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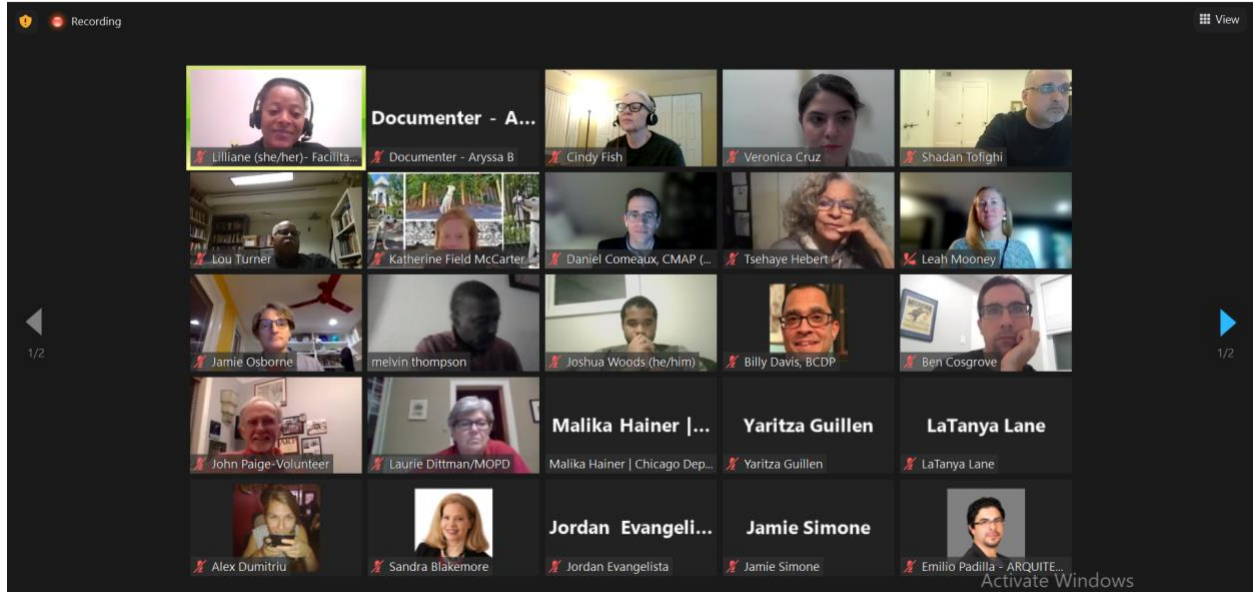
## Transportation and Infrastructure Meeting #6

November 3, 2021, 6:00 PM | 2 hours

*Documented by: Aryssa Burton*

### ATTENDEES

- Lilliane Webb
- Alex Dumitriu
- Ben Cosgrove
- Billy Davis
- Cindy Fish
- Daniel Comeaux
- Emilio Padilla
- Jamie Osborne
- Jamie Simone
- Jared Policicchio
- John Paige
- Jordan Evangelista
- Joshua Woods
- Katherine Field McCarter
- LaTanya Lane
- Laurie Dittman
- Leah Mooney
- Lou Turner
- Malika Hainer
- Melvin Thompson
- Sandra Blakemore
- Shadan Tofighi
- Tsehayeb Hebert
- William Garcia
- Yartiza Guillen
- Veronica Cruz



A Zoom meeting grid showing 20 participants in a 4x5 layout. The participants are:

- Row 1: Lilliane (she/her)- Facilita..., Documenter - Aryssa B, Cindy Fish, Veronica Cruz, Shadan Tofighi
- Row 2: Lou Turner, Katherine Field McCarter, Daniel Comeaux, CMAP (...), Tsehaye Hebert, Leah Mooney
- Row 3: Jamie Osborne, melvin thompson, Joshua Woods (he/him), Billy Davis, BCDP, Ben Cosgrove
- Row 4: John Paige-Volunteer, Laurie Dittman/MOPD, Malika Hainer |..., Yaritza Guillen, LaTanya Lane
- Row 5: Alex Dumitriu, Sandra Blakemore, Jordan Evangeli..., Jamie Simone, Emilio Padilla - ARQUITE...

Additional UI elements include a 'Recording' indicator in the top left, a 'View' icon in the top right, and a '1/2' page indicator on the left and right sides. An 'Activate Windows' watermark is visible in the bottom right corner of the grid.

**MEETING GOAL**

*Develop up to 5 objectives per guiding question based on the brainstorming and idea categories produced in Meeting #5, and provide an opportunity for pillar research team members to get to know one another.*

**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**

A takeaway from this meeting was that team members want to ensure that historically marginalized and vulnerable communities do not take on unfair burdens that accompany creating transportation and infrastructure zones. Key conversations discussed how to decrease environmental burdens or equitably distribute burdens across neighborhoods.

**2**

A repeated theme was creating objectives that integrated historical racial reckoning in the planning process and acknowledged the history behind inequitable city planning and development.

**3**

Another important objective/outcome that the pillar members want to achieve is quality community engagement. They want to know how people are alerted to transportation and infrastructure improvements and also how to create trust and build relationships with residents so they engage with the city on transit issues.

## CONVERSATION HIGHLIGHTS

*“Ensure folks who are offering the plan are held accountable to what is in the plan. Create trust by showing folks that their engagement as a community is being honored both in listening and in following through”*

**LaTanya Lane** | Volunteer

*“Try not to plan things for our communities but instead plan things with our communities.”*

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

*“I don’t think we have to imagine, if we had all the money to do what is needed to do. I think the money is there. I think it’s a matter of priorities. If we’re trying to deal with issues of inequity, then the priorities of the city previously have been those that have supported inequity. It’s a simple math problem, change the priorities. I think the city has had very skewed and inequitable priorities.”*

**Lou Turner** | Volunteer, University of Illinois Urbana-Champaign, Clinical Assistant Professor in Urban & Regional Planning

*“How might we create an engagement process that allows for equitable distribution but stops [Not in My Back Yard-ism]?”*

**Jordan Evangelista** | Volunteer

## NOTES

**Reflective Prompt**

- Facilitator Lilliane Webb shared the prompt: Imagine your neighborhood if all of the objectives we outlined last week were implemented. What would it look like? Webb told the group to evoke “the radical imagination in the process” and to dream and imagine the impossible.
- The group was divided into breakout rooms to discuss the prompt and later brought back together to share reflections. I was in Breakout Group 3 for the prompt. Lou Turner expressed opinions on how the city has historically made inequitable priorities.
  - Katherine Field McCarter responded about how TIFs were related to the issue, she mentioned that Lincoln Yards has a \$1.3 billion TIF and argued they made a faulty claim in declaring the area “blighted”. Turner agreed and said the Presidential Towers were declared a TIF district in a similar way. Turner said that the framework for urban development is growth machines and, “growth machines favor downtown areas not outlying communities that have been disadvantaged.”
- Once the breakout session ended, pillar members shared ideas about the prompt including: walkability, quality transit options, and community engagement.

**Refining Objectives Approach and Engagement Update**

- Cindy Fish gave a refresh on objectives - in phase one they came up with the five guiding questions and their pillar definition. In phase 2 they’ll figure out up to five objectives and in phase 3 they’ll come up with policies. Each breakout room will look at the separate guiding questions. Fish explained the difference between the objective (outcomes) and the policies (actions) and said that the goal of today’s meeting is to “develop 2-5 objectives for each guiding question.”
- Webb brought up the engagement process done in collaboration with the artist organizers. On the shared Google Doc, all ideas from the Menti/brainstorming activity from the last meeting are outlined and they added color for emphasis to ideas seconded from the public engagement initiatives.
- Webb brought up the survey on the We Will website for the Transportation and Infrastructure pillar and encouraged everyone to share the survey with their networks.

**Breakout Sessions**

- In Breakout Group 3, Melvin Thompson was the facilitator and Veronica Cruz the scribe. They discussed Guiding Question#3: How do we balance the economic benefits of moving goods that mitigates negative impacts and equitably distributes burdens? Below is a synopsis of the objectives that the group reached:
  - The result of moving goods and infrastructure should benefit the health and welfare of community residents to stimulate economic development and catalyze development
    - Melvin Thompson used the CREATE project in their neighborhood as an example framework for the guiding question, he also said the project causes excessive demolition and displacement
  - Meet communities where they are to understand their needs and challenges

- Raise appropriate funds
  - Private industries should bear the burdens of costs to leave communities whole
- Create an engagement process to allow for equitable distribution
- Make freight corridors safer for pedestrians
  - Ensure rail/freight lines are separated from residential areas to reduce noise/air pollution
  - Jared Policicchio mentioned that freight corridors are easier to make changes to than the railways which are beholden to federal rule. Shadan Tofighi talked about the limitless possibility of engineering and its ability to ameliorate the burdens
  - Design/establish street design criteria that prioritizes pedestrian safety
- Ensure existing street design is not significantly impacted by projects
- Create guidelines for warehouse/commercial goods/shipments for communities (jobs for neighborhood residents, deliveries during non-peak hours)

### Report-back on Objectives

- The group reconvened and Webb sought consensus on how the groups did on time management and reaching all the guiding questions to prepare the objectives. Ben Cosgrove said that he found it much easier to create policies and had to work backwards to reach the objective/outcome.
- Webb asked the groups to do a speed round, less than five minutes, to share and catch the other groups up on where they landed in their discussion for the objectives. Below are the guiding questions discussed and the objectives identified:
- Breakout Group 1 discussed guiding questions 1 and 4:
  - Guiding Question 1: How can we ensure that our transportation networks and infrastructure systems are safe, equitable and accessible to all, including those with disabilities and the most vulnerable?
    - Ensuring transportation infrastructure is equitably distributed and accessible
    - Safety - street infrastructure is designed to prioritize people, especially the most vulnerable (i.e. walking, biking, bus)
      - Balance and trade-offs of enforcing safety but not creating other unsafe situations
    - Community engagement - How do people know when infrastructure is improved and enhanced? How do we engage and build trust with communities so they feel comfortable engaging with the city and bringing forth problems?

- Enhance existing public spaces and infrastructure to supply reliable broadband throughout the city
- Guiding Question 4: How can we create a framework for future investments in transportation and infrastructure that address past inequities in historically marginalized communities and ensure community priorities and goals are realized?
  - Engagement—ensuring that robust community engagement and outreach is part of a major transportation and infrastructure investments
  - Integrate historical reckoning in project selection
  - Prioritizing investments in historically marginalized communities
  - Enabling community led and neighborhood centric projects
- Breakout Group 2 discussed Guiding Question 2 and 5:
  - Guiding Question 2: How can we create transportation networks that support greater connectivity by walking, biking, transit and other more active and sustainable modes?
    - Create enhanced accessibility or universal access by dealing with transportation deserts and identifying why these areas have existed historically in the planning process in Chicago. Consider how historical funding patterns have prioritized access to/from the city
    - Travel seamlessly between modes of transportation and integrate appropriate ways to leverage technology to make transit easier
      - Making the transit experience more enjoyable and safer for everyone including transit art (i.e. glow in the dark streets, murals)
    - Design infrastructure that supports safe travel by all sustainable modes
    - Invest in a network of self-enforcing protected bike, bus and train lanes that isn't planned based on the precedent of cars
      - Joshua Woods elaborated on self-enforcing infrastructure, describing it as “infrastructure that equitably announces and asserts its presence without bringing cops to ticket people or tow people.”
  - Guiding Question 5: How can we leverage resources for transportation and infrastructure projects that promote environmental sustainability and resilience?
    - Provide equal access to transportation funding tools (such as transit TIFs) to all neighborhoods to support sustainable modes of transportation.
    - Prioritize funding for sustainable modes, prioritize investments in green infrastructure, encourage sustainability requirements to move from fuel to sustainable sources of energy (wind, solar, etc.)
- Breakout Group 3 discussed Guiding Question 3: How do we balance the economic benefits of moving goods that mitigates negative impacts and equitably distributes burdens? A more detailed summary is in the Breakout Session above but a few objectives are repeated below:

- The result of moving goods and infrastructure should benefit the health and welfare of community residents to stimulate economic development and catalyze development
- Meet communities where they are to understand their needs and challenges. Create an engagement process to allow for equitable distribution of environmental burden and create guidelines/standards for freight and emissions
- Engage with the federal government as a true partner regarding community stabilization as it relates to transit projects
- Ensure design criteria prioritizes pedestrian safety

#### RESOURCES

##### **CTA proposes reduced fares in 2022 budget to boost ridership**

[Article explaining the fare reduction](#)

##### **Lincoln Yards - City of Chicago**

[Description of the mixed-use project plan and TIF allocation](#)

##### **We Will Chicago - Transportation & Infrastructure Survey**

[Survey asking Chicagoans the guiding questions for this pillar](#)

##### **Chicago Region Environmental and Transportation Efficiency (CREATE) Program**

[95th Street & Union Pacific Grade Separation](#)

##### **CREATE Program**

[Program investing in rail improvements.](#)

##### **Reimagine Chicago Broadband**

[Civic Exchange Zoom Panel](#)

#### NEXT STEPS

- Develop policies and further refine objectives in the next meeting
- LaTanya Lane shared that the pillar members should check out the Civic Exchange panel on increasing broadband access in Chicago