

Riding Through the Market City



INEQUALITY & EXCLUSION BY DESIGN

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Inclusive Growth Panel



MARKET CITIES, PEOPLE CITIES

*The Shape of Our
Urban Future*

Michael Oluf Emerson and Kevin T. Smiley



Market City, People City

- Must create a **PRIORITIES RUBRIC** through which make decisions, budget money, focus attention.
- *Either privilege the market OR privilege its citizens.*
- All cities care about both, but most ultimately **favor** one over the other. So cities use different means to arrive at different ends.



Reasoning goes something like this:

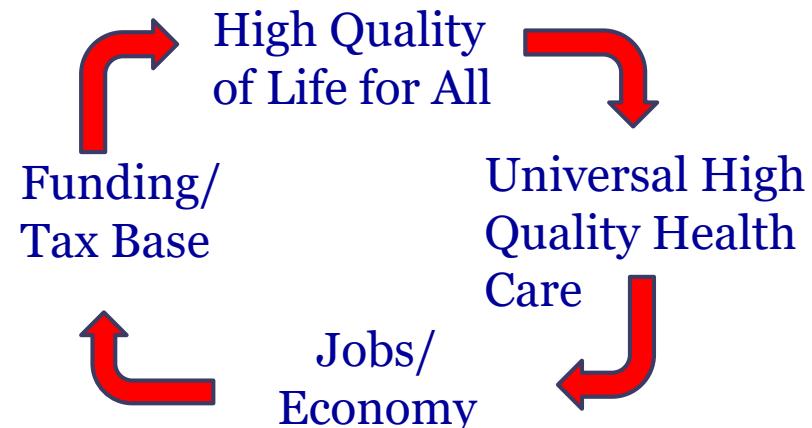
Market City

- “The goal is to have a thriving economy, producing jobs, luring companies and investment, being business friendly, and creating wealth. Insofar as issues like quality of life or health care influence the end goal, we care about those issues.”



People City

- “The goal is a high quality of life for all, to be a place that is friendly to people’s needs, that is lively, healthy, safe, sustainable, and equitable. Insofar as a strong economy and lots of good jobs contribute to the end goal, we care about those issues.”





The Interrelation of Urban Institutions

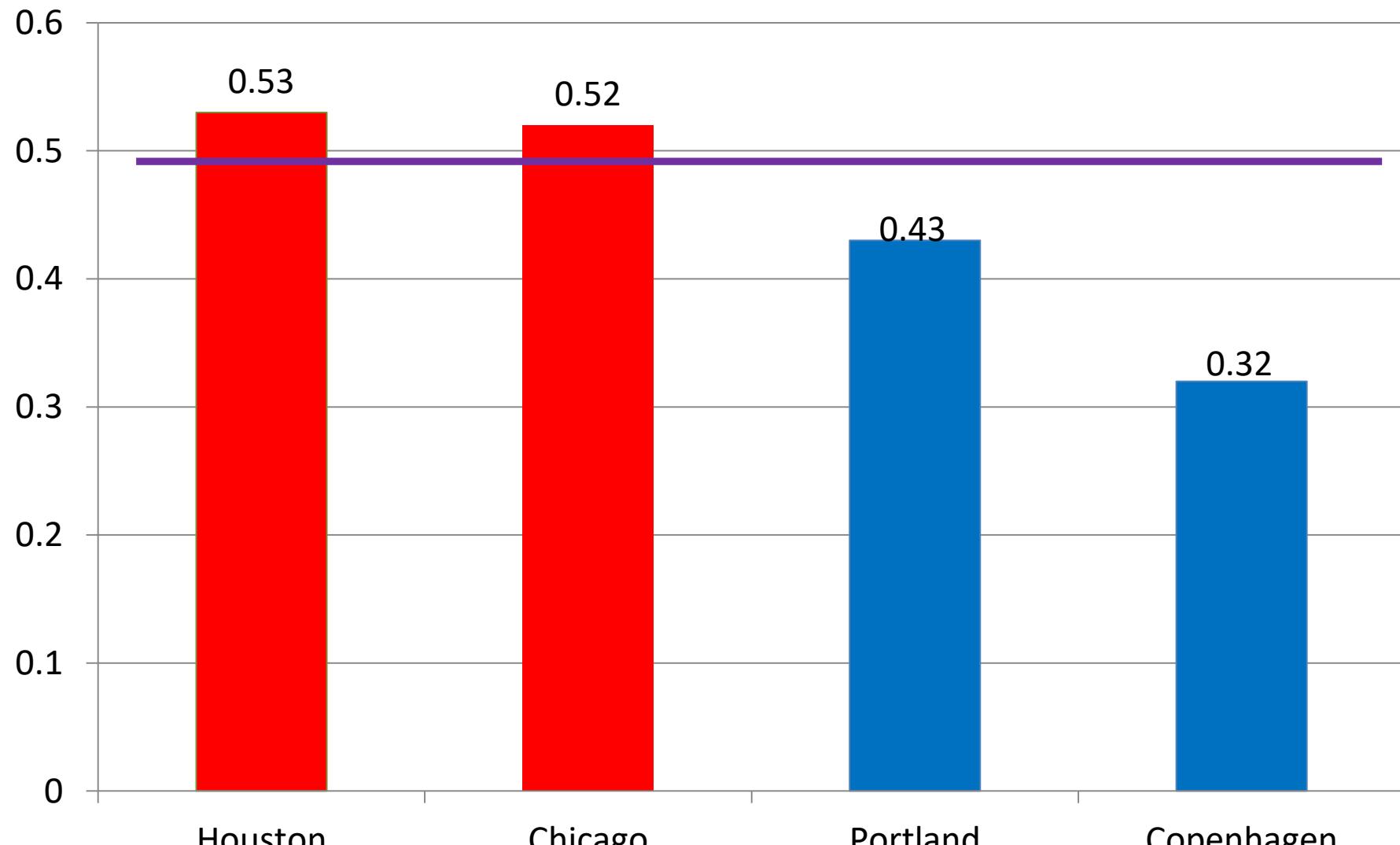
Urban Institution	People Cities	Market Cities
Inequality	Low. Equal neighborhoods	High. Substantial segregation
Transport	Focused on access across city	Focused on delivery to market
Crime	Low crime	High crime
Taxes	Higher taxes	Lower taxes

Murder Rate

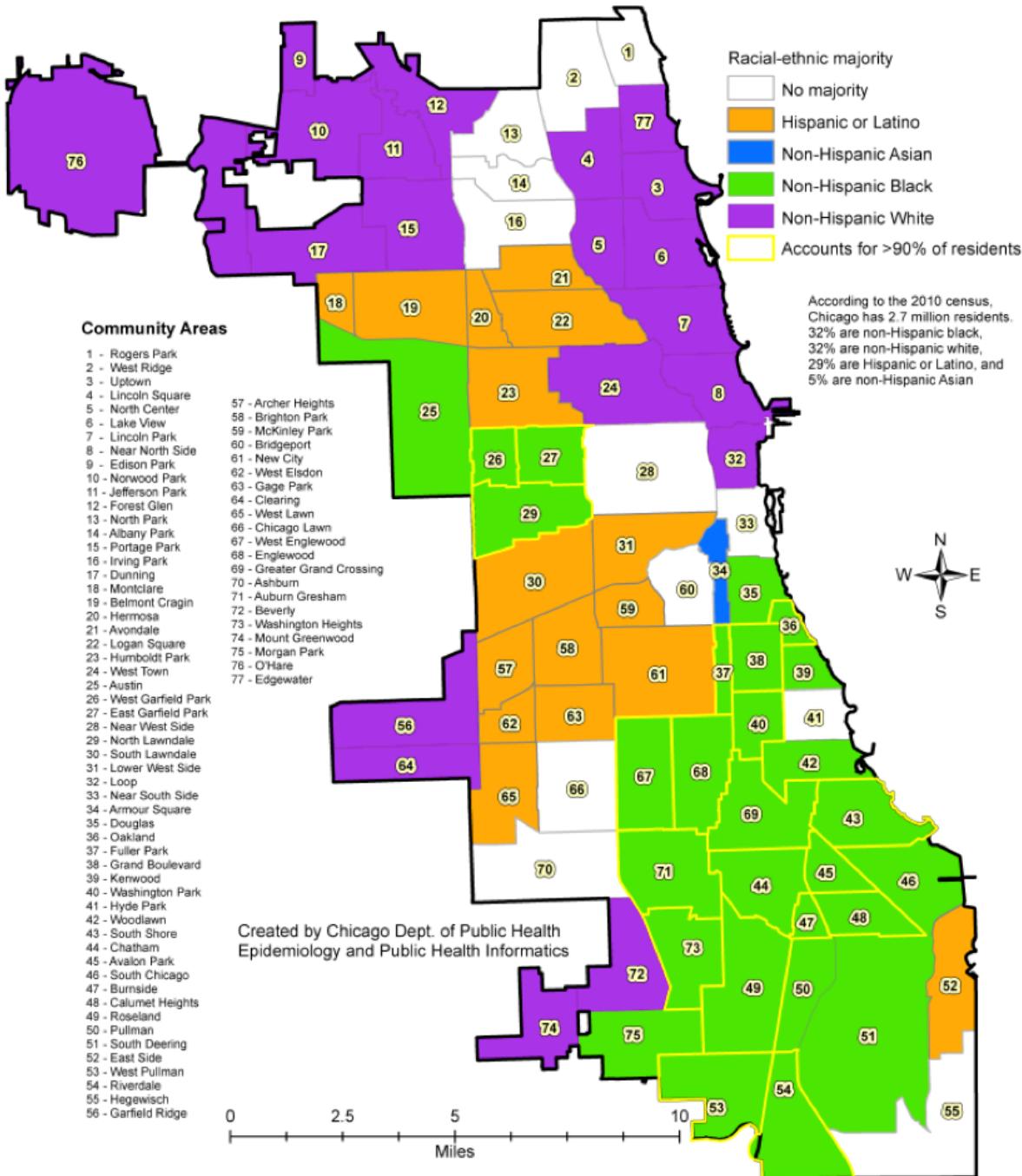
- **Chicago:** **24** out of 100,000
- **Houston**: **12** out of 100,000
- **Portland** **2.3** out of 100,000
- **Copenhagen**: **<1** out of 100,000



Economic Inequality, Gini Coefficient

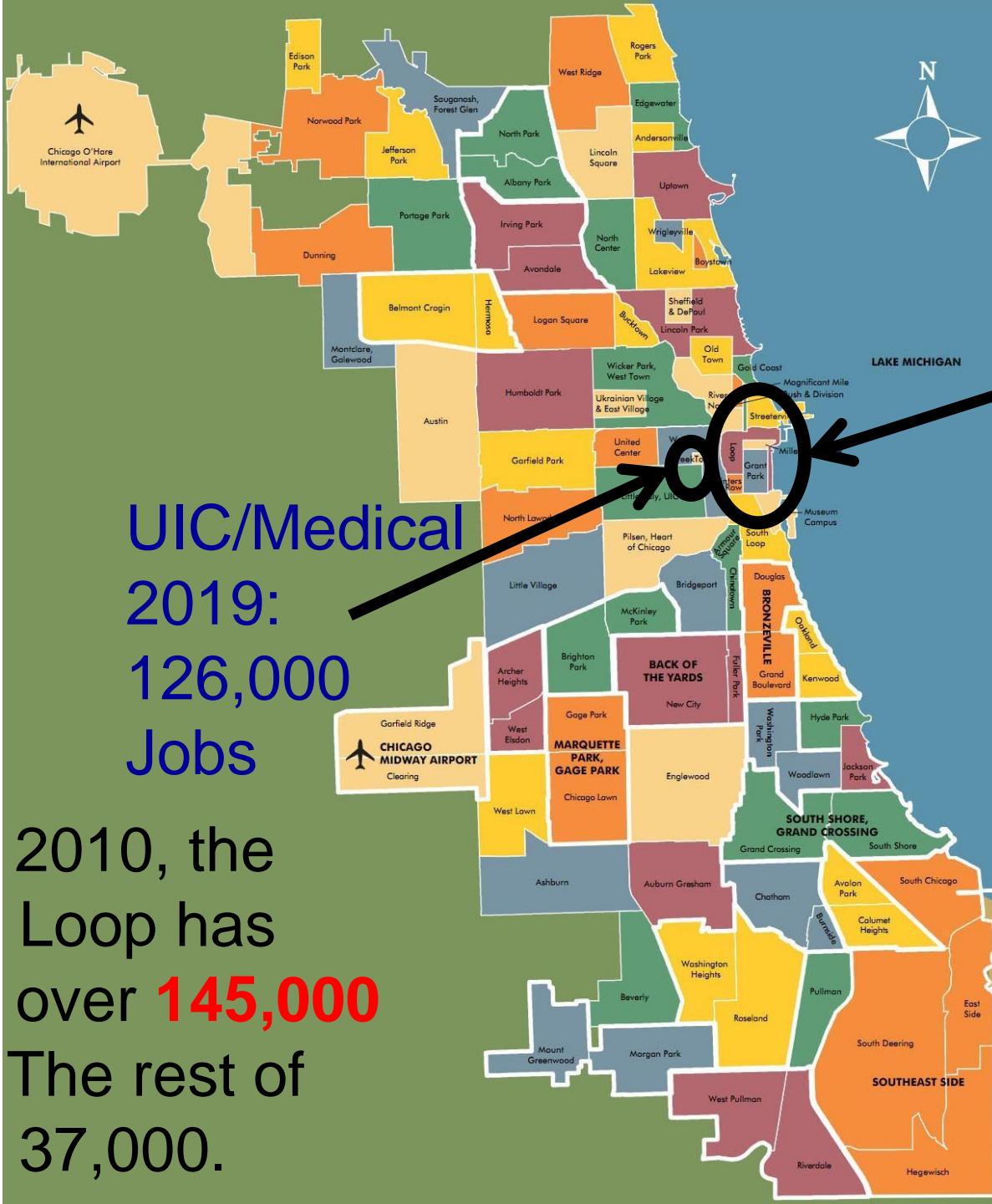


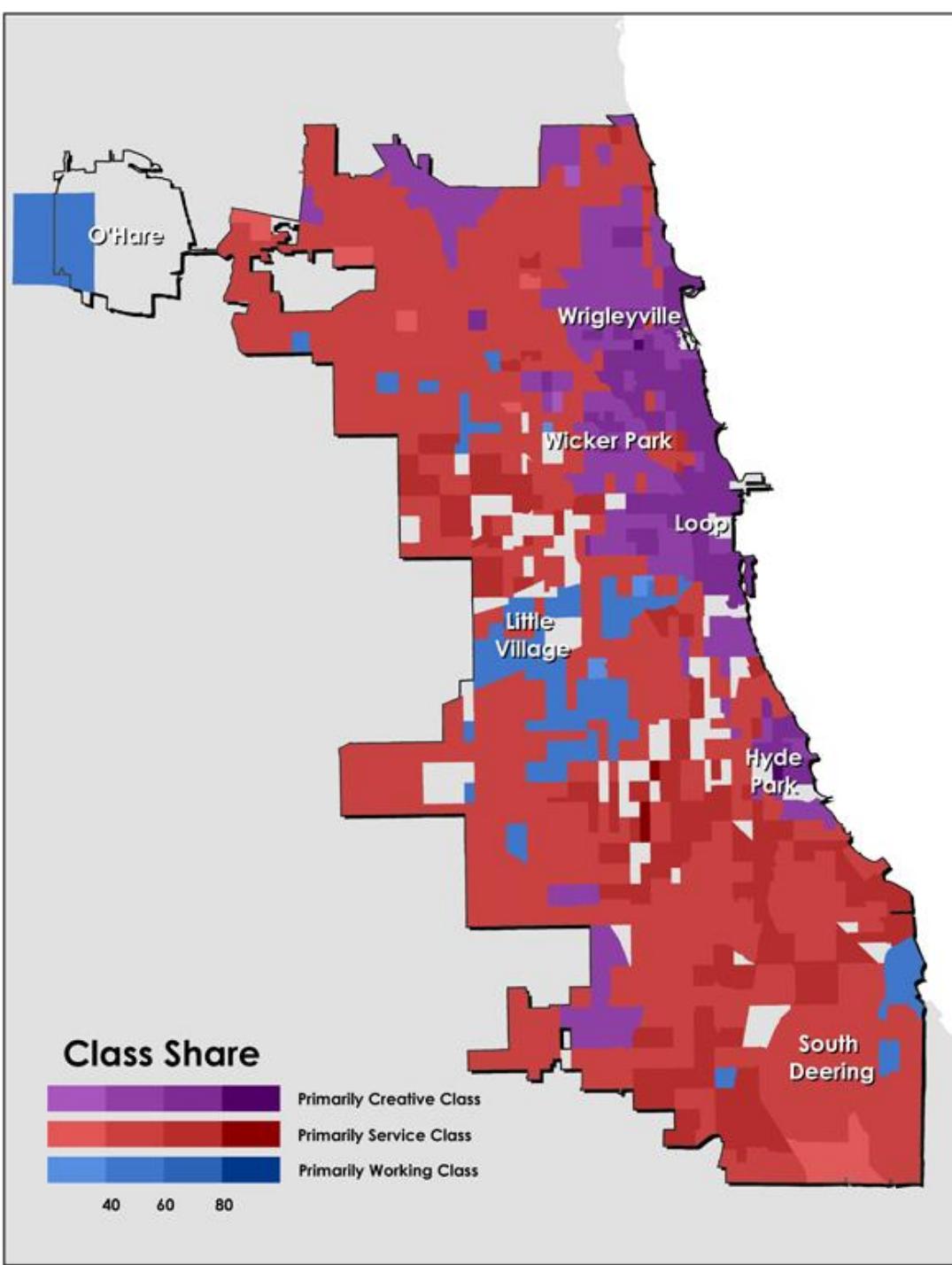
Sources: CivicDashboards.com and Emerson & Smiley (2018)



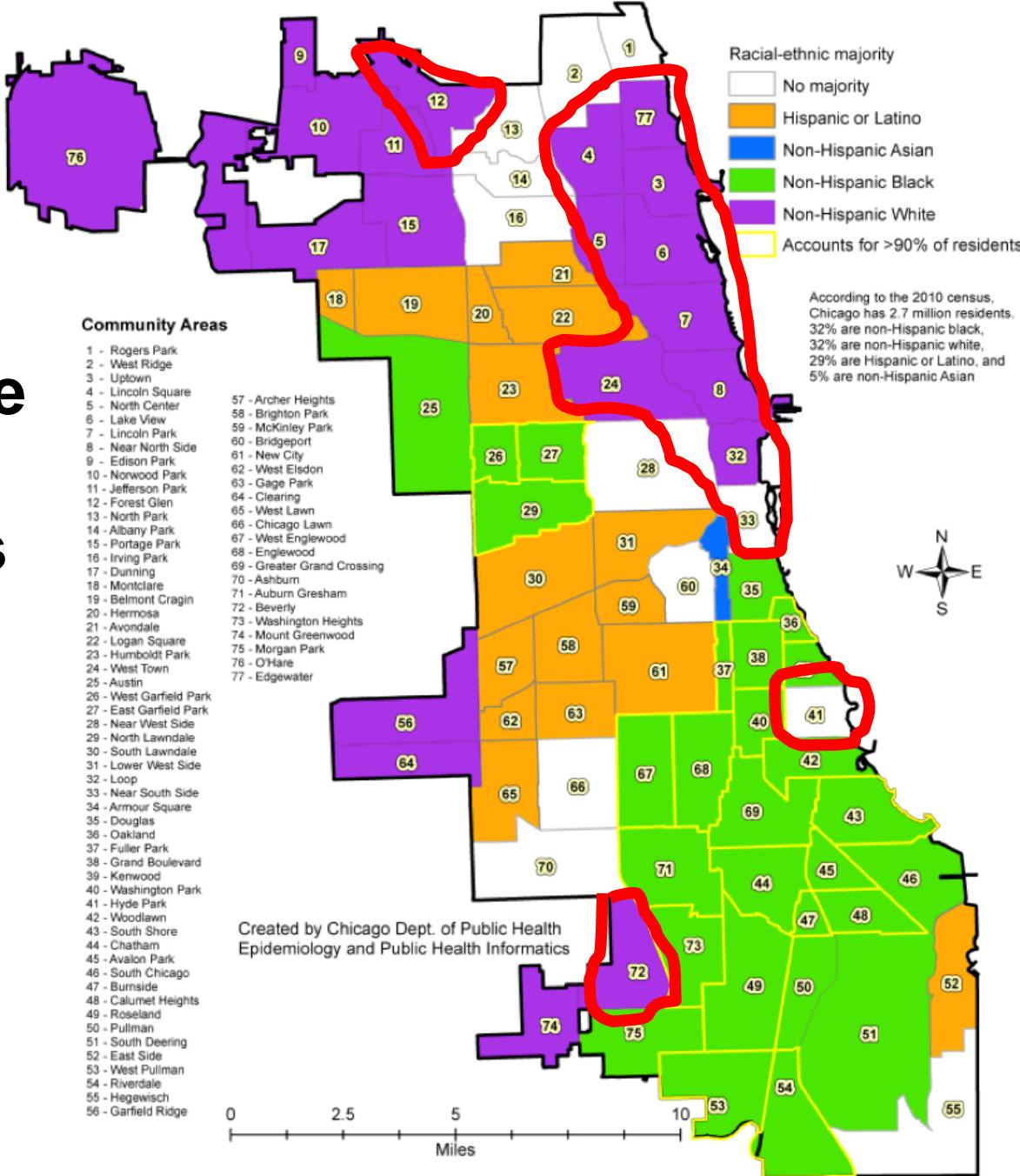
UIC/Medical 2019: 126,000 Jobs

Since . . . 2010, the Chicago Loop has added over **145,000** jobs. The rest of Chicago: 37,000.

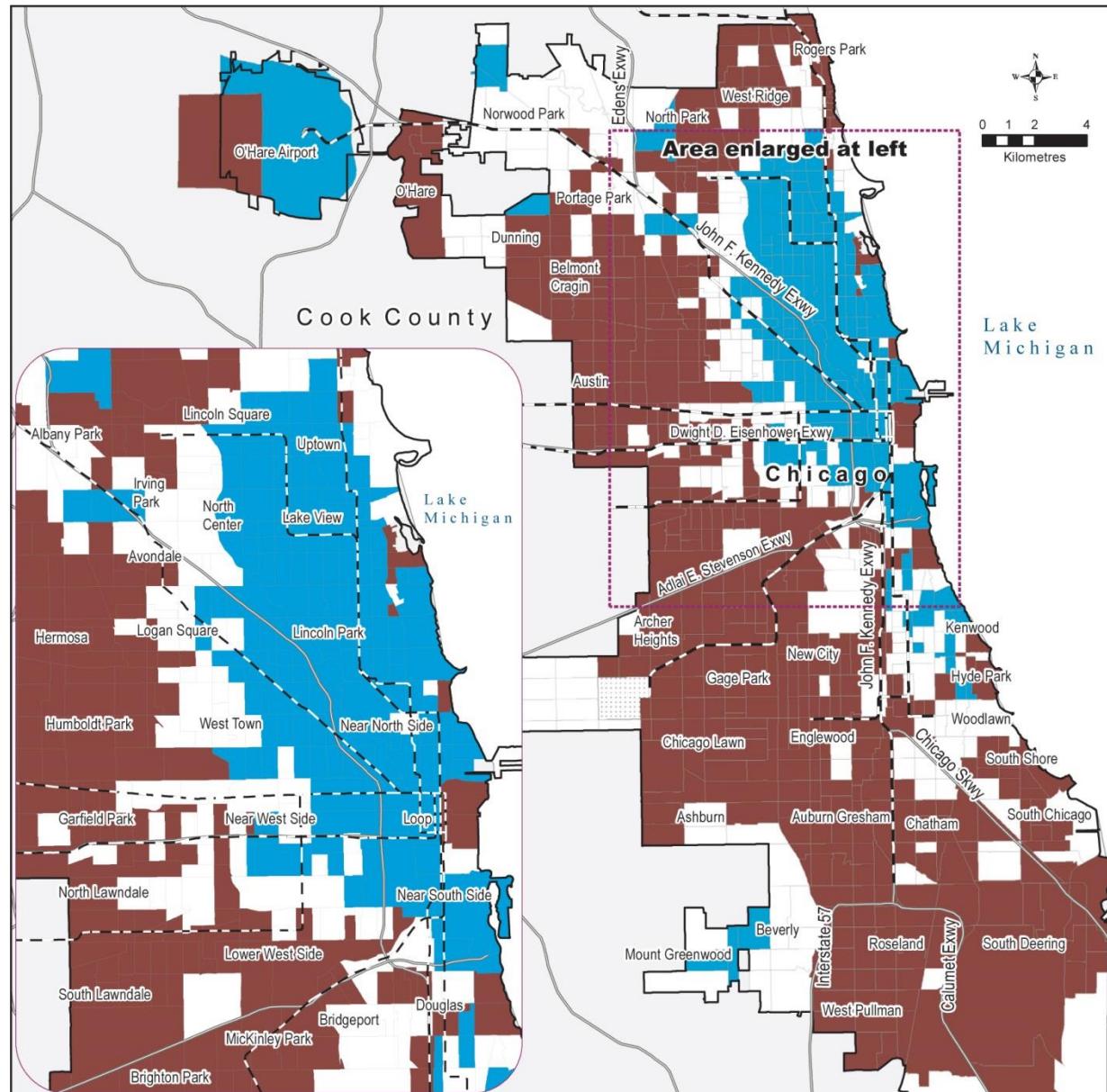




RED = Creative Class 'Hoods



Neighborhood Income Change, City of Chicago 1970-2010



Change in census tract average individual income compared to the Chicago MSA average, 2010 versus 1970

Increase 20% to 254%
(167 CTs; 21% of the City)

Increase or Decrease is Less than 20%
(210 CTs; 26% of the City)

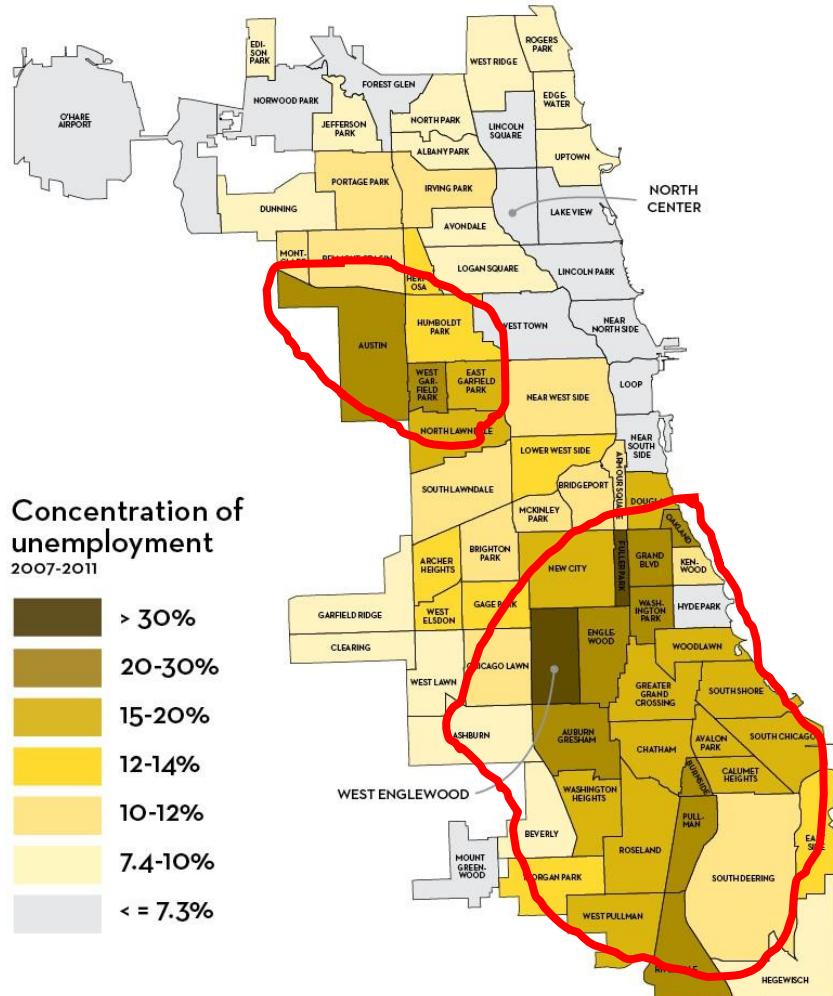
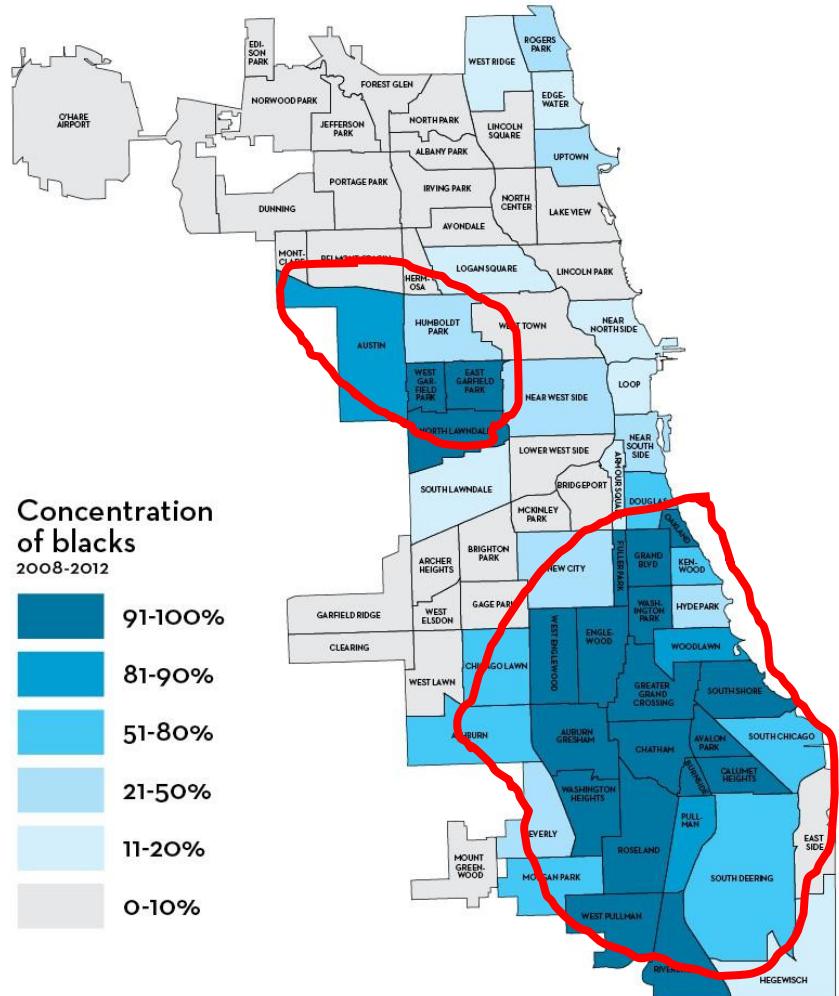
Decrease 20% to 114%
(417 CTs; 53% of the City)

Income Definition: Census tract average individual income for persons age 15 and older. Data Sources: 1970-2000 Decennial Census, 2008-2012 Five-Year American Community Survey.

Image produced by Cities Centre, University of Toronto.

A city divided by race and by opportunity

In West Englewood, the unemployment rate is nearly eight times what it is in North Center.



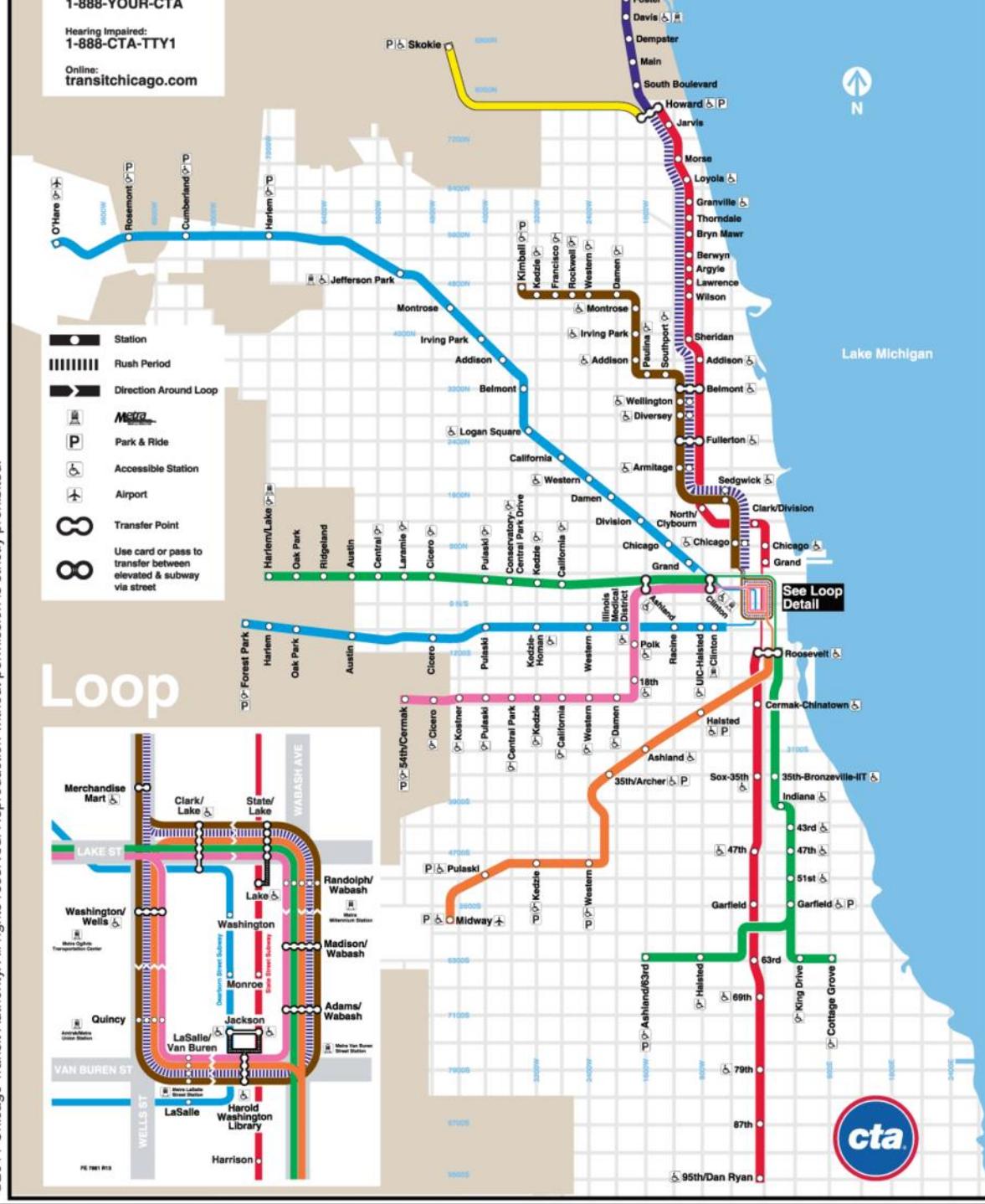
SOURCES: SOCIAL IMPACT RESEARCH CENTER ANALYSIS OF THE CENSUS BUREAU'S 2008-2012 AMERICAN COMMUNITY SURVEY; CHICAGO DEPARTMENT OF PUBLIC HEALTH

Urban Mobility & Inequality



Hub and Spoke System with No Rims.

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North Side: Stops average every 1/2 mile

South Side: Stops average every 1 mile





Rail ('L') System Map

For Travel Information Call:
1-312-836-7000

For Customer Assistance Call:
1-888-YOUR-CTA

Hearing Impaired:
1-888-CTA-TTY1

Online:
transitchicago.com



OR



Metra



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Accessible Station



Airport



Transfer Point



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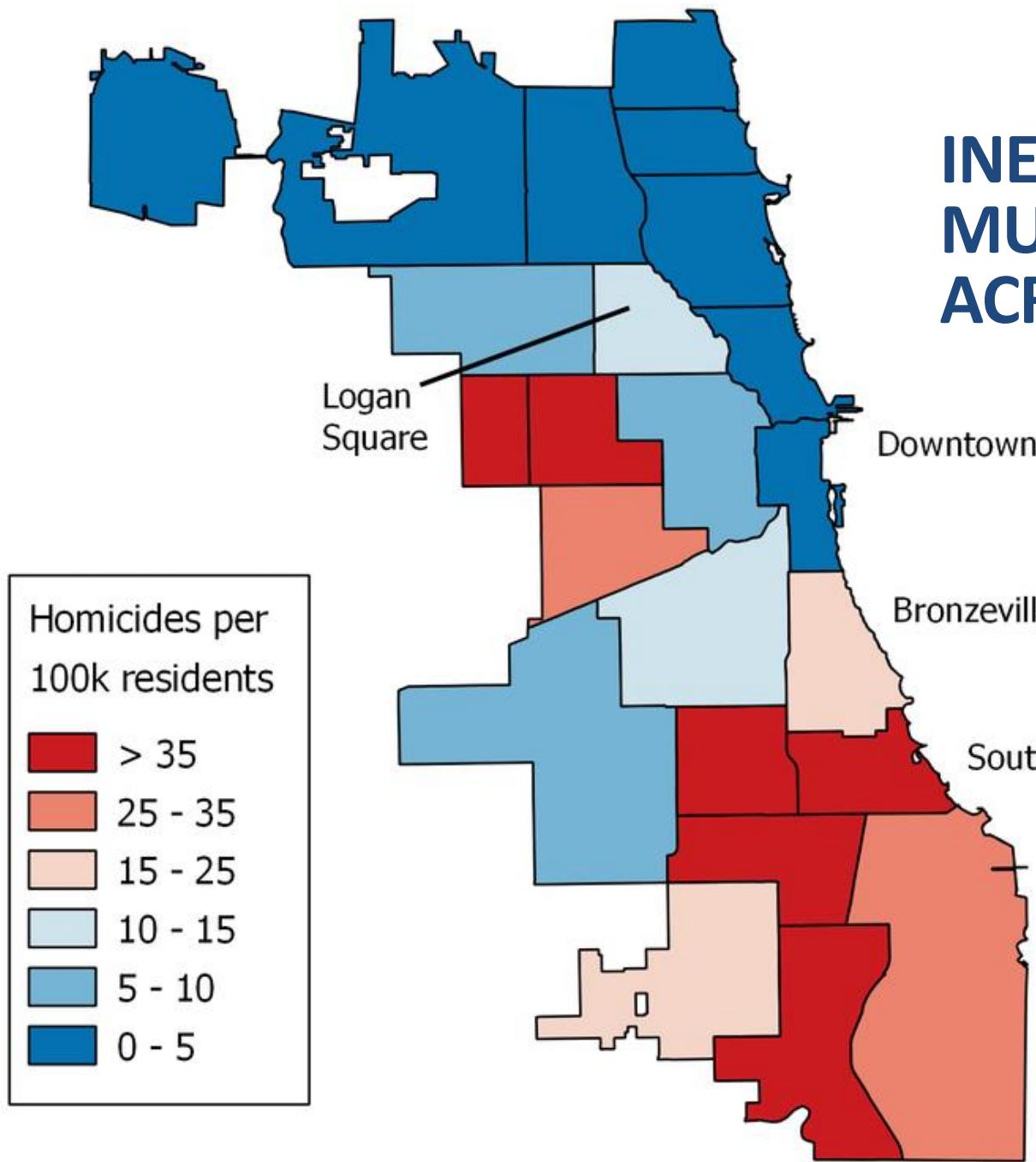
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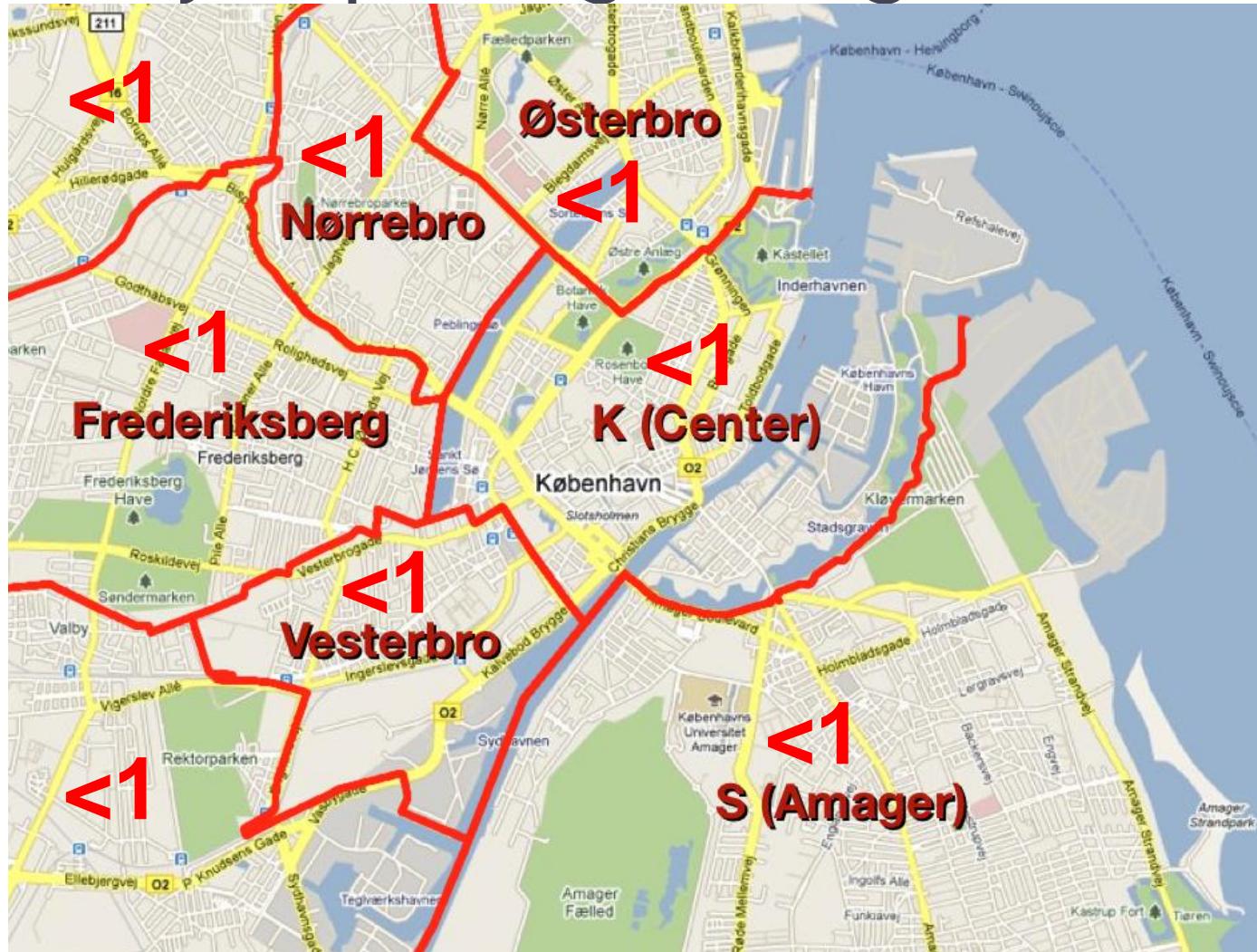
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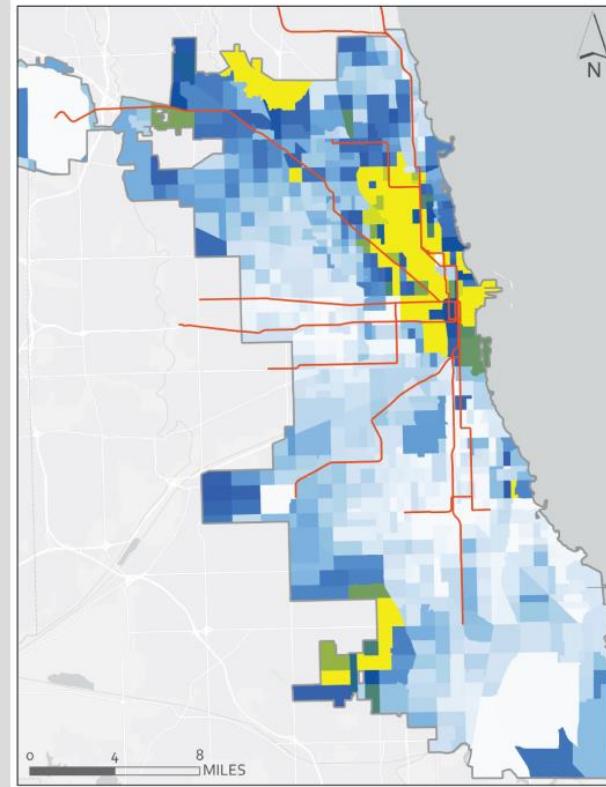


INEQUALITY IN MURDER RATE ACROSS AREAS

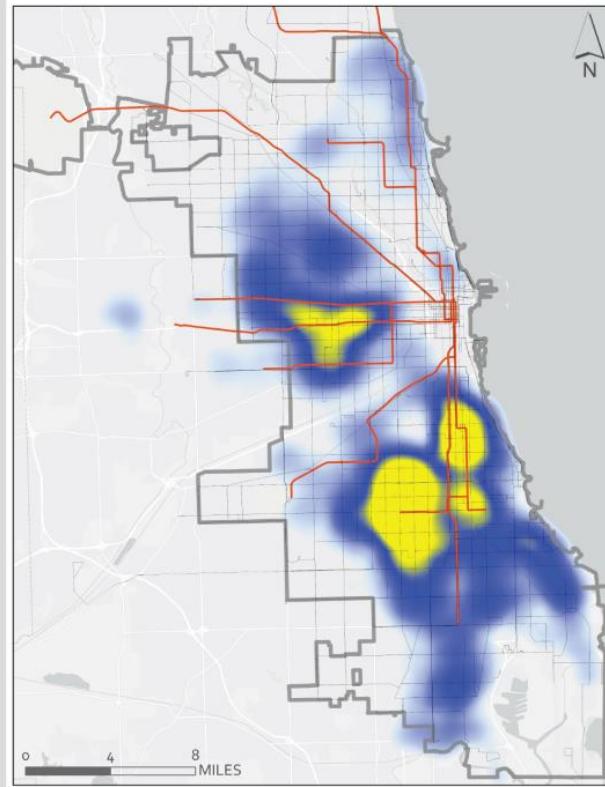


Murder Rate: <1 per 100,000 across every Copenhagen neighborhood

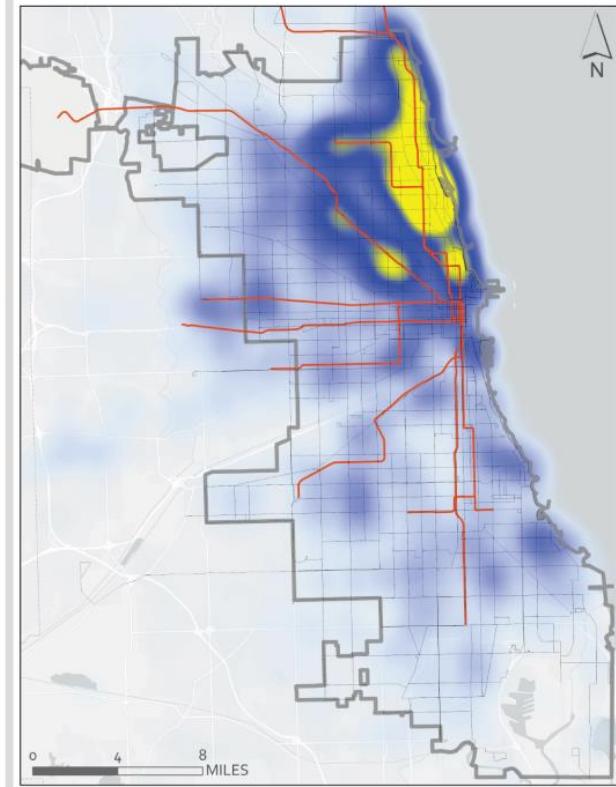




Median
HH Income



Unemployment
Rate



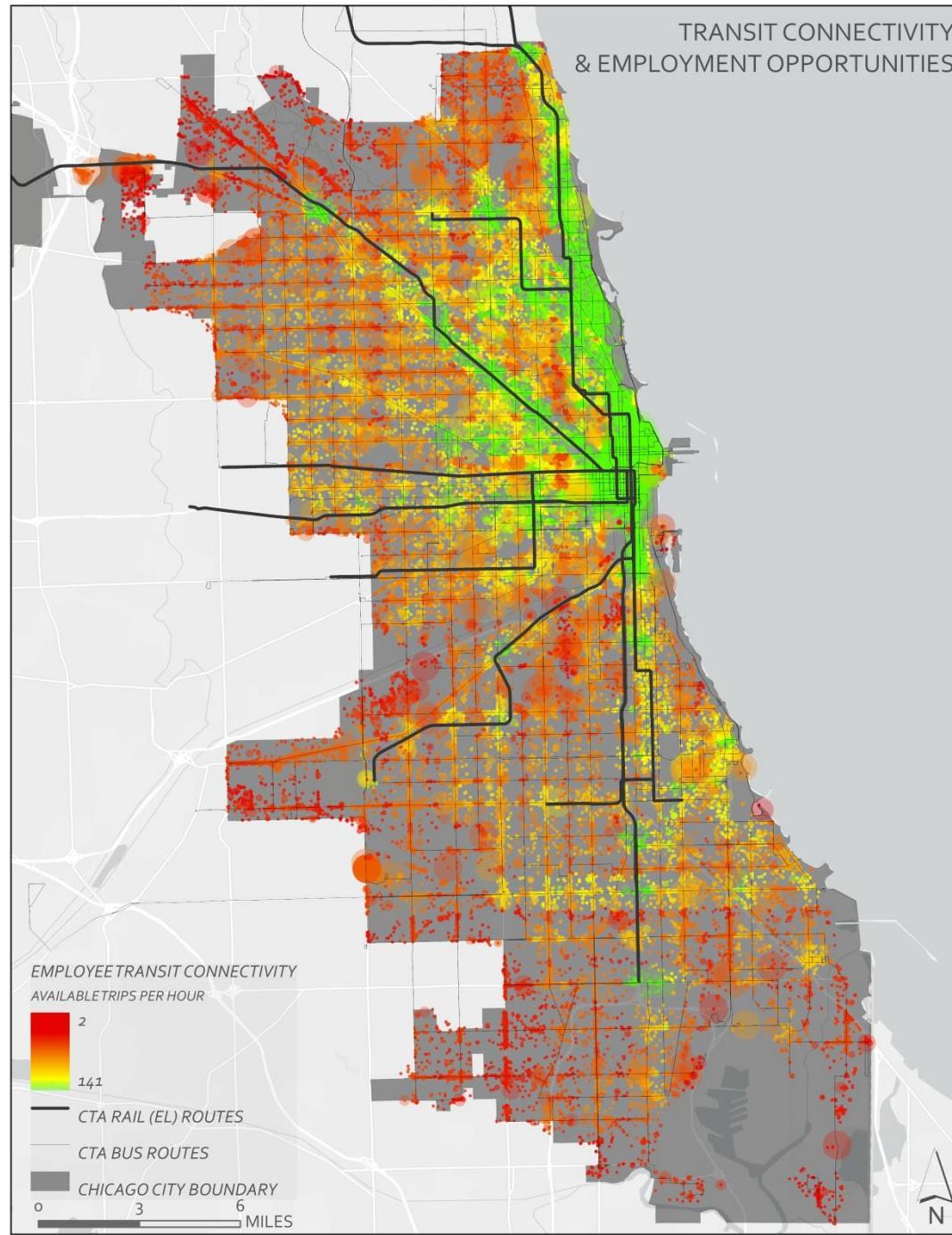
Public Transit
Usage



Low/ Sparse
High/ Dense

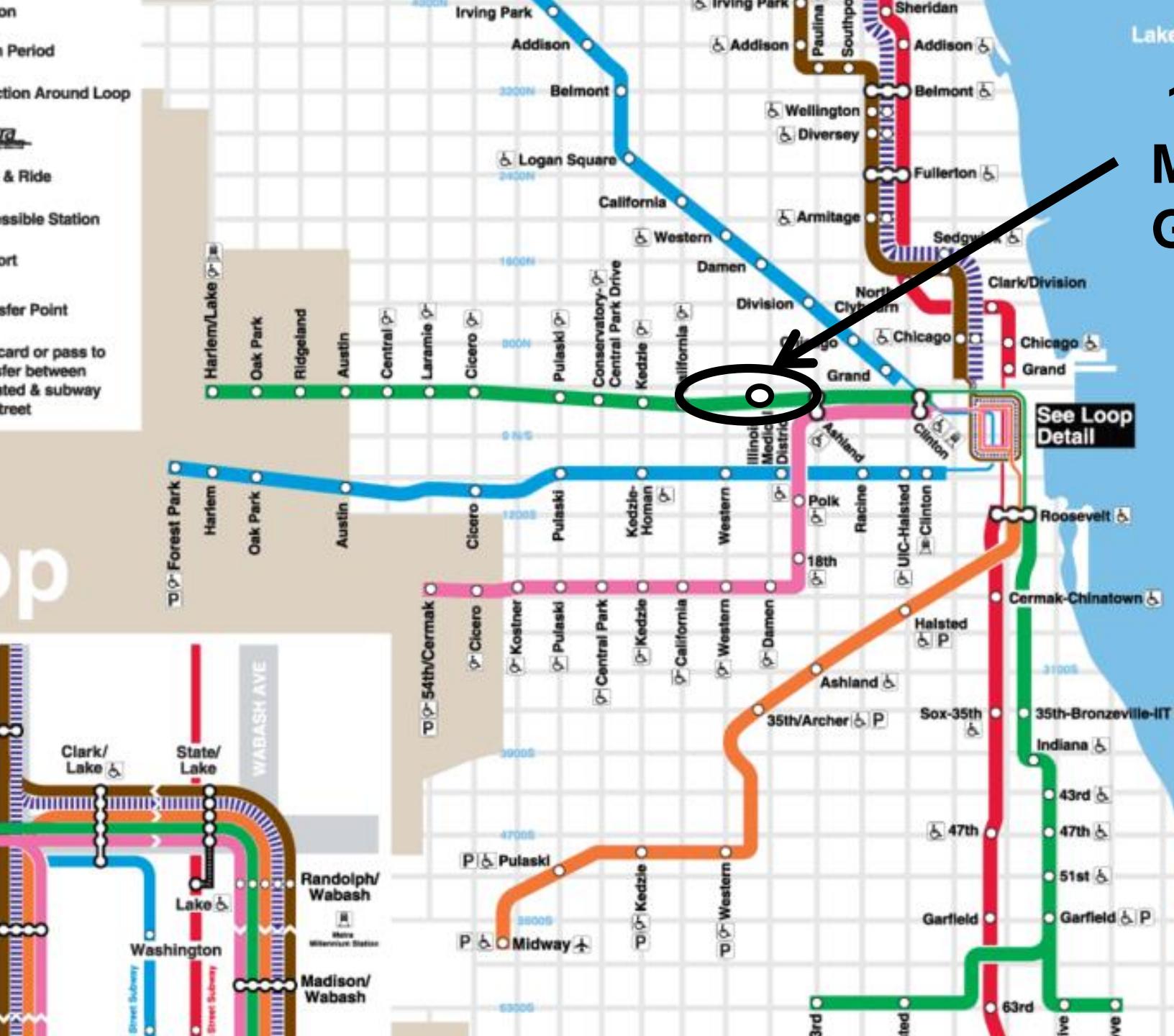
HOT SPOT Analysis Selected Characteristics

TRANSIT CONNECTIVITY
& EMPLOYMENT OPPORTUNITIES



Lake Michigan

1.5 Mile Gap



CHICAGO

A Market City

Characterized by Deep Inequalities and Exclusion.

IT'S PUBLIC TRANSPORTATION SYSTEM, 2nd BUSIEST IN THE NATION, IS DESIGNED TO DELIVER (SOME) PEOPLE TO THE MARKET (and no where else).

IT CONTRIBUTES PROFOUNDLY TO THE DEEP INEQUALITIES.

