

Resilient Chicago



PIONEERED BY THE
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100 Resilient Cities is a global initiative that seeks to help cities around the world become more resilient to the physical, social, and economic challenges that are a growing part of the 21st century.





RESILIENT **CHICAGO**



A Plan for Inclusive Growth and a Connected City



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CITIES

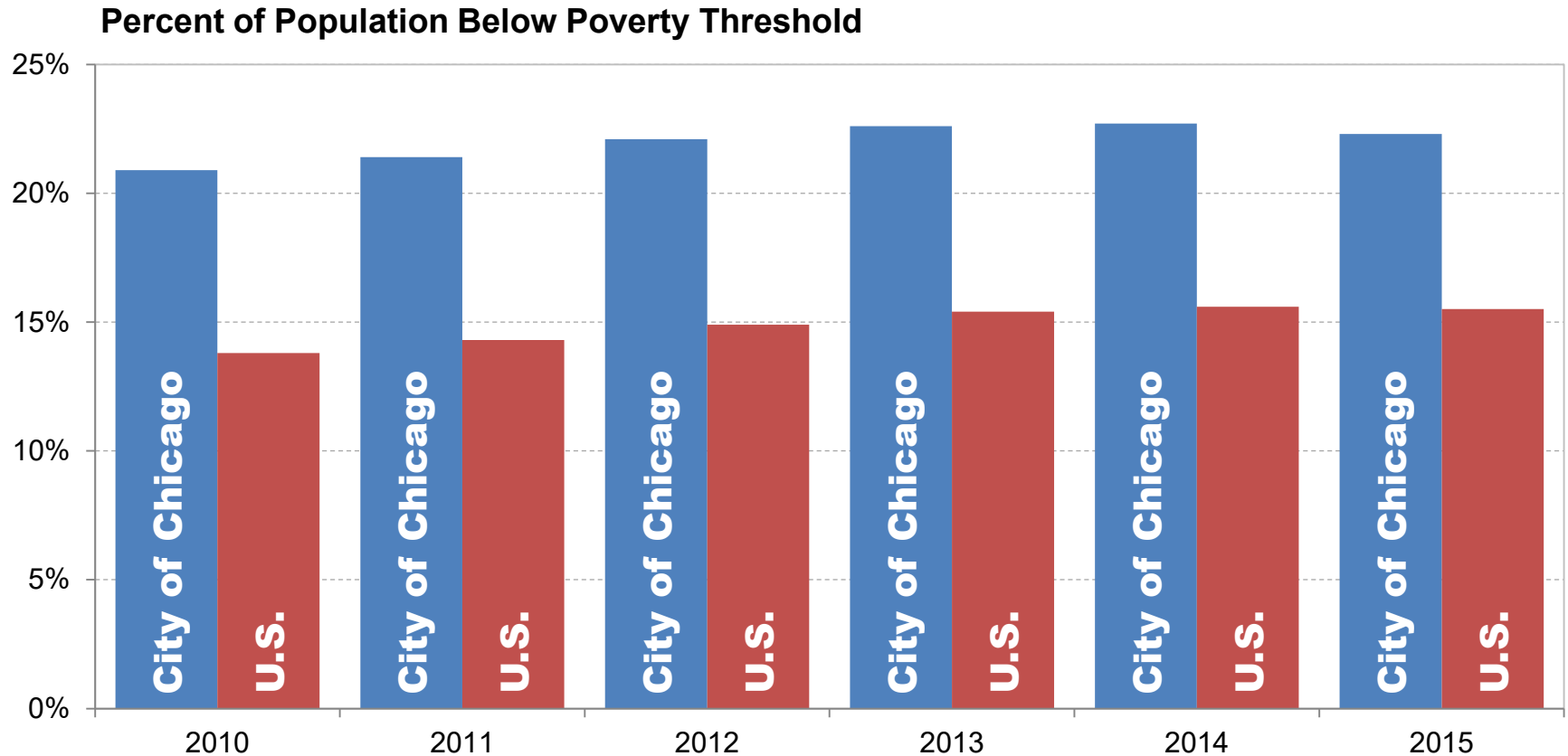
How did we get here?

Developing the Resilience Strategy

**Chicago must address
chronic stresses and prepare
for future shocks...**

Too many Chicagoans live in poverty...

More than 20% of Chicagoans live below the poverty threshold.

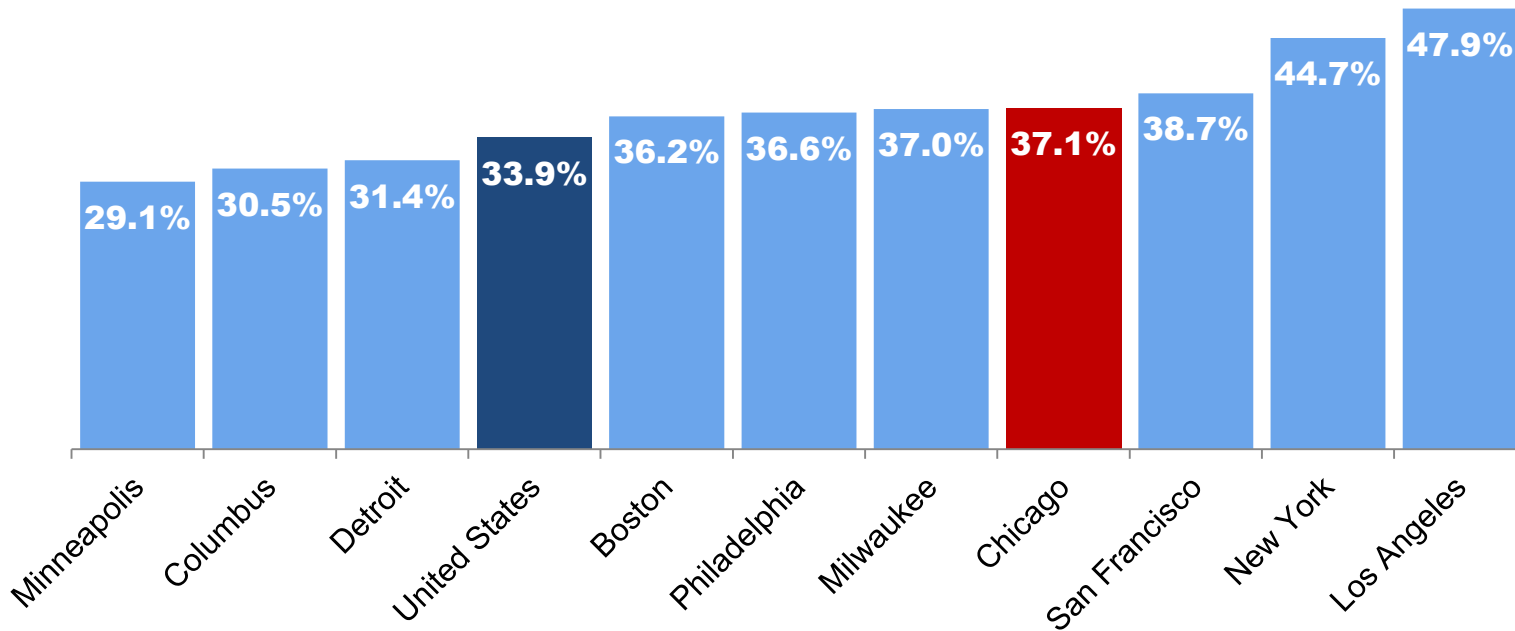


...and there is a greater share of cost burdened households in Chicagoland than in the U.S. overall.

37.1% of households in the Chicago MSA spend more than 30% of their income on housing costs. **18.2%** of households spend more than 50%.

Percent of Households Cost Burdened*

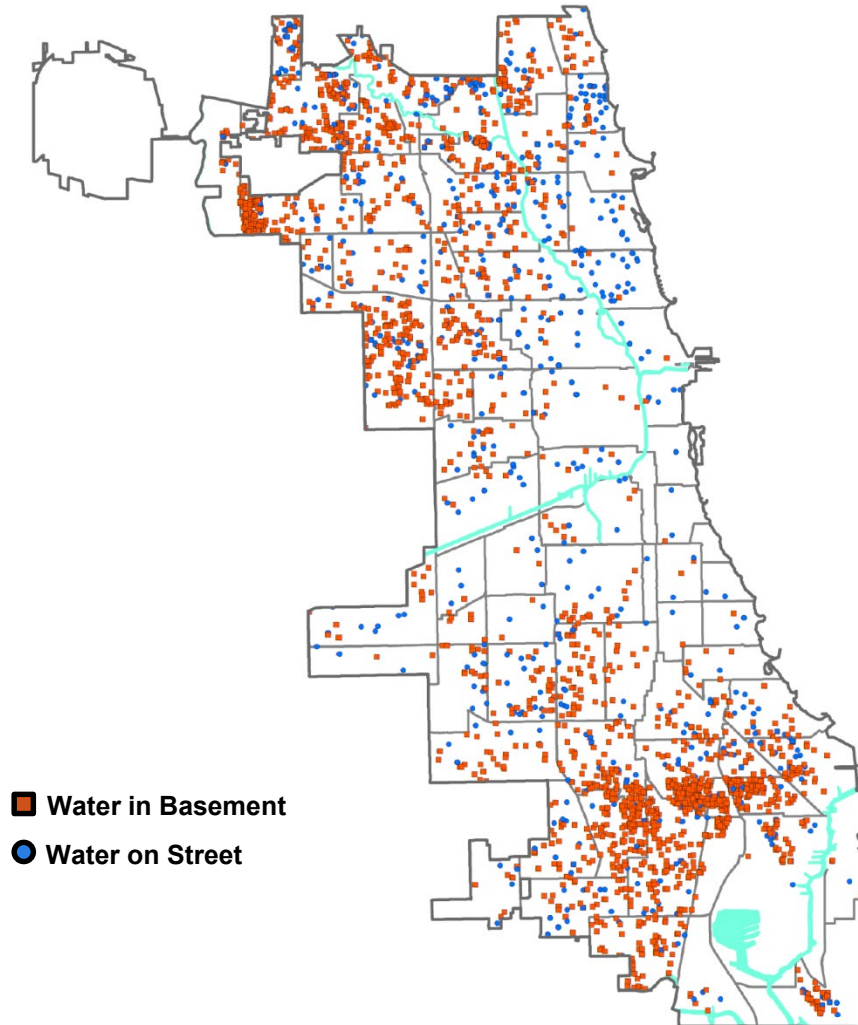
**Housing costs more than 30% of household income*



Note: Locations are Metropolitan Statistical Areas

Chicagoans are vulnerable to flooding events...

311 Calls for Flooding – April 17-18, 2013



A major rain event,
like one in April
2013, can result in
over 2,000 calls for
reporting flooding.

...and electric outages.

86% of outages are
unplanned and last an
average of **2 hours**

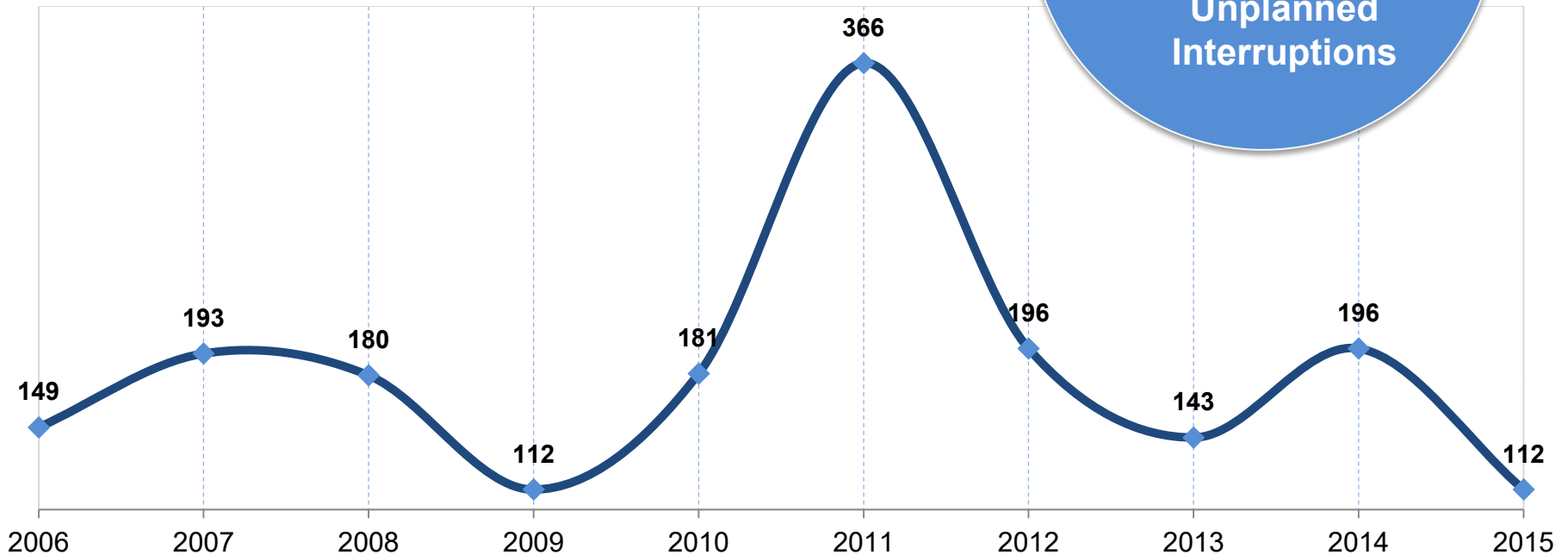
Planned
Interruptions

906

5,530

Unplanned
Interruptions

Average Duration of Interruption (minutes)

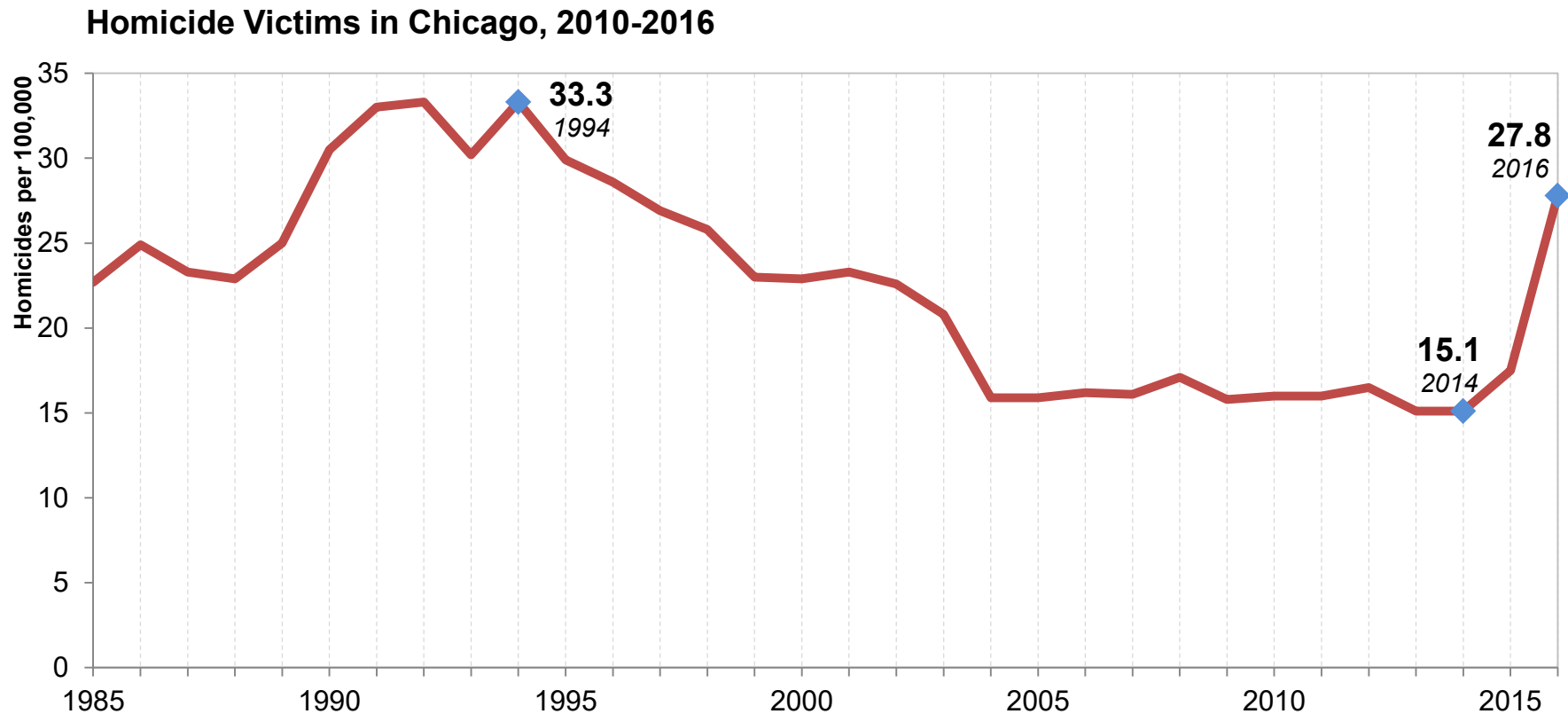


Credit: Illinois Commerce Commission Utilities Annual Report 2016; ComEd

**Data includes reportable storm outages*

Too many Chicagoans are victims of gun violence.

The number of homicides spiked after a period where the rate had been half of that of the 1990s

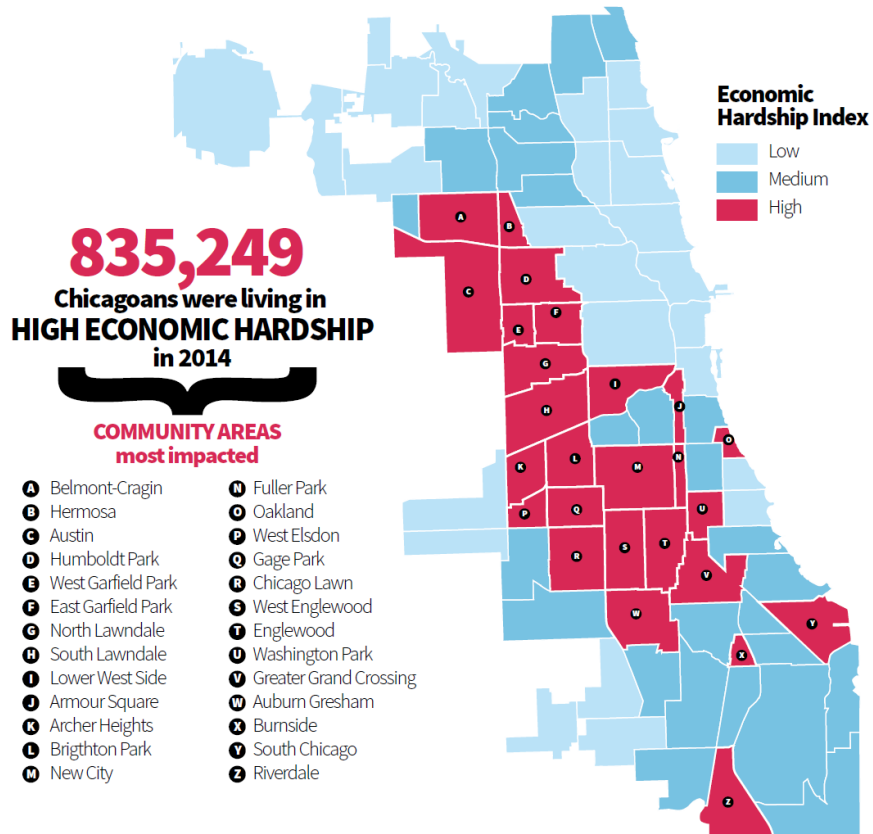


Credit: University of Chicago Crime Lab analysis of data from Chicago Police Department, the Federal Bureau of Investigation, and the Uniform Crime Reports

**...especially in disconnected
communities with a
disproportionate share of
hardships.**

The greatest disparities across key indicators consistently exist in the same West and South Side communities.

Economic Hardship Index



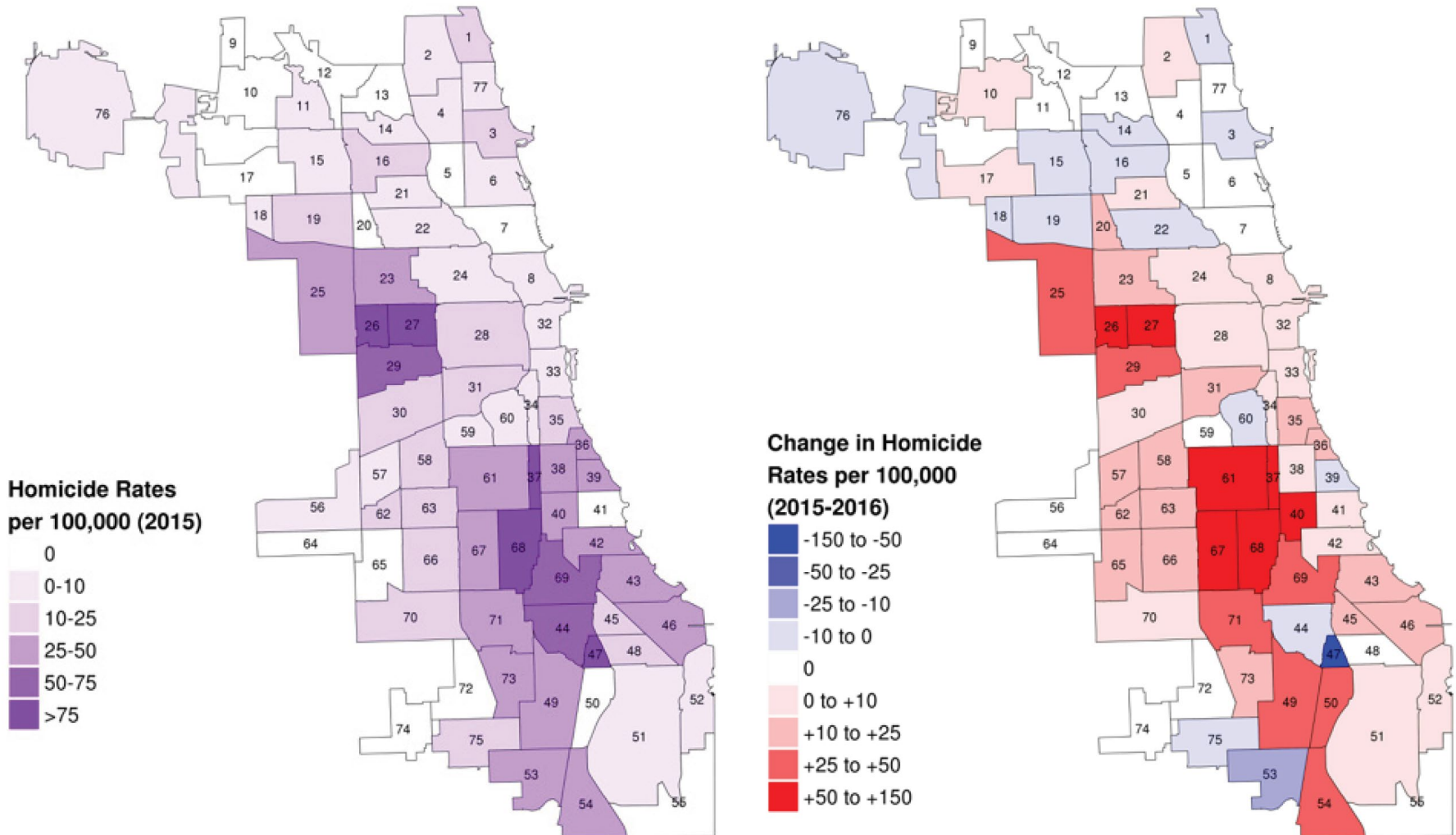
Economic Hardship Index:

1. Unemployment
2. Crowded Housing
3. Poverty
4. Education Attainment
5. Dependents
6. Per Capita Income

Credit: Chicago Department of Public Health, “Healthy Chicago 2.0” using data from U.S. Census ACS 2014 Estimates, diversitydatakids.org, and Kirwan Institute.

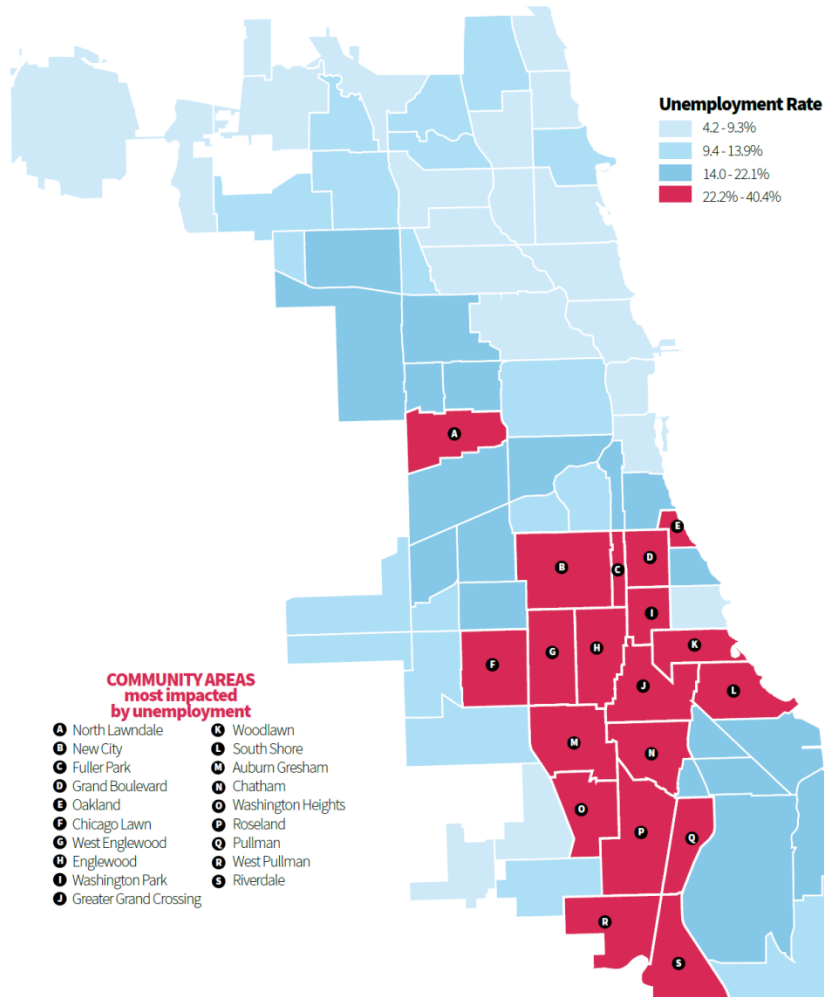
Including disparities in homicides...

Homicide Rates in Chicago Community Areas, 2015-2016



...unemployment....

Unemployment Rate

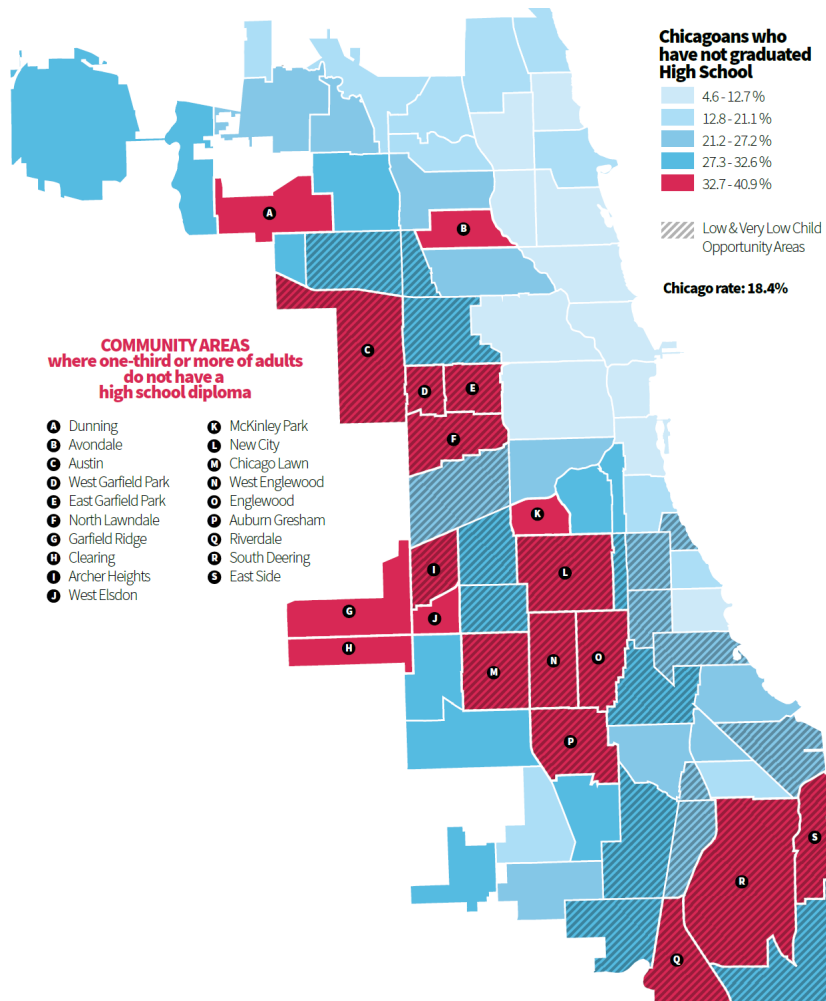


African Americans are **2.6X** more likely to be unemployed than whites

Credit: Chicago Department of Public Health, “Healthy Chicago 2.0” using data from U.S. Census American Community Survey 2010-2014 Estimates

...educational attainment....

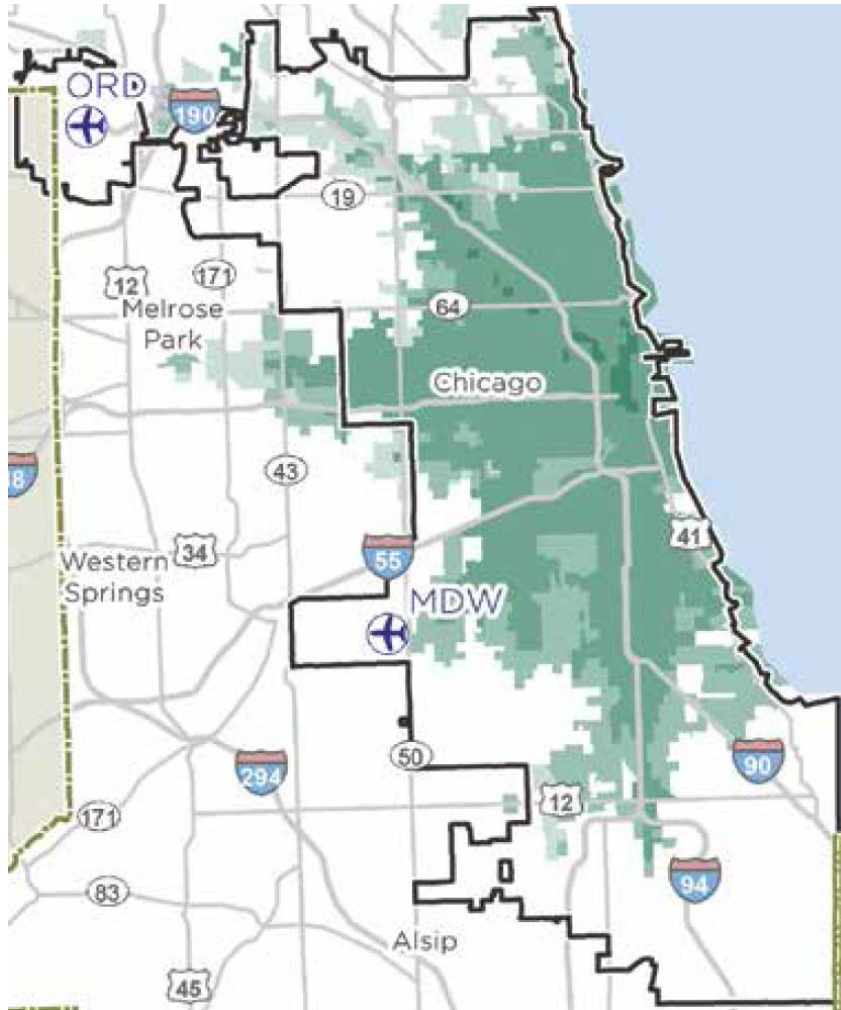
Chicagoans who have not graduated High School



Credit: Chicago Department of Public Health, “Healthy Chicago 2.0” using data from U.S. Census American Community Survey 2010-2014 Estimates

...and access to economic opportunity.

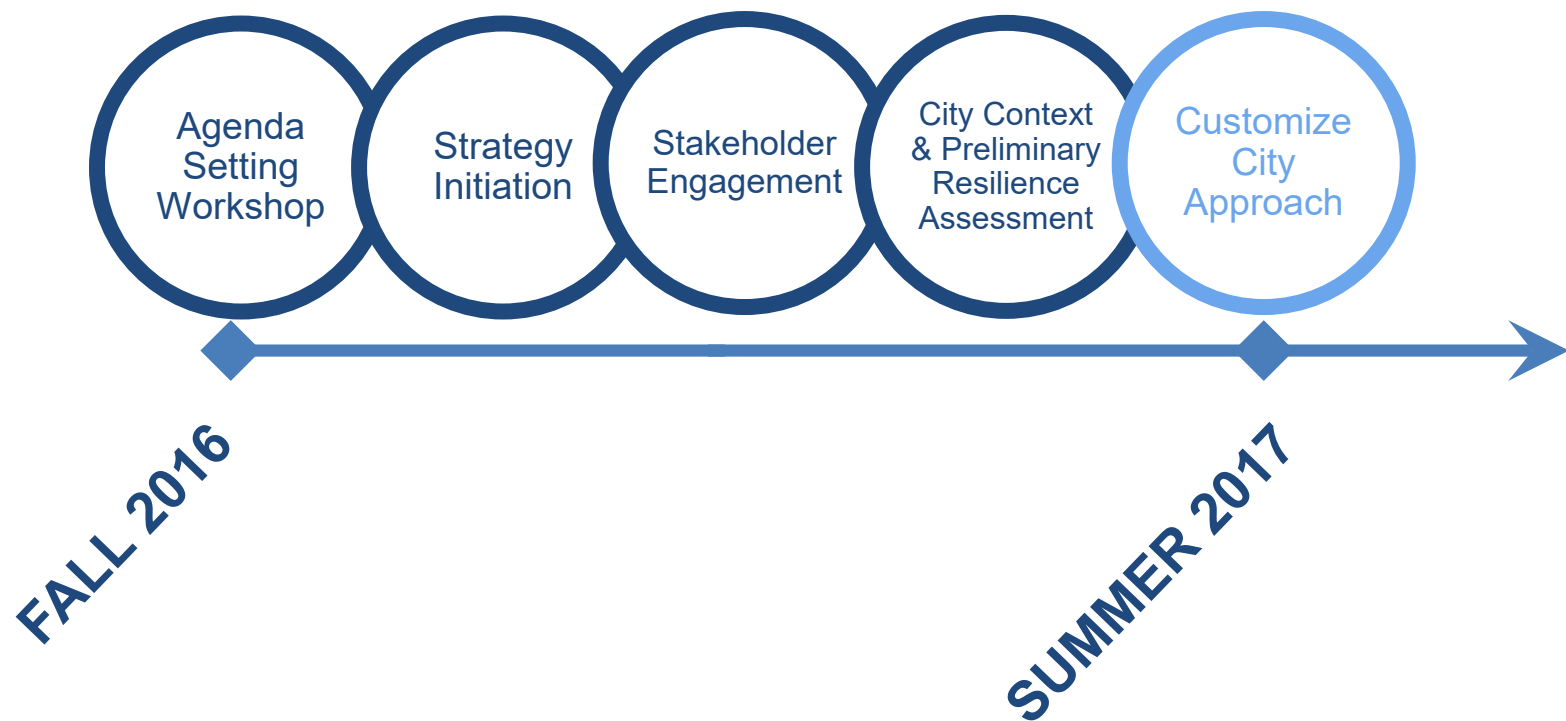
Job accessibility by transit within 45 minutes of home at 8:00 am



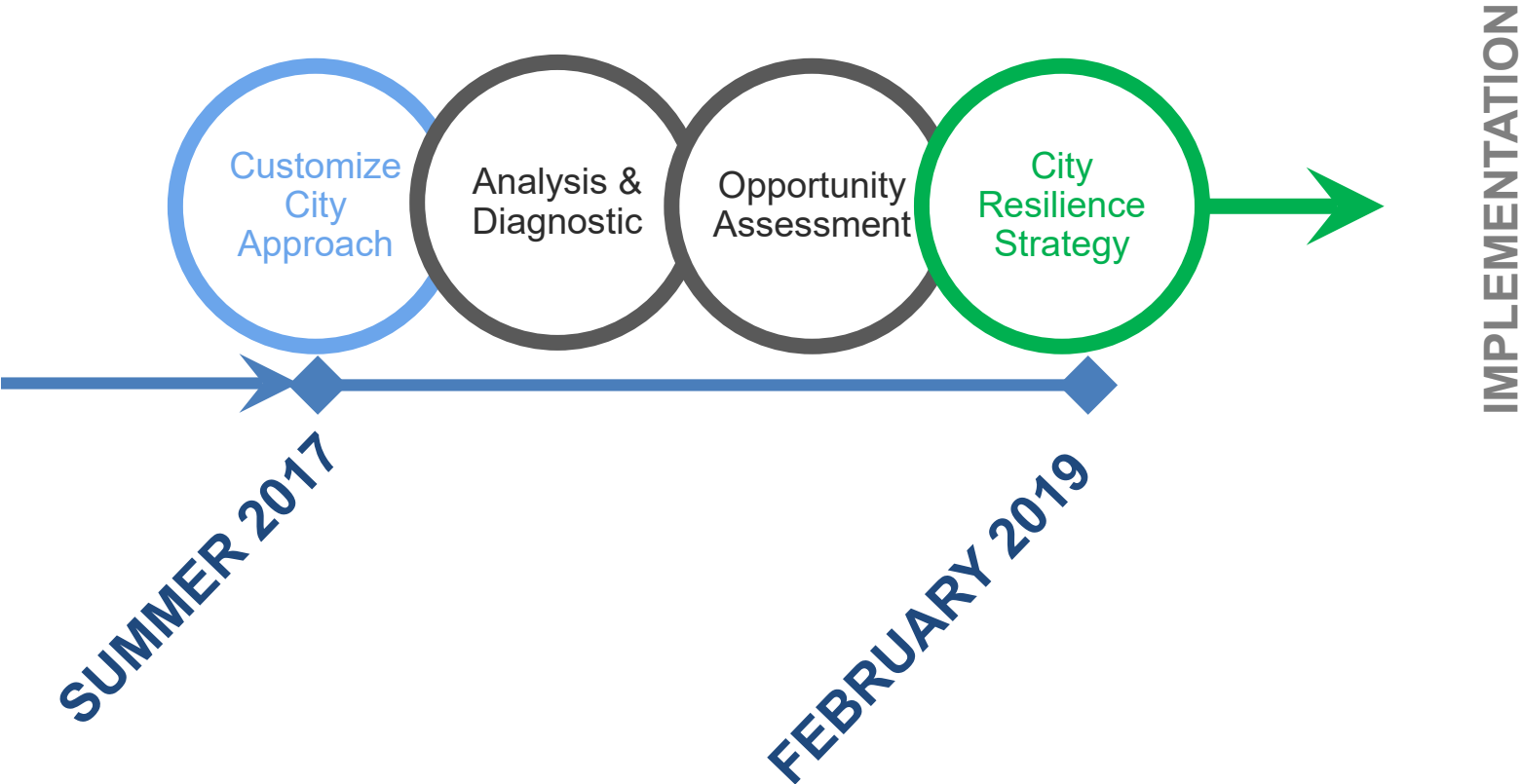
Credit: Cook County Long-Range Transportation Plan – data from University of Illinois-Chicago Metropolitan Chicago Accessibility Explorer and Longitudinal Employer-Household Dynamics

**Through this process, we
have engaged a large
and diverse group of
stakeholders to better
understand threats and
opportunities and identify
specific actions to take.**

Resilience Strategy Creation Process



Resilience Strategy Creation Process



STEP 1: Understand Chicago

Identify Chicago's strengths, it's biggest threats, and it's leading challenges through...

1

Agenda-Setting Workshop

100 Civic & Community Leaders

2

Online Surveys

2,500 Recipients & 450+ Responses

3

Meetings, Workshops, & Panels

675+ People
130+ Agencies & Organizations

4

Research

Open Data Portal
National Data Resources



Strengths/Assets

- Abundant Fresh Water
- Diversified Economy
- Transportation Infrastructure
- Educated Population
- Comparatively Low Cost of Living
- Ensure Continuity of Critical Services
- Provide and Enhances Natural and Manmade Assets
- Provide Reliable Communication and Mobility

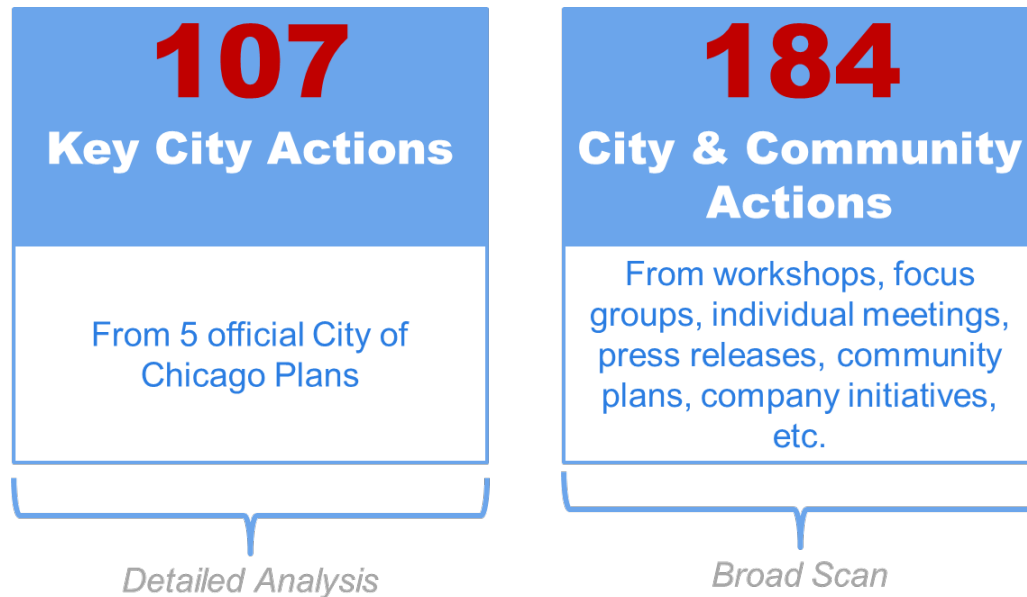


Weaknesses/Threats

Disconnected Neighborhoods
Storms
Economic Crash
Flooding
Infrastructure Failure
Violence
Access to Quality Education
Income & Employment Inequality
Racism
Ensure Social Stability, Security & Justice
Support Livelihoods & Employment
Promote Cohesive, Engaged Communities

STEP 2: Understand Existing Efforts

Understand what the City and its partners have been doing to improve resilience, and to connect these efforts to gaps that *Resilience Strategy* could fill



*The City and its partners are already putting a lot of effort into addressing challenges relating to **education** (Cradle-to-Career Strategy), **health** (Healthy Chicago 2.0), **jobs** (Chicago-Cook Workforce Partnership), and **crime/violence** (Public Safety Strategy).*

STEP 3: Synthesize

Four key challenges emerged as Chicago's most pressing resilience challenges that the *Resilience Strategy* can help address:

- 1. Reducing disparities within Chicago's neighborhoods** through a focus on reconnecting vulnerable populations and disinvested neighborhoods to opportunity
- 2. Addressing the root causes of crime and violence** through improving connections to economic opportunity and complementing ongoing police reform efforts
- 3. Ensuring the provision of critical infrastructure** specifically for vulnerable populations
- 4. Promoting engaged, prepared, and cohesive communities** through improved connection between the City and residents

**Our resilience strategy
will create a more
connected Chicago.**

A resilient Chicago is a city where residents, neighborhoods, institutions, and government agencies are successfully connected to each other in the pursuit of economic opportunity, safety, equity, and sustainability.



A more connected Chicago is a city with:



**Residents
connected
to opportunity**



**Neighbors
connected to
each other**



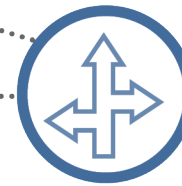
**Communities
connected to
other
communities**



**Government
connected to
residents**



**City
government
connected and
collaborating**



**Regional
governments
connected &
working
together**



**Healthy
communities
connected to
nature**

Our strategy focuses on three specific pillars...



Strong Neighborhoods

How do we ensure every resident in every neighborhood has the access and opportunity to participate in the economic future of Chicago?



Robust Infrastructure

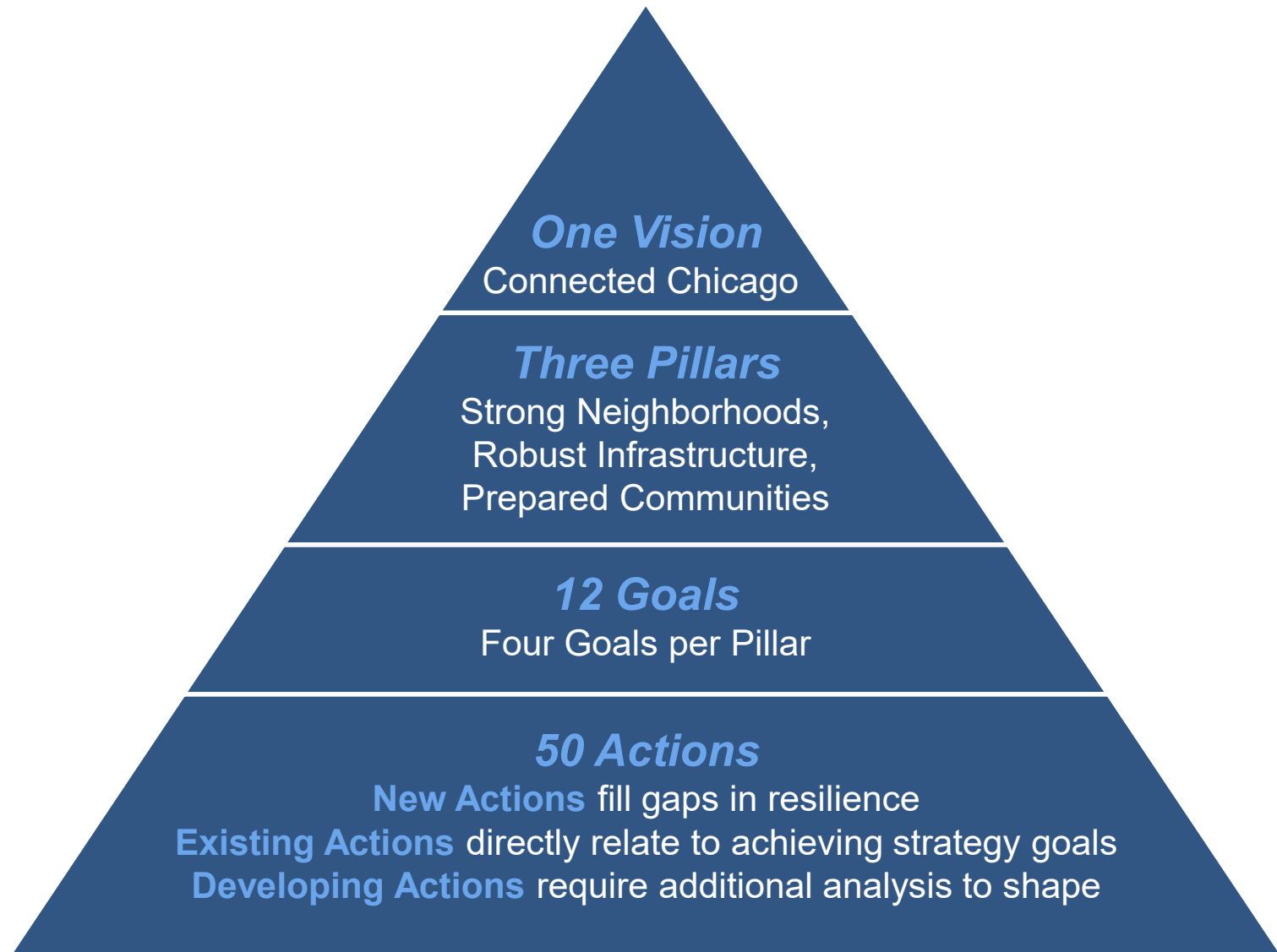
How can we connect City infrastructure investments to strategies that create economic opportunity for all Chicagoans and enhance vulnerable communities?



Prepared Communities

How do we ensure that Chicagoans are engaged and informed so that they are prepared for all threats they face now and in the future?

...12 Goals, and 50 Actions



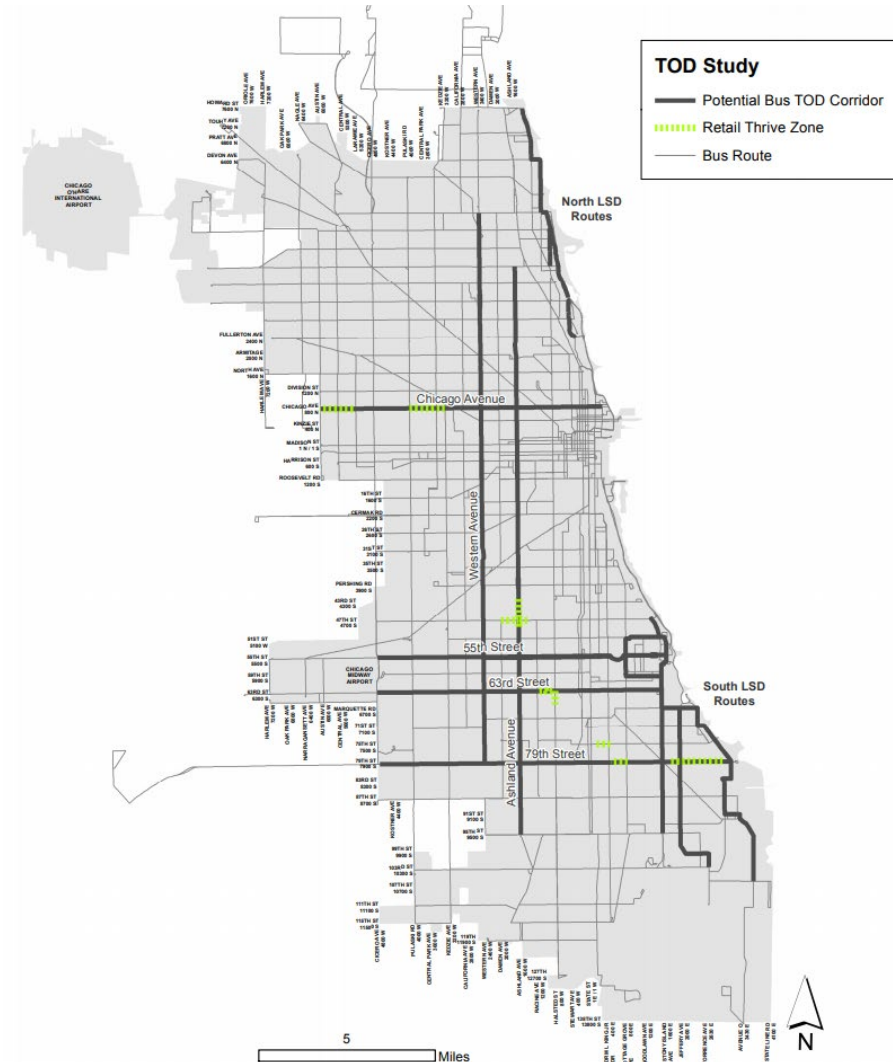
Pillar 1: Strong Neighborhoods

Goals:

- 1. Coordinate city investments and actions to maximize and empower neighborhood development**
- 2. Increase jobs and investment leveraged through community action in communities with historic underinvestment**
- 3. Create a City-community partnership process to renew and build community trust and social cohesion**
- 4. Ensure the protection and enhancement of basic needs for Chicagoans**

Action 1: Expanding Transit-Oriented Development to High Frequency, High Ridership Bus Routes

- While the bulk of Chicago's TOD policies have focused on rail, the city has a number of bus routes with ridership that meets or exceeds that of its busiest rail lines.
- In 2019, Chicago will be the first in the nation to expand its TOD policy to include high ridership, high frequency bus routes – encouraging affordability, connecting neighborhoods, and promoting equitable economic development.



Goals and Desired Outcomes

- 1. Expand the benefits of TOD across diverse Chicago neighborhoods**
- 2. Promote new and equitable development (housing, commercial, retail, mixed-use, etc.)**
- 3. Improve connections between workforce opportunities and areas with high unemployment**
- 4. Support local affordability and community ownership**
- 5. Enhance existing transit services**
- 6. Increase ridership**

Resilience & Equity

- As part of this initiative, the City is committing to a year-long study to assess past TOD outcomes, generate policy recommendations for future TOD, and ultimately, identify high-opportunity areas for equitable development.
- Promoting TOD along bus routes is an adaptable solution that serves to redistribute the social, economic, and physical benefits of development to a broader area of Chicago.
- The policy directly aligns with solutions for combating climate change, generating inclusive economic growth, promoting connected communities, and creating a more resilient Chicago.

TOD policy encourages development near Chicago's transit assets, encouraging lower carbon transportation choices and supporting a diversity of affordable housing options.

Key Stakeholders

Leads: Chicago Department of Planning and Development, Chicago Mayor's Office Policy Team, Developers

Approvers: Department of Planning and Development, Mayor's Office, Community Stakeholders, City Council

Internal Partners: Chicago Department of Transportation, Chicago Transportation Authority

Community Partners: Elevated Chicago, Garfield Park Community Council, Logan Square Neighborhood Association, Active Transportation Alliance, Sunshine Enterprises, Metropolitan Planning Council, Center for Neighborhood Technology, Chicago Community Trust,

Direct Beneficiaries: Residents, Community Organizations, Local Businesses, Developers

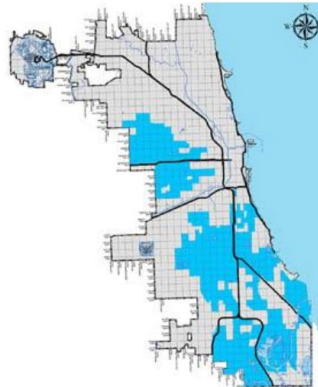
Funding Resources and Commitments

- The City's 2019 Budget earmarks **\$5 million** for infrastructure improvements along bus TOD corridors.
- Transit oriented development policy provides financial relief for developers, allowing for additional density and an up to 100% reduction of required parking for new developments within a ¼ mile radius of transit stations.
- We are working to secure funding for our **Equitable Transit Oriented Development Policy Plan**, and are preparing to submit a *Partners for Places* grant application.
- The bus route TOD initiative overlaps with numerous other investments in promoting equitable economic development. To determine the pilot bus routes, we looked at an overlay of high-ridership lines with other incentive layers, including:
 - Affordable housing locations
 - Availability of City incentive programs
 - Neighborhood Opportunity Fund areas
 - Retail Thrive Zones
 - And more

Action 2: Neighborhood Opportunity Fund



FROM DOWNTOWN...



...TO NEIGHBORHOODS

Eligible Expenses (examples):

- HVAC, plumbing, electrical
- Carpentry and framing
- Roofing and façade repair
- New construction, others

Over **800 applications** received and
90 businesses selected to date

Pillar 2: Robust Infrastructure

Goals:

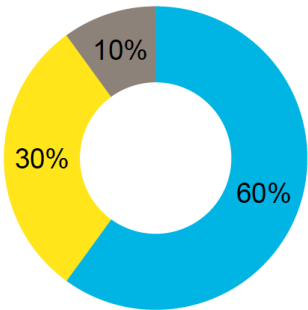
1. **Improve infrastructure planning to ensure that investments are more strategic, proactive, and coordinated**
2. **Increase investment in green infrastructure to reduce flood risk and create more sustainable neighborhoods**
3. **Improve transportation connections between workforce opportunities and areas with high unemployment**
4. **Reduce citywide greenhouse gas emissions through city renewable energy generation, energy efficiency, and mobility**

Action 3: Green Infrastructure Investments

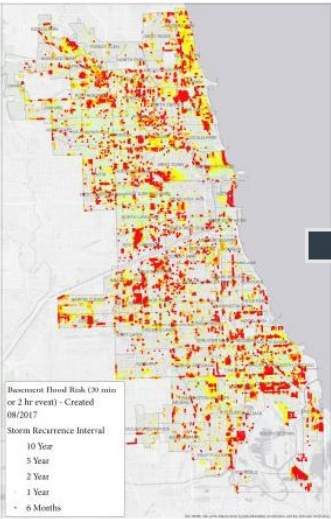
Target areas:

Generated aggregate scoring layer based on the weighted values, yielding 18 target areas

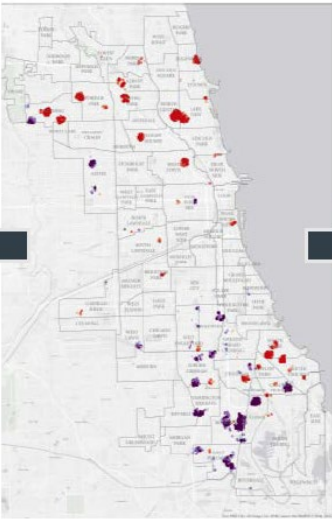
Weighted Value



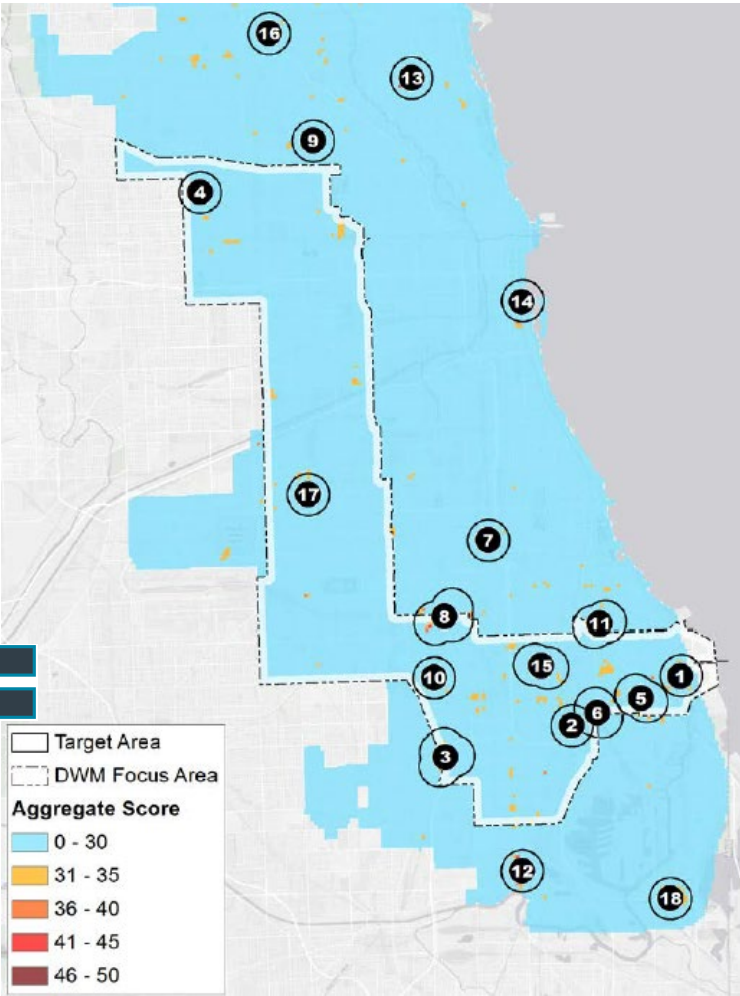
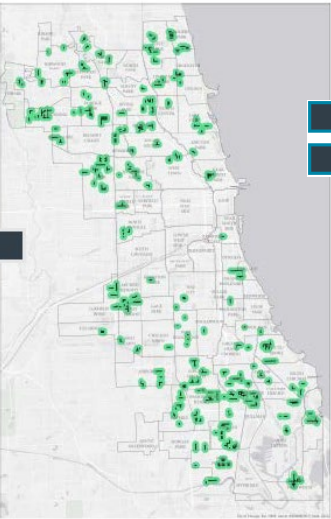
Basement Flood Risk



311 Call Data Hot Spots

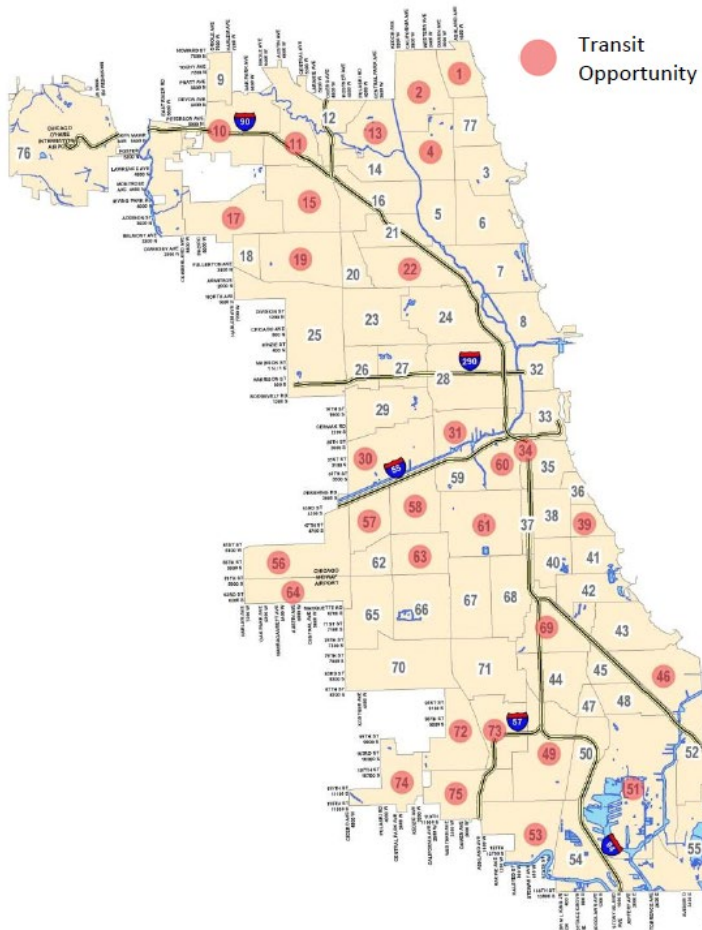


Proximity to DWM CIP



Action 4: Mobility + Workforce Pilot

Identifying transit, mobility and workforce opportunities:



Criteria	Measure	Scoring Threshold	Scoring Weight
Employment	Number of jobs per acre *	The community with the lowest number of jobs per acre receives the high possible point total.	20
Unemployment	Percent Unemployed	The community with the highest unemployment rate receives the high possible point total.	20
Environmental Justice (EJ)	Population Percentage by Race/Ethnicity	The community with the highest EJ rate receives the high possible point total.	20
Income	Per Capita Income	The community with the lowest per capita income receives the high possible point total.	20
Access to Educational and Workforce Development Opportunities	Number of Job Training Centers / City Colleges #	The community with the lowest number of job training centers and City Colleges within a one-mile buffer from the center of the respective community receives the high possible point total.	20

Community workshops to be held in Washington Heights and Gage Park communities

Pillar 3: Prepared Communities

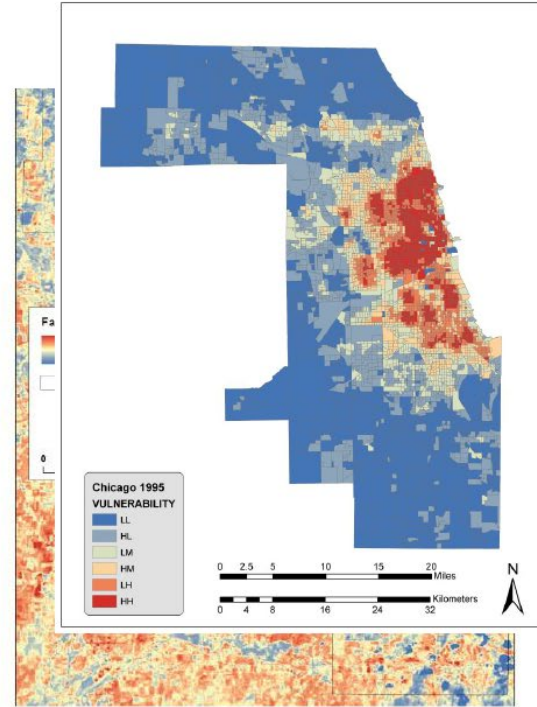
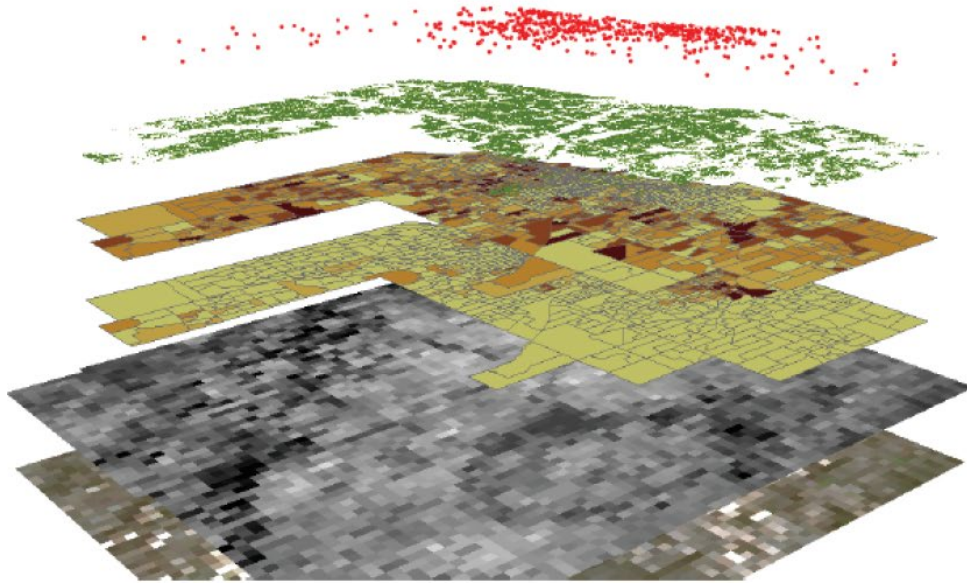
Goals:

1. **Strengthen communications to create informed and engaged Chicagoans**
2. **Reduce vulnerabilities to extreme weather events for disconnected Chicagoans**
3. **Increase personal resilience of city first responders**

Action 5: Urban Heat Response Pilot

Developing an Extreme Heat Vulnerability Index

INTEGRATING DATASETS



- Use extreme heat event data to drive response and planning
- Leverage data sources to improve service to vulnerable populations
- Extend capability to include predictive analytics for extreme snow, ice and rain events

Action 6: Increasing First Responder Resilience



Next Steps

1. Implementing *Resilient Chicago*

- Strategy can be found at resilient.chicago.gov
- “Owners” and “Partners”
- Existing and new commitments

2. Institutionalizing *Resilient Chicago*

- Mayoral transition
- Structural / governance recommendations
- Role of Steering Committee members

RESILIENT CHICAGO **STEERING COMMITTEE**

ACCION

Brad McConnell

**AMERICAN RED CROSS OF CHICAGO
& NORTHERN ILLINOIS**

Celena Roldan, Adam Runkle

CHICAGO BUILDING TRADES

Ralph Affrunti

CHICAGO COMMUNITY TRUST

Dr. Helene Gayle, Michael Davidson

CHICAGO FEDERATION OF LABOR

Bob Reiter

CHICAGOLAND CHAMBER OF COMMERCE

Jack Lavin, Danielle Stanley

**CHICAGO METROPOLITAN AGENCY
FOR PLANNING**

Joseph Szabo, Kristin Ihnchak, Nora Beck

**CHICAGO POLICE CRIME PREVENTION AND
INFORMATION CENTER**

Steve Caluris, Patrick Quinn

CHICAGO TRANSIT AUTHORITY

Dorval Carter

CITY TECH COLLABORATIVE

Brenna Berman, Alex Frank, Jamie Ponce

COMMONWEALTH EDISON

Anne Pramaggiore, Fidel Marquez, Angel Perez

**DEPARTMENT OF CULTURAL AFFAIRS AND
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SUPPORT SERVICES**

Lisa Morrison Butler

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David Reifman, Kathleen Dickhut,
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Dr. Julie Morita, Megan Cunningham

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Rebekah Scheinfeld, Kevin O'Malley

DEPARTMENT OF WATER MANAGEMENT

Randy Conner

ERIKSON INSTITUTE

Cristina Pacione-Zayas

**GREATER AUBURN GRESHAM
DEVELOPMENT CORPORATION**

Carlos Nelson

**GREATER SOUTHWEST
DEVELOPMENT CORPORATION**

Ghian Foreman

HEARTLAND ALLIANCE

Evelyn Diaz

ILLINOIS SIERRA CLUB

Jack Darin

JOYCE FOUNDATION

Ellen Alberding, Elizabeth Cisar

LATINOS PROGRESANDO

Luis Gutierrez

MACARTHUR FOUNDATION

Julia Stasch, Mijo Vodopic

MAYOR'S OFFICE

Robert Rivkin

**MAYOR'S OFFICE FOR PEOPLE
WITH DISABILITIES**

Karen Tamley, Laurie Dittman

METROPOLITAN PLANNING COUNCIL

Marisa Novara, Josh Ellis, Sarah Cardona

**OFFICE OF EMERGENCY MANAGEMENT
& COMMUNICATION**

Alicia Tate-Nadeau, Richard Guidice, Anna
Statham

PEOPLES GAS AND NORTH SHORE GAS

Charles Matthews, Eva-Dina Delgado

SEWERSIDE LABS

Shaina Doar

SOUTHWEST ORGANIZING PROJECT

Jeff Bartow, Chris Brown

UNIVERSITY OF CHICAGO

Theaster Gates

VILLITA COMMUNITY CHURCH

Pastor Vic Rodriguez

WORLD BUSINESS CHICAGO

Andrea Zopp, Tiffany Hamel-Johnson

YWCA OF METROPOLITAN CHICAGO

Dorri McWhorter

Thank you



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Appendix

RESILIENT **CHICAGO**



A Plan for Inclusive Growth and a Connected City



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CITIES

Resilience **Icons**



Residents
connected
to opportunity



Neighbors
connected to
each other



Communities
connected to
other communities



Government
connected to
residents



Regional
governments
connected &
working together



Healthy
communities
connected to
nature



City
government
connected and
collaborating

Example Actions



ACTION 25

Complete the Red Line Extension (RLE) to 130th Street



OWNER

CTA

PARTNERS

City of Chicago, Chicago Metropolitan Agency for Planning (CMAP)

TIMELINE

>5 years

LINK TO VISION



- Residents connected to opportunity
- Neighbors connected to each other
- Communities connected to other communities
- Government connected to residents

DESCRIPTION

The Red Line is the backbone of the CTA rail system and carries 30 percent of all rail riders. The Red Line Extension (RLE) will extend the southern portion of the line by 5.3 miles, from the existing terminal at 95th Street/Dan Ryan to 130th Street, and create four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. These investments will address the needs of far South Side residents that have historically been isolated from viable transportation options.

Prior to the proposed RLE, for the period 2005 to 2010, commute times to jobs were 24 percent longer for residents within the project area compared to other residents in the seven-county region, an extra seven minutes each way. The RLE will shorten commutes, provide multimodal connections, and improve mobility and accessibility for transit-dependent populations.

As a core component of CTA's Red Ahead Program, the RLE will foster economic development and enable far South Side residents to use transit to better connect to major activity centers, affordable housing options (e.g. the Altgeld Gardens public housing project), educational opportunities, and employment centers across the city.

CTA's Red Ahead Program is a comprehensive initiative to maintain, modernize, and expand the Red Line. The program includes the proposed RLE, ongoing 95th Street/Dan Ryan Station and Terminal Improvement, and completed Red Line South Reconstruction, the lattermost of which generated a 10.2-mile stretch of completely rebuilt tracks, 20-minute faster commute times for riders traveling between 95th Street/Dan Ryan and downtown, and other capital improvements. The project also made an additional 41,662 jobs accessible to residents – by trimming associated commute times to under 45 minutes – and created more than 1,500 jobs.

NEXT STEP

Prepare a final Environmental Impact Statement (EIS) and conduct preliminary engineering surrounding the proposed RLE. ■

POTENTIAL KEY INDICATORS

- ① Increase in ridership levels and connections made at new stations
- ② Reduction in commute times for residents in or near project area
- ③ Increase in job accessibility for residents in or near project area
- ④ Number of project-related jobs created
- ⑤ Dollar value of economic investment around new stations

EQUITY IMPACTS

Transit-underserved residents in far South Side communities, including Roseland, Washington Heights, Pullman, West Pullman, Riverdale, and other communities near the project area.

