

An aerial photograph of Chicago, showing the dense urban landscape with a mix of low-rise residential buildings in the foreground and the iconic skyscrapers of the downtown skyline in the background. The title text is overlaid on the top half of the image.

Riding Through the Market City

INEQUALITY & EXCLUSION BY DESIGN

**Michael O. Emerson, Provost and Professor
*North Park University, Chicago***

Inclusive Growth Panel



MARKET CITIES, PEOPLE CITIES

*The Shape of Our
Urban Future*

Michael Oluf Emerson and Kevin T. Smiley



Market City, People City

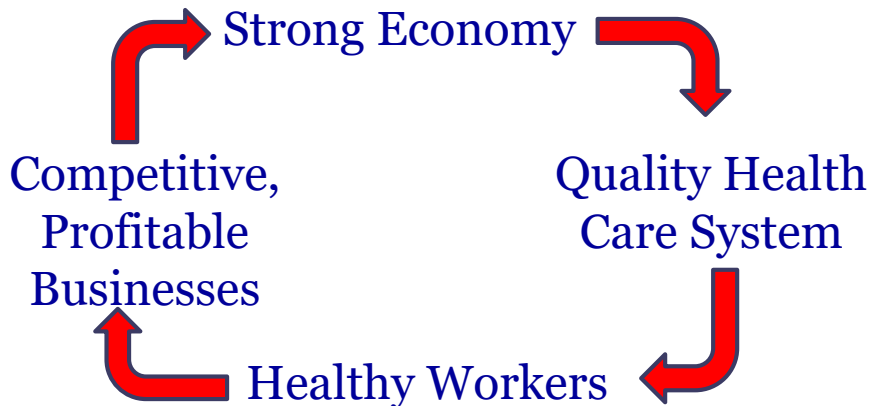
- Must create a **PRIORITIES RUBRIC** through which make decisions, budget money, focus attention.
- *Either privilege the market OR privilege its citizens.*
- All cities care about both, but most ultimately **favor** one over the other. So cities use different means to arrive at different ends.



Reasoning goes something like this:

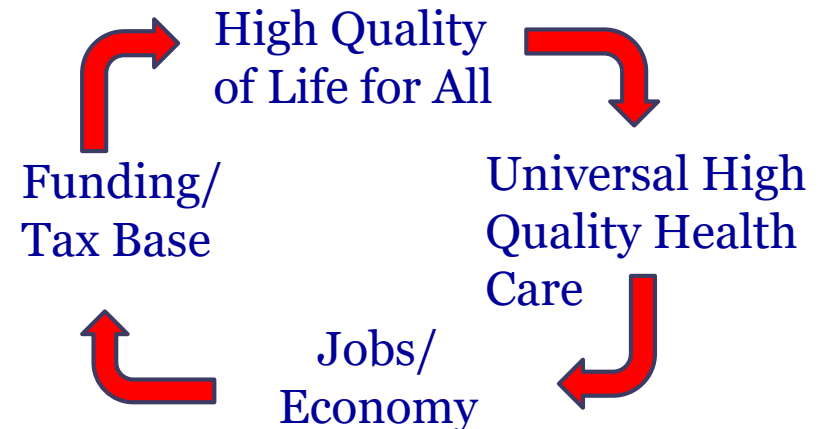
Market City

- “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

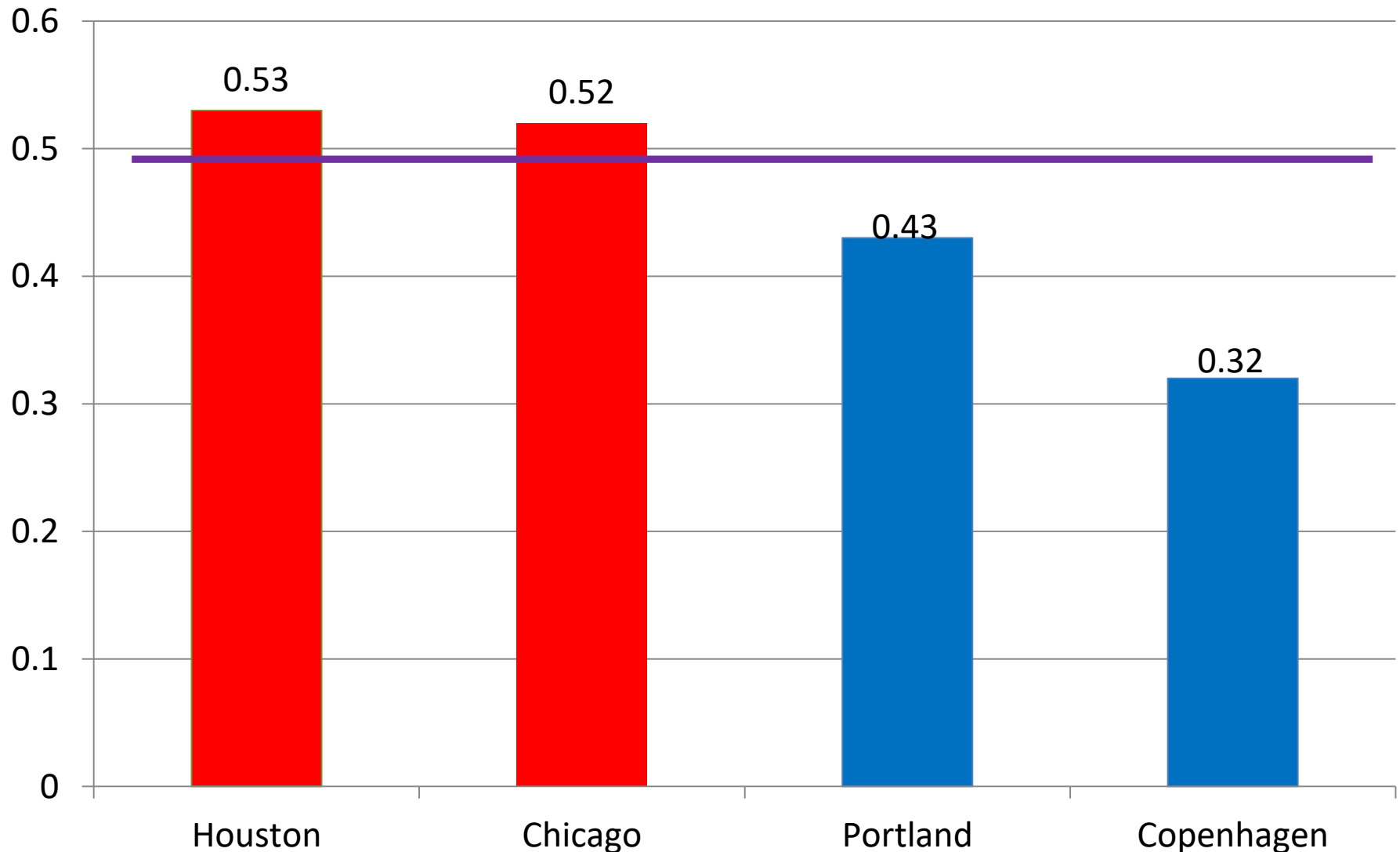
Urban Institution	People Cities	Market Cities
Inequality	Low. Equal neighborhoods	High. Substantial segregation
Transport	Focused on access across city	Focused on delivery to market
Crime	Low crime	High crime
Taxes	Higher taxes	Lower taxes

Murder Rate

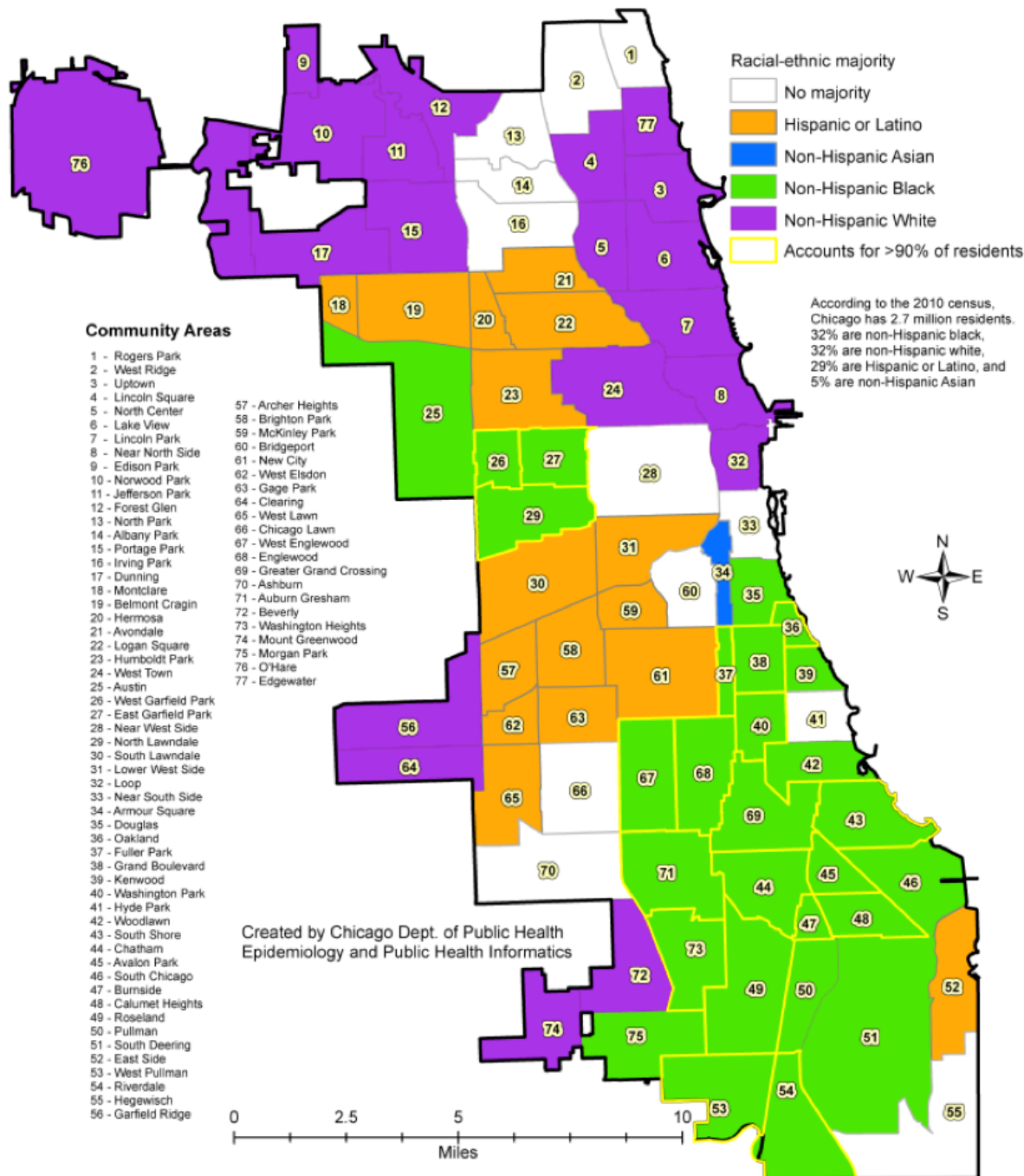
- **Chicago:** **24** out of 100,000
- **Houston** **12** out of 100,000
- **Portland** **2.3** out of 100,000
- **Copenhagen:** **<1** out of 100,000

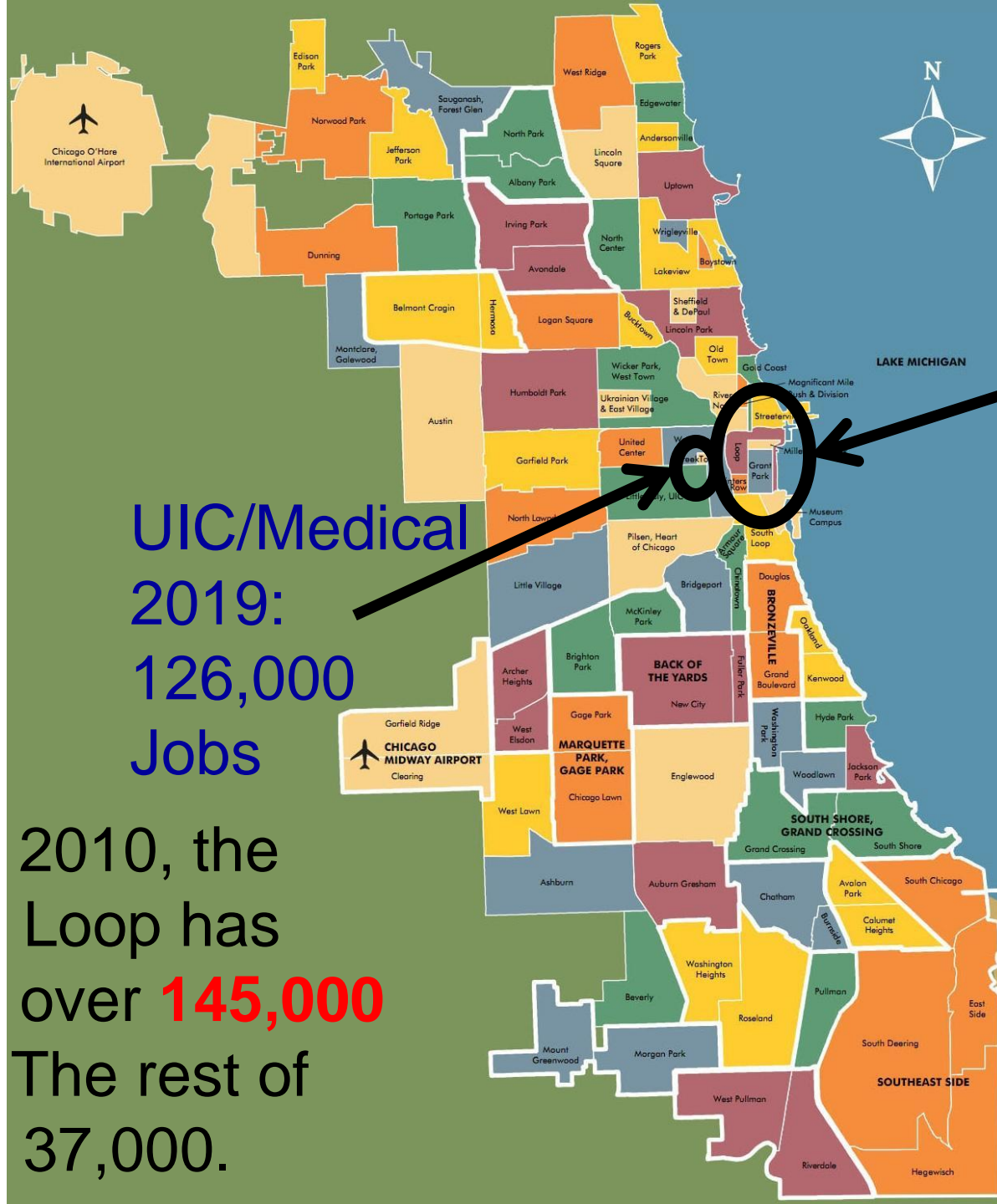


Economic Inequality, Gini Coefficient



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

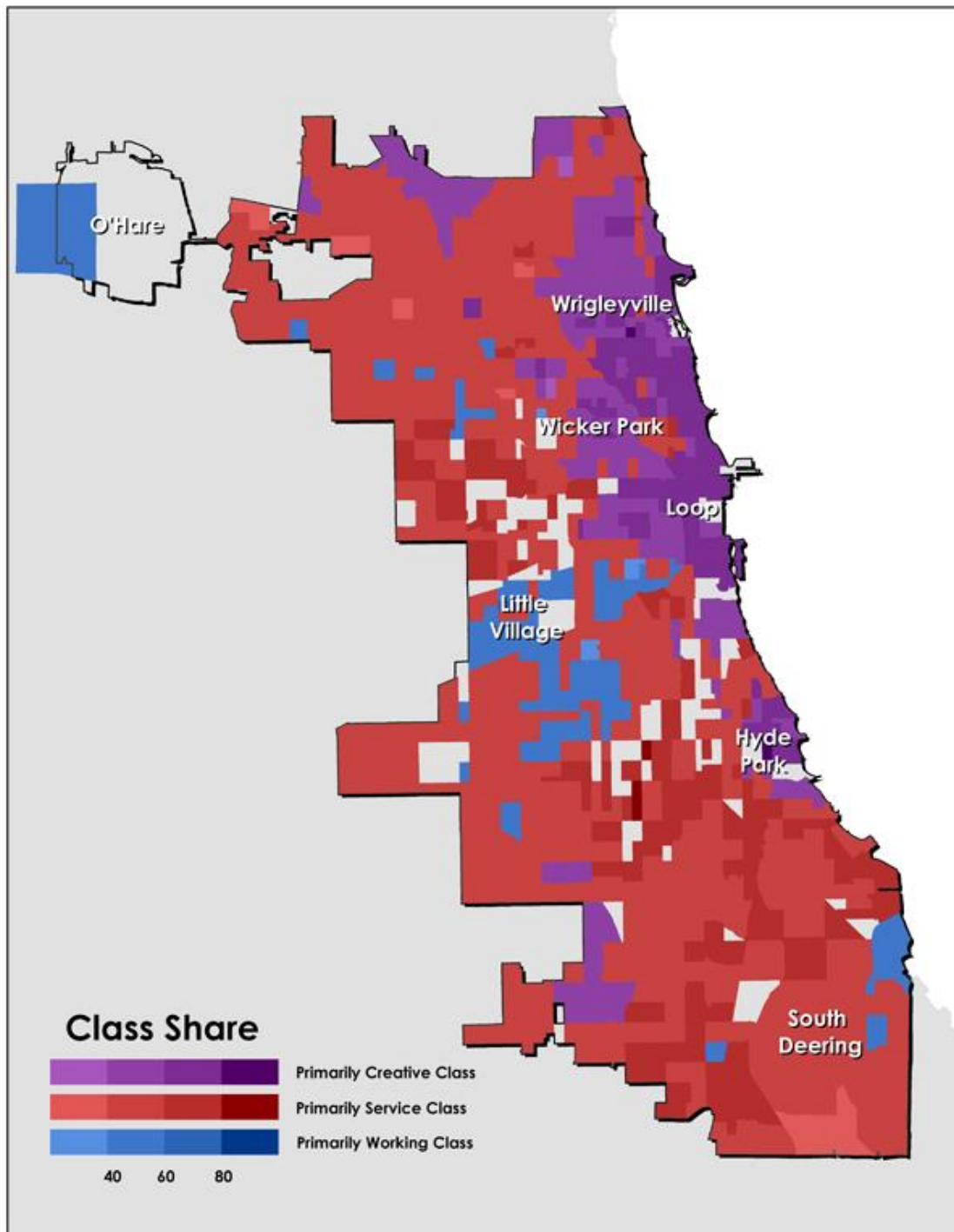




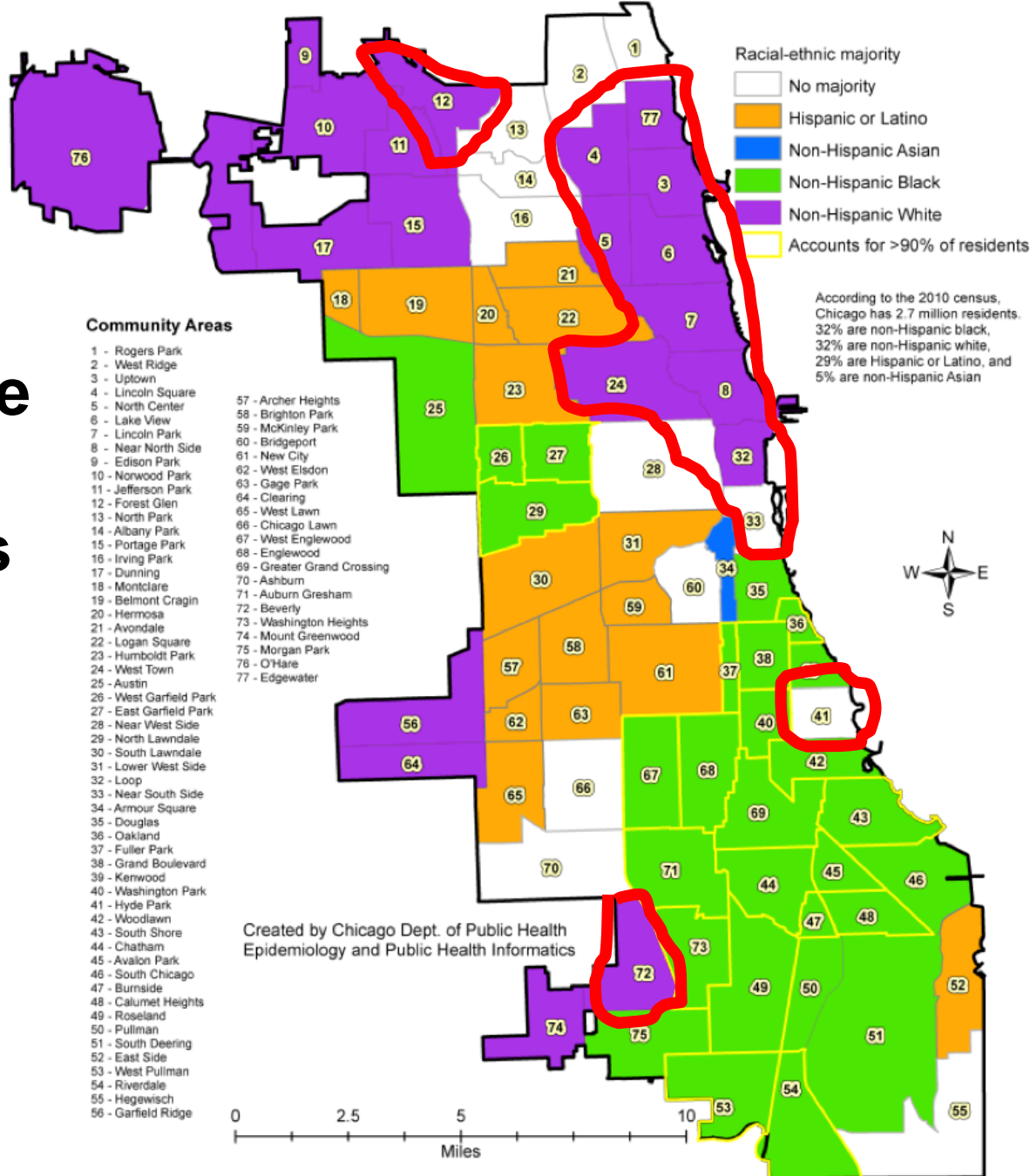
LOOP
2019:
628,000
Jobs

UIC/Medical
2019:
126,000
Jobs

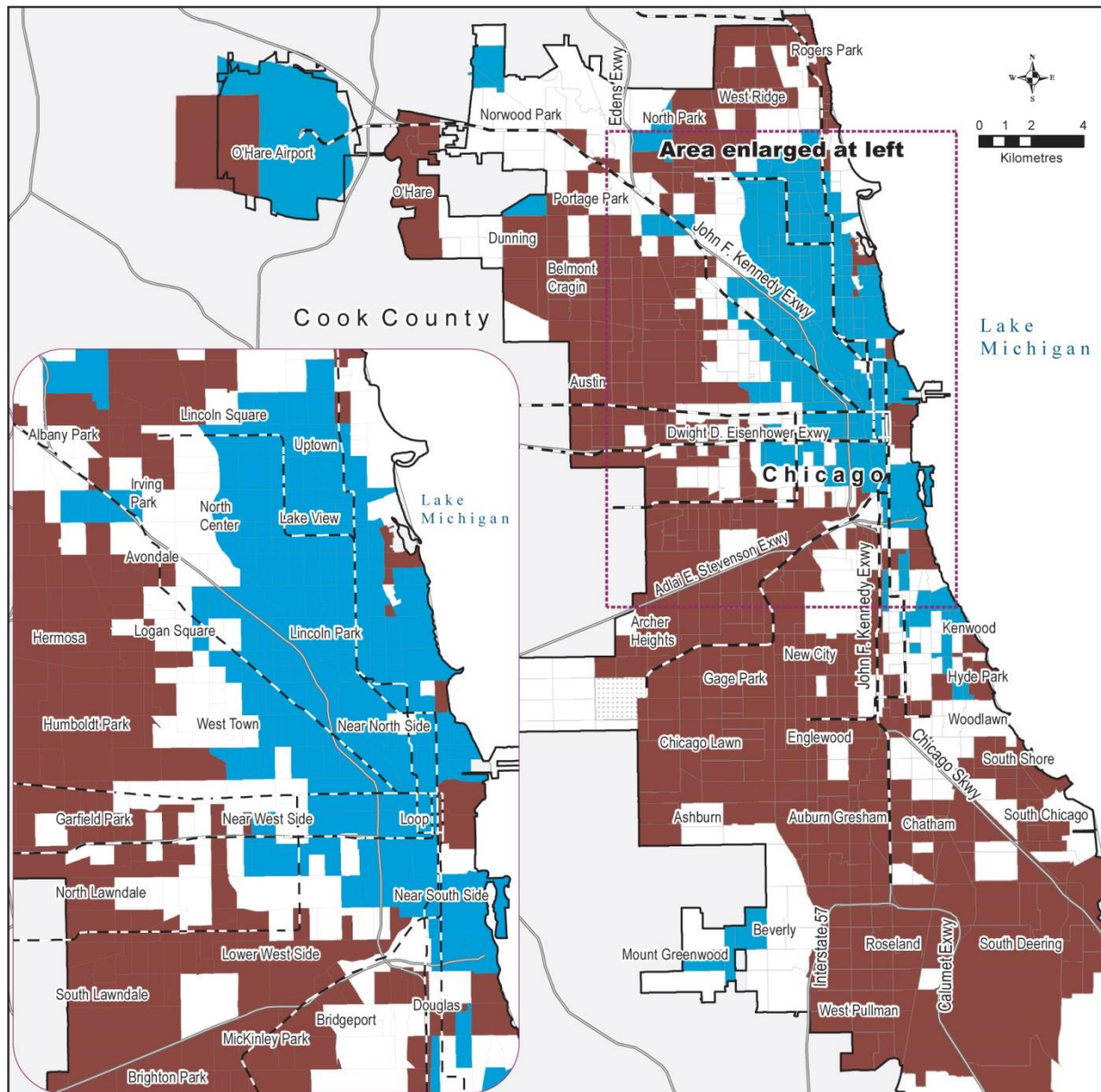
Since . . . 2010, the
Chicago Loop has
added over **145,000**
jobs.
Chicago: The rest of
37,000.



**RED =
Creative
Class
'Hoods**

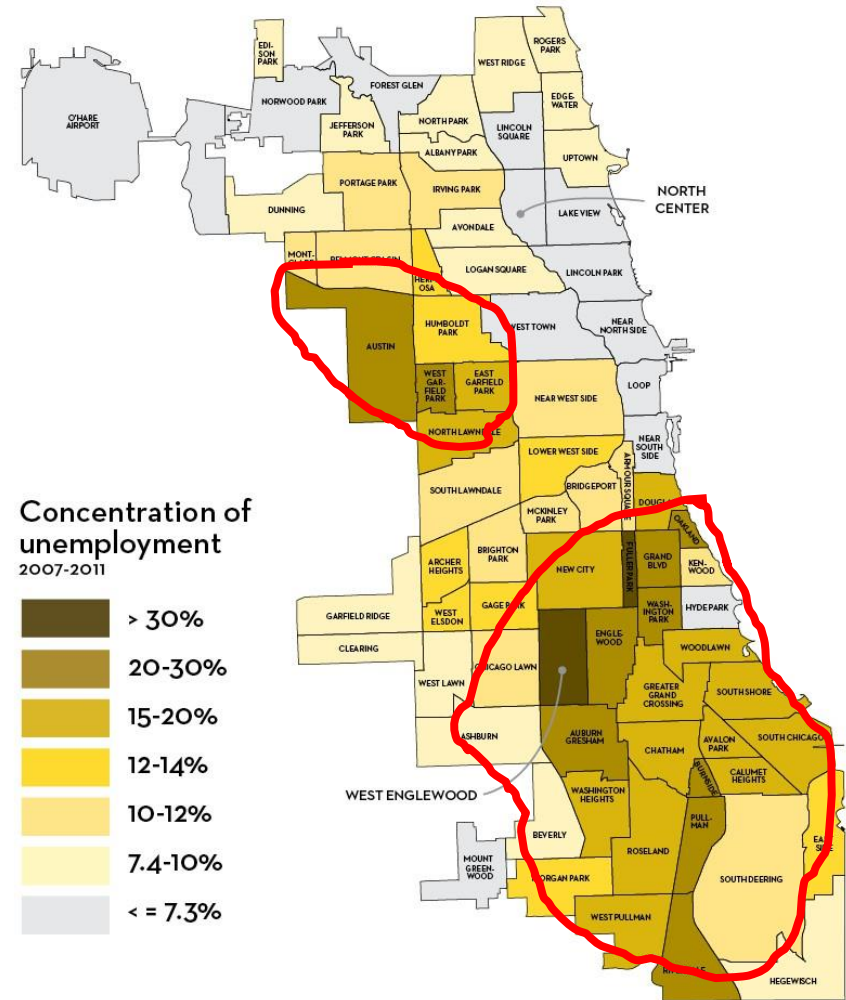
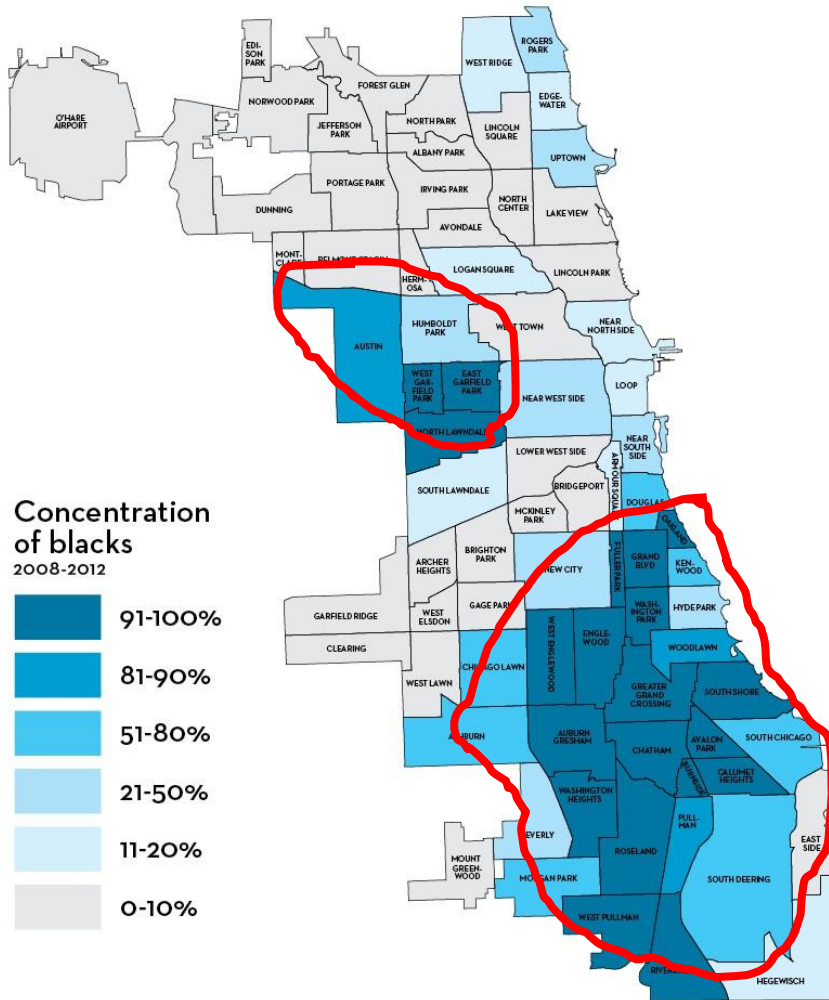


Neighborhood Income Change, City of Chicago 1970-2010



A city divided by race and by opportunity

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

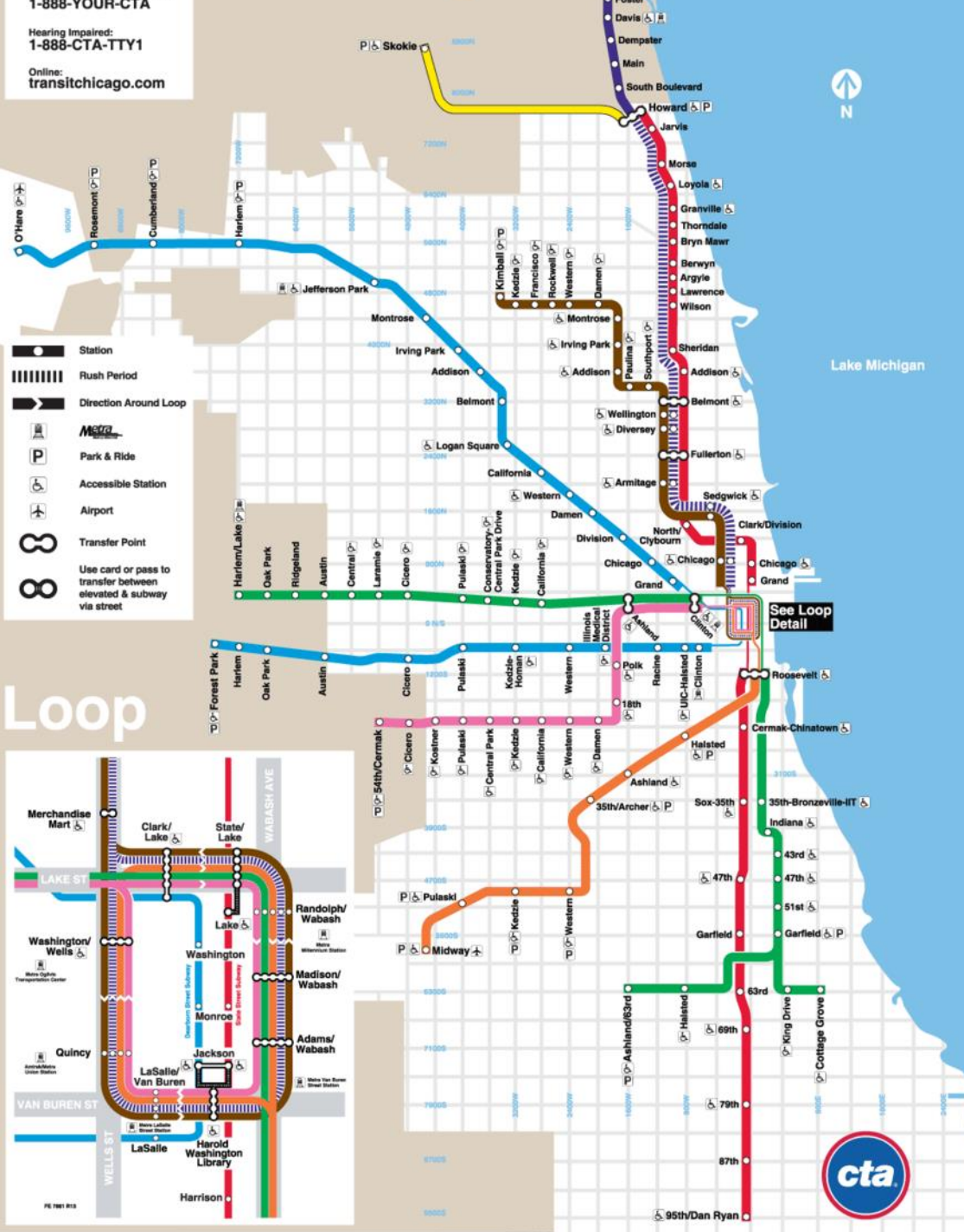


Urban Mobility & Inequality



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





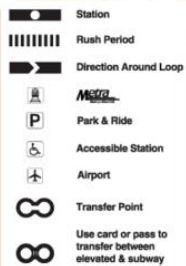
Rail ('L') System Map

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

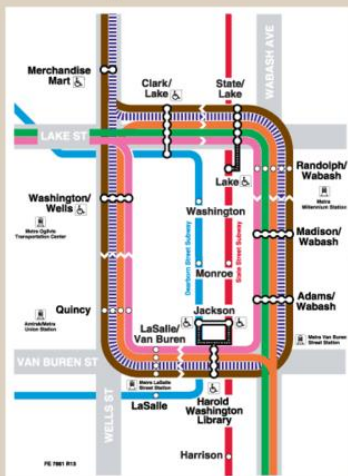
For Customer Assistance Call:
1-888-YOUR-CTA

Hearing Impaired:
1-888-CTA-TTY1

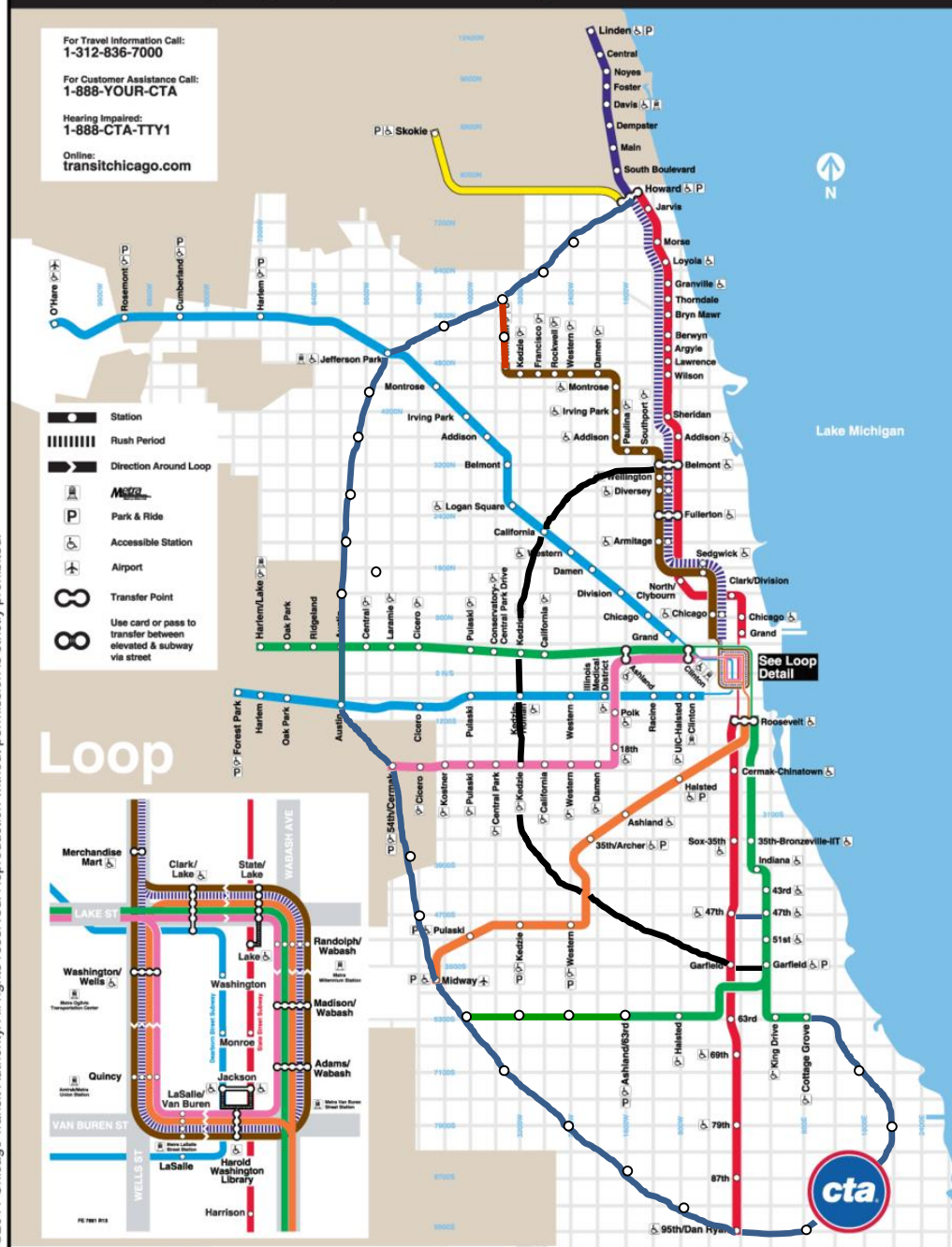
Online:
transitchicago.com



Loop



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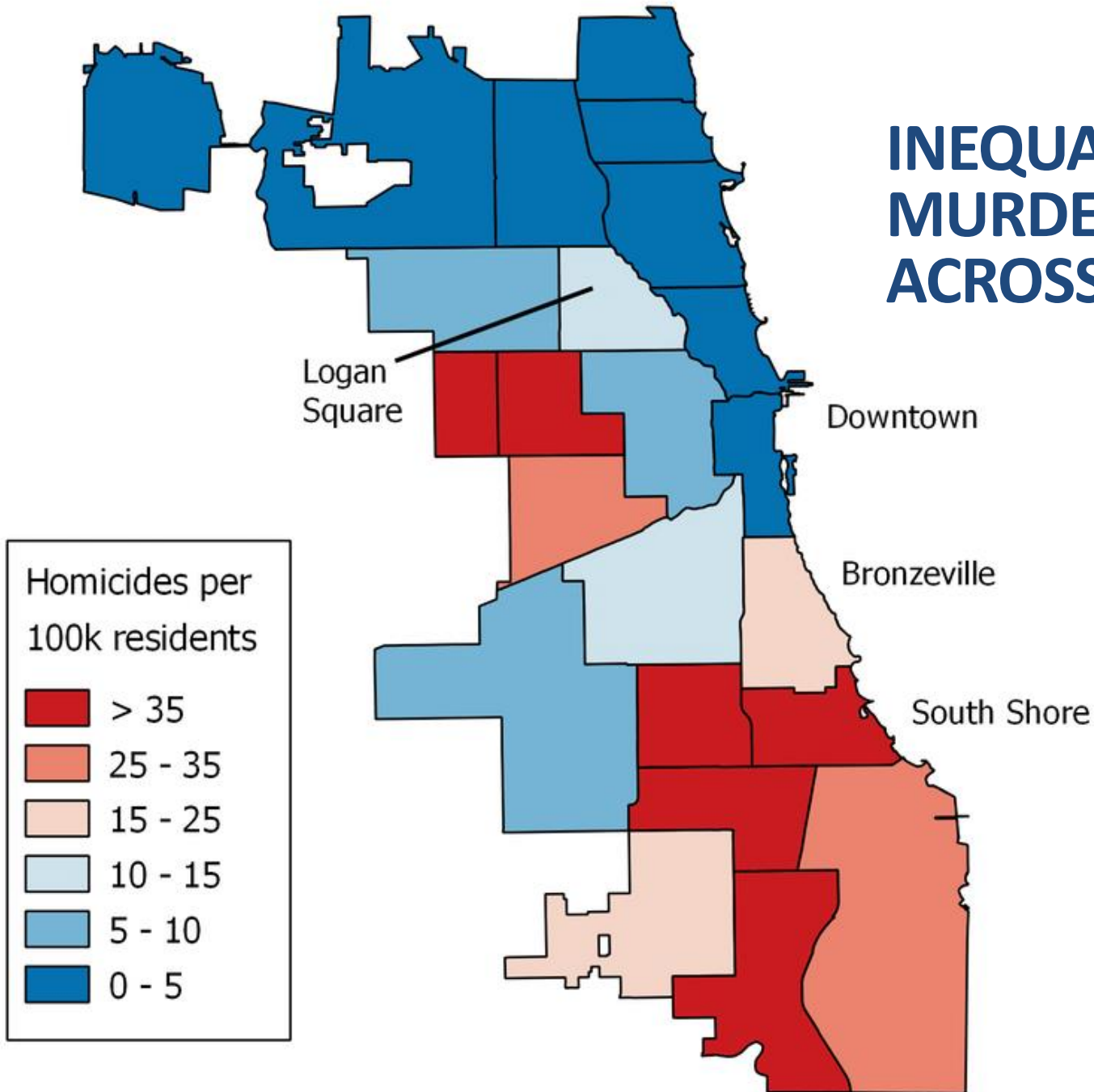




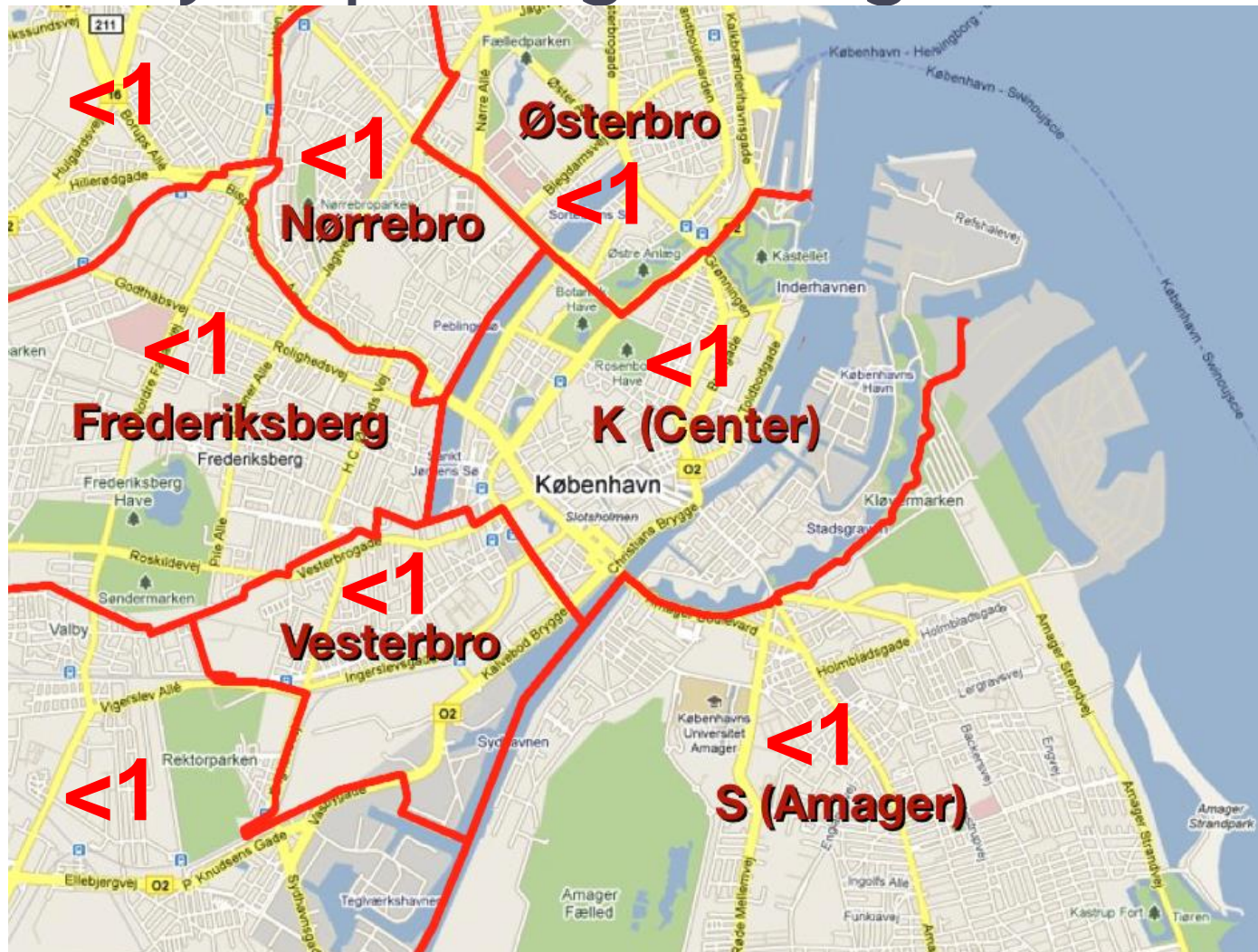
Online:
transitchicago.com

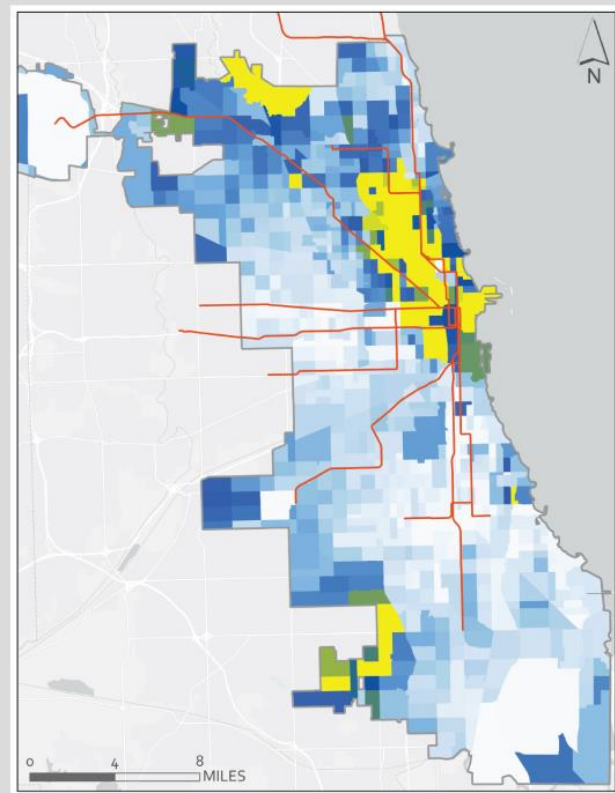


INEQUALITY IN MURDER RATE ACROSS AREAS

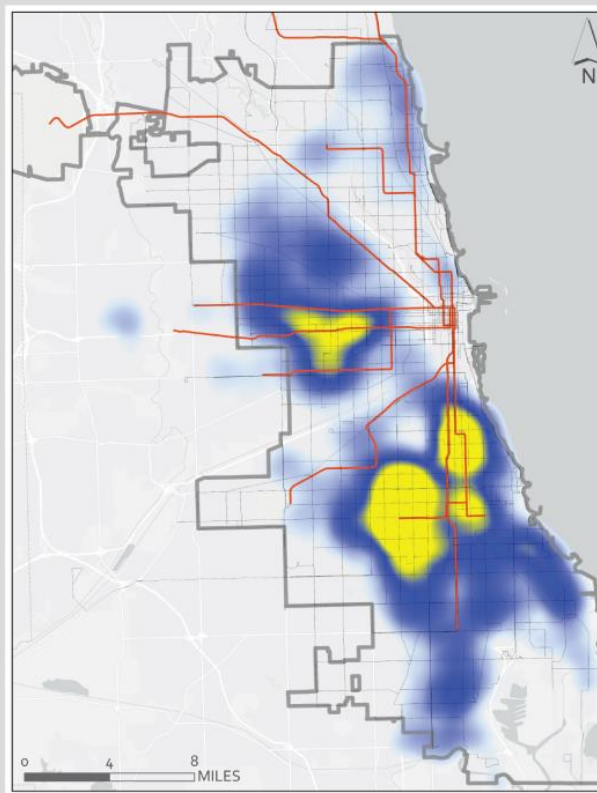


Murder Rate: <1 per 100,000 across every Copenhagen neighborhood

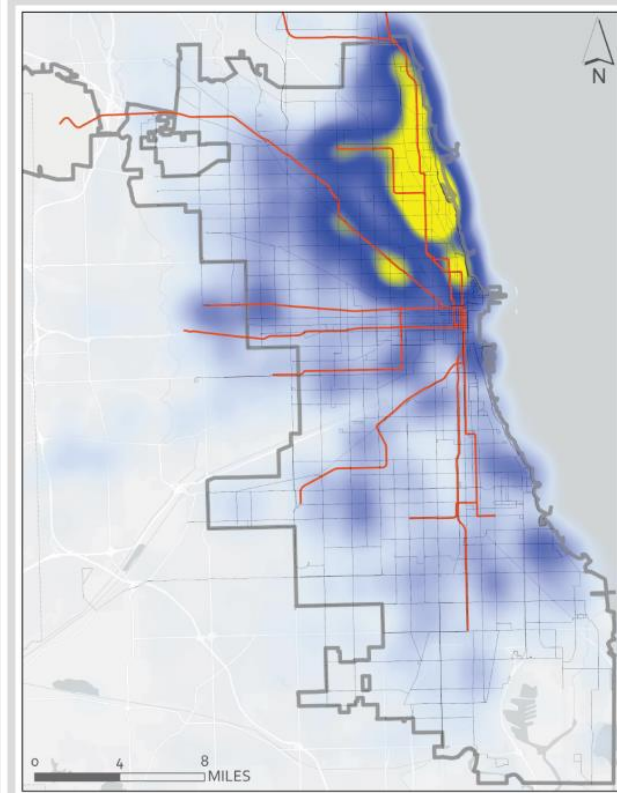




Median
HH Income



Unemployment
Rate



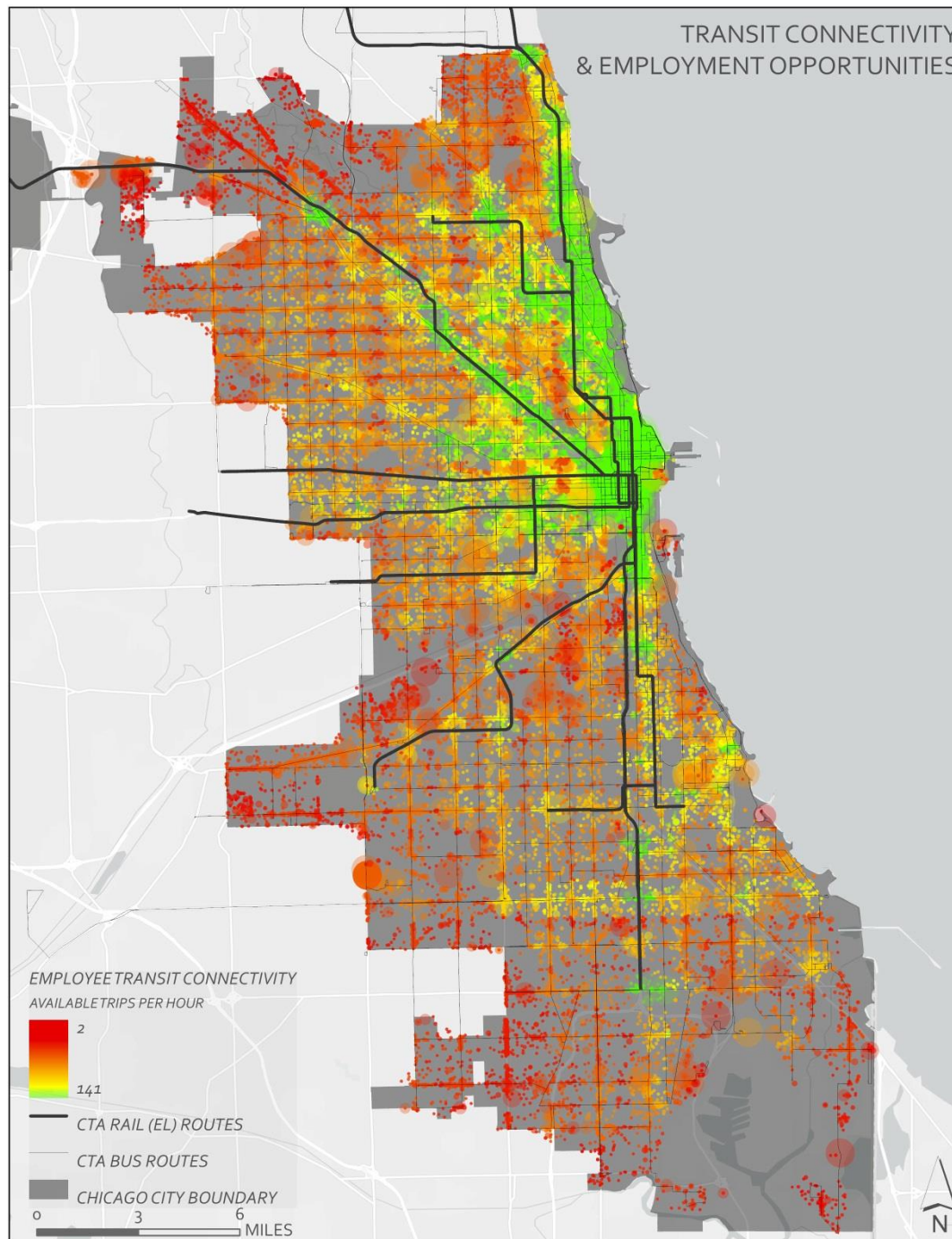
Public Transit
Usage

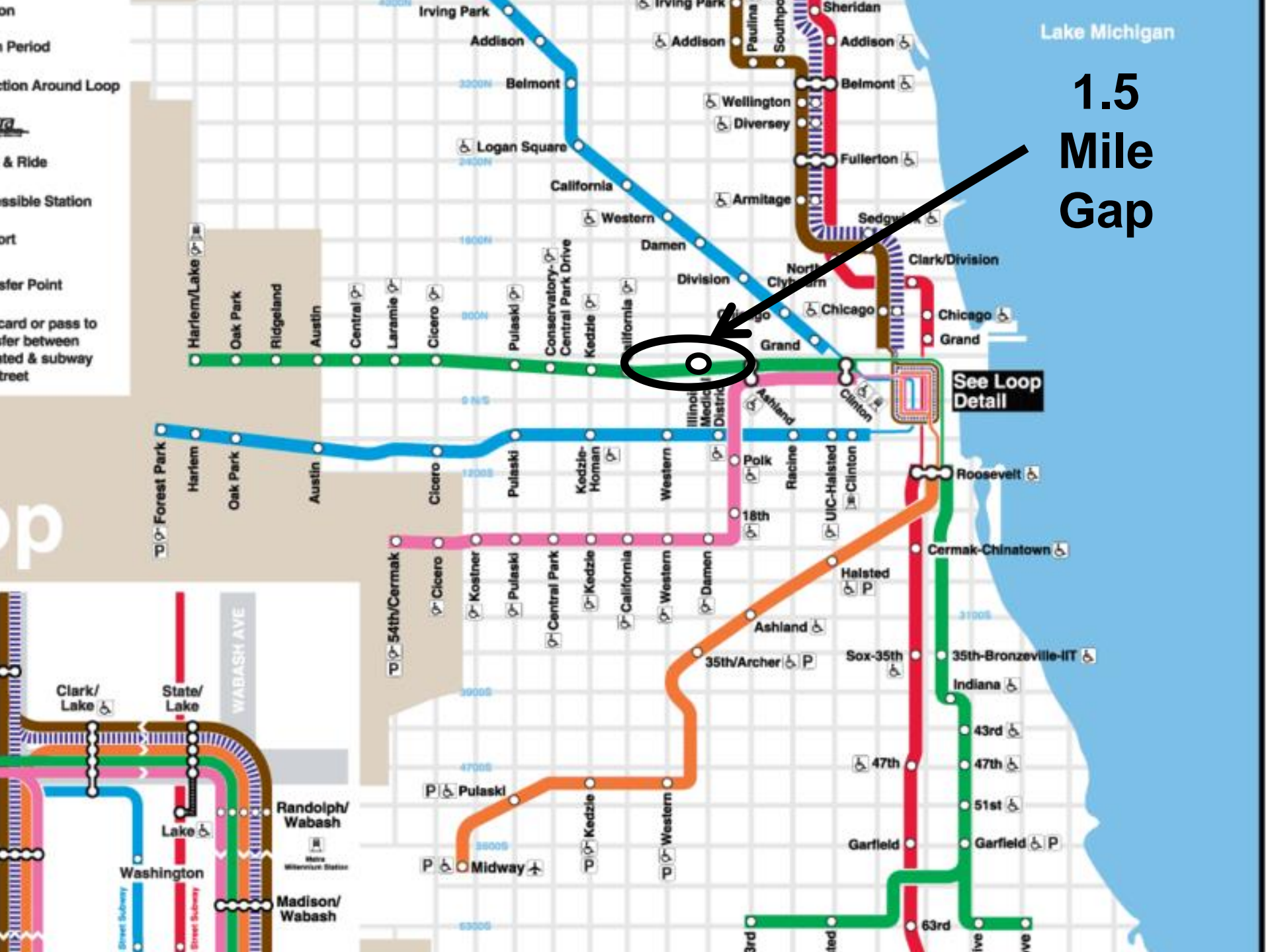


HOT SPOT Analysis

Selected Characteristics

TRANSIT CONNECTIVITY & EMPLOYMENT OPPORTUNITIES





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.

