What happens when we turn on the Power and Equity moves like electricity through our homes, streets, neighborhoods and cities?

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Racial Equity and Mobility Justice Prescriptions for the City of Chicago’s 2020 Scooter Pilot

INTRODUCTION

We call on City of Chicago Mayor Lori Lightfoot and Chicago Department of Transportation Commissioner Gia Biagi to establish the city’s 2020 scooter pilot in a manner which operationalizes racial equity and mobility justice frameworks, while removing racialized transportation inequities and improving transportation and life outcomes for Black and Brown people in our city, ensuring increased full, unfettered, citywide mobility for the racialized groups who need mobility the most in Chicago.

This document serves as a prescription for the city’s 2020 scooter pilot, providing a comprehensive series of policy, investment, and operations recommendations in order to structure a racially equitable and just scooter pilot for the City of Chicago.

POLICY PRESCRIPTIONS

The Equiticity Racial Equity Statement of Principle Framework

The City of Chicago and the Chicago Department of Transportation formally adopt and operationalize The Equiticity Racial Equity Statement of Principle.

The Untokening 1.0 - Principles of Mobility Justice Framework

The City of Chicago and the Chicago Department of Transportation formally adopt and operationalize The Untokening 1.0 - Principles of Mobility Justice.
The BlackSpace Manifesto Framework

The City of Chicago and the Chicago Department of Transportation formally adopt and operationalize The BlackSpace Manifesto.

Racialized Transportation Inequities Analysis

The City of Chicago and the Chicago Department of Transportation conduct a thorough, comprehensive analysis of racialized transportation inequities in Chicago, including a comparative analysis by race, income, and neighborhood.

Fair and Just Distribution of Resources

The City of Chicago and the Chicago Department of Transportation establish a formal policy directing the fair and just distribution of resources, informed by the City’s racialized transportation inequities analysis, and hyper-targeting these resources to remove the racialized inequities uncovered in the analysis.

Removal of Racialized Inequities / Achievement of Racially Equitable Outcomes

The City of Chicago, the Chicago Department of Transportation, and the scooter systems all establish racially equitable outcomes for the scooter pilot, and develop a comprehensive plan to both remove racialized inequities and achieve these racialized outcomes. The outcomes include, though are not limited to, wider geographic deployment, increased access to scooters, increased ridership, increased LMI-focused membership program enrollment, increased car replacement trips, greater employment opportunities, improved access to economic development opportunities, improved health, increased geographic mobility, and increased social mobility.

Accountability and Data Transparency

The City of Chicago, the Chicago Department of Transportation, and the scooter systems all establish a public accountability and data transparency model, explicitly designed to ensure a public commitment to operationalizing racial equity and mobility justice, executing a racialized transportation inequities analysis, implementing a fair and just distribution of resources model, and creating a plan to both remove racialized inequities and achieve racially equitable outcomes. The accountability model includes, though is not limited to, a compensated community council with full oversight of the scooter pilot, publicly and regularly available anonymized scooter data, formal mechanisms to adjust the pilot when inequities are not removed and outcomes are not achieved.

Racialized Enforcement Inequities

Given the inextricable link between mobility and enforcement, formally and publicly end the ongoing racial inequities at the Chicago Police Department and remove enforcement from Vision Zero Chicago and all street safety frameworks, ensuring Black and Brown people are exercising our human right to
mobility free of structural violence, police violence, over-policing, and racial profiling. Public acknowledgement of the explicit removal of police enforcement as a strategy within Vision Zero Chicago and other safe streets frameworks is necessary due to the risks of increased police traffic stops in our neighborhoods further criminalizing our communities and the potential abuse or worse that comes with this further criminalization of Black and Brown people at the hands of the Chicago Police Department. Further, publicly acknowledge the root cause of traffic violence in Black and Brown neighborhoods is structural racism and sustained disinvestment.

Increasing Affordable Housing / Arresting Gentrification and Displacement

Given the potential for increased mobility in Black and Brown neighborhoods to accelerate gentrification and displacement, establish an aggressive, comprehensive, full-throated affordable housing policy framework, as well as pass resourced legislation, to increase affordable housing units and to arrest gentrification and displacement, supported with City of Chicago budget line item dollars.

INVESTMENT PRESCRIPTIONS

Reinvestment of Scooter Pilot Revenue

The City of Chicago and the Chicago Department of Transportation publicly commit to reinvesting sixty six percent of the City’s scooter pilot revenue in Black and Brown neighborhoods, in a manner which is explicitly designed to remove racialized inequities and achieve racialized outcomes.

Equitable Community Engagement

The City of Chicago, the Chicago Department of Transportation, and the scooter systems all invest in the establishment of an equitable community engagement plan, in which community based organizations, small businesses, and neighborhood influencers are compensated for their time, efforts, and expertise. The equitable community engagement plan includes, though is not limited to, community-based education and safety events, community-informed traffic violence reduction strategies, and neighborhood rides and tours, all hosted in full partnership with community based organizations, small businesses, and neighborhood influencers.

Safe Streets Infrastructure

The City of Chicago and the Chicago Department of Transportation create and invest equitably in a comprehensive, connected network of barrier-protected bicycle/scooter lanes in Black and Brown neighborhoods and throughout Chicago, reflecting in their design our needs, concerns, history, and culture. Publicly acknowledge the necessity of a massive commitment to investing in new, improved, creative, and innovative infrastructure in order to improve street safety for pedestrians, cyclists, scooter riders, transit users, and drivers.
Safe Streets Coalition

The City of Chicago, the Chicago Department of Transportation, and the scooter systems all invest in the establishment of a community-led safe streets coalition of community based organizations, neighborhood stakeholders, and both shared mobility and micromobility companies operating in Chicago, purposed with developing a comprehensive, cultural, creative “safe streets” marketing campaign focused on changing the dangerous behaviors of drivers, cyclists, scooter-riders, and pedestrians.

Community and Mobility Programming

The City of Chicago, the Chicago Department of Transportation, and the scooter systems all invest in community and mobility programming in Black and Brown neighborhoods, explicitly designed to both shift the perception of cycling and micromobility, as well as help people re-imagine our streets, parks, and spaces as vehicles to improve mobility, place, community, socialization, health, safety, security, and economic development.

OPERATIONS PRESCRIPTIONS

Racial Equity Performance Metrics

The City of Chicago and the Chicago Department of Transportation establish clear racial equity performance metrics the scooter systems are required to achieve. The racial equity performance metrics will include, though is not limited to, wider geographic deployment, increased physical access to scooters, increased community engagement events, increased LMI-focused membership program enrollment, and increased neighborhood programming. These equity performance metrics will be predetermined and made publicly available. Scooter systems will be incentivized to achieve these performance metrics. In turn, scooter systems will also be discouraged from not achieving these performance metrics. Incentives may include an increased number of scooters allowed on the street and/or lower fees. Discouragement strategies may include a reduced number of scooters allowed on the street and/or higher fees.

Geographic Deployment / Increased Physical Access to Scooters

The scooter systems are required to equitably deploy scooters throughout their market geography, in a manner which results in increased physical access to scooters for all residents in Black and Brown neighborhoods and achieving this metric as one of the City’s predetermined racial equity performance metrics.
Increased Equitable Community Engagement Events and Neighborhood Programming

The scooter systems are required to execute increased equitable community engagement events and neighborhood programming, hosted in full partnership with community based organizations, small businesses, and neighborhood influencers, resulting in positively shifting perceptions and achieving this metric as one of the City’s predetermined racial equity performance metrics. The scooter systems are required to execute an equitable community engagement plan, in which community based organizations, small businesses, and neighborhood influencers are compensated for their time, efforts, and expertise.

Increased LMI-Focused Membership Program Enrollment

The scooter systems are required to design and execute their LMI-focused membership programs in a manner which increases Black and Brown membership and results in achieving this metric as one of the City’s predetermined racial equity performance metrics.

Safe Streets Coalition

The scooter systems are required to participate in a community-led safe streets coalition of community based organizations, neighborhood stakeholders, and both shared mobility and micromobility companies operating in Chicago, purposed with developing a comprehensive, cultural, creative “safe streets” marketing campaign focused on changing the dangerous behaviors of drivers, cyclists, scooter-riders, and pedestrians. The marketing campaign will be required to increase positive perceptions of shared mobility and micromobility, as well as decrease dangerous traffic behaviors.

VISION

Today, we are on the brink of a transportation revolution in our society. This new revolution is ignited by growing urban centers, arrival of scooters and e-bikes, increased interest in cycling, a new influx of dockless e-bikeshare, inevitability of shared electric bikes, micromobility, shared mobility, ride hailing, autonomous vehicles, and other emerging transportation technologies.

The immense mobility needs in our neighborhoods are the result of structural racism, as well as systematic, significant, and sustained disinvestment. There exists a clear and direct correlation between geographic mobility and social mobility. Mobility is a human right which has not been enjoyed at a racially equitable rate by Black and Brown residents here in Chicago.

For these reasons and more, we fully support the Mayor’s and CDOT Commissioner’s 2020 scooter pilot, executed in a manner which operationalizes racial equity and mobility justice frameworks, while removing racialized transportation inequities and improving transportation and life outcomes for Black
and Brown people in our city, ensuring increased, full, unfettered, citywide mobility for the racialized groups who need mobility the most in Chicago.

Signed:

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