



ACTIVE
TRANSPORTATION
ALLIANCE



Metropolitan **Planning Council**

2022 Illinois Secretary of State Candidate Questionnaire

Candidate Name: **David Moore**

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: to work or school for shopping or errands for recreation or exercise

Bike: to work or school for shopping or errands for recreation or exercise

Transit: to work or school for shopping or errands for recreation or exercise

Comments:

I mainly bike for exercise and during the regular biking events I have organized as alderman.

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:

Transportation is the area most people associate with the secretary of state office I am seeking – mainly related to licenses/plates for motor vehicles. Few think about the office’s responsibility for bicycle safety or that it is the first introduction many young people have to state government and civic responsibilities like voting. I immediately saw important linkages to addressing the transportation challenges posed, based on my life-long work with youth and traditional participation in the Roll N Peace Critical Mass Bike Tour in Englewood, as I did this year.

According to studies, rates of driving in the U.S. seem to have peaked. Unlike previous monomodal generations, those born after 1980 say they are much more likely to use multiple ways to get around, including walking, biking, ride sharing and public transit. They also express more concern about environmental issues and openness to flexible, creative ways to overcome less effective motor-focused remedies.

I read about research that shows humans on normal bicycles move more energy efficiently than any other creature on earth, using only 0.136 calories compared to the 1,433 of a seagull traveling the same distance. On land, well-implemented protected bike lanes have been found to improve everyone's safety, generate more revenue for shops along the street and even speed up car traffic. Along with public transit, they move large groups of people more space efficiently. One car can take up the space big enough for 20 bicycles. Only five percent of the energy and materials used to build a car is all it takes to build an entire bike.

The biking event I mentioned above was organized because of an equity issue. According to a recent report by *StreetLight Data*, Illinois ranks in the top five of safest states for bicyclists. Yet, police ticket a disproportionate number of African American bicyclists. The annual Roll N Peace is a way to foster better relationships between Chicago police and residents, especially young people,

Upon declaring my candidacy, I called for the creation of Jesse White Youth Engagement Offices in all 122 of the state's motor vehicle facilities. I envision them as opportunities to educate young people about not just being conscientious drivers or riders in our current scenario, but about the benefits of supporting – as I intend to do -- approaches for a future that favor safer, more equitable, eco and health-friendly biking.

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:

Recent reports indicate an increase in Chicago biker deaths, despite installation of bike lanes. It's clear riders, drivers and pedestrians routinely ignore traffic rules, signs, patterns, and each other. Friends who have traveled in places like Germany point out that residents have as children become accustomed to biking as a preferred and common mode of transportation for all purposes. For example, they know to look out for opening car doors.

Because the secretary of state has purview over both driver and cyclist safety, I believe the office could be instrumental in fostering a more holistic approach to street safety, a climate of mutual respect and responsibility. Currently, different modes of transportation are treated separately, with individuals viewing each other as the enemy, sources of irritation or danger. I would focus on education and qualifying tests requiring the understanding of shared spaces, to

encourage appreciation of the benefits to everyone of diverse mode choices – economic, health, convenience, safety. I would support such information being presented in schools and programs for young people, in hopes succeeding generations would see such a comprehensive view as “normal.”

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:

As noted above, I believe traffic rules should be reconsidered in the context of everyone affected.

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:

See response to No. 4.