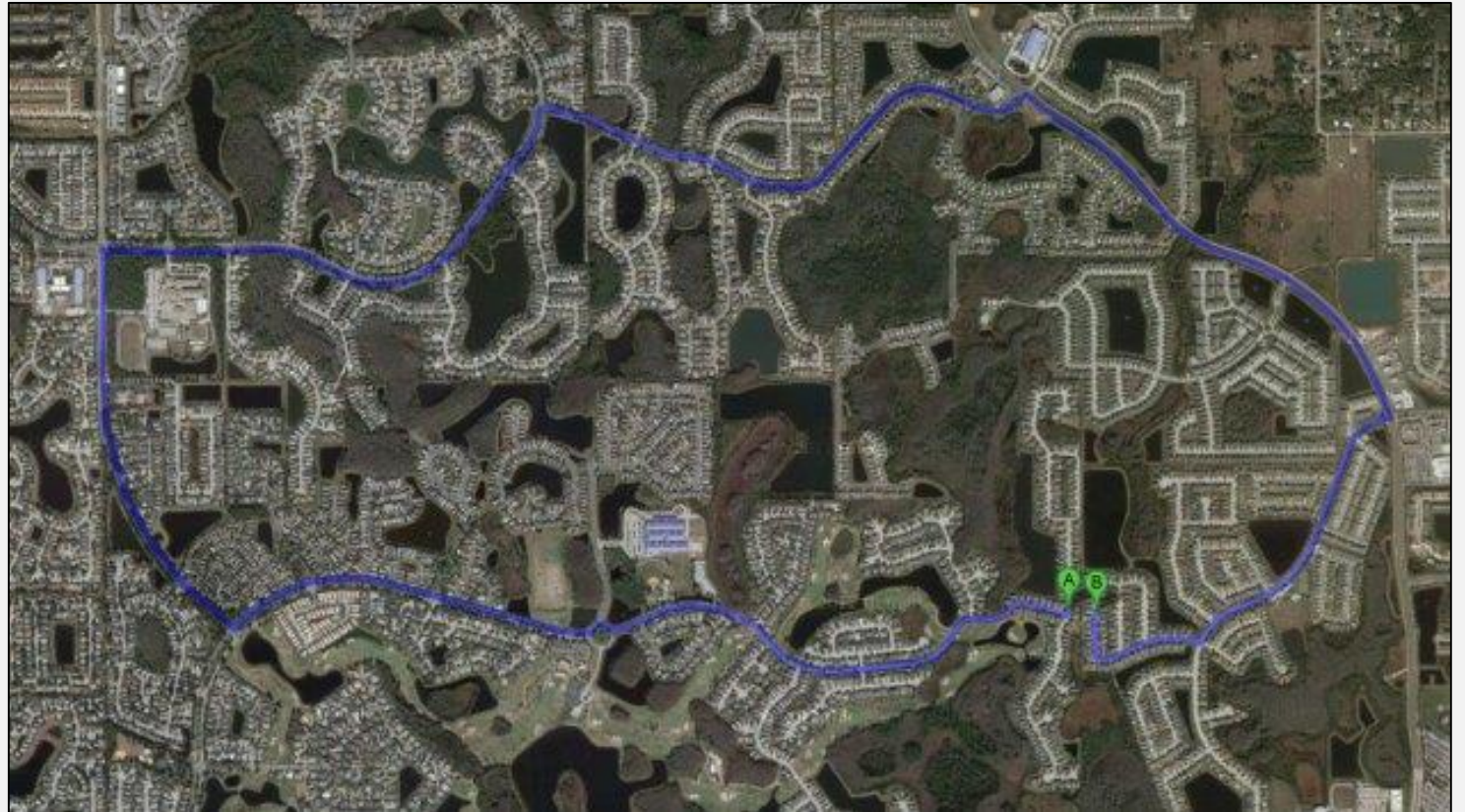
Small metro areas are defined as having a population less than 500,000.

| Rank | Metro area | Index score |
|------|----------------------------------|-------------|
| 204 | Green Bay, WI | 65.4 |
| 205 | Fort Smith, AR-OK | 64.8 |
| 206 | Lynchburg, VA | 64.0 |
| 209 | Winston-Salem, NC | 63.4 |
| 210 | Florence, SC | 61.1 |
| 211 | Lake Havasu City-Kingman, AZ | 60.1 |
| 212 | Kingsport/Bristol/Bristol, TN-VA | 60.0 |
| 218 | Prescott, AZ | 49.0 |
| 219 | Clarksville, TN-KY | 41.5 |
| 221 | Hickory/Lenoir/Morganton, NC | 24.9 |

TRANSPORTATION AND SPRAWL

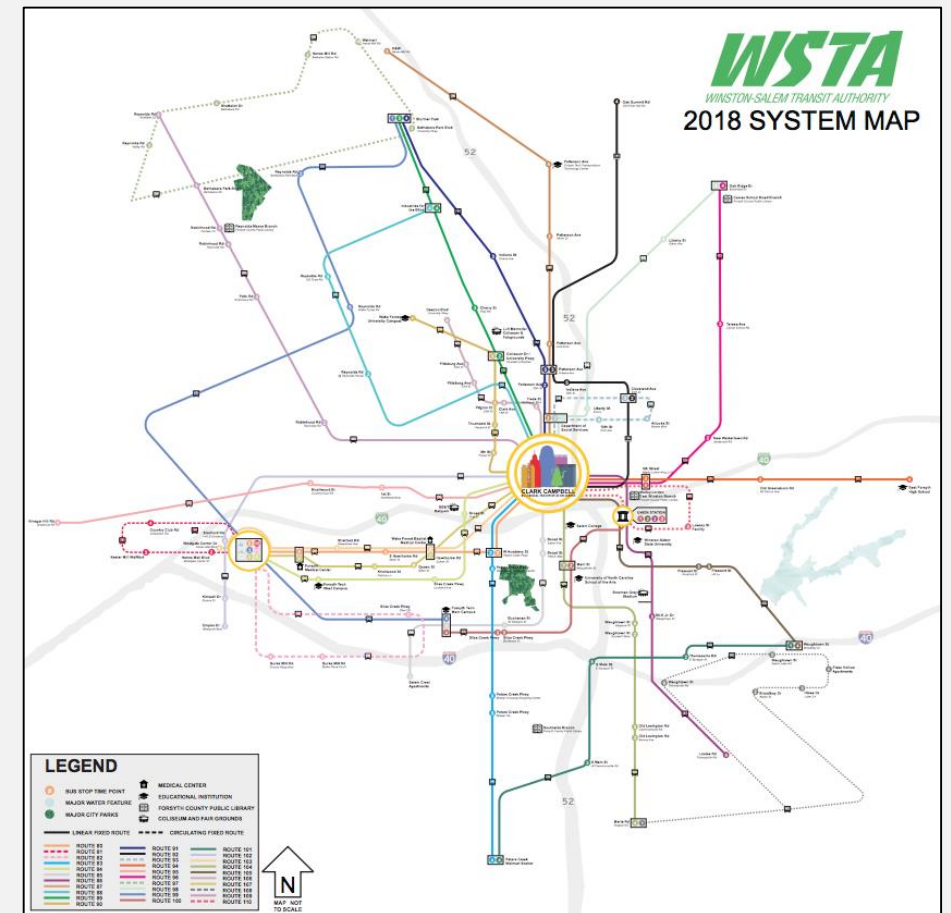
Issues with Sprawl

- Private vehicle dependence
- Low density
- Unhealthy
- Lack of social cohesion
- Resource intensive
- Difficult to serve with transit



TRANSPORTATION AND SPRAWL IN WINSTON-SALEM

- Service degrades with distance
- Reliance on private vehicles
- Difficult to bike or walk
- Transportation projects reflect this pattern



TRANSPORTATION AND GENTRIFICATION

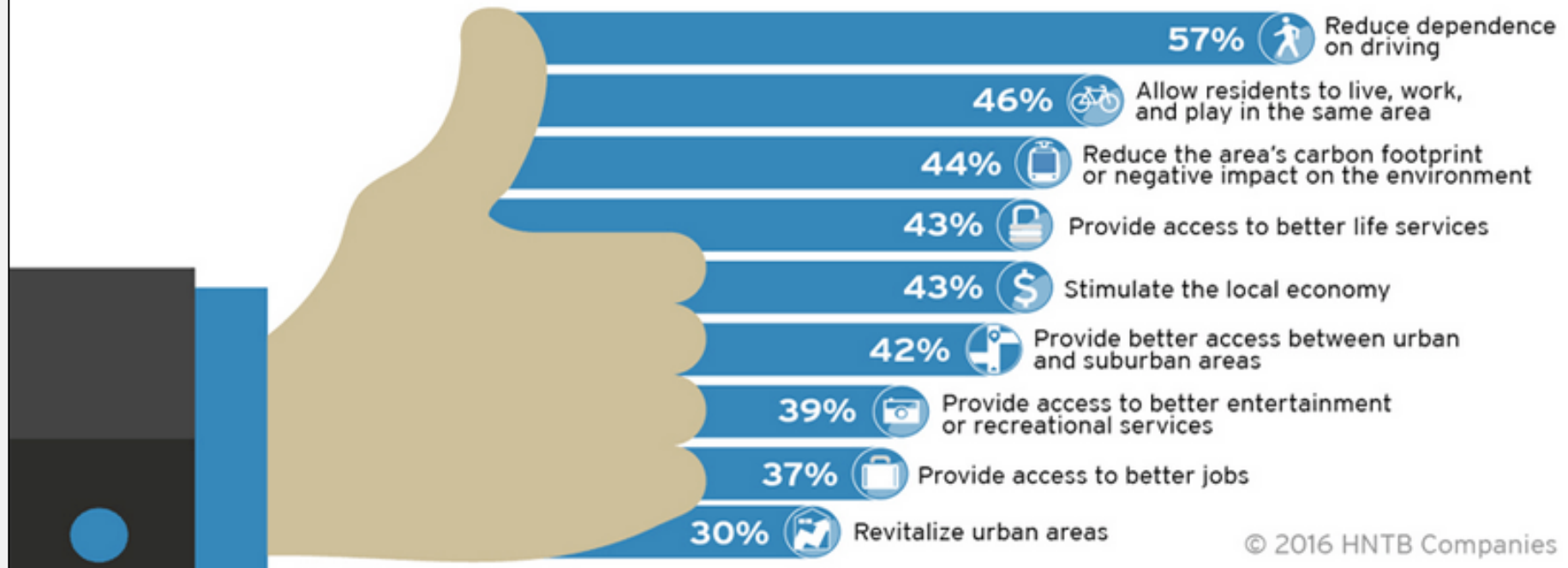
Transit Oriented Development:
Concentrate a variety of dense land uses around a permanent transit corridor to provide residents with access to transportation options and goods and services within walking distance.



TRANSIT ORIENTED DEVELOPMENT

BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

Americans believe transit oriented development provides an array of benefits ranging from lifestyle to environmental to economic.



TOD – REVITALIZE URBAN AREAS?

What does that mean?

- More efficient land use
- Increase tax base
- Infill and rehabilitation development

It can also mean...

- Increased property values
- Loss of low and moderate-income residents
- Loss of core transit riders

How do we create a community that provides great transportation infrastructure and services to its residents, while ensuring that residents can continue to afford to live in their neighborhoods while enjoying the benefits that new development can bring?

SOLUTIONS TO TOD-INDUCED GENTRIFICATION

- Anti-displacement and affordable housing protections
- Living wage jobs for residents
- Prioritizing community-based developers
- Enhancing neighborhood-serving retail
- Preserving station accessibility

TOD KEY STAKEHOLDERS

- Transit agencies
- Local government
- Private developers
- Residents
- Community groups
- Local businesses
- Non-profit developers
- Non-local government

TOD CHALLENGES

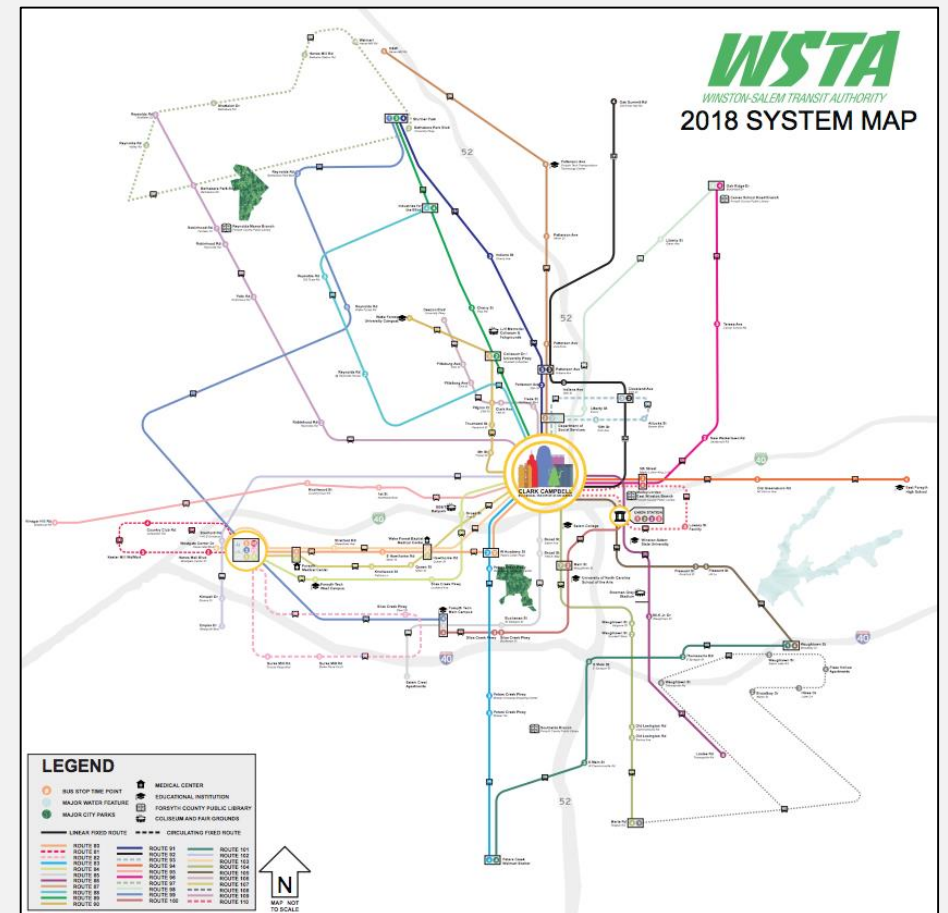
- Rising Land Prices
- Highest and best transit use
- Developer and lender assumptions
- Commuters
- Market forces
- Existing zoning
- Design and form

TOD SUCCESS FACTORS

- Create the right mix of uses and build ridership and demand
- Organize residents for meaningful community involvement
- Develop clear ambitions with realistic goals
- Be there at every stage
- Introduce anti-displacement efforts early
- Focus on people and function, not formulas
 - Location efficiency
 - Value recapture
 - Livability
 - Financial return
 - Expanded choice
 - Efficient land use patterns

TRANSPORTATION AND GENTRIFICATION IN WINSTON-SALEM

- Residents forced from well-served neighborhoods
- Service degrades with distance
- Reliance on private vehicles
- Difficult to bike or walk



WINSTON-SALEM TRANSIT

Additional services during closure of Business 40

WSTA

- 30 minute frequency on 6 routes (80, 85, 95, 103, 104, and 107)

PART

- Increased service on routes 6, 17, 18
- New route 28 to serve western Forsyth County

CASE STUDIES – CHARLOTTE LYNX

“One challenge CATS faces is that the transit system’s traditional client base is composed of low-income workers who live near the center city. But as Charlotte and other cities gentrify, those workers are being pushed out to the suburban areas. It’s more expensive for CATS to bring buses and trains to pick them up.”



CHARLOTTE LYNX

- By 2010
- \$470 million to construct the original 9.6-mile blue line
- 9.8 million square feet of new development along the blue line
- \$1.8 billion in private development

CASE STUDIES – ATLANTA BELTLINE

- 22-mile mixed-use pedestrian-transit trail
- \$4.8 billion project
- Sale prices up 68% between 2011 and 2015

The screenshot displays the Atlanta BeltLine website's navigation and content. The top navigation bar includes a 'DONATE' button and links for 'Events // Blog // News // FAQs // Contact'. The main header features the Atlanta BeltLine logo and the tagline 'The Atlanta BeltLine Where Atlanta Comes Together. Learn more'. Below the header is a menu with categories: 'PLACES TO GO (Parks & Trails)', 'THINGS TO DO (Events, Health & Fitness, & Tours)', 'WAYS TO GIVE (Volunteer & Contribute)', 'LATEST NEWS (News, Gallery, Archives, & Communications)', 'THE PROJECT (Overview, Planning, Progress, & Engage)', and 'THE TEAM (Development, Outreach, & Communications)'. The main content area is titled 'IMPLEMENTATION PLAN' and features the article 'What's Next? Atlanta BeltLine Strategic Implementation Plan'. The article text states: 'In December 2013, the Atlanta BeltLine adopted the 2030 Strategic Implementation Plan to guide the project's development over the next 17 years.' Below the text is a large image of a park area with a search icon. To the right of the article is a 'RELATED EVENTS' section listing several upcoming events with dates and times. At the bottom of the page, there is a '2030 STRATEGIC IMPLEMENTATION PLAN' section with a link to the final report and a 'RELATED NEWS' section listing various news items.

Atlanta BeltLine
The Atlanta BeltLine
Where Atlanta Comes Together. [Learn more](#)

PLACES TO GO
Parks & Trails

THINGS TO DO
Events, Health & Fitness, & Tours

WAYS TO GIVE
Volunteer & Contribute

LATEST NEWS
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THE PROJECT
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IMPLEMENTATION PLAN

What's Next? Atlanta BeltLine Strategic Implementation Plan

In December 2013, the Atlanta BeltLine adopted the 2030 Strategic Implementation Plan to guide the project's development over the next 17 years.

On December 11, 2013, ABI's Board of Directors unanimously approved the Atlanta BeltLine 2030 Strategic Implementation Plan (SIP), which will guide the citywide transportation and redevelopment program through its completion. The first seven years of the program generated a roughly 3:1 return on investment, with more than \$1 billion in private redevelopment spurred by roughly \$350 million of investment. The SIP expects to equal or exceed this return on investment as the economy continues to improve in the coming years.

Download the full [Atlanta BeltLine 2030 Strategic Implementation Plan](#). You may also download the [Strategic Implementation Plan overview presentation](#).

The SIP divides Implementation into three periods of projects. For the next five years, Period 1, the SIP includes the following project priorities:

1. Securing rights to the remaining right-of-way to complete the 22-mile Atlanta BeltLine loop;
2. Completing the southern half of the Westside Trail and commencing construction on the Southeast Trail;
3. Constructing Boulevard Crossing Phase II, Enota and Murphy Crossing Parks;

RELATED EVENTS

- [BeltLine Affordable Housing Advisory Board \(BAHAB\) Meeting](#)
Nov 13, 2018 3:00 PM
- [Tax Allocation District Advisory Committee \(TADAC\) Executive Committee](#)
Nov 13, 2018 5:00 PM
- [Aerobics](#)
Nov 13, 2018 6:00 PM
- [HIIT Style Workout](#)
Nov 14, 2018 6:30 AM
- [Atlanta BeltLine, Inc. Executive Committee](#)
Nov 14, 2018 8:30 AM

[View all events](#)

2030 STRATEGIC IMPLEMENTATION PLAN

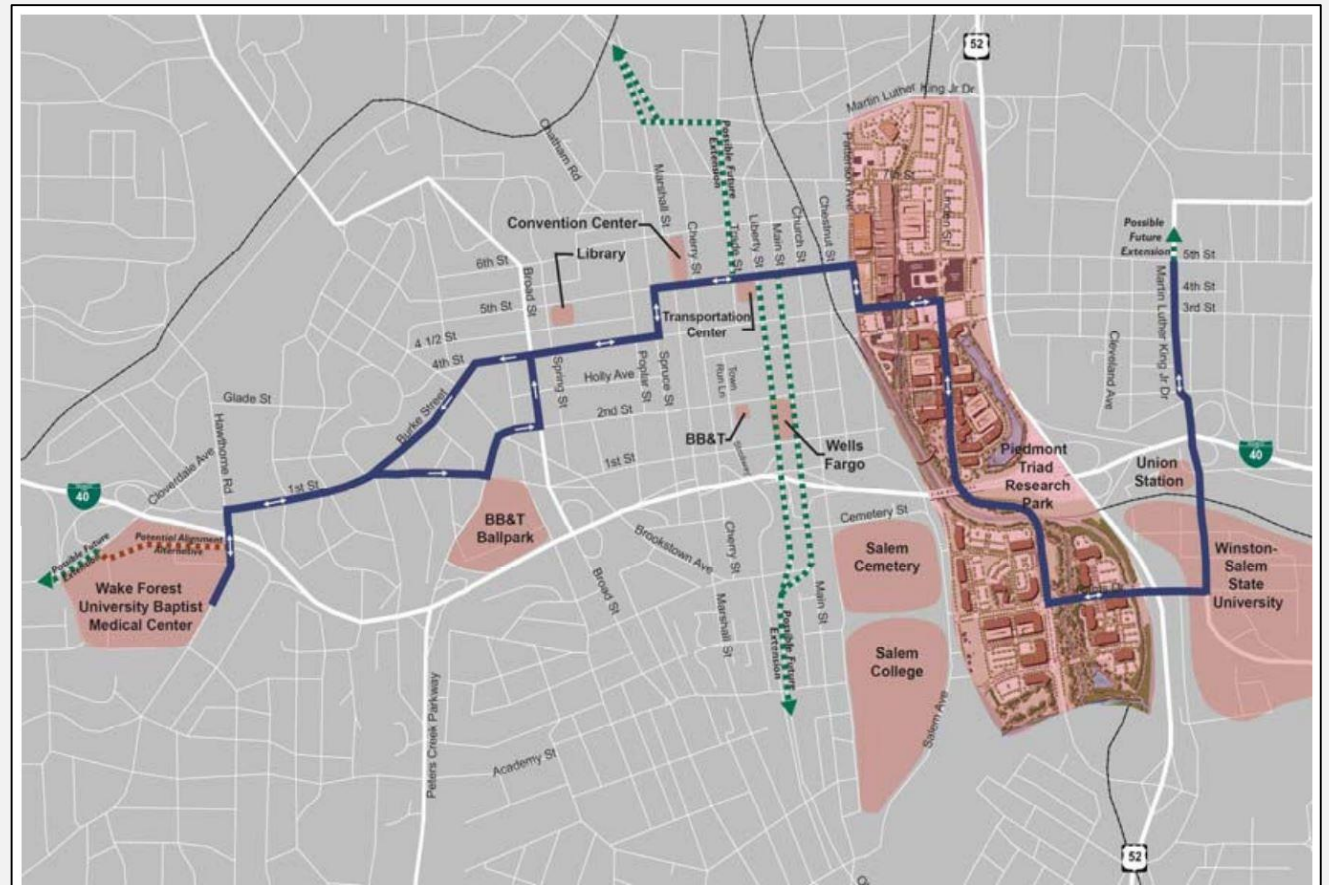
View the [final report online](#) or download the full [Atlanta BeltLine 2030 Strategic Implementation Plan](#).

RELATED NEWS

- [Washington Park Jamboree and Play Day 2018 – An Afternoon of Healthy Family Fun, Opera and Jazz!](#)
- [Volunteering for the Greener, Good at Aluma Farm](#)
- [Lifecycle Building Center: Atlanta BeltLine Partners in Sustainability and Reuse](#)
- [Life on the Atlanta BeltLine: Jamie's and Kevin's Wedding](#)
- [Boulevard Crossing Park Hosts Final Atlanta BeltLine Partnership Play Day of 2018](#)

WINSTON-SALEM URBAN CIRCULATOR

- Feasibility Study Completed in 2013
- Connect
 - Baptist Medical Center
 - Downtown
 - Innovation Quarter
 - WSSU
 - Martin Luther King, Jr. Drive Corridor
- On Hold



THANK YOU

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