

## 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](mailto:jeremy@dsmbikecollective.org) by September 26, 2017.

### CANDIDATE INFORMATION

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

## 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:

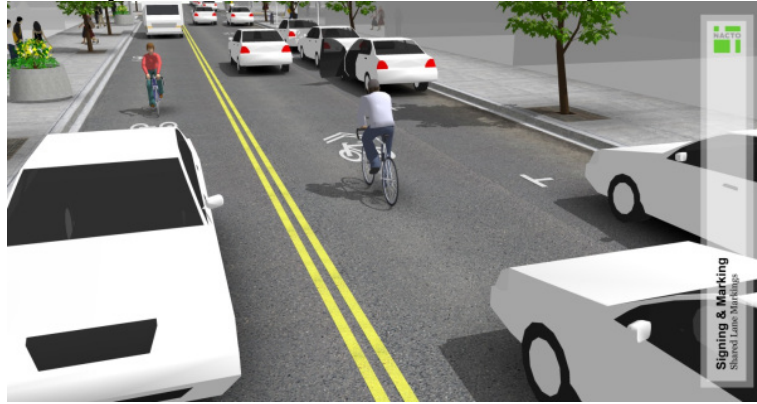
2. Car lanes on Des Moines streets are often as wide as those used in the Interstate Highway system (11-13 feet). How does that affect driving speeds?

- 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.

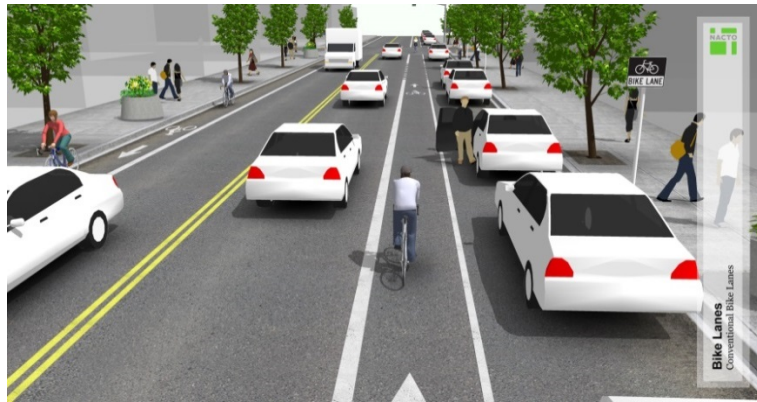
3. As car traffic speeds increase, how does that affect bicycling and walking on a street?

- 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):

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?

Yes, I have.

## OPEN-ENDED

### Your Ward

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

We have great bike lanes in Ward 1. Some areas (like Merle Hay Road) don't lend themselves to bicycle travel

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

Yes, I would. I love to champion the various streetscapes in Ward 1. We already have Beaverville completed. Sixth Avenue is set to start early next year. I have been working with the Douglas Avenue Corridor and Merle Hay corridor as they begin their processes. In addition, I get a traffic signal that will be put in later this year at Prospect Drive and MLK. I also got a sidewalk that will be installed later this summer from Urbandale to Boston on 30th Street. This is what I do!

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

There are quite a few, but what the common thread for all would be to reduce the speed limit and do some enforcement.

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?

You can go just about anywhere in Des Moines in about 15 minutes, so it just is convenient to drive. With that many people driving vehicles, it creates a serious parking issue.

**You Personally:**

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

I ran track in high school, so I enjoy leisurely walks in my neighborhood.

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

Walking. Usually once or twice a week.

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

A walk to the grocery store.

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?

No.