



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](http://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](mailto:robert@activetransnow.org) by Friday February 1<sup>st</sup>.

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.  
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## 2018 Chicago Mayoral Candidate Questionnaire

Candidate Name: Bill Daley

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.**

<b>Walk:</b>	<b>Go to work</b>	Bring child to school	<b>Errands</b>	<b>Recreation</b>	Other
<b>Bike:</b>	Go to work	Bring child to school	Errands	Recreation	Other
<b>Transit:</b>	<b>Go to work</b>	Bring child to school	Errands	Recreation	Other

*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:*

*My goal is to grow Chicago to a city of 3 million people. An important part of achieving that goal is building a better and more integrated transit network that can connect Chicagoans to jobs. Walking and biking are an important part of that network. If we can better coordinate capital projects among city departments, we can fund improvements to our walking and biking network.*

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:*

*Chicago's fee structure is too burdensome on low- and moderate-income Chicagoans. I've already released a plan to reduce the burden for city stickers and parking violations, and I'm interested in exploring other opportunities like transit where we can create a more equitable fee structure while not negatively impacting important CTA revenue. In any discount program like this, we must take a close look at the application process so that low- and moderate-income Chicagoans can access the program without creating too much bureaucratic runaround.*

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've seen encouraging reports on bus priority at traffic lights and their ability to improve efficiency. I'm interested in more innovative solutions like bus priority lanes that can improve efficiency without major initial investments, especially in high-traffic areas away from downtown.*

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:*

*Bikes are an important part of a more integrated transit network. Improvements like protected bike lanes that contribute to greater safety and increase ridership are steps in the right direction.*

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:*

*Chicago's public lakefront is an enduring and unique asset for our city. Extending that type of recreation and transportation to parts of the city further from the lake is a great opportunity.*

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:*

*During this campaign, I've been talking with Chicagoans about neighborhood development, fines and fees from car ownership, and transit. I look forward to continuing that discussion when I am mayor, and I welcome diverse voices to the table.*

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've seen some initial proposals on congestion pricing, and I'm interested to learn more about how different cities have implemented these systems. I've said throughout this campaign that the city needs to consider every possible revenue option, and a congestion fee should be on the table.*

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 63<sup>rd</sup> 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:*

*I'm studying the proposed red line expansion and the potential for increased frequency on the Metra Electric District line. I'm interested in better transit access for the Southeast side to get to jobs, and I want to make sure these efforts remain coordinated.*

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

*Comments:*

*Chicago has a unique opportunity to make lasting improvements and redefine Lake Shore Drive. I support an ambitious vision with better transit options. Dedicated bus lanes are a promising component of a bold vision.*



11. 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:*