

# 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:

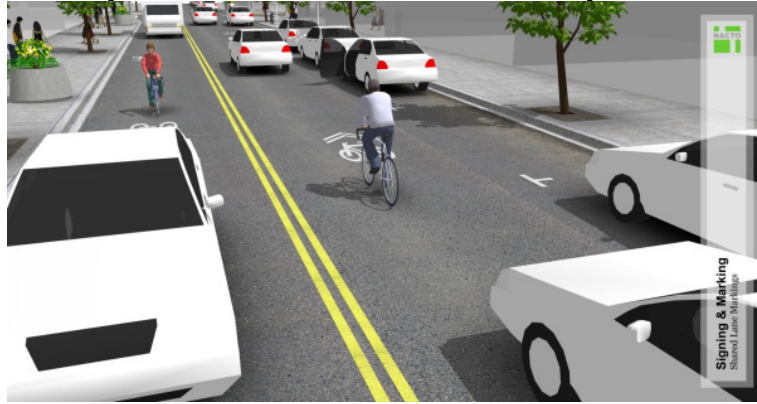
2. Car lanes on Des Moines streets are often as wide as those used in the Interstate Highway system (11-13 feet). How does that affect driving speeds?

- 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.

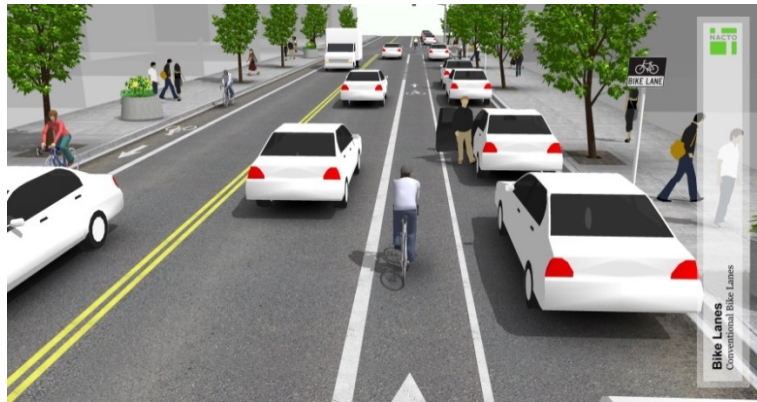
3. As car traffic speeds increase, how does that affect bicycling and walking on a street?

- 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):

Regarding form-based zoning code, I look forward to the policy discussion the City Council is currently having. Neighbors, business owners, and developers all have a seat at the table.

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:

I support the City of Des Moines Police Department and other City agencies enforcing current law, which includes those items listed above.

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?

I'd better connect the trail system to the neighborhoods. We are missing key connections to many of the neighborhoods in the Ward.

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

While there are many places, SW 9th should be a priority. I also support the completion of the Ingersoll Streetscape and 42nd Street Streetscape.

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

While I don't have statistics, I'd work closely with neighborhood associations and City staff to determine where the priorities are.

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?

It's cultural, but also a matter of density, travel times, and infrastructure. Attention should be paid to what infrastructure changes we should make and how we could increase transit frequency.

**You Personally:**

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

As a former Council member, I was a supporter of and voted for the Ingersoll complete street changes and streetscape. I supported the Gateway West redevelopment as well as the Gray's Lake redevelopment and Fleur Drive beautification. On my time on City Council, I was involved in the changes to Court Avenue and the East Village, which contributed to the increased growth we see today. Finally, I supported the Women of Achievement bridge and Principal River Walk and its improved connection to the bike trail network.

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

Like most of us, generally I drive a car. However, my wife and I have chosen to live in Sherman Hill in part because it is a very walkable neighborhood. We also enjoy cycling on the bike trails with our two year old son.

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

Yesterday, my wife and I walked with our son to Chamberlain Park and stopped at Gateway Market to pick up dinner.

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?

I have not.