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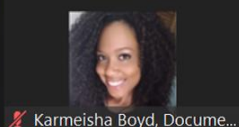






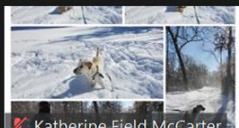
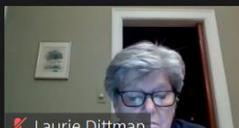
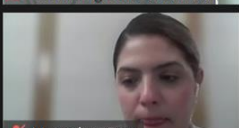

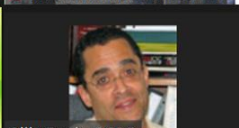
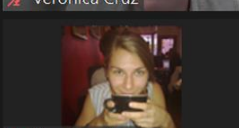

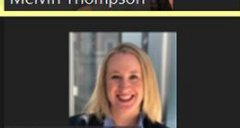
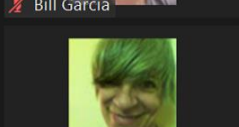
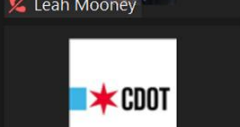

Transportation + Infrastructure Meeting #9

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

Documented by: Karmeisha Boyd

ATTENDEES

- Jamie Simone (Co-chair), Chicago Department of Transportation
- Melvin Thompson (Co-chair and Community Partner), The Endealeo Institute
- Lilliane Webb, Facilitator
- Alexandra Dumitriu, Volunteer
- Ashley Gratz, Volunteer
- Bill Higgins, Chicago Department of Transportation
- Billy Davis (Community Partner), Bronzeville Community Development Partnership
- Devon Braunstein, Office of the Mayor
- Elizabeth Scott, Chicago Metropolitan Agency for Planning
- Jamie Osborne, Department of Planning and Development
- Jared Policicchio, Office of the Mayor
- John Paige, Volunteer
- Jose M. Estrada (Community Partner), Arquitectos
- Joshua Woods, Volunteer
- Katherine McCarter, Volunteer
- LaTanya Lane, Volunteer
- Laurie Dittman, Mayor's Office for People with Disabilities
- Leah Dawson Mooney, Chicago Transit Authority
- Lou Turner, Volunteer
- Malika Hainer, Chicago Department of Aviation
- Maulik Vaishnav, Office of the Mayor
- Tim Gustafson, Volunteer
- Tsehay GERALYN Hebert, Volunteer
- William Garcia, Volunteer
- Yaritza Guillen, Artist-Organizer
- Mark Hallenbeck (Guest Speaker), Washington State Transportation Center
- Cindy Fish
- Pericles Georgopoulos
- Veronica Cruz

 Cindy Fish (she/her)	 Karmeisha Boyd, Docume...	 Lilliane Webb (she/her) - ...	 Mark Hallenbeck	 Pericles Georgopoulos L
 Joshua Woods (he/him)	 John Paige	 Jamie Osborne - DPD	 Katherine Field McCarter	 Laurie Dittman
 Veronica Cruz	Jose Estrada Jose Estrada	 Melvin Thompson	 Billy Davis, BCDP	Tim Gustafson (...) Tim Gustafson (he/him)
 Alex Dumitriu	 Bill Garcia	 Leah Mooney	Devon Braunstein Devon Braunstein	Lou Turner Lou Turner
Maulik Vaishnav Maulik Vaishnav	 Tsehaye Hebert	 Bill Higgins (CDOT)	 LaTanya Lane	Malika Hainer ... Malika Hainer Chicago ...

MEETING GOAL

Brainstorming policy suggestions to address the guiding questions and objectives.

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 | The meeting began with a presentation by Mark Hallenbeck from the Washington State Transportation Center on “Planning for Equitable Active Transportation.”
- 2 | The first of two breakout groups discussed potential policies to answer Goal 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?”
- 3 | The second of the two breakout groups discussed potential policies to answer Goal Question #2: “How can we create transportation networks that support greater connectivity by walking, biking, transit, and other more active and sustainable modes?”

CONVERSATION HIGHLIGHTS

"Neighborhoods are usually islands."

Mark Hallenbeck | Washington State Transportation Center, Director

"Some aldermen have open voting on menu money usage. Others have a completely opaque process. But why should traffic safety be subject to inconsistent standards?"

Katherine McCarter | Volunteer

"I'll confess I was a little disappointed in the level of participation. I thought residents would be a little more enthusiastic about some of the issues that were posed. I'm still concerned about finding the right formula for outreach."

Billy Davis | Bronzeville Community Development Partnership, Board Member

NOTES

- The team covered the “Anatomy of a Good Policy” which includes a measurable action, policy lever, policy focus, and outcome.
- The team was also asked to consider short-term (“symptom relief”) and long-term (“structural change”) policy ideas.
- The team was reminded to craft equity-oriented policies.

Planning for Equitable Active Transportation

- “Wheelchair accessible” means something different to different wheelchair users (e.g. manual chairs vs powered).
- We need to create more specific accessibility maps to include details such as sidewalk widths and curb slopes. For this reason, the OpenSidewalks/OpenStreetMap was created.

Pillar Working Groups

- Participants went into breakout rooms to discuss guiding questions, objectives and policy ideas. (This Documenter was in the second group.)
- Goal 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?
 - Objective
 - Ensure transportation and infrastructure systems are equitably distributed, universally accessible, and affordable.
- Goal Question #2: How can we create transportation networks that support greater connectivity by walking, biking, transit, and other more active and sustainable modes?
 - Objectives
 - Remove inequities that historically created transit deserts by expanding transportation options without requiring travel through downtown.
 - Enhance seamless integration between active and sustainable travel modes.
 - Design spaces prioritizing sustainable modes that are calm, protected, and safe.
 - Prioritize investments in infrastructure and services that promote active and sustainable modes over single-occupant vehicles.
 - The team reviewed the following previously brainstormed ideas:
 - Support investments in infill rail stations and high-speed bus corridors.
 - Prioritize connections and establish hubs outside of the central business district.

- Address transit funding structures that contribute to transit deserts.
- Support fare integration between services.
- Continue use of strategies implemented during the pandemic that create more walkable places, such as shared streets and outdoor spaces for people.
- Discussion
 - Melvin Thompson suggested the Red Line Extension should serve as a model for how to remove inequities.
 - Thompson also spoke to the need to “force slower speeds.” At the 95th Street rail station, for example, supposed improvements made the tracks smoother, so now it’s become unsafe as drivers are able to speed up where they were previously forced to slow down. He also shared that a senior was killed in a hit-and-run accident at this location.
 - Towards the end of the meeting, a suggestion that Chicago City Council pass a statute supporting a transit TIF for the South Side’s Red Line Extension was made, especially considering there is a transit TIF for the Red-Purple modernization on the North Side.

RESOURCES

TRANSPORTATION AND INFRASTRUCTURE | WE WILL CHICAGO
[Pillar webpage](#)

RESILIENT CHICAGO
[A plan for inclusive growth and a resilient city](#)

OPENSIDEWALKS
[A pedestrian data collection project](#)

TRANSPORTATION DATA EQUITY INITIATIVE
[A transportation equity data project](#)

ITS4US
[A U.S. Department of Transportation program that aims to improve transportation infrastructure for underserved communities](#)

NEXT STEPS

- Team facilitators will continue to collect ideas, further organize, and refine brainstorming notes.
- Updated documents will be sent to team members before the next brainstorming session on Feb. 23, 2022.