Introduction

Transportation is the connection to society. It is the ability to travel towards opportunities and security such as education, health services, grocery stores, recreational activities and employment. A community must have adequate access to transportation in order to provide its residents with a better quality of life. The federal government through its mass funding of highways and state governments that primarily focus in traffic congestion management disproportionately benefit the automobile which continues to shape the built environment. The traditional method of transportation planning primarily utilizes profit maximizing measures of analysis. Rider- ship rates are the sole indicator of quality of services. Thus, transportation policies are contributing to sprawl which primarily affect Urban racial Minorities, women, children, elderly and low income communities are the predominant groups who although live in advantages locations (urban cores) are undeserved by public transportation. The McCone Commissions that was created following the Watts Riots in Los Angles describes the isolation that occurs for community members when they are not provided with adequate public transportation. This lack of physical mobility can affect social mobility which has greater societal impacts.

Methodology

A literature review was conducted in order to understand the framework for transportation and its effects for communities. Through the literature review I identified accessibility as the tool for equity analysis. Accessibility captures the relationship between transportation and spatial arrangements of destinations that have potential for community members. One of the biggest problems with transportation planning is that it still has not adequate forms of analysis and measures of social equality into the equation. The transportation and planning fields focus solely on traffic control. So in order to have a better understanding of equality Little Village and Lincoln Park’s transportation options where compared. Using Geographical Information Systems Information on the number of bus stops, rail station, frequency, owl service and demographic data were utilized.

Conclusion

The distribution of bus routes and rail routes are much higher for Lincoln Park then for South Lawndale even though the population is greater in South Lawndale. Population is typically a major indicator for public transit development. Yet, this case study represents the contradiction. Furthermore, the disparities of owl service between Lincoln Park and South Lawndale are another indicator of inequality. The Macro view map also identifies the west and south side of the city underserved. Lastly, the distribution of frequencies represents that overall people in Lincoln Park wait less time for a bus or train.

Recommendations

I would recommend that further research be conducted at the community level in order to identify underserved areas for the whole city of Chicago.

I would recommend that transportation agencies included qualitative data like transit journal into their planning and expansion.

Further research should be conducted in order to evaluate the policy externalities of not providing public transit services to a community.

References


