

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

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.

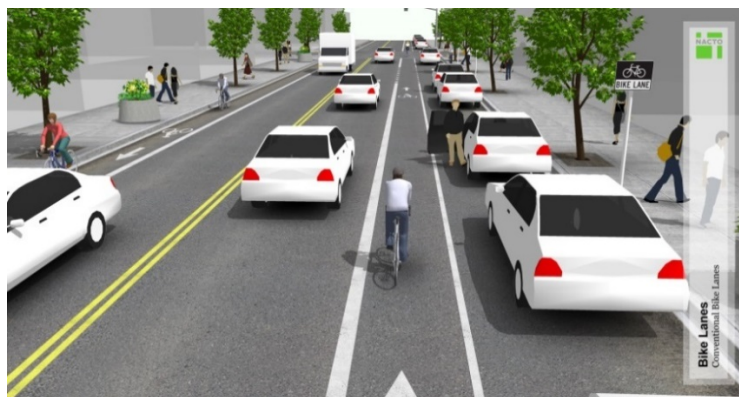
3. As car traffic speeds increase, how does that affect bicycling and walking on a street? (Choose one)
 - ☐ More people will bicycle on and walk along that street.
 - ☐ Fewer people will bicycle on and walk along that street.
 - ☐ Higher driving speeds have no effect on bicycling and walking.
 - ☐ I 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:
 - ___ car parking
 - ___ safety of all road users
 - ___ maintaining travel speeds for drivers
 - ___ disruption to transit lines
 - ___ consistency with an established plan or policy
 - ___ short-term disruption for drivers

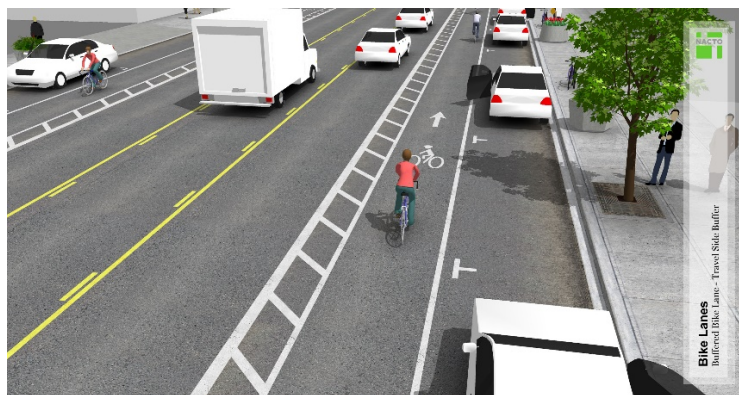
5. Which type of bicycle infrastructure is best for safety and encouraging ridership? (Images courtesy of NACTO)



(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):

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:

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?

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?
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?
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?

You Personally:

14. Describe any past work or accomplishments for transit, walking, or bicycling in your community.
15. In the last month, how many times have you walked, biked, or taken transit to work or to run errands?
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?