To: Candidates for Mayor of the City of Chicago  

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

Re: 2019 Mayoral 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
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
☐ No

Comments:
I fully understand the importance of multimodal transportation. While I will continue to invest in funds for biking and walking projects, my immediate priority will continue to be towards transit and other transportation alternatives.
I am hesitant to pre-determine dollar amounts in budgets. I am committed to Bike/Walk transportation, but I am also committed to smart budgeting. Therefore, in conjunction with my answer to #5, I may dedicate the $20 million suggested or could be more.

In my time as County Board President, I have provided funding to advance projects under the City’s Vision Zero program and commit to advancing more of these projects as Mayor, which include improved pedestrian and bicycle facilities. I do not view these types of projects as requiring separate finding sources, but funding to advance comprehensive transportation solutions to these important safety needs.

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:
I fully support such an initiative on grounds of inclusivity. We need to be looking at every option to improve and increase ridership. This initiative will require new, unprecedented levels of inter-agency collaboration and infrastructure.
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:
I will develop and implement a plan that identifies priority corridors based on community input to identify where the maximum impact and benefit can be achieved.

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:
I fully understand and appreciate the importance of multimodal transportation, specifically with dedicated and protected bike lanes. As Mayor, I will work to find the revenue to establish these projects.
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:
Connection to and along our waterways has proven successful and I want to expand that access to all residents. Many funding opportunities exist to build these protected trail facilities.

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:
My experience as County Board President has been that the most successful projects and proposals have the most local input. We were able to create a comprehensive, effective, and feasible Long Range Transportation Plan for the County largely thanks to local input. As Mayor, I look forward to continuing to take local and agency considerations into account.
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:*  
I want people to use transit, and I want to build a world class transit system. We need to look at ways to reduce congestion.

9. The Metra Electric District line connects people to jobs and opportunity all along Chicago’s South Lakefront and into the South Suburbs. Currently, outside of rush hour Metra Electric trains run only once per hour south of 63rd Street, where many of the region’s most economically depressed are located. **Do you support increasing the frequency of Metra Electric trains (every 15 minutes or less) on the full Metra Electric District line, with a discounted fare transfer to CTA buses?**

☐ Yes
☐ No

*Comments:*  
Cook County is currently working towards piloting this program with transit agencies. As Mayor, I would have a unique perspective on this that I can bring to this office.

10. Planning for the reconstruction of North Lake Shore Drive is currently underway. The corridor is one of the densest in city and primed for continued growth. Bus riders, who already account for more than 20 percent of users on the roadway, get stuck in traffic every day, particularly during the morning and evening rush, and the North Side Red Line is near capacity even with recent upgrades. **Do you support creating a new transit corridor as part of the reconstruction of North Lake Shore Drive with its own dedicated lanes?**

☐ Yes
☐ No
I will consider establishing multimodal lanes, for a variety of transportation alternatives and transit, including buses. I strongly favor Transit for the City as evidenced in my Cook County Long Range Transportation Plan. There is substantial transit ridership on Lake shore Drive today. However, studies and models have shown that with the proximity of the Red Line, little NEW ridership would be achieved from this repurposing of a travel lane. There is much debate on how the footprint of the facility services all stakeholders and is sensitive to its impacts. I believe that looking closer at how the junctions operate and the provision of design features (like queue jumping and weave areas) that provide the benefit of improved transit operations and overall safety needs to be strongly considered. Innovations in transportation must also be considered as we plan for the future. Managed lanes are a possible solution, and we must evaluate which strategy is best for this unique environment, our lakefront. We must advance a transportation solution that can adapt over time, and not lock us into today’s technology and demands, and afford the ability to convert between mode utilization and types of vehicles.

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

As County Board President, I have been able to work with my Transportation Department to implement safety and environmentally friendly solutions across the County.