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# Transportation + Infrastructure Meeting #12

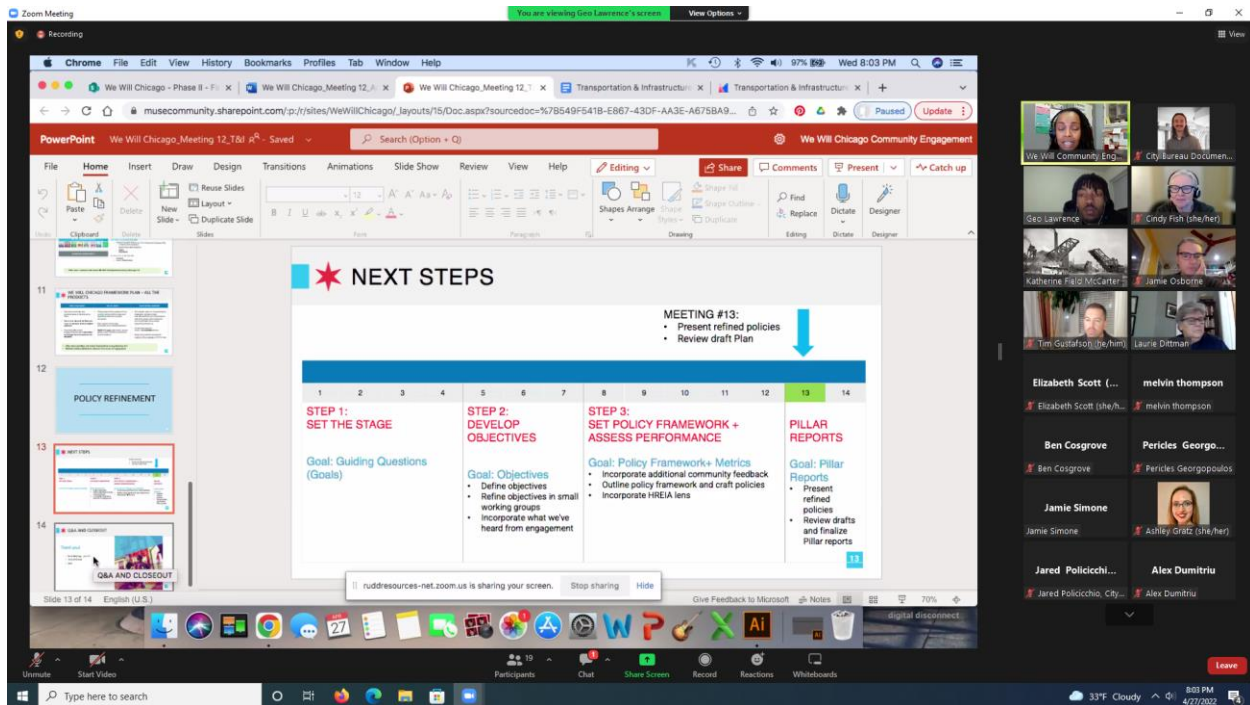
April 27, 2022, 06:00PM | 2 hours

*Documented by: Ryland Pietras*

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## ATTENDEES

- Geo Lawrence
- Cindy Fish
- Laurie Dittman
- Pericle Georgopoulos
- Jose Estrada
- Alex Dumitriu
- Jamie Osborne
- Melvin Thompson
- Ben Cosgrove
- Kimberley Rudd
- Katherine Field  
McCarter
- Jared Policicchio
- Ashley Gratz
- Elizabeth Scott
- Leah Mooney
- Tsehayeb Hebert
- Tim Gustafson
- Jamie Simone
- William Garcia



**MEETING GOAL**

*After hearing updates from the Advisory Committee, the pillar will review goals 1 and 2, as well as the We Will Chicago policy outline before refining policies in goals 3-5.*

**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

There is still a significant amount of policy decision making that needs to be connected to other pillars such as Environment, Climate and Energy, as well as Housing and Neighborhoods.

2

When implementing new strategies for infrastructure development the pillar team has a strong focus on pedestrian safety and methods for mitigating greenhouse gas emissions.

3

There are questions regarding how to use tax increment financing (TIF) funds that produce neighborhood-scale benefits.

## CONVERSATION HIGHLIGHTS

*“There is a little bit of work in fleshing out the policies of community engagement, and that is part of the process, and examining those metrics will have to be part of it.”*

**Jose Estrada** | Arquitectos INC., Community Partner

*“I have concerns about where [the Health and Race Equity Impact Assessment] is going. Is it just going to be kicked down the road until 2023? This needs to be addressed. It is the essence of all we are doing and it runs parallel. It’s still in a state of ‘we don’t know.’”*

**Melvin Thompson** | Endealeo Institute, Executive Director

*“It is the responsibility of CDPH to enforce idling over 3 minutes. And over the last 10 years, it has been enforced like 10 times.”*

**Jamie Osborne** | Department of Planning and Development

*“We are the one pillar that can take the damage out of what transportation has done ... We can’t take the Dan Ryan out, but can we at least look at ways to minimize the harm it has caused and think about infrastructure projects or policies that will mitigate that?”*

**Tim Gustafson** | Volunteer

*“Overall, these things are expensive and exclusive. If we don’t direct them toward an equity program, people will see them as extra. And they’re not extra, they’re fundamental.”*

**Jamie Simone** | Chicago Department of Transportation, Co-chair

*“Early in this process we spoke a lot about how infrastructure has divided our communities, and our policies should focus on reconnecting communities.”*

**Ben Cosgrove** | Englewood STEM High School, Biology and Chemistry Teacher

## NOTES

- Kim Rudd and Geo Lawrence replaced Lillianne Webb as facilitators for the Transportation and Infrastructure (T&I) pillar.
- Jose Estrada asked if slides will be made accessible for the community engagement meeting on May 11th. Cindy Fish responded they will be and stated that T&I can provide any other necessary materials.
- Estrada added that the third community engagement meeting was on April 13th and consisted of a small group of 15 attendees. In the meeting, they presented policies that have been discussed in the T&I pillar meetings. After review, they found that some of the policies were 'ambiguous'.
- **Advisory Committee Updates**
  - Jamie Simone started updates by stating some of the challenges the pillar has experienced. Infrastructure is a broad term, and it is also challenging work to tackle because of the different levels of city, state, and federal funding.
  - The committee wants to make sure that parks get their fair share in the future. The committee also looked into airports and the Illinois Port. The committee found that there are gaps in accessing broadband speed internet.
  - Committee members were frustrated by the fact that the HREIA hasn't been a large part of this process. Members want to make sure this issue is raised in this pod.
  - In response to this, Jamie Osborne added that, "This process has been messy, and HREIA has been a moving target".
  - Melvin Thompson added, "To run through the process and then circle back and theoretically dismantle everything because it doesn't jive with HREIA doesn't make sense to me."
  - Fish told attendees the draft of goals will be open until May 6 before opening up discussion about refinements made to Goals 1 and 2.
    - She added that the last pillar meeting had a lot of comments on language considered too vague or unclear.
    - Fish concluded with the committee deciding more policies were needed because transportation is such a large topic.
- **Review of Updates to Goals 1 & 2**
- **Goal 1:** "Ensure our transportation networks and infrastructure systems are safe, equitable, and accessible to people with the most need."
  - Objective 1.4 "Center communities who have been racially or economically excluded or harmed by previous planning processes."
    - The objective was changed from 'populations that were' to 'racially or economically'.
- **Goal 2:** "Create transportation networks that support greater connectivity by active and sustainable options such as walking, biking, and public transit."
  - Objective 2.1: "Expand public transit options and transit-related development opportunities in historically underserved neighborhoods."
    - Included 'transit related development opportunities'.
  - Objective 2.6: 'Establish a process to ensure collaboration and coordination among all City departments and other partners responsible for transportation and infrastructure, and that is transparent to the public' was deleted.
  - Fish mentioned that the committee is still looking to refine those policies further and requested members look over them again.
  - Goals 3, 4, and 5 also had an agency review.

- **Goal 3:** “Balance the economic benefits of moving goods to eliminate negative impacts on communities and equitably distribute burdens.”
  - The committee made changes to objectives related to airports and the Illinois Port.
  - Members visited menti.com to vote on which policies needed the most refinement.
  - Objective 3.1: “Make freight corridors safe for all, prioritizing the safety of people walking, biking, and using transit.”
    - 3.1E: “Develop incentive programs and sensible protections to encourage the private sector to adopt the highest level of vehicle safety systems, such as cameras, braking systems, side guards, warning indicators, and other safety technologies.”
    - Simone said the city attempted an incentive program for adding skirts to trucks and trailers, but it has not been enforced.
  - Objective 3.2: “Mitigate the health and environmental impacts caused by trucks and delivery vehicles.”
    - Osborne asked if infrastructure should deal with air quality. If so, T&I should coordinate with other pillars, specifically with the Environment, Climate and Energy pillar.
  - Objective 3.3: “Eliminate the disproportionate burden currently imposed on communities adjacent to established industrial corridors, intermodal facilities and airports.”
    - In regard to rail crossing improvement, Leah Mooney mentioned it might not do anything for delays unless it's a grade separation. Some places might not be as good as others, and she added that delays are causing rising pollution.
  - Objective 3.4: “Ensure that the freight related projects are compatible with local community plans allowing those affected to share local economic benefits”.
    - On this issue Thompson added, “Include local stakeholders in project development plans, including Chicago Region Environmental and Transportation Efficiency (CREATE) projects, to ensure consistency with community goals. Change ‘include’ to ‘mandate’ or something of that nature.”
    - Simone and Osborne thought that 3.4.A is more suited for the economic development pillar than T&I.
    - In the chat Simone also added, “This is not a transportation infrastructure role, but belongs with economic development, BACP, Cook County Workforce Partnership, et al. This is economic development.”
    - In the chat Mooney wrote, “We should have a policy under a different goal (possibly Goal 4) that reflects a policy that requires coordination between public agencies on workforce development goals/requirements, so that people who are seeking jobs/sustainable career paths have a consistent experience, and can benefit from a single pipeline of jobs. This would require syncing up requirements across agencies (coordinating requirements from various funding partners) and also sharing information and opportunities.”
  - Objective 3.5: “Support strategic investments to the City’s port and intermodal facilities.”
    - ‘Complete’ was struck from 3.5.A because the project will be completed before WeWill is implemented.
    - Simone asserted that the Illinois International Port District (IIPD) is not a sister agency of the city’s and asked what the city’s role is in implementing this plan. Elizabeth Scott responded that without CDOT, IIPD has 2 employees and would not be able to do much. She added the city has, “been hugging it for a long time trying to get some good things happening.”

- Leah Mooney asked if policy E of the objective should in fact be the actual objective.
  - Objective 3.6: “Maintain Chicago’s status as a global air hub.”
  - Expand transit connections, especially those for employees who live on the South Side.
- **Goal 4:** “Prioritize investments in communities that have been historically harmed by inequities in past transportation and infrastructure decision-making.”
  - Fish mentioned that Goal 4 is the broadest goal and it was difficult to identify metrics. She added that the first objective was more of an engagement. “This is the one goal where we had to take a step back and ask ourselves how we can make this stronger.”
  - Objective 4.1: “Partner with local organizations and businesses in the community promoting and supporting equity.”
    - Creating coordination on workforce development standards and a pathway of jobs across departments/agencies.
    - Providing pedestrian bridges over some freeways.
    - There was also some discussion over whether or not language around this should include examples i.e. free-flow ramps versus diamond interchanges. Should this be a policy within an existing objective, or stand as its own?
    - Ben Cosgrove said, “Early in this process we spoke a lot about how infrastructure has divided our communities, and our policies should focus on reconnecting communities”
    - The committee also considered adding another objective: Support and fund projects that directly address and mitigate the harmful impacts of prior transportation investments.
  - Objective 4.2: “Support neighborhood-scale projects and advocated by local communities”
    - Mooney suggested making this objective broader.
    - Tim Gustafson also suggested including transit TIF projects that produce neighborhood-scale benefits.
  - Objective 4.3: “Establish a transparent project evaluation process that utilizes equity-related metrics to augment existing transportation planning and development practices.”
    - A pillar member suggested that automobile efficiency may be the end-all, be-all solution, but pedestrian and bicycle safety needs to be an important consideration as well.
  - Objective 4.4: “Engage youth and young adults in the project planning and development of transportation and infrastructure projects.”
    - Mooney suggested making this policy evergreen, less-specific about what to do at this point in time.
    - Lastly, another pillar member added that some of these policies need to include the CREATE program.
- **Goal 5:** “Leverage resources for transportation and infrastructure projects that promote environmental sustainability and resilience.”
  - Objective 5.1: “Expand the use and availability of funding sources for all neighborhoods to increase overall community resiliency and climate-smart investments.”
  - In the chat, Gustafson wrote, “This is one (important) action item for this policy but probably shouldn’t be the only one.”
  - Objective 5.2: “Support climate resiliency by investing in infrastructure that supports and protects water and other natural resources.”

- Objective 5.3: “Leverage transportation and infrastructure assets to mitigate the environmental impacts of flooding, stormwater runoff, and sewage.”
  - Mooney asked if this was required by code and if what’s being proposed here is going far enough.
  - Simone claimed flooding is a public issue and development is a private issue.
  - Osborne added that they should be cross-checking these objectives with the Environment, Climate and Energy pillar to make sure they’re defining them in the right way.
  - Katherine Field McCarter mentioned that nationally, people are trying to get rid of sewage overflows and asked why the objective is still included.
- Objective 5.4: “Mitigate air quality impacts and support Chicago’s Climate Action Plan by reducing greenhouse gas emissions.”
  - Mooney recommended this objective be the first, but that it is missing reducing single-occupancy vehicle use.
    - The benefit to getting people out of vehicles trumps getting them into electric vehicles.
  - In reference to 5.4.D, the committee suggests considering ways to further incentivize this for transportation-dependent households in transit deserts.
- Objective 5.5: “Require renewable and sustainable materials and sources of energy in transportation and infrastructure projects.”
  - Osborne added these sources should also be vetted by the Environment, Climate, & Energy pillar. Fish responded that the committee will coordinate meetings with them and the Housing pillar next week
  - Thompson asked if this pillar had done the deepest dive into broadband internet access. Osborne confirmed that it had. Thompson asserted that broadband is *the* future of infrastructure. Fish said they will go back into Objective 1.5 and strengthen that policy.
- Meeting concluded at 8:12 p.m.

## RESOURCES

### TRUCK SIDE GUARDS SAVE LIVES

This website provides data that proves the efficacy of truck side guards.

<https://bicyclecoalition.org/truck-side-guards-save-lives/>

### RULES AND REGULATIONS OF THE CITY OF CHICAGO FOR SAFETY ENHANCING VEHICLE EQUIPMENT CONTRACTING

This is an ordinance that provides the existing regulations for city contractors.

<https://www.chicago.gov/content/dam/city/depts/dol/rulesandregs/SafetyEnhancingEquipmentFebruary2018.pdf>

### WACKER'S MANUAL

A 1911 manual that promotes architecture and planning through youth education and its later chapters focus on planning concepts for street systems, infrastructure, and parks.

<https://www.architecture.org/learn/resources/architecture-dictionary/entry/wackers-manual/?msckid=59c824e5c68c11ec823950f70dc853c9> [In reference to 4.4B]

### CAN REMOVING HIGHWAYS FIX AMERICA'S CITIES?

This article examines cities that are attempting to remove major highways from their downtowns.

This was referenced in Objective 4.2 in how to make highways more pedestrian/biker friendly.

<https://www.nytimes.com/interactive/2021/05/27/climate/us-cities-highway-removal.html>

### CHICAGO SUSTAINABLE DEVELOPMENT POLICY

"The goal of the policy is to enhance the sustainable performance of projects receiving City assistance. It requires development projects that are receiving financial assistance or special approvals from the City to include sustainable elements."

[https://www.chicago.gov/city/en/depts/dcd/supp\\_info/sustainable\\_development/chicago-sustainable-development-policy-update.html](https://www.chicago.gov/city/en/depts/dcd/supp_info/sustainable_development/chicago-sustainable-development-policy-update.html)



#### NEXT STEPS

- Pillar team members will review final policies during Meeting #13.
- The next pillar meeting is June 8th.
- Pillar members have until May 6 to complete feedback for goals, objectives and policies.