



2018 State Assembly Candidate Questionnaire

Candidate Name:

District:

1. We live in an era when more Illinois residents 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.**

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:

People across the state are demanding more transportation options, and employers recognize the value of locating in walk-, bike- and transit-friendly communities. This is critical to ensuring Illinois remains a place people choose to live.

2. Chicagoland transit agencies face a \$19.4 billion need to maintain and modernize existing infrastructure, yet state operating and capital funds for public transit have been cut several times in recent years.

- a. **Do you support restoring transit operations funding that was cut in the 2018 budget agreement: reverse 5% cut in the Public Transportation Fund and eliminate 1.5% fee for local governments that cost Chicago-area transit agencies \$24 million annually?**

Yes

- b. **Do you support dedicating at least 40 percent of transportation spending in any capital legislation to public transit?**

Yes

Comments:

Illinois contributes no annual capital funds to public transit, and state operating funds for transit have been cut several times in recent years. In 2019, Illinois can pass an infrastructure bill with sustainable revenue sources dedicated to transit, biking and walking projects- including at least 40 percent of transportation funds for public transit projects. Any new revenue source should go through a performance-based planning and evaluation process and be prioritized for the highest need communities.

3. Unlike many of its state department of transportation peers, The Illinois Department of Transportation (IDOT) currently sets aside very little state-generated funds in support of walking and bicycling. Nearly all funds for dedicated biking and walking facilities and programs are either federal or local. **Do you support establishing a bike-walk fund in the state capital budget with a target annual appropriation of \$50 million, approximately 2 percent of the overall annual IDOT budget.**

Yes

Comments:

Public investments in walking, biking and transit projects have proven to enhance the safety, health, sustainability and equity of Illinois' communities at a significantly lower cost than traditional roadway projects. Studies show building infrastructure like sidewalks, trails and bike lanes creates more than 10 jobs for every \$1 million invested – about 50 percent more than car-only road projects.

4. On state-controlled roads, Illinois policy frequently prioritizes the swift movement of cars above more efficient modes of transportation and the safety of all road users. **Do you support reforming IDOT policies to support building more and better biking and walking facilities on state routes?**

Yes

Comments:

The state's Complete Streets Law requires IDOT to design streets for people and prioritize the most vulnerable users on foot and bike. Yet implementation of the law is limited, and it's never been adequately reviewed and updated since adopted in 2010.

5. Planning for the state's reconstruction of North Lake Shore Drive in Chicago is currently underway. Bus riders, who account for one-third of users on the roadway, get stuck in traffic every day, particularly during the morning and evening rush. **Do you support creating a new transit corridor on North Lake Shore Drive with its own dedicated lanes?**

Yes

Comments:

With CTA's Red and Brown Lines near capacity and more employers and employees locating in transit-friendly communities, Chicago must expand its transit system to compete with peer cities across the U.S. Adding a dedicated transitway while rebuilding North Lake Shore Drive is a cost-effective way to expand the public transit system and increase access to rapid transit on the North Side and could be expanded to the South Side. A new Lake Shore Corridor transit service with its own dedicated lanes separated from car traffic would improve service speed and reliability and get more people riding transit

6. The Illinois Toll Highway Authority recently decided to expand the Tri-State Tollway at a cost of \$4 billion, and recently opened the new Elgin-O'Hare toll road. At the same time, IDOT plans to widen Interstate 290 and Interstate 55. Research and experience show that expanding roads in urban areas only makes traffic congestion as bad or worse in the long run by inducing more people to drive, while physically isolating and undermining low-income neighborhoods. **Do you support a state policy that prioritizes lasting, cost-effective congestion relief and alternatives to driving, including better public transportation and rush-hour demand management strategies, rather than highway expansion?**

Yes

Comments:

The Chicago region has grown more car dependent since 1980 and a different approach is needed to create healthier, more sustainable and more equitable communities. Between 1996 and 2015, the region spent billions of dollars to add more than 1,000 miles of new roadway that was purported to reduce congestion. This has only led to more driving, more traffic crashes, injuries and fatalities, as well as more air pollution, flooding and chronic disease due to physical inactivity.

7. Mobility equity is fundamental to human and civil rights. Like most of the United States, Illinois is designed around using a personal automobile for transportation. However, many low-income residents cannot afford a car, and they lack access to safe and convenient transportation options to get to jobs, schools, healthcare, recreation and other critical services. **Do you support establishing a transportation equity working**

group at IDOT with a focus on increasing and improving transportation options in vulnerable communities?

Yes

Comments:

Car-centric transportation systems are fundamentally unfair and unjust, exclude the needs of those who cannot or do not drive, and discriminate against many of society's most vulnerable members. The state must commit to reversing these disparities by making equity a foundational principle of its work and engaging Illinois' diverse communities in this process.