

Candidate Name: **Daniel La Spata**

Ward: **1st**

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?

**With scant exceptions, this is 100% of how I get around! I've never actually had a driver's license. I'd say my mobility choices break down roughly to 50% cycling, 25% public transit, 20% walking, and 5% occasional Lyft rides or driving with my wife.**

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 Errands Recreation Other - Yes to all**

**Bike: Go to work, Errands, Recreation, Other - Yes to all**

**Transit: Go to work Errands Recreation Other - Yes to all**

**Comments: Honestly, what I love about the city is that I don't need to own a car to get everywhere I want to go.**

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 Comments: We need to make sure that biking and other sustainable modes of transit are not seen as privileges for wealthy/gentrifying areas. I support a Bike Walk Fund of \$20 million annually to ensure everyone has equal access to safe walking and biking paths.**

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! Comments: Just as no one should be rent burdened, no one should be transportation burdened as well. I have to add that this hit home for me when I used CNT's H+T index on projects in grad school. When I found out there are households in**

**Roseland spending upwards of 80% of their income just on transportation and housing I was shocked.**

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! Comments: I live right off Fullerton and Western (my main buses) and have witnessed this challenge directly. Western, which travels a long way through my ward, is a great target for both designated bus lanes and a Complete Streets design.**

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, Comments: As someone who avidly bikes, I know protected bike lanes decrease transportation related deaths and increase use of bike lanes (all while decreasing carbon footprint!). Western and Armitage are streets that residents routinely talk to me about as needing bike lane options.**

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, Comments: All people deserve access to recreation and transportation along the Chicago River. I would add that we need to apply consistent oversight to trail design to support accessibility (biking the current section by C.H. Robinson does not inspire me) and make sure public access is as robust as possible.**

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, Comments: In order to make sure that our public transportation truly supports the public, we need to make this planning process includes the input of those it most closely affects. Questions like this force us to recognize how race and class issues relate to gentrification, which forces more and more families from transit rich areas and into car dependent lifestyles.**

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. Comments: But in doing so, I would also want to prioritize increased service of local transit so residents have quality, affordable and timely commutes to work.**

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. Comments: This is essential, not only based on my personal values but the residents I've met. The mother who was disabled by a traumatic brain injury while cycling. The family who is afraid to teach their children to bike in Logan Square. The family that was stranded by the lake since the Armitage bus often stops running around 7 p.m.. These are the investments they're calling out for and I'm excited to bring it to them.**