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Testimony for the Committee on Economic, Capital and Technology Development of the Chicago City Council
Respectfully submitted for the Tuesday, August 18, 2020 subject matter hearing on Chicago infrastructure needs

Good Morning.

Thank you for the opportunity to testify today on the behalf of Active Transportation Alliance (Active Trans).

My name is W. Robert Schultz, III, and I am a campaign organizer at Active Trans.

I have lived in the Belmont Cragin, Logan Square and Uptown. Over the 30 years that I lived in Chicago I've have worked in nearly every one of its 77 community areas, and my Chicago experiences started as a frequent visitor to Englewood in the 1960s.

I chose to make Chicago home because I wanted to live a car free. This means walking to a CTA bus stop if I am going to pursue shopping, work, recreational, educational, or health related activities.

It is exciting to represent Active Trans' 20,00 supporters today! Active Trans organization's mission is to is to advocate for walking, bicycling, and public transit to create healthy, sustainable, and equitable communities.

Active Trans' has two proposals relevant to this committee's work

- a) As the City Council works to develop the 2021 Chicago budget, Active Trans is advocating for creating 10 miles of additional bus lanes before the end of 2020. Then actions should be taken to fund and build out 20 more miles of bus lanes by the end of 2021. This should be part of a COVID-19 response to make essential workers' commutes as safe, fast, and reliable as possible.

The current daily ridership average on CTA bus is 300,00 daily rides of people traveling to do essential activities.

- b) To make our streets safer for everyone Active Trans is advocating for a \$20 million Safe Streets Fund for walking and biking infrastructure on high-crash corridors. Data shows most of the city's high corridors are on the South and West Sides so this investment advances the city's INVEST South/West initiative and broad racial equity goals. Utilizing menu money is an insufficient strategy to systematically scale up pedestrian and bike infrastructure across Chicago to increase public safety.

We recognize making progress in these areas requires having sufficient city staff to do the work. That means CDOT needs resources to hire more full-time pedestrian, bike, and transit planners, in addition to more full-time traffic engineers. Current staffing in these areas pales in comparison to peer cities and is a major barrier to progress.