

DEPARTMENTAL ENVIRONMENTAL JUSTICE ACTION PLAN

CITY OF CHICAGO'S GOAL: *Take a whole-government approach to improve and protect the environment, health, and quality of life in environmental justice (EJ) communities through changes to internal policies, processes, practices and/or budgets.*

CDOT ENVIROMENTAL JUSTICE ACTION PLAN

Department Name: Chicago Department of Transportation

Department Scope and Authorities:

Based on your internal power audit, what specific authorities does your department have that can help to improve and protect the environment, health, and quality of life in EJ communities?

- CDOT is responsible for more than 4,100 miles of streets, 413 bridges and viaducts, 368 miles of on-street bikeways, over 300,000 streetlights, 7,400 miles of sidewalks, and 3,000 signalized intersections citywide. Our mission is to keep the city's surface transportation networks and public way safe and accessible for all users, in a state of good repair, to lower emissions from the transportation sector, and to be responsive to local and citywide mobility and infrastructure needs. Various authority exists within the following areas of work: road construction and maintenance, engineering and street design, management of sidewalks and street furniture in the public way, bridge reconstruction and operations, management of bike and e-scooter share, and prioritizing safety for all road users. [CDOT's Strategic Plan for Transportation](#) provides the framework for the strategy outlined below.

Environmental Justice Strategy:

Departments are encouraged to consider strategies that will improve existing conditions for EJ communities and/or prevent future impacts. Describe your strategy with attention to:

- *What specific change do you propose to a department policy, process, practice, and/or budget?*
 - 1) Commercial Truck Fleet Electrification (provide program and incentives)
 - a. Drive Clean Chicago funds for EV charging infrastructure
 - b. EV Infrastructure Framework to develop policies for commercial and personal vehicle electrification
 - 2) Encouraging eTOD – implementing the Connected Communities' Ordinance
 - a. Support the creation of a regional Traffic Demand Management (TDM) program to reduce traffic congestion and its environmental impacts, incentivize the use of public transit and bikes, and reduce single-occupancy vehicle trips. CDOT will publicly share analysis on the impact of TDM initiatives.
 - 3) Air quality ordinance enforcement
 - a. Review traffic studies and verify trip generation is accurate
 - 4) Asphalt contracts - working with CDPH, CDOT established the following procedures for the City's asphalt contracts:
 - a. Limit maximum awards per vendor
 - b. Distribute burden to larger geographic area
 - c. Vendors must submit emissions control implementation plan
 - d. Blue smoke control system must be installed and operational by 4/1/25
 - 5) Implement Southwest Industrial Corridor Transportation Study recommendations:

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DEPARTMENTAL ENVIRONMENTAL JUSTICE ACTION PLAN

- a. Develop freight-impact reducing street design toolkit
 - b. Use truck restrictions
 - c. Manage truck parking and idling
 - d. Expand the 3-11 system for truck complaints
 - e. Incorporate emission reduction goals into transportation planning and programming
 - f. Establish freight health metrics (CDPH)
- 6) CDOT inhouse projects consider EJ communities in the design and implementation of pedestrian and bike safety infrastructure
 - a. Bike Network planning in Brighton Park, Gage Park, McKinley Park, and Little Village
 - 7) Low Carbon and Affordable Micromobility
 - a. Continue to uphold and enforce service level agreements and rules to ensure access to shared bikes and scooters in EJ communities from micromobility providers
 - b. Bike Chicago distribution, prioritizing residents living in Mobility and Economic Hardship Communities
 - 8) Deepen CDOT's relationships with residents
 - a. CMC meetings hosted quarterly in different neighborhoods across the city
 - b. CDOT Streets Are for Everybody Ambassadors prioritize outreach in Mobility and Economic Hardship Communities
 - c. Continue to incorporate financial compensation for community group participation into CDOT project budgets
 - 9) Arterial tree planting, landscape and median maintenance
 - a. Continue to plant at least 5,000 trees per year using tree canopy data to target EJ communities where possible
 - 10) Greencorps Chicago provides green job training for individuals with barriers to employment, including returning citizens. Continue to recruit from EJ communities and focus vacant lot rehabilitation in EJ communities.
 - 11) Install green alleys to mitigate flooding impacts
 - a. CDOT installs an alley per year in each Ward, and prioritizes additional installations in communities of higher economic and mobility hardship.
- *What EJ community concern(s) does this strategy address (see Community Input Assessment-Key Findings)?*
 - EJ Focus areas, Env. Health Outcomes Associated with Pollution exposure, Community Recommendations (reducing traffic), Enviro Health outcomes associated with pollution exposure, Socio-economic impact, anecdotes about decreasing traffic; safer streets for users (less crashes); potential to reduce UHI impacts on EJ communities; more vacant lots cleaned and greened creating community assets from blight; access to more mobility options
 - *How will this strategy minimize burdens and/or maximize benefits for EJ communities?*
 - Mitigate pollution; safer roads for all users
 - Reduce urban heat island (UHI) and health impacts
 - Increase economic mobility to improve lives, families and communities
 - Improve mobility options for travel in communities and to/from transit

DEPARTMENTAL ENVIRONMENTAL JUSTICE ACTION PLAN

Supporting Department(s):

3. DPD (zoning and industrial corridors), CDPH (air quality and asphalt), MO (Electrification), CTA, DSS (micromobility)

Impact Measures:

Insert indicators or information sources (quantitative and/or qualitative) that will evidence success. Consider both:

- Performance data: *How will you measure whether you successfully executed the strategy?*
 - Electrification: how many trucks or chargers supported with incentives and where those trucks are domiciled/chargers located
 - Number of developments use TDM and their location; traffic counts; trip generation; modal split
 - Accessibility/Mobility: miles of low stress and protected bike lanes; safety designs installed; trips starting and/or ending in EJ communities
 - Air quality: traffic studies verified
 - Asphalt: contracts, location and impact
 - Tree Planting: trees planted in EJ communities
 - Greencorps Chicago: trainees recruited, trained and employed
- Community-level data: *How will this affect the condition of EJ communities?*
 1. Environmental Health outcomes
 2. Community recommendations (reducing traffic)
 3. EJ focus Areas
 4. Environmental health outcomes associated with pollution exposure
 5. Socio-economic impact
 6. TDM - anecdotes about decreasing traffic; safer streets for users (less crashes)
 7. Tree Planting: potential to reduce UHI impacts in EJ communities
 8. Greencorps Chicago – more vacant lots cleaned and greened creating community assets from blight
 9. Low carbon mobility and shared micromobility – access to more mobility options
 10. Increase community engagement
 11. Engage in cross-agency data sharing
 12. Deploy Air Quality Monitoring Plan
 13. Promote alternative freight fuel and delivery models

Related Department Investments & Prior Commitments:

- CDOT's Strategic Plan for Transportation; Implementing TDM guidelines for private development; air quality ordinance review; eTOD Connecting Communities' Ordinance; Climate Action Plan

Action Steps

Timeline

Status

DEPARTMENTAL ENVIRONMENTAL JUSTICE ACTION PLAN

| <i>Describe 2 or more specific actions that you will take to advance this strategy. At least one action step should discuss steps you will take to engage people who live in EJ communities to help you plan, implement, and evaluate the success of this strategy.</i> | <i>Note when this step is targeted to be completed</i> | <i>Note any progress to date</i> |
|---|--|----------------------------------|
| Re-design incentives for EV chargers | Ongoing | Ongoing |
| TDM - Participate in Connected Communities Working Group Process Review | Ongoing | Ongoing |
| TDM - Develop rules and review with DPD | 2024 | In progress |
| Safety infrastructure and Bike Lane Planning | 2023 | In Progress |
| Air Quality Traffic Reviews | Ongoing | Ongoing |
| Tree planting | Ongoing | Ongoing |
| SWICTS Implementation | Ongoing | Ongoing |
| Community Input & Response | | |
| <p>Community Input: <i>Summarize community input you received on this strategy. What were the suggestions to change or expand upon your original proposal?</i></p> <ol style="list-style-type: none"> 1. Address pollution from diesel trucks and car traffic, specifically, pollution control along the expressways and in EJ communities. 2. Re-think expressways and highways going through the middle of the city and along DuSable Lake Shore Drive because it makes the lake and neighborhoods less enjoyable and increases stress due to noise and air pollution. Stop adding lanes to highways. 3. Create (or better enforce) noise pollution policy from all vehicles including motorcycles. 4. Protected bike lanes on truck routes or shared sidewalks should be provided. 5. Address cost of shared use micromobility and transportation costs generally. 6. Have a more in-depth impact within the communities 7. Get real-time data within the community 8. Explicitly include financially compensating community groups for their contributions to transportation decision-making as a standard part of the process. 9. Map truck restrictions throughout Chicago and make this information easily and freely accessible to the public, notably trucking companies and truck drivers. 10. Include CDOT enforcement of truck restrictions, especially as this responsibility does not seem to be held by the eventual Department of Environment. 11. Prioritize creating safe bike and pedestrian infrastructure <i>before</i> implementing 'Low Carbon and Shared Micromobility in Industrial Corridors'. | | |

DEPARTMENTAL ENVIRONMENTAL JUSTICE ACTION PLAN

12. Add a metric to avoid displacement during tree planting in EJ communities and by arterials & determine which department(s) to collaborate with on avoiding this displacement pressure (i.e. DOH)
13. Substantially simplify the process of installing green infrastructure in CDOT's right-of-way, and take responsibility for maintenance.
14. Plan and state how CDOT will be held accountable to their EJ Actions (all Departments should have this).

Response to Community Input:

Describe how you updated the proposal in response to feedback. If you were not able to incorporate a proposed change, explain that decision as clearly and possible.

Summary of Response:

1. Address pollution from diesel trucks and car traffic, specifically, pollution control along the expressways and in EJ communities.
 - a. Current strategies clarified above: Drive Clean Chicago Incentives and prioritizing EJ communities; EV infrastructure framework
2. Re-think expressways and highways going through the middle of the city and along DuSable Lake Shore Drive because it makes the lake and neighborhoods less enjoyable and increases stress due to noise and air pollution. Stop adding lanes to highways.
 - a. Current strategies: Department agrees with this position. We don't have jurisdiction over the expressways, but will incorporate this when possible. CDOT is also pursuing the federal Reconnecting Communities grant.
3. Create (or better enforce) noise pollution policy from all vehicles including motorcycles.
 - a. Current strategies: tree planting (landscape ordinance dictates trees placed every 25' in the parkway)
 - b. Currently, the Chicago Police Department has the authority to enforce noise violations.
4. Protected bike lanes (PBL's) on truck routes or shared sidewalks should be provided.
 - a. Where street design allows, the department is committed to installing PBL's. [See page 35](#) of the CDOT cycling strategy for an overview of where PBL's may be possible.
5. Address cost of shared use micromobility and transportation costs generally.
 - a. Divvy4Everyone provides a \$5 Annual Membership to qualifying residents.
 - b. Re-commitment to "heavy station" installations to ensure more affordable blue bikes are available
 - c. Bike Chicago: free bikes and equipment to residents in Mobility and Economic Hardship Communities
 - d. Ongoing work on street/station projects to support efficient and reliable public transit.
 - e. Encouraging private development to install public bike racks and heavy stations for Divvy via TDM policy.
6. Have a more in-depth impact within the communities.

DEPARTMENTAL ENVIRONMENTAL JUSTICE ACTION PLAN

- a. Current strategies: Director of Engagement position established; quarterly Chicago Mobility Collaborative meetings; SAFE ambassador programming in Mobility and Economic Hardship communities; engagement on a project basis
7. Get real-time data within the community.
 - a. CDOT shares live traffic data at <https://chicagotrafficticker.com/> and releases road injury and fatality data annually.
 - b. More detail is useful here to respond effectively to this request.
8. Explicitly include financially compensating community groups for their contributions to transportation decision-making as a standard part of the process.
 - a. This is CDOT's current practice and as a result of this comment, it was included in the strategies above.
9. Prioritize creating safe bike and pedestrian infrastructure before implementing 'Low Carbon and Shared Micromobility in Industrial Corridors'.
 - a. The two strategies were separated for clarify purposes. CDOT is working on increasing safe biking and pedestrian infrastructure and low carbon shared mobility at the same time.
10. Map truck restrictions throughout Chicago and make this information easily and freely accessible to the public, notably trucking companies and truck drivers.
 - a. CDOT is working to develop an interactive truck route map that will be integrated with <https://chicagotrafficticker.com/>.
11. Include CDOT enforcement of truck restrictions, especially as this responsibility does not seem to be held by the eventual Department of Environment.
 - a. This would require more discussion with City leadership and resources to implement.
12. Add a metric to avoid displacement during tree planting in EJ communities and by arterials & determine which department(s) to collaborate with on avoiding this displacement pressure (i.e. DOH)
 - a. This would require more discussion and coordination with City departments to develop a metric.
13. Substantially simplify the process of installing green infrastructure in CDOT's right-of-way, and take responsibility for maintenance.
 - a. This would require more discussion with City leadership and resources to implement. Currently, CDOT's main effort around green infrastructure is through the Green Alley program. In response to this comment, an overview of the Green Alley program was added to the strategy section above.
14. Plan & state how CDOT will be held accountable to their EJ Actions.
 - a. Per Executive order 2023-3, all City Departments including CDOT will be required to report annually on progress made toward EJ Action Plan goals.