



December 19, 2016

Memorandum

To: 4th Ward Special Election Aldermanic Candidates

From: Ron Burke, Executive Director, Active Transportation Alliance

Re: Candidate and Voter Education Questionnaire

The Active Transportation Alliance is a non-profit organization working in Metropolitan Chicago to promote better biking, walking and transit. On behalf our more than 7,000 members and tens of thousands of supporters, we encourage you to complete the following questionnaire. In order to educate voters, we will share your answers via our web site.

Please answer the questions below and email or fax your responses to the following address by January 27th.

Kyle Whitehead
Active Transportation Alliance
kyle@activetrans.org
312 427 4907 fax

If you have any questions, please contact Government Relations Director Kyle Whitehead at 312-216-0473, or kyle@activetrans.org. Thank you.

2017 Active Trans Chicago 4th Ward Aldermanic Candidate Questionnaire

Candidate Name: **Marcellus H. Moore, Jr.** Ward: **4th**

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 or bold.

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:

Marcellus H. Moore, Jr.: I have a car and have a parking space downtown, but I frequently take the 43 and/or the Greenline to/from work. I have also become an active user of the Divvy bike system. I have utilized it for going to meetings in and around the loop, for traveling within the neighborhood and have even used it to travel through the area for this campaign. I also walk through the loop during the course of the work day to get to and from court.

2. The #4 Cottage Grove bus route is one of the most popular routes in the city (7 million riders annually) but service is inconsistent due to congestion and a lack of investment in modern equipment. Do you support upgrading service on the #4 with improvements like faster boarding, traffic signal priority and dedicated lanes?

Yes
 No

Comments:

Marcellus H. Moore, Jr.: As a resident who lives 2 blocks from Cottage Grove and as attempted to utilize the #4, I absolutely support upgrading the service with any improvements that can make it as efficient as possible.

I believe a formal traffic study should be done to determine the best ways to achieve that. While I certainly support improvements that can increase boarding time, my concern with dedicated lanes is that I don't think much of the route for the #4 would support dedicated lanes without significantly and negatively impacting the current street parking for the businesses and residences up and down, not just Cottage Grove, but also down Michigan Avenue or Indiana where the route also travels. My concern with traffic signal priority would be the impact it may have on cross traffic, particularly at major streets.

I think also, looking at the X9 (Ashland Express) and X49 (Western Express) may give some insight into the option of adding some Express bus options for the route.



3. Many South Lakefront communities lack access to rapid transit, with Metra Electric trains running only once per hour outside of the morning and evening rush. **Do you support upgrading service on Metra Electric to every 10-15 minutes and integrating fares and schedules with CTA buses?**

Partly Yes
...Partly No

Comments:

Marcellus H. Moore, Jr.: I fully support the idea of integrating fares and schedules with CTA buses. To develop a more seamless system would not only enhance and improve the experience for existing riders, but would likely increase ridership and the use of public transportation generally. A KEY hesitation I have when I do use public transportation is whether a bus will be there when I arrive at my train station or will I have to wait another 20 minutes. I imagine many riders have similar concerns and hesitation.

Regarding the increasing frequency, while I ideally support as frequent of service as possible, I'm not sure service every 10-15 minutes is realistic throughout the day. I would certainly welcome an assessment of ridership demand, rider wait times and rider comments to determine the need for more frequency, but much more investigation and assessment needs to be done to determine the feasibility of such an effort.

4. The new 35th street bike and pedestrian bridge is a great boost to lakefront access but it's still difficult for many people biking and walking to safely travel to the bridge. **Do you support expanding the city's network of protected bike lanes and enhanced crossings to fill in gaps in the 4th ward and provide safe access to all parts of the city?**

Yes
 No

Comments:

Marcellus H. Moore, Jr.: I think the city has done an admirable job of building the network of protected bike lanes and enhanced crossings throughout the city, but there are still opportunities in the 4th Ward. Notable gaps are 43rd Street and Woodlawn from 51st to 47th. I would want to see any reports to understand the differences between the success of "signed bike routes" v. "bike lanes" v. "buffer/barrier protected bike lanes" to determine if the format of any of those routes should be adjusted.

Ultimately, I would encourage and facilitate safe bicycle traffic through the ward.

5. The city is developing a Vision Zero Action Plan to eliminate traffic fatalities and serious injuries within 10 years, yet in 2014 more than 150 were killed and nearly 24,000 people were injured in traffic crashes in the City of Chicago. **Do you support establishing a funding source in the city's annual budget dedicated to traffic safety improvements, prioritizing projects on the city's highest crash corridors?**

Yes
 No

Comments:

Marcellus H. Moore, Jr.: According to the 2016 Budget Overview, in 2016 the city of Chicago of Chicago's Division of Traffic Safety had a recommended budget of \$20,607,428, \$17,504, 925 of which was from the Corporate Fund and another \$5M from "other grand funds" (*2016 Budget Overview;

https://www.cityofchicago.org/content/dam/city/depts/obm/supp_info/2016Budget/2016BudgetOverviewCoC.pdf. P.83)

I would support maintaining that budget and evaluating the effectiveness of those expenditures and whether an increased amount is needed for additional safety improvements in the city's highest crash corridors and within the 4th Ward.

It was noted in a 2011 Pedestrian Crash Analysis study that 3 of the top 10 stations CTA stations where fatal and serious pedestrian crashes occurred within 1/8 mile of CTA station were the Green line (47th, King drive, and 63rd). While none of those stations are directly in the 4th Ward, each of them, particularly 47th & King Drive, serve the residents of the 4th Ward. I welcome more up to date information to do a more current assessment of the concern.

<https://www.cityofchicago.org/content/dam/city/depts/cdot/pedestrian/2011PedestrianCrashAnalysesSummaryReport.pdf#page=15>

Thank you for the opportunity to respond to this questionnaire!

Sincerely,



Marcellus H. Moore, Jr.