



Josh Mandelbaum (Ward 3) running unopposed for re-election
City Council Candidate Survey Responses

3. Safer Streets & Protected Bike Lanes

The City's Vision Zero plan calls for enhanced bikeways and slow zones near schools. Protected bike lanes—separated with bollards, planters, or curbs—are proven to reduce crashes and make streets more predictable.

- ***What role do you see for physically protected bike lanes in Des Moines?***
- **How should the City ensure bike lanes are designed consistently so drivers and riders know what to expect?**
- **How should protected bike lanes fit into the City's Vision Zero crash reduction strategy?**

We should work to make physically protected bike lanes the standard for bike infrastructure in Des Moines. If we want protected lanes to be the standard that means using things like plastic bollards will be necessary so that we can cost-effectively cover more ground. I also want to be mindful that we don't have unlimited resources, and if the choice is between more bike infrastructure even if not all of it is protected, I think we should work towards more bike infrastructure.

Protected bike lanes can be a good use of right of way on over built and dangerous roads. Vision Zero identified undivided four lane roads as the most dangerous roadways in the city. Several of them are good candidates for road diets that could include protected bike lanes.