WE WILL CHICAGO

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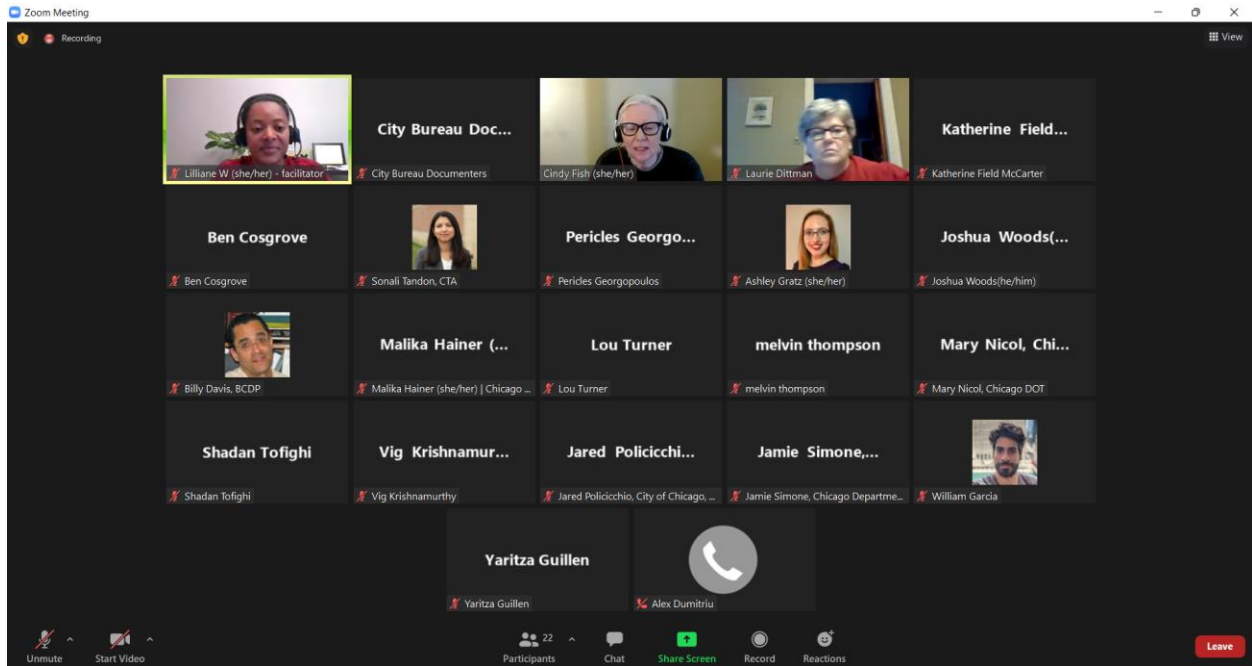POWERED BY CITY BUREAU

Transportation + Infrastructure Meeting #11

March 23, 2022, 06:00 PM | 2 hours

Documented by: Ayesha Riaz

ATTENDEES

- Cindy Fish
- Pericles Georgopoulos
- Ashley Gratz
- Ben Cosgrove
- Billy Davis
- Jamie Osborne
- Jamie Simone
- Jared Policicchio

- Jose Estrada
- Joshua Woods
- Katherine Field McCarter
- Laurie Dittman
- Lou Turner
- Malika Hainer
- Mary Nicol
- Melvin Thompson

- Sonali Tandon
- Vig Krishnamurthy
- Yaritza Guillen
- Alex Dumitriu
- Elizabeth Scott

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MEETING GOAL

To edit and revise the language and policies of Goals 1, 2, and 5.

Goal 1: Ensure our transportation networks and infrastructure systems are safe, equitable, and accessible to people with the most need.

Goal 2: Create transportation networks that support greater connectivity by active and sustainable options such as walking, biking, and public transit.

Goal 5: Leverage resources for transportation and infrastructure projects that promote environmental sustainability and resilience.

WHERE WE ARE

Step 1
We Are
Setting the Stage

Step 2
We Have and Need
Develop A Policy Toolkit

Step 3
We Will
Set Policy Framework

KEY TAKEAWAYS

1 According to pillar metrics, urban flooding, lead poisoning, heat island impact and poor air quality all impact communities of color in the South and West Sides of the city, due to proximity of industrial corridors and highways.

2 Many draft policies were considered too broad and not specific enough (possibly because the themes of transportation and infrastructure also intersect with other pillars such as Housing + Neighborhoods and Environment, Climate and Energy).

3 Policy language continues to be revised, with alignment with HREIA (Health and Racial Equity Impact Assessment) and emphasis placed on historically disinvested neighborhoods.

"We should use the Fed's livability index to measure quality of life with these data. It would aggregate the data and provide impact measures for these data, in order to take the next necessary step of prioritizing historically disadvantaged areas for investments to mitigate racial inequalities in the city."

Lou Turner | University of Illinois, Assistant Professor in Urban and Regional Planning

"We should be integrating renewables into new buildings; we shouldn't be building factories the same way."

Benjamin Cosgrove | Englewood STEM High School, Biology and Chemistry Teacher

"There's nothing worse in our community than multiple cars that have been there in lots for 30-40 years with no penalty. … The oil seeps into the soil and there's an expensive bill. There should be policies to remove vehicles in old used car lots [in Black and Brown communities along industrial corridors] that haven't been functional in years."

Melvin Thompson | Endeleo Institute, Executive Director

"Since the 95th Street CTA stop has the largest ridership of any station even while Black communities are shrinking, [that] speaks to the unavailability of any transportation modes."

Lou Turner | University of Illinois, Assistant Professor in Urban and Regional Planning

"Is social equity an assumption for prioritizing policies?"

Lou Turner | University of Illinois, Assistant Professor in Urban and Regional Planning

"There should be more direct coordination with Water Management as it relates to new infrastructure installments where new development is projected. In Black communities particularly, the department works independently, rather than in lockstep with capital improvement projects."

Melvin Thompson | Endeleo Institute, Executive Director

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Pillar Metrics

Goal 1: Ensure our transportation networks and infrastructure systems are safe, equitable, and accessible to people with the most need.

- Transportation Networks Should be Accessible by All (including ability to travel)
  - Over 10% of the Chicago population report having a disability.
  - Almost ½ of all people with disabilities in Chicago are people of color.
  - As the population ages, the number of people with disabilities will increase.
  - Universal accessibility also affects seniors, youth, families and those with lower incomes.
- 15 - minute walk access more limited on South Side (map by Metropolitan Planning Council, Jeremy Glover)
  - Access includes equitable distribution of essential services through land use decisions
  - Reduced walk access to essential services impacts overall community health
- Traffic Crash Fatality Rate by Race (2010-2014, City of Chicago Vision Zero Action Plan)
  - Black - 49%, Latino - 25%, White - 25%
  - Citywide average: 3.7. Black: 5.6, Latino: 3.5, White 2.5 (Fatality rate is per 100,000 residents.)
  - Location of crashes are more frequent in the South Side
- Households with Broadband Internet Varies (University of Chicago Data Science Institute)
  - Less than 70% of households in the South and West Sides of the city have broadband internet.
  - Per City of Chicago 2021 Budget
    - 85.8% of households have a computer
    - 75.9% of households have broadband internet

Goal 2: Ensure our transportation networks and infrastructure systems are safe, equitable, and accessible to people with the most need.

- Modeshare - something to track over time
  - Percentage of Commuters by Mode in 2017 (Roadmap for the Future of Transportation)
    - 49% - drove alone
    - 28% - public transportation
    - 7% - walked
    - 2% - biked
    - 2% - rideshare, other
    - 5% - worked at home
  - Commuters are multimodal but driving alone remains the primary mode to work.
  - Shift to higher-capacity and higher-efficiency options, such as transit, biking, & walking reduces single occupancy vehicle trips, resulting in reduced congestion & decreased emissions.
- Neighborhood Walkability Varies by Location (CMAP 2017 map data, Chicago Health Atlas)
  - Most walkable areas are located on the North Side.
- Prioritize Bike Network Expansion

- ○ City of Chicago has less than 400 total miles of all bikeways for expanding bike lanes.
  - ○ 9% (35 miles) of bikeways on roadways have physical separation.
- Opportunities accessible by transit vary
  - ○ Population density influences transit service, with higher densities supporting more frequent and effective transit service
  - ○ Not equitably available
- Transit Investments Improve Access to Jobs (mobility and accessibility)
  - ○ Red Line Extension benefits include 5.3 miles of new rail, reduced travel time, improved job access and economic development (including eTOD projects).
- Bus Speeds
  - ○ Bus speeds impact travel times, wait times, service reliability and ability to make connections with other transit modes.
  - ○ Average bus speed is 9 mph. Improvement impacts like dedicated bus lanes and boarding passes.

Goal 5: Leverage resources for transportation and infrastructure projects that promote environmental sustainability and resilience.

- Urban Flooding occurs more on South and West Sides, per 311 calls (CNT, Water and Health and Little Village, 2020)
  - ○ Households in communities of color experience higher flooding impacts.
  - ○ Proximity to industrial and manufacturing areas can result in polluted runoff.
- Lead Poisoning in Children
  - ○ Lead poisoning in children has declined
  - ○ Research conducted to identify essential goods
- Urban Heat Island Impact
  - ○ Heat hot spot trends have increased near airports and industrial corridors
- Air Quality and Health
  - ○ The West and South Sides have higher levels of air pollution because they are along highways and industrial corridors
- Transportation sources generate 24% of greenhouse gases with 64% of transportation emissions generated by on road sources (vehicles)
  - ○ Future Investments in Green Infrastructure (green alleys, flood mitigation, reduce sewage overflow)
  - ○ Electrification of the CTA Bus Fleet, expected to have 25 electric buses by mid 2022.
- Melvin Thompson asks what data is being used to prioritize these policies and says that communities of color should be prioritized. Says it is sobering to hear about the disproportionate data and that they have not started integrating the HREIA (Health Racial Equity Impact Assessment).
  - ○ Lilliane will include more about the refinement of correcting the inequity. Hope that the city and consultants will consider adjacent policies like the HREIA to make the language clearer.
  - ○ Melvin Thompson does not agree with the back-and-forth process and thinks the city should have been developing integrated policies with HREIA from the start.

Policy Creation regarding Goal 5: Leverage resources for transportation and infrastructure projects that promote environmental sustainability and resilience

Breakout Room 1

- Melvin Thompson explains that capital improvement projects do not occur in coordination with utilities (like water and sewage), causing, for instance, newly repaired streets to be torn up to work on the sewer pipes beneath them. Funding should include infrastructure so that the projects are working comprehensively.
    - Water department has no coordination with the neighborhoods as new developments occur. New infrastructure should work cohesively.
- Melvin Thompson suggests that urban planners and consultants should be hired who are reflective of the communities that they live in.
- Ben Cosgrove: Cities are using 5-year-old metrics, but climate change data is changing rapidly, so cities should make sure they are using up-to-date data.
    - Ben Cosgrove wishes to institute requirements to integrate renewable energy sources into new buildings, new technologies.
- Joshua Woods would like the city to address the current incapacity to manage and maintain bioswales and build out that capacity so there's not the structural issues to support those.

Breakout Group 2

- Lou Turner explains that other cities look at Chicago as an example of planning gone wrong for inequity.
    - 1966 was the last time there was a citywide plan. It should be acknowledged in language somewhere that the old plan has inequities.
    - It is a significant point: even other cities look at Chicago as how *not* to do it while dealing with the racial realities of the city. "Idealistic to think that agencies have any type of leeway to affect policies…it's done thru city council and executive branch."
    - There has to be a We Will comprehensive plan that acknowledges those realities for change, that there is awareness in the plan and policies that they have a responsibility. Otherwise, we are dealing with half of the equation and will already be in the hands of others.
- Malika Hainer suggests leveraging access to federal funds to residents that have been historically disadvantaged
    - Lou Turner clarifies that the language of "historically disadvantaged" is not helpful, when the city is the one that has been doing the disadvantaging.
    - Cindy Fish will continue to refine language.
- Malika Hainer suggests expanding transit service or electric vehicle charging stations to provide access to people, nstead of investing in a project like a physical building.
- Yaritza Guillen mentions partnerships like Chicago Tree Initiative with Morton Arboretum, targeting areas in the South and West Sides like North Lawndale and Austin. There is funding for households to participate to care for these trees.
    - Jamie Simone suggests exploring public/private partnerships that work with programming.

Policy Refinement

- Policies were initially less specific in terms of who and what. Pillar members considered the use of bold and actionable words. Some policies were moved to other objectives and identified as overlapping interest with other pillar groups.
- Policies that required further revision in terms of phrasing:
    - Objective 1.2C: Include safety and accessibility as criteria for evaluating land use changes and development decisions.
    - Objective 1.4B: Create a model that incentivizes active engagement of residents in all infrastructure projects.

- ○ Objective 2.1A: Support the Red Line Extension through projects the city can control such as funding opportunities, land use policies and infrastructure improvements
  - ○ Objective 2.1B: Support the development and implementation of eTOD projects in the South and West Side communities.
  - ○ Objective 2.5C: Establish a curb-use program that prioritizes sustainable modes and infrastructure.
- Policies will still be refined and have to be worded more specifically since there is overlap.

RESOURCES

ALLOW NORTH LAWNDALE TO DETERMINE ITS OWN INFRASTRUCTURAL NEEDS
Chicago Crain's Business article

FCC SEEKS INPUT ON HOW TO COMBAT DIGITAL DISCRIMINATION
Federal call for input on promoting equal access to broadband

VISION ZERO CHICAGO, JUNE 2018
High Crash Corridors Framework Plan

CHICAGO REGION TREE INITIATIVE, MORTON ARBORETUM
A partnership for coordinated action on key issues facing trees in the Chicago region.

HREIA - HEALTH AND RACIAL EQUITY IMPACT ASSESSMENT
Metropolitan Planning Council description of how it's helping integrate HREIA into We Will Chicago policies

NEXT STEPS

- The next Transportation + Infrastructure meeting will be held at the end of April 2022.

- The city will consolidate all reviews and policies into a public survey and draft report.