



Transit Inequity in Englewood

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“Commuting time has become the single strongest factor in the odds of escaping poverty.”

(Harvard, 2015)

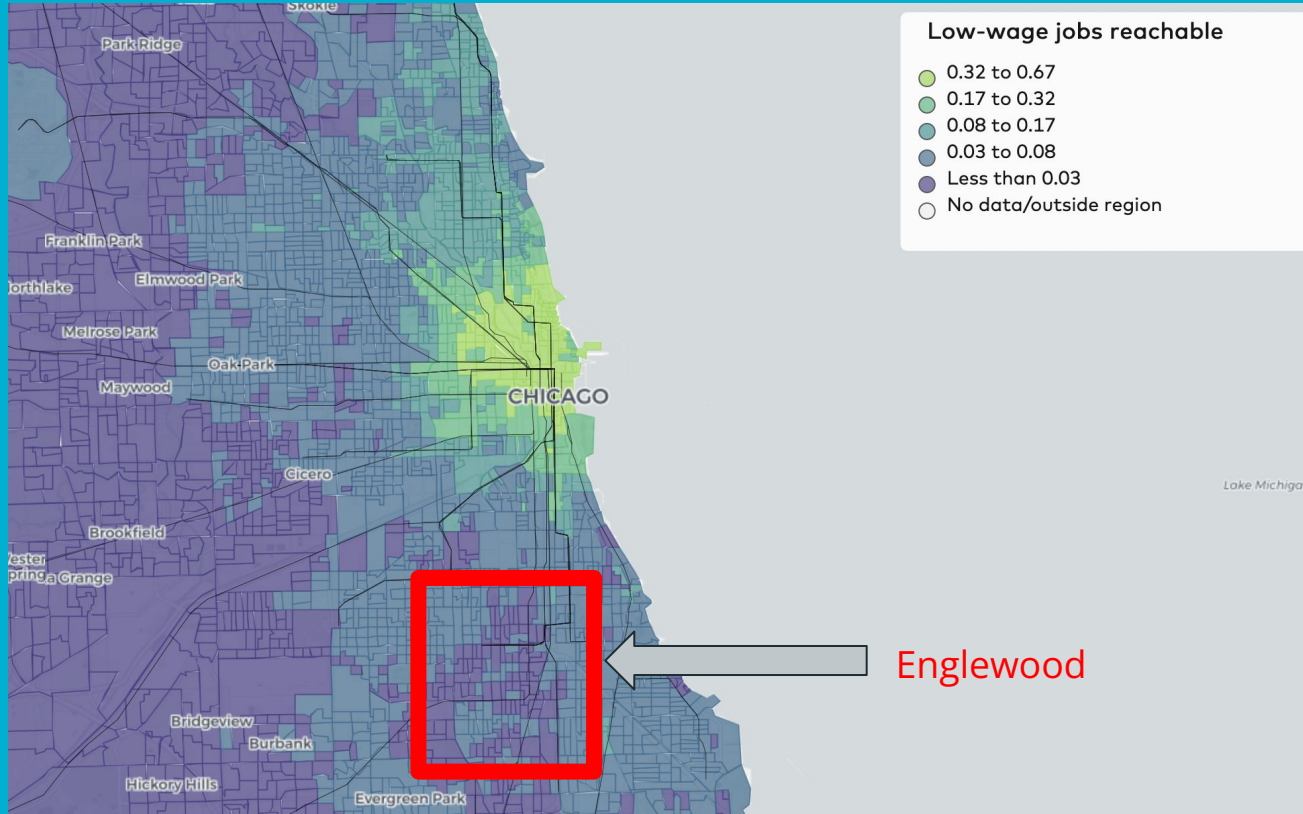
Transit Inequity and Poverty

There is no single bigger indicator in the alleviation of poverty than access to high quality, affordable public transportation.

Thus, an equitable public transportation system in Chicago is one that reduces commute time, creates economic opportunity instead of eliminating it, and has low barriers to entry for all residents.

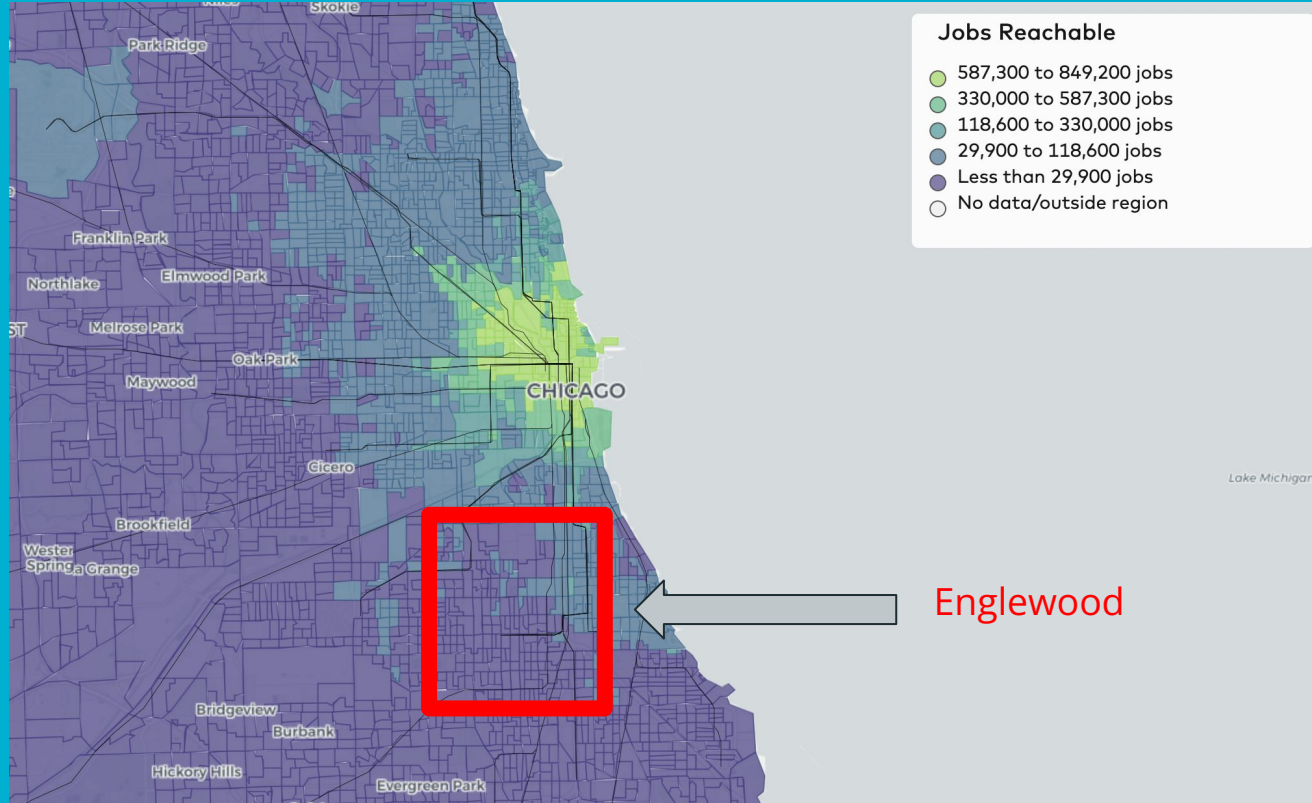
Chicago struggles deeply with this. Let's see why.

Transit Deserts in Cook County

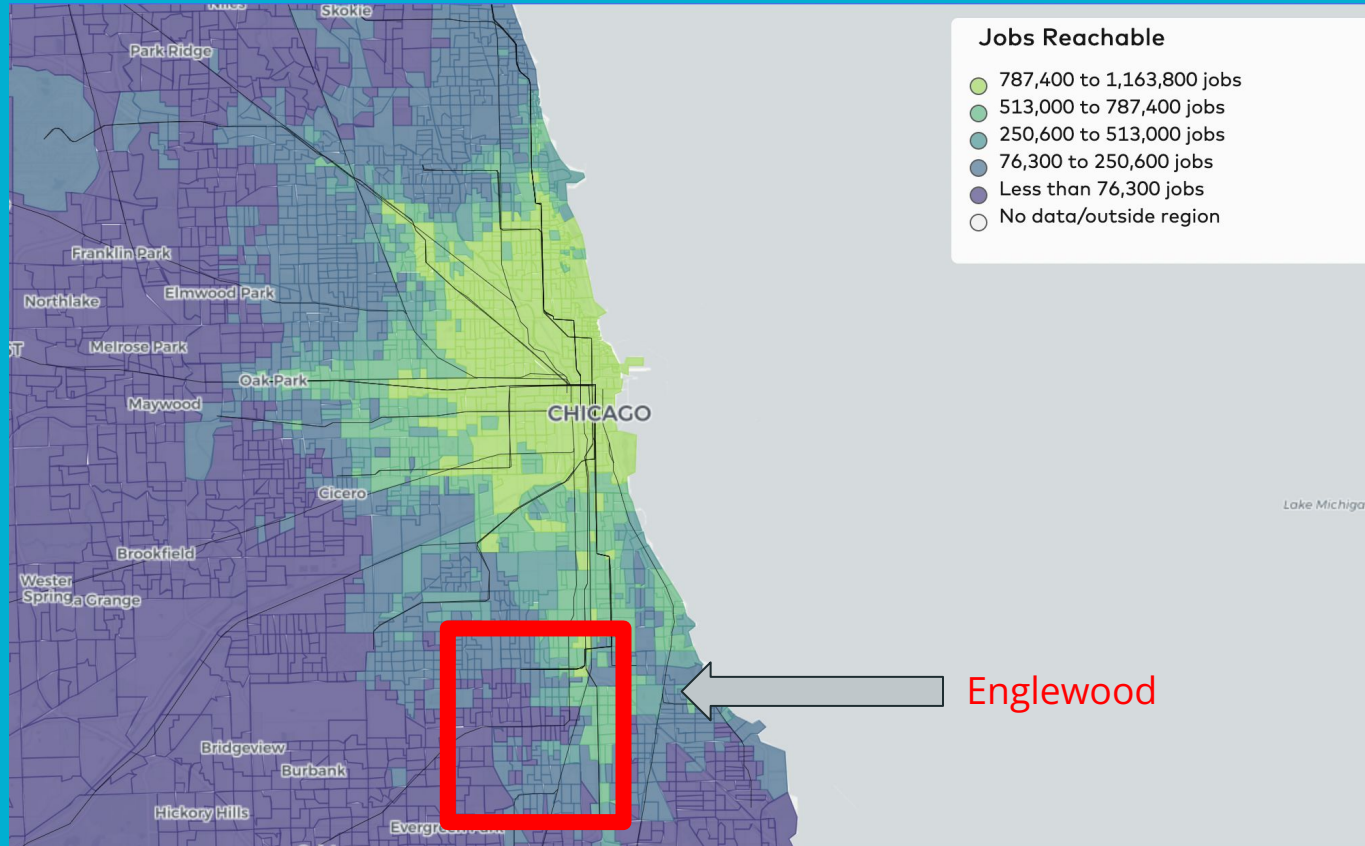


Englewood is notoriously transit-dependent.

Transit Deserts in Cook County - 30 minutes



Transit Deserts in Cook County - 45 minutes

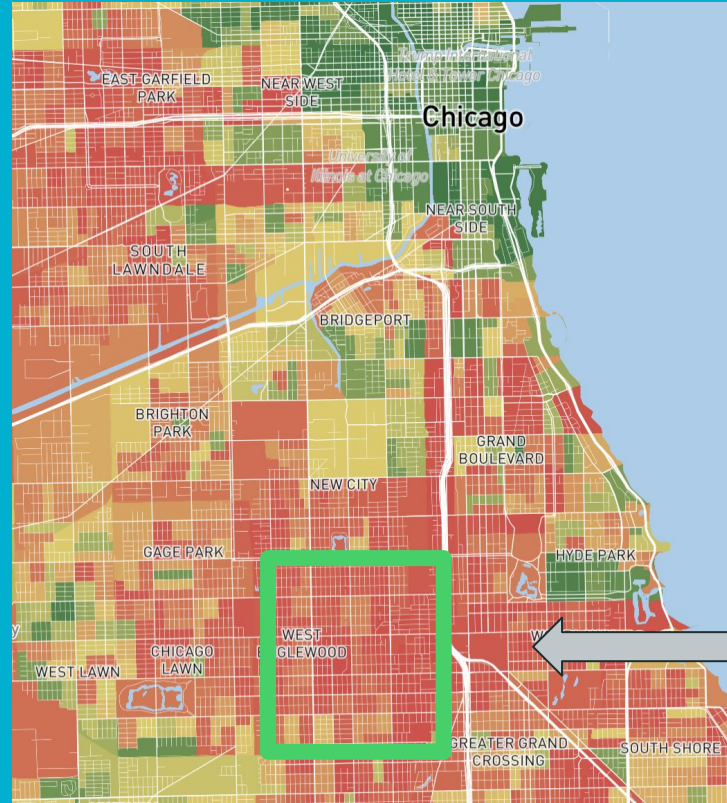


Englewood in Numbers

- Jobs reachable by transit in 45 minutes in Englewood **is less than 76,300**—less than than **1 sixth** of those in Hyde Park and less than **1 third** of those in West Woodlawn
- **41% of Englewood Residents do not have a car**, compared to the Chicago average of **26%** and Chicagoland average of **12.6%**
- **23.5% unemployment rate** among Englewood residents
- **Only 7% Black-owned businesses** in Englewood v.s. a **near-90%-Black population**
- For every dollar spent in Englewood, **69 cents leave the community**—or **\$194 million per year** and **2.5X** higher than the national average
- **47.65%** of Englewood residents had household incomes of less than **\$25,000**

Alignment of Demographics

Map of household income in Chicago by neighborhood



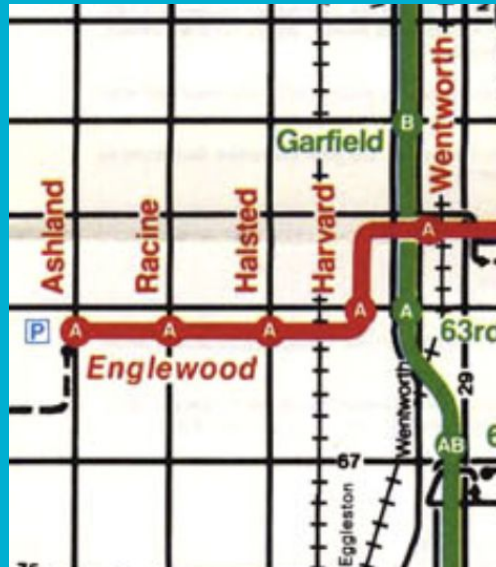
Englewood

Known Problem - Quality of Service

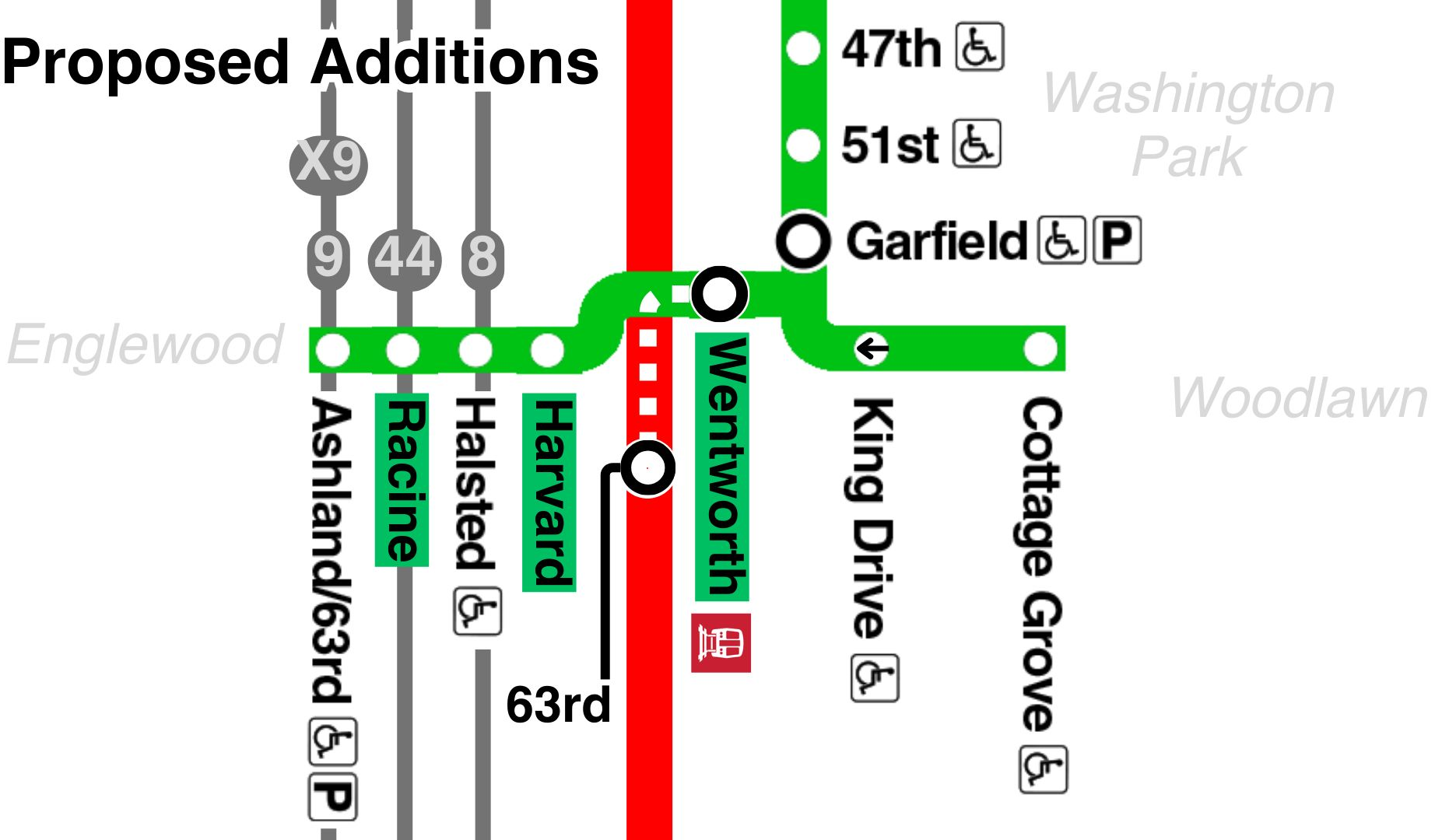
Englewood used to be a hub for public transportation via the Green Line. The Green Line branches used to have at most nine stations - now it is only two. This means fewer stations are within $\frac{1}{8}$ mile walking distance, and those relying on the bus have significantly longer commutes.

Today, service along the branch provides one train every 30 minutes. This is **unacceptable**.

The Red Line, on the other hand, runs a train every 10 minutes: **the universal standard for "frequent" service**.



Proposed Additions



Proposal - Reopening & Construction of New Stations

- Re-Opening of Racine - est. to create access to 200,000+ new jobs
- Re-Opening of Harvard
- Re-Opening of Wentworth
- Construction of TOD around new stations

Increased Frequency On Green Line

Improve frequency during rush hour along both Green Line branches from every 30 minutes to every 15 minutes. 50% of CTA revenue is ridership driven - by budgeting for improved ridership on the Green Line—and therefore more revenue—it is easier for CTA to hire more operators, drivers, and deploy additional rolling stock.

How are we going to pay for it?

Funded by existing Ashland/63rd TIF district and federal (TIFIA) funds. Federal funds previously funded \$600 million plus of RPM and \$350 million worth of new rail cars. CTA is very successful in meeting conditions for TIFIA loans.

A new Damen station cost \$50 million, so it is estimated that three new stations will likely be around \$150 million.

The CTA is already reopening stations on the west side, including Damen, Morgan, Conservatory, and reconstruction of others. It is time for the CTA to do the same on the south side.