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

Transportation + Infrastructure

February 23, 2022, 6:00PM | 2 hours

Documented by: Karmeisha Boyd

ATTENDEES

- Jamie Simone
- Melvin Thompson
- Alexandra Dumitriu
- Benjamin Cosgrove
- Billy Davis
- Jamie Osborne
- Katherine McCarter
- Leah Dawson Mooney
- Lou Turner
- Malika Hainer
- Shadan Tofighi
- Vig Krishnamurthy
- William Garcia
- Lilliane Webb
- Cindy Fish
- Mary Nicol
- Pericles Georgopoulos

 Lilliane W. (she/her) - Facilitator	City Bureau Do... City Bureau Documenters	 Cindy Fish (she/her)	 Katherine Field McCarter	 melvin thompson
Pericles Georgo... Pericles Georgopoulos	Billy Davis, BCDP Billy Davis, BCDP	Jamie Osborne Jamie Osborne	Jamie Simone Jamie Simone	 Mary Nicol
 Leah Mooney	Ben Cosgrove Ben Cosgrove	Vig Krishnamur... Vig Krishnamurthy, CDOT, he/him	Alex Dumitriu Alex Dumitriu	Lou Turner Lou Turner
Malika Hainer Malika Hainer	Shadan Tofighi Shadan Tofighi	 William Garcia		

MEETING GOAL

Create policy drafts for Guiding Questions #3 and #4.

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 | Prior to policy discussions, pillar metrics were presented by Cindy Fish to inform and help guide policy suggestions.
- 2 | Research leads are working with the Chicago Department of Planning and Development communications team to revise drafted policies for guiding questions.
- 3 | Pillar members drafted policy suggestions for guiding questions #3 and #4.

CONVERSATION HIGHLIGHTS

“Ensure that major projects include outreach to young people through specific channels that are well-targeted to how young adults and youth communicate.”

Leah Dawson Mooney | Chicago Transit Authority, Director of Strategic Planning and Policy

“So often, feedback is people speaking past each other. People testify at City Hall and are ignored by Aldermen; they try to engage with developers and find semantic sidesteps which simplify or undermine the ideas being discussed.”

Katherine McCarter | Northwestern Club of Chicago, Co-President

“Neighborhoods... should be prioritized over capital improvement projects.”

Melvin Thompson | The Endealeo Institute, Inc., Executive Director

NOTES

Community Partner Update

- Melvin Thompson shared takeaways from engagement efforts naming “connectivity” as a central theme—people as far south as Altgeld Gardens asked about the 95th St corridor development and how it could be connected to their communities. They also expressed interest in how the planning process could serve as a template for their future projects around the Red Line Extension.

Pillar Metrics

Cindy Fish presented on metrics based on objectives derived from guiding questions.

Guiding Statement #3: Balance the economic benefits of moving goods that mitigates negative impacts and equitably distributes burdens.

Objectives

1. Make freight corridors safe for all travelers, prioritizing the safety of pedestrians and bicyclists.
2. Mitigate the negative health and environmental impacts of freight and goods movement systems.
3. Eliminate the disproportionate burden that freight and goods movement currently impose on historically marginalized communities.
4. Improve the efficiency of all freight systems to mitigate negative impacts on local areas while maintaining its role as an economic engine.
5. Ensure that freight-related projects are consistent and compatible with local community plans allowing those affected to share economic benefits of the goods that move through their community.

Metrics

- Freight activity will continue to grow
 - Between 2012 and 2045, the metropolitan Chicago region will see freight activity grow by about 63% in tonnage and more than double in value.
 - Trucking will continue to move more than ½ of all freight, reflecting the need to address environmental and community impacts.
- Industrial corridors are located mostly on West and South Sides
 - Chicago industrial areas are generally located along waterways and rail corridors, which are predominantly located in the City’s West and far South Sides, areas which have higher racial minority and low-income populations.
 - Industrial areas create negative health impacts due to higher levels of congestion and poor air quality.
 - Freight traffic impacts congestion levels, infrastructure maintenance needs, and the ability to safely move around local communities.
- Rail & freight activity generates harmful environmental impacts on adjacent communities
 - Communities with low socioeconomic status and high rates of chronic health conditions are especially vulnerable to the impacts of air pollution.
 - Communities adjacent to rail and freight facilities are more vulnerable to environmental hazards, such as pollution, air toxins, odors, and traffic.

Guiding Statement #4: Create a framework for future investments that address past inequities in historically marginalized communities and ensure community priorities and goals are realized.

Objectives

1. Ensure that robust community engagement and outreach is part of transportation and infrastructure investments.
2. Prioritize infrastructure investments in historically marginalized communities.
3. Support neighborhood-scale projects that are initiated and advocated by local communities.
4. Integrate historical-reckoning into project selection and evaluation to create transparency and trust-building.
5. Create a process that establishes accountability, adherence, and follow-through.

Metrics

- Transportation Equity
 - Households with lower transit availability spend a greater percentage of income on transportation.
 - Populations with lower incomes typically experience worse mobility outcomes, as these populations tend to rely more on transit and are less likely to own cars.
 - Areas on the City's South, West, and Far Northwest Sides experience higher transportation costs.
- Mobility Equity
 - Areas with the longest commute times are concentrated in the Far South communities of the City, which also have larger minority populations and lower incomes.
 - The inequitable distribution of jobs and transportation options result in longer commute times and increasing transportation costs.
 - Many neighborhoods on the Far South Side (South of 55th Street) have long commute times to work, greater than 40 minutes one-way, reflecting historical divestment in transportation infrastructure and services.
- Transit Equity
 - The Transit Availability and High Economic Hardship Index takes into account transit service frequency, pedestrian friendliness, network distance to transit stops, and number of connections.
 - Far South Chicago communities experience the lowest transit availability index scores reflecting inequities in access and mobility investments.
- Economic Equity
 - Chicago neighborhoods have a stark difference in economic opportunities created by transit-oriented development (TOD). Between 2016 and 2019, almost 90% of new TOD projects took place on the North Side, Northwest Side, Downtown, and around the West Loop.
 - Limited TOD activity occurred near station areas in the South and West Sides.
 - Areas near rail stations that are eligible for TOD benefits, but that have not seen TOD project activity, have 40% more residents of color, 23% more low-income residents, and 16% more residents with a high school education or less than areas where TOD projects have occurred.

- Funding Equity
 - Each of Chicago's 50 wards can address their own specific local infrastructure needs through the Aldermanic Menu Program. Each ward receives the same amount for capital projects, regardless of its geographical size or physical needs.
 - With 50 Alderpersons making individual capital project decisions in conjunction with departments like the Chicago Department of Transportation (CDOT), equitable investment in infrastructure becomes less likely and is driven by ward-level funding availability instead of citywide, criteria-based selection.

The pillar members separated into two breakout groups, each to discuss policies corresponding with Guiding Questions #3 or #4.

RESOURCES

WE WILL CHICAGO, TRANSPORTATION AND INFRASTRUCTURE

[We Will's Transportation and Infrastructure pillar involves the conveyance of people, goods and information through the utilization of private or public vehicles, networks and systems.](#)

THE CITY OF CHICAGO EQUITABLE TRANSIT-ORIENTED DEVELOPMENT (ETOD) POLICY PLAN

[The ETOD Policy Plan was developed through an 18-month outreach process with a cross-sector group of over 70 neighborhood, citywide and regional stakeholders. The Mayor's Office partnered with the Departments of Planning and Development, Housing, Transportation, Public Health and the Chicago Transit Authority in developing the plan, along with support from Elevated Chicago and its members and partners. The plan was further revised after a 45-day public comment period.](#)

CAPITAL IMPROVEMENT PROGRAM

[Aldermanic Menu Program](#)

FAIR TRANSIT SOUTH COOK

[Fair Transit fare reduction pilot on South Side](#)

IL AVIATION ECONOMIC IMPACT ANALYSIS

[An executive summary of a study on Illinois airports.](#)

NEXT STEPS

- The next We Will Chicago Transportation and Infrastructure meeting will be held on March 23, 2022.
- Discuss objectives under guiding question #5.
- Review metrics for guiding questions #1, #2 and #5.
- Research team leaders will share refined policies for input.