

2023 Neighborhood Priorities for Chicago's Transportation Network



Chicago's next mayor and city council must embrace a vision for the city's transportation network in which everyone can get where they need to go. Regardless of one's age, ability, income, race, gender or zip code, all Chicagoans should have safe, convenient and affordable access to jobs, schools, healthcare and recreation. Universal transportation access is critical to building healthier, more sustainable and equitable neighborhoods across Chicago.

Achieving this vision requires prioritizing resources for the highest need neighborhoods and considering the needs of people who can't afford a car or are physically unable to drive. It also requires action on issues such as housing, economic development, and criminal justice and policing.

To build a transportation network that works for everyone, the Active Transportation Alliance and its partners in neighborhoods across the city recommend the following action steps over the next four years.

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- **Dedicate a \$20 million Bike Walk Fund in the city budget for better lit crosswalks, curb protected bike lanes, bus stop bump-outs and other safety infrastructure. Prioritize projects for high-crash corridors in historically disinvested communities on the South and West Sides.**

WHY? Chicago spends very little local money on biking and walking projects despite the proven safety benefits for all users and the long-term health benefits of helping people to move more.

- **Establish 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).**

WHY? For low-income families in Chicago, paying for transportation can leave little for food, housing and other necessities.

- **Develop an equity plan for transportation and infrastructure in Chicago, based on input from a working group of community leaders, advocates, agency staff and elected officials. This plan should include proactive policy interventions on topics that intersect with transportation and community leadership around major infrastructure projects to prevent the displacement of long-term residents and businesses.**

WHY? Car-centric transportation systems are fundamentally unfair and unjust and discriminate against many of society's most vulnerable people. Transportation and development decisions around major infrastructure projects can indirectly contribute to inequity. For example, since the city broke ground on the 606 Trail, housing prices have increased by 48 percent in lower income neighborhoods on the west side of the trail, according to a report by the Institute for Housing Studies at DePaul University.

SUPPORTERS

Active Transportation Alliance
Center for Neighborhood Technology
Chicago Jobs Council
Coalition for a Better Chinese American Community
Coalition for Equitable Community Development
Consortium to Lower Obesity in Chicago Children
Edgewater Environmental Sustainability Project
Elevated Chicago
Garfield Park Community Council

Greater Roseland Chamber of Commerce
Illinois Environmental Council
Illinois Public Health Institute
Lakeview Chamber of Commerce
Major Taylor Cycling Club Chicago
Metropolitan Planning Council
Northwest Side Housing Center
Six Corners Association
Southwest Organizing Project

Is your community-based organization interested in signing on as a supporter?

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