

2017 City Council Candidate Questionnaire

Des Moines Bicycle Collective

INTRODUCTION

The Des Moines Bicycle Collective (DMBC) wants to know where city council candidates stand on safe streets and active transportation issues. This questionnaire serves to educate and inform DMBC members and the public on those issues. DMBC is an Iowa non-profit corporation and a 501(c)(3) organization, so it does not endorse candidates for office. DMBC will, however, encourage all citizens to vote in the city elections on November 7, 2017. After the submission deadline below, DMBC will post these responses on its website, Facebook, and any other online platforms. All responses should be considered public, including a decision not to respond to a particular question or the questionnaire as a whole. We use the terms “walking” and “pedestrian” as inclusive of people in wheelchairs.

Thank you for taking time to complete this questionnaire. Please submit your responses via email to jeremy@dsmbikecollective.org by September 26, 2017.

CANDIDATE INFORMATION

- Name:
- Office sought:
- Campaign Phone:
- Campaign Email:
- Website:
- Facebook page:
- Twitter handle:

MULTIPLE CHOICE

1. We all want safe streets. What is the main cause of bicyclist and pedestrian injuries and deaths?

- Reckless, distracted, or drunk driving
- Bicyclists and pedestrians breaking rules of the road
- Streets designed in a way that encourages speeding
- I don't know/haven't thought about this
- Other:

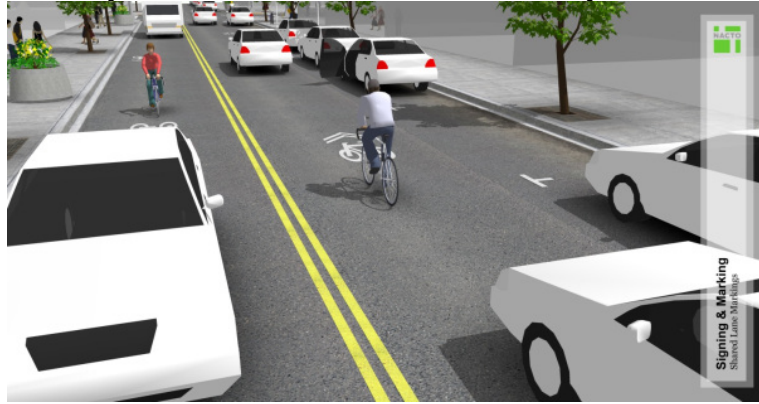
2. Car lanes on Des Moines streets are often as wide as those used in the Interstate Highway system (11-13 feet). How does that affect driving speeds?

- People generally drive faster.
- People generally drive slower.
- Lane widths have no effect on driving speeds.
- I don't know/haven't thought about this.

3. As car traffic speeds increase, how does that affect bicycling and walking on a street?

- More people will bicycle on and walk along that street.
- Fewer people will bicycle on and walk along that street.
- Higher driving speeds have no effect on bicycling and walking.
- I don't know/haven't thought about this.

4. Which type of bicycle infrastructure is best for safety and encouraging ridership?



(Sharrow)



(Conventional bike lane)



(Buffered bike lane)



(Protected bike lane)

CHECK ALL THAT APPLY

5. **Budget** – do you support, did you support, or would you have supported funds for:

- A Transportation Planner focused on bicycling and pedestrian issues within the City's budget
- A buffered bike lane on East Grand Avenue
- Maintaining grant funds for BCycle program
- Increasing grant funds for BCycle program
- The Connect Downtown recommendations: one-way to two-way conversions, lane reductions, more on-street car parking, and more extensive bike lane network
- Bike racks on City-owned sidewalks and in City-owned parking garages
- On-street bike racks (bike corrals)
- Speed bumps, traffic-calming measures, and improved bicycle and pedestrian infrastructure near schools
- Increasing funds for paint to re-stripe more streets

Other comments (optional):

I am supportive a Transportation Planner, but question whether they could not have shifted positions around to cover this responsibility and expertise with out adding additional staff to this area.

6. **Ordinances/Non-Budgetary** – do you support, did you support, or would you have supported:

- A substantial reduction or elimination of minimum car parking requirements outside downtown
- A requirement to build bike parking for new or renovated commercial buildings
- A requirement to build bike parking for new or renovated multi-family residential buildings
- A form-based zoning code—either the proposed map or some other version
- The Complete Streets policy as enacted by the City in September 2008
- NACTO standards as enacted by the City in April 2016
- A Vision Zero approach to reduce pedestrian and cyclist deaths
- A change in signal timing to give pedestrians a head start at crosswalks

Other comments (optional):

7. **Enforcement** – to improve safety, will you commit to taking action so that the City of Des Moines, including the Des Moines Police Department, improves its enforcement of:

- Speeding on city streets
- Careless, distracted, or reckless driving, including texting while driving
- Blocked bike lanes (cars/trucks parked in or drifting into the lane)
- Failure to yield to pedestrians at crosswalks, including mid-block crossings
- Failure to clear sidewalks soon after it snows

Other:

For incumbents: how have you taken action on these in your current term?

OPEN-ENDED

Your Ward

8. In your ward, where would you like to see bike lanes and other bike infrastructure?

9. In your ward, where would you like to see sidewalk and streetscape improvements?

10. What are the most unsafe streets in your ward, and what should the City do about them?

11. People in Des Moines do not walk, bike, or take transit as much as other cities. Private car use is the dominant mode of transportation. Why is that, and is that a problem?

We do not have a mass transit system that people use on a regular basis in Des Moines. Our commutes are short in comparison to other cities and people want the flexibility to have their car. With two parent households, many working parents rely on their vehicle to pick up kids from school or an event. As this area grows there is increased commute times and much busier roadways. Our bus system does not offer the service that many people need if they were to rely on that form of transportation.

You Personally:

12. Describe any past work or accomplishments for bicycling or walking in your community.

As a member of Des Moines School Board, I have worked with the County and Schools to build walking trails at some of our grade schools. They are used by the students during the day and members of the neighborhood when school is out.

13. Do you navigate Des Moines by bike, walking, or in a wheelchair? If so, for what purposes (commuting, recreation, errands) and how often?

No

14. What was the last non-recreational trip you took on bike or on foot?

Walking door to door for the campaign

15. Have you ever been car-free or car-light (relying on walking, bicycling, and transit for most trips) as an adult in Des Moines or somewhere else?

When I first started working Downtown, I used the bus to get to and from work.