

## Active Transportation Alliance Questionnaire

Candidate Name: Alexi Giannoulis

**1. We live in an era when more Illinoisans 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 routinely walk, bicycle or use transit for any of the trips listed below? If so, please circle.**

Walk:	<b>to work or school</b>	<b>for shopping or errands</b>	<b>for recreation or exercise</b>
Bike:	to work or school	<b>for shopping or errands</b>	<b>for recreation or exercise</b>
Transit:	<b>to work or school</b>	for shopping or errands	<b>for recreation</b>

Comments: I am proud to live in a neighborhood with great walkability. I love going on walks around the neighborhood, especially with my daughters. I live a very physically active lifestyle and being able to walk to restaurants, parks, and other local businesses is very important to my family and me. In addition to recreation, I try to walk, bike or use public transportation as much as possible as it helps reduce congestion and is better for the environment.

**2. Transportation is linked to many of the challenges Illinois faces today in areas including public health and safety, the environment and climate change, and racial and social equity. What role do you see transportation playing in helping the state address these challenges?**

Comments: As the state agency tasked with licensing both drivers and vehicles, I view the Secretary of State as having a responsibility to advocate for alternative modes of transportation to help the people of Illinois move beyond car dependency and to educate drivers about the importance of sharing the road to improve safety and protect the environment.

Transportation is directly linked to the public's health, safety and well-being and has a sizeable impact on all of our communities. That's why it's crucial that we expand transit networks across the state of Illinois, particularly bike and rail infrastructure and support educating and informing the public around the importance of those projects to better protect riders and pedestrians.

I believe strongly in lessening the economic burdens that working people face in our state. One way this plays out is the need for a car to get to work all over our state, but particularly in the Chicago area. Public transit lowers the cost of living and pollution in areas where the population is well served by transit as well as biking and walking infrastructure. We also must ensure that infrastructure needs are met across the state, particularly in underserved areas that often suffer the most when it comes to a healthy and protective infrastructure. In addition, our approach to enforcement of transportation-related laws should not negatively impact lower income and minority communities, which are often disproportionately affected.

As Secretary of State, I will also advocate for the state to take a more pro-transit stance by advocating for the Illinois Department of Transportation to work to transform state-controlled

roads into more multi-modal thoroughfares with bike lanes, improved walkability, and dedicated transitways. A well run and modern transit system is a fact of life in many other parts of the world, and it should be the same here in Illinois.

I also envision working with stakeholders and other state agencies in creating a state-sponsored plan – similar to Vision Zero efforts that cities employ – designed to reduce vehicle related accidents, injuries and fatalities, which could be implemented across the state. The goal would be to protect lives but also improve the health, safety and wellness of all Illinoisans.

Additionally, I will seek to devote more dollars to infrastructure improvements, enforcement initiatives and marketing plans and materials, which would be made available at Secretary of State facilities and at public libraries, and long-term programs designed to modify driving behavior.

**3. The pool of questions that could appear on Illinois driver exams includes several questions about how drivers should interact with vulnerable people walking and biking, but because the pool is so large (more than 400 questions) many drivers complete and pass exams without ever being asked about pedestrian and bicycle safety. Do you support or oppose requiring drivers to answer questions related to driving safely near pedestrians, bicyclists, and other vulnerable road users in order to complete their exam?**

- **Strongly support**
- Support
- No position
- Oppose
- Strongly oppose

Comments: Accidents involving cars and bicycles are far too common. In 2020 alone, there were over 1,200 car-related deaths of bicyclists across the country. In 2021, there were an estimated 10 bicyclist deaths in the city of Chicago alone, and the rate of fatalities has increased since the beginning of the pandemic. This is unacceptable.

The Secretary of State as the issuer of licenses has a responsibility to ensure that Illinoisans who are deemed eligible by the state to receive their license are able to drive safely in a multi-modal environment and are aware of road sharing with bicycles and busses. Further, ensuring bicyclist and pedestrian safety is key to expanding bicycle access statewide and would be included on every driver's test under my administration.

**4. Under Illinois Law and the Secretary of State's Rules of the Road, it is currently illegal for pedestrians to cross the street (when traffic permits) outside of marked/unmarked crosswalks or the walk cycle of a traffic signal. Fines vary by jurisdiction but generally start at more than \$100 for the first offense. Do you support or oppose reviewing Illinois' jaywalking laws and rules for their impact on safety and racial and social equity, and pursuing appropriate changes?**

- **Strongly support**
- Support
- No position
- Oppose
- Strongly oppose

Comments: While safety on our streets must always come first, fines are often over-used by the governments as a revenue generator and not as a tool to improve safety by encouraging safe behavior on our streets and sidewalks. While jaywalking should not be encouraged, the enforcement of those fines can have a discriminatory effect, with police often acting as the collector for fines as revenue generators. We need to work to make enforcement a tool to make people safer, not to penalize people who can least afford to pay fines. Changing this law would also improve safety for both citizens and the police.

**5. Under Illinois Law and the Secretary of State's Rules of the Road, it is currently illegal for bicyclists approaching a stop sign to slow down and roll through the stop sign if no other traffic is present, rather than coming to a complete stop and restarting again. Fines vary by jurisdiction but generally start at more than \$100 for the first offense. Do you support or oppose reviewing Illinois stop sign laws and rules for bicyclists for their impact on safety and racial and social equity, and pursuing appropriate changes?**

**Strongly support**  
Support  
No position  
Oppose  
Strongly oppose

Comments: Provided there is no other traffic present, I support the ability of cyclists to roll stop signs. However, when traffic is present, that practice can result in more accidents and I would only support the rule when no other traffic is present. As I mentioned above, I would advocate for increased biking infrastructure, including protected bike lanes on major streets in cities and suburbs across the state.

Similarly with jaywalking, enforcement often falls on the backs of the people that can least afford to be penalized for violating these ordinances. As Secretary of State, I would support changes to this law to significantly reduce or eliminate the fines. I also support increased disclosure for ticketing that would allow local governments, citizens, and advocacy groups to track where enforcement is occurring in order to provide improved accountability.