

COMMUNITY MOBILITY COMMITTEE GENERAL MEETING MINUTES

May 25, 2022

The meeting was called to order at 1:03 p.m. by the Chair, Liz Kramer. In attendance were voting and non-voting committee members Gina Becnel, Bobbie Brantley, Charles Bryson, Aubrey Byron, Becca Gilberg, Liz Kramer, Taylor March, Kaleena Menke, Sam McCrory, Pam Robtoy, Bryan Rogers, Melissa Theiss, Patrick Van Der Tuin, Dawn Walter, Sheryll Williams, Matt Wyczalkowski; city officials John Kohler from the Board of Public Service, Grace Kyung from the Mayor's Office, Andrew Lackey of the Office on the Disabled Scott Ogilvie of the Planning and Urban Design Agency, and Jamie Wilson of the Street Department; and guests Renee Badenoch, Mike Foley, George Karnesiz, Kim Paige, Adam Treaster, Kea Wilson, and two American Sign Language (ASL) interpreters.

The minutes from the April 27, 2022 meeting were approved as distributed.

General Reminders and Ground Rules

- Liz Kramer welcomed all attendees to the meeting and reminded everyone of the purpose of the Community Mobility Committee (CMC) as well as the rules of the meetings.
- Liz Kramer explained that closed captioning was available for all attendees through Zoom's live transcript function as well as an ASL interpreter present. If an attendee needs additional accommodations, please email Liz prior to the next meeting.
- The meeting was recorded for later viewing by absent committee members. The video will not be posted online.
- City officials in attendance introduced themselves over the call. Committee members and guests introduced themselves through the Zoom chat function.

Sharing Concerns

- Liz Kramer opened the floor to any attendees to share concerns:
 - Becca Gilberg – Bikers in St. Louis are lacking an interactive GIS map to determine which routes are safe. Google maps doesn't offer the safest routes and other bike maps created were static and are now out of date. Scott Ogilvie explained that there is a bike facility map on the city website. Turning that into a map to determine safe routes would be subjective and input from an advocacy group would be helpful. Becca asked if the map indicates the type of infrastructure of each route. Scott confirmed that yes, it does. Taylor March shared the link to the facility map in the Zoom chat (stlouis-mo.gov/government/departments/street/traffic/bicycling/bike-routes-and-maps.cfm)
 - Later in the discussion, Becca asked in Zoom chat - Scott, what about adding something to the map with definitions of each type of lane? I think people new to cycling may not know what all those terms mean.

- Later in the discussion, George Karnezis shared a GIS map made by bike enthusiast that can be filtered by type of bike and traffic calming infrastructure
(adamtreaster.maps.arcgis.com/apps/instant/minimalist/index.html?appid=4c97cefca5ca4a2ca9875c0cdb0cfd1f)
- Sam McCrory shared a map that they created to find safe bike routes. It is subjective, but may be a great starting place.
<https://www.google.com/maps/d/u/0/viewer?mid=1OSP8WL1wsC7nzG0zrCdZpr7GZyjRRy9O&ll=38.654024496621574%2C-90.24151725000002&z=12>
- o Renee Badenoch – They are getting frustrated with the Citizens Service Bureau (CSB) and the lack of transparency. They have submitted many requests, mostly about a section of Vandeventer, but there has never been any follow-up. It would be great to be given a timeline of when the request will be completed or an acknowledgement of the request.
- o Sam McCrory – They are concerned about how scooters are now banned Downtown after 7pm especially as summer comes and there will be a greater need for them (baseball games, special events at Kiener Plaza). Banning non-motorized transportation in the city core is not a good look. Can we learn about the thought process on that or the proposed timeline on when that will be reversed? Jamie Wilson explained that the ban started last summer. Scooters were restricted starting at 8pm. It was moved to 7pm based on feedback from the police. Sam responded that 8pm is not a better option. Is this a common tool used by other cities? Jamie explained that yes, this tool is used by other cities. It usually stems from a request from the police. While it can prevent instances of cruising, it does punish individuals who use the scooters properly. Patrick Van Der Tuin spoke up in support of Sam’s concern and added that limiting transportation options seems like a poor way of addressing problems downtown.
 - [The CMC will discuss the downtown scooter situation at the June meeting.](#)
- o Bobbie Brantley – They are a caregiver for individual with a disability. It is very difficult to keep her client engaged with the public because ramps and doorways through the city are ADA accessible.
 - [The CMC will receive an update on the ADA transition plan at the July meeting.](#)
- o Liz Kramer – MODOT is currently collecting feedback about I-64 before undergoes re-construction. Liz shared a link for their virtual presentation (future64.com/virtual-presentations)

Updates on Ongoing Projects Across the City of St. Louis and America Rescue Plan Act Feedback – Scott Ogilvie and John Kohler

- Scott Ogilvie explained that the East-West Gateway (EWG) announces their funding recommendations in May. Funding hasn’t been finalized but this is a great time to update the Community Mobility Committee on future projects that are likely to happen.
- John Kohler explained that there are major multimodal (a project encompassing multiple transit options) projects in the works. All projects include pedestrian and transit updates. Some projects involve bike improvements. John explained the projects in detail:
 - o S. Broadway Cycletrack – Design phase starting soon. Construction will begin in 2023. It will be a two-way separated cycletrack from River City Casino Boulevard to Dover Place with lane modifications.

- Cycletracks are also referred to as “protected bike lanes” (Definitions found here: trailnet.org/safe-streets-glossary/#protected-bike-lanes)
 - o Louisiana Calm Street – This project started construction last month. It runs on Louisiana from Meramec to Gravois. It is focused on slowing auto speed with bumpouts, rain scaping and other traffic calming features.
 - Traffic calming definitions: communitymobilitys.wixsite.com/stlcmc/projects-3?pgid=kwe1wy541-69726f9b-47f2-4071-9985-ae09eef99088
 - o Tower Grove Connector – The design of the first phase is 2/3 complete. It will be a two-way cycletrack running along Tower Grove Avenue from Magnolia Avenue to Vandeventer Avenue and then east on Vandeventer Avenue to Sarah Avenue. The second phase will cross Vandeventer Avenue and along Sarah Avenue to Forest Park Avenue. This project will connect to the Brickline Greenway
 - Information about Tower Grove Connector: towergroveconnector.com/
 - Information about Brickline Greenway: greatriversgreenway.org/greenway/brickline-greenway/
 - o Compton Bridge – The bridge will undergo a massive repair starting in 2025. Once completed, there will be improved pedestrian facilities and separated bike lanes on the east side of the bridge. This project will connect to the Brickline Greenway as well as bike lanes on Chouteau Avenue.
 - o Jefferson to 20th – There will be a separated bike path or solo track from Chouteau and Jefferson all the way up to Scott Avenue (connecting to the new MLS campus). It will either be fully isolated or separated from the street.
 - o 20th Street Cycletrack – Design phase starting soon. It will connect to the new MLS campus from the east. It will be along 20th up to St. Louis Avenue. It will connect to the new NGA campus on its north end. It will begin in 2024. This will be focused on congestion mitigation.
 - o Tucker Cycletrack – The design phase is starting now. This will be a two-way separated bike path along Tucker from Chouteau to Washington. This project will connect to the Brickline Greenway.
 - o Jefferson Phase 1 & 2 – This project will involve pedestrian and motor improvements. It is in the bidding phase and construction will begin soon. It is being done to support the new NGA site.
 - o Jefferson Avenue between Market Street and Cass Avenue as well as Parnell Street between Cass Avenue and Palm Street will have full street reconstruction with lane modification. It is out for bidding right now.
 - o Deer Creek Greenway – This project is a partnership between Maplewood and Great Rivers Greenway. The city is contributing some funds so this will be connected to the River Des Peres Greenway. It will start in 2025.
 - o Brickline Grand 2025 - Great Rivers Greenway received a RAISE grant to create a greenway from Fairgrounds Park to Cass Avenue. It is under design. The EWG is proposing funding for a second segment of the greenway. It will run from Cass Avenue down to Lindell Boulevard.
 - o Riverview Boulevard – MODOT is doing a full street repaving and the city is providing approximately \$300,000 in ward capital to install traffic calming measures. That will start next year.
 - o Cortex to Grand Metrolink – Design phase starting soon. This project will link the two Metrolink stops and be a part of the Brickline Greenway.
- The only current existing cycle tracks in the city are on Sullivan and Chestnut.

- Charles Bryson asked via the Zoom chat if Trailnet and others could access this map, or keep a copy. Scott Ogilvie agreed to share the map with the CMC. All of these projects are also listed on the EWG website.
 - Please see the maps linked below. Please note that these maps do not represent *all projects*, just those that are most relevant to the CMC and contain significant bicycle and pedestrian facilities, traffic calming, or transit amenities. Other projects can be accessed on the [East-West Gateway website](#).
 - [Select funded roadway improvements BB 184, May 2022](#)
 - [Major Multimodal Transportation Projects, May 2022](#)
- Scott Ogilvie clarified that this is not an extensive list of all future multimodal projects in the city. This is only a list of those who may receive funding from the EWG.
- Scott Ogilvie reported on Bill 184 which directs America Rescue Plan Act funding to replace long or full sections of major streets.
 - Often is it difficult to fund consistent repaving of these streets because they tend to run through numerous wards and repaving is funded through ward capital.
 - The streets being repaved are Goodfellow from Delmar to Halls Ferry Circle, Union from Delmar to West Florissant, all of Kingshighway, all of Grand Avenue, and Jefferson Avenue from Chouteau to Broadway.
 - Out of the sections that will be repaved, Goodfellow and sections of Kingshighway and South Grand have completed traffic studies.
 - Bill 184 only has sufficient funding for resurfacing. There is not sufficient funding (except for Riverview) for traffic calming and multimodal improvements.
 - City employees working with the Board of Alderperson to commit ward capital for calming. They hope to implement additional features rather than just repaving.
- Taylor March asked via the Zoom chat function what is the deadline for ARPA funding and if the funds have to be spent or simply committed by that date? Scott Ogilvie reported that the deadline is 2026. The funding restrictions though are still unclear.
- Patrick Van Der Tuin asked via the Zoom chat function if any funding has been allocated to education or enforcement of these routes. Scott Ogilvie and John Kohler reported that no funding has been allocated for those matters.
- Renee Badenoch asked via the Zoom chat function if any of the new bike lanes eliminated existing car lanes and if there plans to modify motor speed on those routes. John Kohler reported that Vandeventer will have two lanes eliminated from Sarah to near Tower Groves Park. Jefferson Avenue receiving improvements as mentioned above will be reduced by four lanes to two on each side. Tucker will have one lane reduced going southbound. There will be various lane reductions along the Brickline Greenway. In general, the traffic calming features will cause a reduction in speed but there has not been a discussion about formally lowering the speeds.
- Renee Badenoch asked via the Zoom chat function if any of these changes will result in parking minimum or zoning along the routes. Scott Ogilvie reported that the Skinner-Debaliviere neighborhood will be reducing parking minimums.
- Kea Wilson asked via the Zoom chat function if the mayor responded to the CMC's request to consider more comprehensive redesigns along the routes slated for simple resurfacing. Liz Kramer explained that the Mayor's Office issued a statement to St. Louis Public Radio in response to the letter pointing to approval of funds for other traffic calming and the Louisiana Calm Street
(news.stpublicradio.org/show/st-louis-on-the-air/2022-05-17/st-louis-needs-to-do-more-than-repave-its-dangerous-streets-committee-urges)
- Kea Wilson asked via the Zoom chat function if only resurfacing is happening on particular routes if there is a possibility of at least adding paint-based improvements e.g.

high visibility green bike lanes or BRT lanes on segments of Grand. Scott Ogilvie explained that currently the funding is for resurfacing only, but there is a possibility of adding additional improvements in areas that have a completed traffic study.

- Aubrey Bryon asked via the Zoom chat function about the design of the new cycletracks – will the lanes move with the flow of traffic (e.g. the Chestnut segment in Downtown) or will the lanes be grouped with the sidewalk (e.g. the Indianapolis Cultural Trail). The latter is great for tourists and recreation use but cumbersome for people who use cycling as a primary source of transportation. John Kohler explained that it will depend on the project. Each have their own perimeters. They are happy to provide details on an individual projects. Liz Kramer reported that the CMC will share details of the open houses for each project so members can attend and share their thoughts on specific projects.
- Patrick Van Der Tuin asked via the Zoom chat function if funding has been set aside for future maintenance requirements. John Kohler explained the maintenance of any standard street improvements will be covered by the city. If an improvement goes above a standard improvement (as defined by the Streets Department) then a funding agreement will be established with an external partner (e.g. aspects of the Brickline Greenway will be covered by a funding agreement).

Subcommittee Updates

- Dawn Walter reported that the CMC received a membership application since the last general meeting. The Engagement Subcommittee recommends that this individual be invited a non-voting member. As such, no action is needed by current voting members.
- Dawn Walter also reported that the subcommittee is also exploring creating a Facebook group for the CMC.
- Liz Kramer shared the CMC's new onboarding guide as a resource for current members to learn information and find important documents (docs.google.com/document/d/1vJ6BAqF5Zs6N63PIHfTIEd5-US88vvB_/edit)
- Sam McCrory shared that the Open Streets/Parklet Subcommittee is working to bring back Parking Day on September 16th. They are meeting with the Treasurer's Office to work on details.
- Sam McCrory also reported the subcommittee is continuing to develop a guide for open streets and looking for opportunities for open street events.

Other Business

- Sam McCrory shared a map that they created to find safe bike routes. It is subjective, but may be a great starting place. (google.com/maps/d/u/0/edit?mid=1OSP8WL1wsC7nzG0zrCdZpr7GZyjRRy9Q&usp=sharing)

There being no further business, the meeting was concluded at 1:58.

At the links below are the maps shared in the CMC meeting. Please note that these maps do not represent all projects, just those that are most relevant to the CMC and contain significant bicycle and pedestrian facilities, traffic calming, or transit amenities. Other projects can be accessed on the [East-West Gateway website](#).

[Select funded roadway improvements BB 184, May 2022](#)

[Major Multimodal Transportation Projects, May 2022](#)

CMC Voting Members also approved and sent a letter with public comment to the National Highway Traffic Safety Administration about proposed updates to the New Car Assessment Program (NCAP). Read more about these updates [here](#).

6.7.2022

Dr. Steve Cliff
Deputy Administrator
National Highway Traffic Safety Administration
Department of Transportation
1200 New Jersey Avenue S.E., West Building
Washington, D.C. 20590-0001

Dear Deputy Administrator Cliff,

On behalf of the Community Mobility Committee of the City of St. Louis, we are pleased to offer the following comments in response to NHTSA's proposed updates to the New Car Assessment Program (NCAP).

Our organization advises the City of St. Louis on issues related to mobility within the City of St. Louis. Our committee is committed to making the streets and sidewalks of St. Louis safer for people walking, biking, scooting, and taking transit. As shown in the [2021 St. Louis Crash Report](#), our region is particularly dangerous for people walking. While we strive to advocate for change on the local level, we need your partnership to make vehicles that are safer for **all** people getting around, not just those who are driving.

Fatalities and serious injuries among people walking and people biking have skyrocketed by more than 50 percent over the past ten years, dramatically outpacing overall roadway fatalities. Newly released estimates from NHTSA show that nearly 43,000 people died in crashes in 2021, a 10.8% jump from 2020. Data confirms the role of vehicle design in exacerbating the safety crisis unfolding on our nation's streets, with studies from the [Insurance Institute for Highway Safety](#) (IIHS) and [Consumer Reports](#) documenting direct links from vehicle size, speed, and weight to increasing traffic fatalities. Updates to NCAP have not kept pace with these realities, and international equivalents have surpassed the U.S. program. Current vehicle standards and rating systems have failed to protect people outside of cars, especially in multimodal urban environments.

The Community Mobility Committee of the City of St. Louis is encouraged to see NHTSA take the crucial step of incorporating safety features that protect people outside of vehicles into NCAP. However, the proposed changes to the Program can go further. In addition to incorporating several long-overdue technological changes, the rating system must address the outsized roles that vehicle speed, size, weight, and visibility from the driver's seat play in determining safety outcomes. To help alleviate the national traffic safety crisis, **NHTSA should ensure no vehicle receives a five star rating without scoring highly in the following categories:**

- **Advanced Driver Assistance Systems (ADAS) features capable of sensing and protecting people outside vehicles:** This Request for Comment incorporates important technologies into NCAP, including blind spot detection and intervention (BSI/BSW), lane keeping support (LKS), and pedestrian automatic emergency braking (PAEB). To maximize safety benefits to people outside vehicles, NHTSA's testing protocols for these systems must account for documented shortcomings of ADAS features. These technologies are known to be less reliable in [dark lighting, inclement weather, while turning, traveling at higher speeds](#), or at detecting [people of color](#), and [people carrying objects](#)¹. NHTSA can significantly improve vehicle safety not only by reserving five-star ratings for vehicles equipped with ADAS, but ensuring these systems perform to a high standard.
- **Intelligent speed assistance systems that automatically limit unsafe speeds:** Vehicle speed plays a critical role in determining the likelihood and severity of traffic crashes, injuries, and fatalities. Crashes are more likely to occur as a driver's speed increases, as does the likelihood of a crash being fatal. Intelligent speed assistance (ISA) is a tool [proven to reduce](#) speed-related crashes and fatalities. This technology is already widely deployed across Europe and Euro NCAP's rating system provides a [model](#) for NHTSA to follow in considering ISA. NCAP can act as an incentive for automakers to make ISA standard in all vehicles, by reserving full credit only where it is available.
- **Pedestrian protection and crashworthiness/survivability for people outside the vehicle:** Since 2010, NHTSA has documented that large high-front vehicles present increased risks to people walking and biking. With very large SUVs and light trucks making up an ever-increasing share of vehicular traffic and driving a large share of fatalities and serious injuries among pedestrians and cyclists, federal action to address vehicle size is long overdue. NHTSA's proposal to include a crashworthiness pedestrian protection testing program in NCAP in 2022 is an opportunity to update vehicle test criteria to ensure safety for the widest possible range of people. NHTSA can do so by following the [example of Transport For London](#) and select, as their default "test case," a significantly smaller than average person, to ensure that all people are properly considered in the crashworthiness testing. Designing test criteria built around the smaller-than-average person will result in increased safety for everyone.
- **Direct visibility from the driver's seat ("direct vision"):** Cameras, mirrors, sensors and other ADAS features cannot replace the need for direct sight. Large vehicles, such as SUVs, light trucks, and heavy trucks, have large blind spots and visibility problems, which are directly connected to decreased safety and increases in fatalities. A recent [IIHS study](#) found that pick-up trucks are 4 times more likely, and SUVs are 3 times more likely, to cause a fatal crash when making a left turn because of limited visibility from the driver's seat. Data from the USDOT Volpe Center shows that when drivers are operating trucks with low visibility from the driver's seat they are able to detect pedestrians in a crosswalk in front of them only 13% of the time, versus 100% in vehicles that offer better visibility from the driver's seat. NHTSA should use existing tools, such as [USDOT's Blind Zone Calculator](#) and [international direct vision standards](#), to evaluate and address the safety impacts of blind spots on large vehicles. Vehicles with low direct visibility from the driver's seat should not receive 5-star ratings.

¹ See p. 344 of Manual.

The Community Mobility Committee of the City of St. Louis greatly appreciates NHTSA's consideration of these comments. Ensuring that consumers have the necessary information. Safer vehicles are a pillar of USDOT's National Roadway Safety Strategy and NHTSA can do more to leverage NCAP and ensure consumers have a comprehensive understanding of vehicle safety. We welcome further opportunities to guide the continued development of the NCAP program as NHTSA takes important steps towards incorporating the safety of people traveling outside personal vehicles into the program.

Sincerely,

Voting Members of the Community Mobility Committee of the City of St. Louis:

Liz Kramer, chair
Aamna Anwer
Denis Beganovic
Matthew Bernstine
Bobbie Brantley
Charles Bryson
Taylor March, vice chair
Kaleena Menke
Wendy McDaniel
Kevin B. McKinney, Executive Director of the St. Louis Association of Community Organizations
Pamela Robtoy
Bryan S. Rogers
Tiffanie Stanfield, Founder of Fighting against Hit And Run Driving

TRACKING NUMBER

L44-ogf0-jw2x

SUBMITTED COMMENT TEXT

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- Advanced Driver Assistance Systems (ADAS) features capable of sensing and protecting people outside vehicles
- Intelligent speed assistance systems that automatically limit unsafe speeds
- Pedestrian protection and crashworthiness/survivability for people outside the vehicle
- Direct visibility from the driver's seat ("direct vision")