

## The Candidates

**Joe Gatto (Incumbent, declined to participate)**

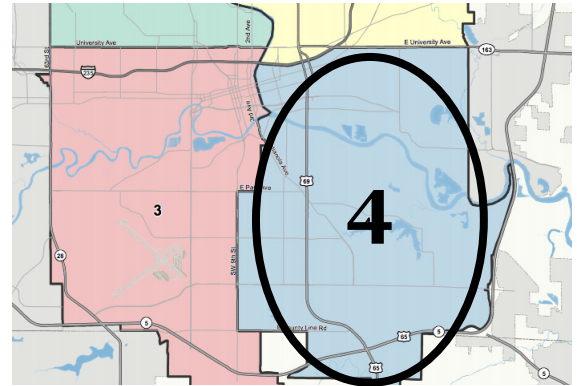
CCV

**Chelsea Chism-Vargas**

TJ

**ToyA Johnson**

## The Ward



Not all questions or options are represented here. Some candidates also provided more detailed responses that are not captured here. Full responses for each candidate can be found at: [www.dsmstreetcollective.org/council-questionnaire](http://www.dsmstreetcollective.org/council-questionnaire)

## The Questions

**When the City plans to reconfigure a street, the proposed action should:**

CCV

Be subject to a Council vote if it conflicts with an established plan or policy.

TJ

Be subject to a vote by neighborhood associations in the affected area and then based upon those votes, be subject to a vote of the city council.

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

CCV

People generally drive faster.

TJ

Lane widths have no effect on driving speeds.

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

CCV

TJ

Fewer people will bicycle and walk along that street.

**Street projects have constraints. Knowing trade-offs are inevitable, how do you rank these values from (1) most important to (6) least important:**

CCV TJ

- 5 4 car parking
- 1 1 safety of all users
- 3 6 maintaining travel speeds for drivers

CCV TJ

- 2 2 disruption to transit lines
- 4 5 consistency with established plan or policy
- 6 3 short-term disruption for drivers

**Budget - do you support, did you support, or would you have supported funds in the CIP Budget for:**

CCV TJ

Adding sidewalks on school and priority routes (\$18.8 M)

E. Douglas widening between E. 42nd and E 56th (\$8.6 M)

CCV

Ingersoll Ave. streetscape (\$13.1 M)

Merle Hay Rd. and Hickman Rd. intersection: widen and add turn lanes (\$700 K)

CCV TJ

Connect Downtown recommendations: one-way to two-way conversions, lane reductions, more on-street parking, and a more extensive bike lane network (\$4.9 M)

SE Connector between SE 30th St. and US Hwy. 65 (\$60.2 M)

CCV

6th Ave. streetscape (\$10.4 M)

Indianola Ave. widening between E. Army Post Rd. and Hwy. 69 (\$5 M)

**Ordinances/Non-budgetary - do you support, did you support, or would you have supported:**

TJ

A substantial reduction or elimination of minimum car parking requirements outside downtown.

CCV TJ

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.

CCV TJ

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.

CCV

NACTO standards as enacted by the City in 2016.

CCV

A Vision Zero approach to reduce injuries and eliminate deaths among people who are driving, walking, or bicycling.

CCV TJ

A change in signal timing to give pedestrians a head start at crosswalks.

**Enforcement - to improve safety, will you commit to taking action so that the City of Des Moines, including the Des Moines Police Dept., improves its enforcement of:**

CCV

Speeding on city streets.

CCV

Careless, distracted, or reckless driving, including texting while driving.

CCV

Blocked bike lanes (cars/trucks parked in or drifting into the lane).

CCV

Failure to yield to pedestrians at crosswalks, including mid-block crossings.

CCV

Failure to clear sidewalks soon after a snowfall or ice storm.

**Budget (Transit) - would you support DART if it increased the DART property tax levy?**

CCV

Yes I would support if DART had an increase in its property tax levy. After reviewing DART's 2019 legislative priorities, DART is trying to stretch every dollar they have and have researched that increasing the property tax levy as a way to avoid a transportation downfall crisis in the future.

TJ

I don't think we should increase anyone's taxes. What I do believe should happen is a review of our current budget and determine where we can eliminate and reduce cost in order to expand funding to cover DART services provided to underserved populations.

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

CCV

SE 14th and Indianola seems unsafe. We need turning lanes of some sort or just better streetscaping there. I would love to go over this with the Street Collective to hear what their ideas are for Ward 4.

TJ

Army Post Rd at various places. Hubbel at various places. South Union at various places. Indianola Ave at various places. I think there are many places in my Ward that need to be addressed that include adding sidewalks and traffic control devices to allow for safe crossings. The streets are also unsafe due to poor maintenance in the Ward 4 and I would seek to look at new materials and processes that are effective and cost efficient.

**People in Des Moines do not walk, bike, or take transit as much as people in other cities. Why is that, and is that a problem?**

CCV

I imagine the reason most folks use private cars is because they see it as the easiest and most convenient for them. Also, many folks in the area commute around the metro so being able to do it on their own times seems like more freedom. I definitely see the problem and issues here as this has negative impacts on the earth and causes us to be much more sedentary with their lifestyle and reliant outside of ourselves. This also doesn't support local transit, making folks less likely to be understanding of the needs of local transit and the benefits of it. Increasing opportunities for biking, walking, and public transit has a positive impact on our health and lives as well as the city.

TJ

I'm not sure why, however based on my own experiences I prefer to drive. I feel safer, I feel more in control and can come and go when I chose. I am not on someone else's time schedule and because I have children I am able to get them expeditiously in case of emergency. I also think that due to the location of some job sites with little to no public transportation and a hefty price tag on taxis and services like Uber and Lyft, I would say that it's personally more economically convenient to drive.

**In the last month, how many times have you walked, biked, or taken transit to work or to run errands?**

CCV

10 to 15, all have been walking in the downtown area.

TJ

Everyday. However that is also because I live in an area that has businesses that carry items that cover my basic needs.

**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?**

CCV

I was car-light when I was living as a student in Boulder. But Boulder has a lot of walkers & bicyclers so the city is a lot more inviting and set up for this type of travel.

TJ

Yes.