



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
35 E Wacker Dr. Suite 1782
Chicago IL, 60601
Office Direct Line: 312-216-0471
Personal Mobile: 312-391-2449



2018 Chicago Aldermanic Candidate Questionnaire

Candidate Name: Alex Acevedo

Ward: 25th

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.**

Walk: **Go to work** **Bring child to school** **Errands** **Recreation** **Other**

Bike: Go to work Bring child to school Errands **Recreation** Other

Transit: **Go to work** **Bring child to school** **Errands** **Recreation** **Other**

Comments: My wife and I don't own a car. Therefore, a safe, walkable neighborhood with prompt public transit is critical for us to get to work, visit our surrounding friends and family members, and take our young daughter to and from day care.

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

No

Comments: As a resident of Pilsen that has a young daughter, safety is critical to me and my family. I support a Bike Walk Fund especially in areas with chronic underinvestment in biking and walking infrastructure.

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
 No

Comments: Yes. Many of my fellow residents in the 25th Ward struggle to make ends meet. As the 25th Ward grows, it has to stay affordable and accessible to its current residents. Having worked as a Nurse the last 10 years and doing community health work in Pilsen, I saw the lack of availability of affordable public transit and decided to take action. Transportation is often the biggest barrier for access to healthcare. As a board member of Mobile Asthma Vans, I created a community transit initiative to support these very residents that couldn't afford transportation to healthcare appointments. While this was successful on the community level, we need to see this applied across the city because all Chicagoans deserve mobility. I support reduced fare CTA fares and similar initiatives that address affordability and accessibility.

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
 No

Comments: Absolutely. Paired with a lower transit rate for low-income residents of Chicago, this could help thousands save time and money as they move about the city. It would reduce traffic, increase safety, and potentially even reduce tailpipe emissions.

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
- No

Comments: Yes, more bikeways and protected bike lanes should be implemented. My Ward is one of those communities that lacks protected bike lanes and where people don't ride because it is too dangerous to be on the same road as cars and trucks. Supporting the use of bicycles through protected on-street bikeways is part of my commitment to improving environmental conditions and connecting the broader community to local small businesses.

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
- No

Comments: Yes, I support creating a continuous Chicago River Trail, especially with parts of my Ward along the river. Increasing access to trails and the Chicago River could spur interest in promoting water quality improvements as well. However, I believe it is imperative that by providing more access and connectivity for all, we don't have a situation like the 606 where rents and housing prices skyrocket and end up pushing residents out.

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
 No

Comments: Yes. Creating a modern and fair transportation and infrastructure equity plan can only be done through transparent planning and input from the community. For too long, my Ward has been experiencing development without any community voice from a closed system of deal-making behind the scenes. Part of my work would be to create a platform for ALL residents to voice their needs, get to meetings, see/hear what is happening in their community. I am committed to this and hope that Active Transportation Alliance would use its expertise to help us develop a plan that omits biases (based on race, income, etc.) so that we can have a sustainable plan for all.

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

Comments: Yes, my only concern is that many people drive Uber and Lyft as their livelihood. I would encourage that we work with these private companies to make sure that they compensate their drivers appropriately within such regulations given the added passenger load - many of them are citizens of Chicago trying to make a living. Otherwise, I agree that the ride share companies are responsible for making traffic worse, increased accidents, bringing more emissions to the city, and taking away public transit use, especially during rush hour. I believe the ride share companies are obligated to help us manage the congestion that they have promoted in Chicago – bring them into the conversation to make sure they are accountable.

9. 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

No

Comments: Safety, equity, public health, and the environment are my top priorities. All of these are related, and by pushing each of these pillars together, the net benefits to all of us increase. I have direct stake in my Ward with my entire family and young daughter living in the Pilsen neighborhood. I've seen the disparities and inequities take hold of my fellow residents and have taken actions outside of politics to address them – community organizing, neighborhood voice, and transparent decision-making are critical. I prioritize these issues in my Ward and in Chicago. I would emphasize that equity has been a huge issue in this neighborhood – equity in terms of environmental justice. We've suffered with a coal powerplant in a largely minority neighborhood for too long, suffered the consequences, and are not being included in the decision-making process of what to do about it. That's why I'm running – for a healthy ward that I can raise my daughter in.