



CeCe Ibson – Ward 1 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?**

As with all good plans and policies, the Vision Zero plan started with and thereafter continues to incorporate good data collection strategies and arose out of collaboration with partners across the spectrum. The stated goal of the Plan is a complete transportation system (in the words of the Resolution), which necessarily incorporates infrastructure for cyclists, pedestrians and those who use or rely upon public transportation. Physically protected bike lanes are an important component part of the Plan Safe System Approach to anticipate human error.

That said, bike lanes that are protected by both a buffer and a vertical element will not work everywhere across the City. While they are the ideal, in some areas we will have to defer to other methods or means of separation. As a cyclist, I avoid the rumble strips on county roads but a lesser version of that technology could be employed on City streets, perhaps by incorporating texture into lane markings.

In terms of ensuring bike lanes are consistent so drivers and users know what to expect, as in all things simplicity is key. Meaning, as a City we employ a finite and consistent number of approaches: protected (with vertical barriers), protected (space buffered), and shared. (Which includes lanes with various markings, depending). Vertical and in-road signage needs to be bold and consistent and should include signage that advises motorists of lane changes, bicycle lanes, etc. in advance. I also favor incorporating raised crosswalks and painted lanes (as they do in many areas of Chicago, for example). A good example of this in Des Moines is along Grand Avenue/Western Gateway, where green paint and consistent symbols advise drivers and cyclists of bike lanes and approaches to lanes.