To: Candidates for City Council in the City of Chicago  

From: W. Robert Schultz III, Campaign Organizer, Active Transportation NOW  

Re: 2019 Aldermanic Candidate Questionnaire on Transportation  

Active Transportation NOW is a non-profit organization working in metropolitan Chicago to promote better biking, walking and transit. As a 501 (c)(4), our mission is to educate voters and candidates about transportation issues.  

We encourage you to complete the following questionnaire on transportation policy and funding in the City of Chicago. We will share your answers on activetransnow.org alongside our organization’s policy positions.  

Active Transportation NOW does not officially endorse candidates for elected office.  

Please complete the attached questionnaire and email your responses to robert@activetransnow.org by Friday February 1st.  

If you have any questions, please contact W. Robert Schultz III at 312-216-0471. Thank you for your participation.  

Thank you.  

W. Robert Schultz, III, J.D.  
Campaign Organizer: Walk and Roll the Vote!  
Active Transportation Alliance  
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Chicago IL, 60601  
Office Direct Line: 312-216-0471  
Personal Mobile: 312-391-2449
2018 Chicago Aldermanic Candidate Questionnaire

Candidate Name: Michele Smith Ward: 43

1. We live in an era when more Chicagoans from the ages of 8 to 80 are choosing to walk, bike and ride public transit. How do you incorporate walking, biking and public transit into your everyday life? Do you, or a family member, routinely walk, bicycle or use transit for any of the trips listed below? If so, please circle.

<table>
<thead>
<tr>
<th>Walk:</th>
<th>Go to work</th>
<th>Bring child to school</th>
<th>Errands</th>
<th>Recreation</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike:</td>
<td>Go to work</td>
<td>Bring child to school</td>
<td>Errands</td>
<td>Recreation</td>
<td>Other</td>
</tr>
<tr>
<td>Transit:</td>
<td>Go to work</td>
<td>Bring child to school</td>
<td>Errands</td>
<td>Recreation</td>
<td>Other</td>
</tr>
</tbody>
</table>

Comments:

2. Currently there is no money in the Chicago Department of Transportation’s (CDOT) annual capital budget set aside specifically for biking and walking projects. Funding for street safety projects like better-lit crosswalks and curb protected bike lanes instead comes from a patchwork of local, state and federal sources, including aldermanic menu money. Do you support spending a fair share of city transportation dollars on a new, dedicated Bike Walk Fund of $20 million annually, with funding prioritized for the city’s highest-crash corridors on the South and West Sides?

- [ ] Yes X
- [ ] No

Comments:
3. For low-income families in Chicago, paying for transportation can leave little for food, housing, and other necessities. Residents of many Chicago communities must spend 10 percent or more of their income for a monthly Chicago Transit Authority (CTA) transit pass. In recent years Seattle, Denver, New York and other cities have established discounted transit fares for low-income riders. Do you support establishing a 50 percent discounted CTA, Metra and Pace transit fare for low-income residents at or below the federal poverty line (approximately $30,000 income annually for a family of 4)?

- Yes X
- No

Comments:
I would support discounts for low-income families. In addition to the direct benefit for people at or below the poverty line, I believe it will also give many people who are currently driving to work further incentive to use public transportation and reduce congestion.

4. Bus ridership in Chicago has declined by 21 percent since 2012 as buses increasingly get stuck in traffic on congested city streets. Chicago has only 4.1 miles of dedicated bus lanes, far less than San Francisco (27 miles), Seattle (34.8 miles), Los Angeles (35.4 miles), Miami (39.8 miles), and New York City (82.8 miles). Bus lanes have proven to boost bus speed and reliability with minimal impact on travel times for cars. Do you support developing and implementing a plan for establishing at least 50 miles of new transit priority streets with dedicated bus lanes and bus priority at traffic lights?

- Yes X
- No

Comments:
Bus lanes have led to increased efficiency and I would support a plan that would mirror the success increased bus lanes in New York.
5. Surveys show that many people don’t bike because they aren’t comfortable riding amid cars and trucks. Chicago has installed more than 140 miles of bike lanes since 2011 to create safer conditions, and that has contributed to tremendous growth in cycling while reducing crash rates for everyone - not just cyclists. That’s because bike lanes create more order on the street and calm traffic by minimizing speeding and weaving. Bike lanes lead to less conflict and more harmony. Still, most bike lanes in Chicago lack physical separation between people biking and moving car and truck traffic, and most streets lack any bike infrastructure. Do you support building at least 100 miles of new on-street bikeways over the next four years, including at least 50 miles of protected bike lanes?

☐ Yes X
☐ No

Comments:

6. By the end of 2020, 17 of the 27 miles of property along the Chicago River will have trail infrastructure, strengthening an already popular transportation and recreation corridor. But major trail gaps still exist along the river, especially on the South Branch. Do you support completing a nearly continuous Chicago River Trail system over the next four years on the North, Central and Southwest Sides – closing the gap from downtown to the North Branch Trail and extending on the South Side to city limits?

☐ Yes X
☐ No

Comments: Closing the gaps in the River Trail system should be a priority. By making the system contiguous it will further encourage people to use the corridor for recreation, but more importantly as a daily means of transportation, further reducing congestion on our streets.
7. Forcing people to own a car to get around is fundamentally unfair and unjust, and many transportation and development decisions contribute to inequity by increasing the burden on the city’s most vulnerable people. **Do you support developing a transportation and infrastructure equity plan for Chicago, based on input from a working group of community leaders, advocates, agency staff and elected officials?**

- Yes X
- No

Comments:

I would continue to welcome any opportunities to discuss with key stakeholders the importance of providing transit options which will help to reduce the number of cars from our streets and relieve congestion.

8. During the morning and evening rush, many of the city’s busiest corridors are clogged with cars and trucks carrying just one or two passengers – increasing travel times for everyone. Chicago can’t build its way out of traffic congestion and, therefore, can’t grow and thrive if more and more people drive cars. **Do you support reducing congestion and improving safety by adopting vehicle pricing policies that encourage multi-passenger trips and discourage drive-alone personal car trips, especially during rush hour (e.g. Uber/Lyft pay a higher city fee when driving in congested areas during rush hour with no or only one passenger)?**

- Yes
- No X

Comments:
Adding walking, biking and transit infrastructure to city streets has proven to contribute to safer, healthier, more sustainable and more equitable communities in Chicago and cities across the U.S. Cities can often add infrastructure like pedestrian refuge islands or protected bike lanes with a modest increase in travel times for cars and trucks — if any. **Do you support prioritizing safety, equity, public health and the environment above travel times when designing city streets?**

- Yes X
- No

**Comments:**
I support the idea of creating safer and more sustainable streets but would be cautious of making this a one-size-fits-all proposition — reducing commuter times for all travelers is an important goal. This is a strategy that should be used when there is demonstrable evidence that it will have the desired impact on the surrounding community.