



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: Jacob Ringer

Ward: 43<sup>rd</sup>

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:*

I own a bike with a child seat, and I have a Divvy membership that I actively use with 545 lifetime trips to date, 45 trips this fall, and five this month. I love to have public transit and biking options that work for families like mine, but we just haven't had the support from our current alderman and City Council for street level improvements to safety and reliability. I will make this a priority as alderman, and I've been consistent in supporting this in my answers to other special interest questionnaires, which I've posted on the issues page of my website, [www.Ringer4Results.com/issues](http://www.Ringer4Results.com/issues). truck day at the zoo.

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:*

[Check Yes] With due consideration of City finances. I support improved transit and biking and walking alternatives and will use aldermanic menu funds to enhance funding for this in our ward.



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:*

3. 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:*

4. 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:*



While I support this and other alternative transportation infrastructure improvements, I would like to make clear that we cannot wage a war on cars. We need to have all modes of transportation coexisting to meet the variable needs of City commuters.

5. 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:*

Our river fronts present excellent opportunities for public green space that can enhance and beautify adjacent communities. I advocated for and support this in the Lincoln Yards development and would love to see these trails extended along the river throughout the City.

6. 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:*

I support a centralized transportation and infrastructure plan to replace the patchwork of zoning decisions created as a by-product of the system of aldermanic privilege and I believe this could be one way to go about it. Along with any central plan, there must also be attached central funding. Relying on limited aldermanic menu funds to build and maintain infrastructure is insufficient to meet pressing infrastructure needs and as a system is ripe for corruption and abuse.

7. 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 support this for uber/lyft but not for personal vehicles. I also support the idea of a commuter tax if we can find a way to efficiently and fairly implement it. We could also work with private partners like uber/lyft/divvy etc to bridge the "Last Mile" gap in public transit coverage which would increase ridership by improving accessibility and ease of transit options.

8. 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:*

I support this with the caveat that we must also address vehicular traffic which is a major issue in our ward. I have advocated for congestion-reducing infrastructure as part of the Lincoln Yards development, and I was happy to see the developer include two east-west bridges in recent proposals. This will reduce traffic congestion and must be coupled with ward- and city-wide improvements in street-level improvements to public transit and other alternatives to personal vehicle use.