



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](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 Aldermanic Candidate Questionnaire

Candidate Name: **Susan Sadlowski Garza**

Ward: **10**

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:

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: *It is hard to justify \$20M in investment for this project when our mental health clinics are closed and our schools are not fully funded. I would consider a similar proposal with a smaller price tag for taxpayers.*

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: *People living in poverty shouldn’t be spending their livelihood trying to get to work, home, or school, etc.*

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: We need to assess the viability and cost for a project this size but believe this is the direction we need to be heading in.*

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 would need to look at the specific plan to understand the implications this project would have on ongoing infrastructure work.*

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: Please don't forget the South East Side into Indiana.*

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:

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:

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: *Absolutely, 10th Ward residents are all too familiar with how the City has prioritized projects and development independent of the health and environmental needs of our community.*