

STREET collective

2019 City Council Candidate Questionnaire

INTRODUCTION

The Street Collective wants to know where city council candidates stand on safe streets and active transportation issues. This questionnaire serves to educate and inform the Collective's members and the public on those issues. The Collective is an Iowa non-profit corporation and a 501(c)(3) organization, so it does not endorse candidates for office. The Collective will, however, encourage all citizens to vote in the city elections on November 5, 2019. After the submission deadline below, the Collective will post these responses on its website, Facebook, Twitter, 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 who use wheelchairs.

Thank you for taking time to complete this questionnaire. Please submit your responses via email to jeremy@dsmstreetcollective.org by September 26, 2019.

CANDIDATE INFORMATION

- Name: [Carl Voss](#)
- Office sought: [At-Large City Council](#)
- Campaign Phone: [515-985-8430](#)
- Campaign Email: campaign@carlvoss.com
- Website: www.carlvoss.com
- Facebook page: [/carlvosdsm](#)
- Twitter handle: [@carlvosdsm](#)

MULTIPLE CHOICE / RANKED CHOICE

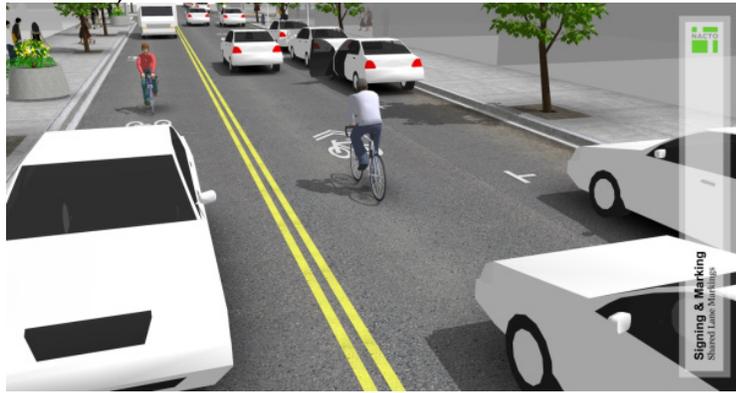
1. When the City plans to reconfigure a street's space, the proposed reconfiguration should: (choose one)
 - Be subject to a vote of the City Council if the proposed action conflicts with an established plan or policy (MoveDSM, Complete Streets Policy, Bicycle and Trail Master Plan, etc.).
 - Be subject to a vote of the City Council even if the proposed action accords with an established plan or policy.
 - Be subject to a vote of a neighborhood association or a group of local business owners, but not the City Council.
 - Not be subject to any vote—just administrative approval by City staff.
 - Follow another process as described here:

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? (Choose one)
 - 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? (Choose one)
 - 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. Street projects have constraints. Knowing trade-offs are inevitable, how do you rank these values from (1) most important to (6) least important:
 - 4 car parking
 - 1 safety of all road users
 - 6 maintaining travel speeds for drivers
 - 3 disruption to transit lines
 - 2 consistency with an established plan or policy
 - 5 short-term disruption for drivers

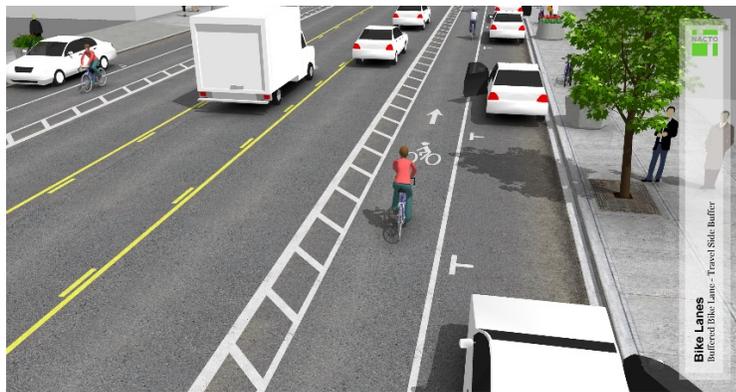
5. Which type of bicycle infrastructure is best for safety and encouraging ridership? (Images courtesy of NACTO)



(Sharrow)



(Conventional bike lane)



(Buffered bike lane)



(Protected bike lane)

CHECK ALL THAT APPLY

6. **Budget** – do you support, did you support, or would you have supported funds in the Capital Improvements Project (CIP) Budget (between 2018 and 2025) for:

- Adding sidewalks on school and priority routes (\$18,769,912)
- E. Douglas widening between E. 42nd and E. 56th (\$8,600,000)
- Ingersoll Ave. Streetscape (\$13,125,000)
- Merle Hay Road and Hickman Road intersection: widen and add turn lanes (\$700,000)
- Connect Downtown recommendations: one-way to two-way conversions, lane reductions, more on-street car parking, and a more extensive bike lane network (\$4,850,000)
- SE Connector between SE 30th St. and US Hwy. 65 (\$60,238,038)
- 6th Ave. Streetscape (\$10,423,000)
- Indianola Ave widening between E. Army Post Rd. and Hwy. 69 (\$5,000,000)

Other comments (optional):

We have capacity; need to maintain streets. 85% of Des Moines Streets carry less than half the number already of vehicles they are designed to accommodate. Widening traffic corridor has proven to be poor use of Public Works dollars throughout US.

7. **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 provide safe, temporary sidewalks next to construction sites downtown to minimize pedestrian detours, even if it means temporarily reducing car lane widths.
- A zoning code that maximizes mixed use zones, allows duplexes and triplexes in most or all residential neighborhoods, and allows greater density along major corridors
- NACTO standards as enacted by the City in April 2016
- A Vision Zero approach to reduce injuries and eliminate deaths among people who are driving, walking, or bicycling
- A change in signal timing to give pedestrians a head start at crosswalks

Other comments (optional):

8. **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 a snowfall or ice storm

Other:
Distractions: Will no doubt require state legislation. Failure to yield to pedestrians: How have other cities found success? In Des Moines the posted speed limit appears to be the starting speed w/cushion of 7-11+ MPH before tickets are written.

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

OPEN-ENDED

City-wide

9. **Budget (Transit)** - would you support DART if it increased the DART property tax levy? DART could do this by changing its formula for calculating the levy for all member governments, creating an exception to the formula so that the levy increases just for properties in the City of Des Moines, and/or lobbying the state legislature to increase the levy cap. If not, what do you recommend for improving DART?

Residents that use DART are looking for reliable 10 minute interval.

Focus \$\$\$ on routes with highest ridership.

Self-Supported Municipal Districts (SSMID) dollars could be used for transportation - required by legislative action. This is one thing the city could lobby for. Historically, street cars have driven real estate development. DSM could return to this.

Your Ward

10. In your ward, on which streets and intersections would you like to see (a) sidewalk and streetscape improvements, (b) bike lanes and other bike infrastructure, and (c) improved bus shelters and more frequent transit service?



11. What are the most unsafe streets and intersections in your ward, and what should the City do about them?
 1: DAY ST & 6TH AVE
 2: HUBBELL AVE & E DOUGLAS
 3: EUCLID AVE & E 14TH
 *CAR-BIKE COLLISIONS: UNIVERSITY & 31ST (REDISIGN IN PROGRESS)
 SEE PAGE 72 ON MOVEDSM... GREAT SUMMARY.
12. A 2018 study showed the City of Des Moines has as many car parking spaces as the City of Seattle, Washington, despite Des Moines having less than one-third the population. Most of Des Moines has a set of minimum off-street parking regulations that apply to a property based on its use. What is the impact of the land dedicated to car parking and the minimum parking requirements on how walkable, bikeable, and transit-friendly your ward is?
 Eliminate the minimum parking requirements as quickly as possible. Some retail spots have vast amounts of parking, that are unused. Think about Place and Space.
 State clearly: Des Moines doesn't have a parking problem, it has a walking problem.
 We need more accessible, safe/well lit walk ways, which will empower and encourage people to walk.
13. People in Des Moines do not walk, bike, or take transit as much as people in other cities. Private car use is the dominant mode of transportation. Why is that, and is that a problem?
 Ex: Highland Park/Oak Park resident - took 1.5 hours (two busses and a shuttle) to get to Barnes & Noble on University. That's just too long. Other cities have great frequency in their busiest routes. We need to have really GREAT service in our highest used areas. We need to aim for more than "Just Ok." Lack of outside of busy city 'park and rides.' People use private cars because the ease of use of mass transit is not up to par.

You Personally:

14. Describe any past work or accomplishments for transit, walking, or bicycling in your community.
 Co-Founder of DSM Bicycle Collective. Lead organizer for Bike Month. Lead advocate for bike racks on all city buses (65K annual uses.) Originated Greater Des Moines Regional Trails map (450K printed) and BikeDSM! map projects. Involved in model bike ordinance promotion and numerous projects. Chair the Transportation/Safety Committee.
15. In the last month, how many times have you walked, biked, or taken transit to work or to run errands?
 Cycle daily. Walking daily on errands. September 25th - Weehooed my granddaughter to pre-school. Most memorable ride: Cycling to City Hall to submit my nomination papers.
16. 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?
 Car free effort - 10 consecutive days, without even sitting the passenger seat of a car.
 If it's 3 miles or less, I try to bike or walk.