

**Community Mobility Committee**  
**April 27, 2022 Meeting, 1-2p**

*Virtual via Zoom*

<https://us02web.zoom.us/j/87550721789?pwd=Yzh6YWRRZGd4RzJETnV2aGRpQjlzZz09>

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**Agenda**

1. Introductions (5 minutes)
  - a. General reminders and ground rules
  - b. City staff and electeds
2. Minutes from last month (2 minutes)
3. Sharing concerns — (8 minutes)
4. Missouri DOT — (20-25 minutes) Area Engineer Jennifer Wade, PE
5. Subcommittee updates (10 minutes)
6. Other business (5 minutes)

## **COMMUNITY MOBILITY COMMITTEE GENERAL MEETING MINUTES**

**April 27, 2022**

The meeting was called to order at 1:02 p.m. by the Chair, Liz Kramer. In attendance were voting and non-voting committee members Aamna Anwer, Denis Beganovic, Charles Bryson, Aubrey Byron, Becca Gilberg, Kevin Hahn-Petruso, Liz Kramer, Taylor March, Kaleena Menke, Sam McCrory, Kevin McKinney, Melissa Theiss, Patrick Van Der Tuin, Dawn Walter, Sheryll Williams, Matt Wyczalkowski; city officials Andrew Lackey of the Office on the Disabled and Scott Ogilvie of the Planning and Urban Design Agency; and guests Caleb Holtmeyer, George Karnesiz, Kim Paige, Madeleine Swanstrom, Adam Treaster, Jen Wade, Kea Wilson and an American Sign Language (ASL) interpreter.

The minutes from the March 23, 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:
  - o Kevin McKinney – When will the city start repairing streets and filling pot holes? Scott Ogilvie explained that the city allocated money but he is unsure on the timeline.
  - o Dawn Walter – Funds allocated to the Compton Bridge repair were recently diverted to a different infrastructure project (Board Bill 184, [stlouis-mo.gov/government/city-laws/board-bills/boardbill.cfm?bbDetail=true&BBId=13981](https://stlouis-mo.gov/government/city-laws/board-bills/boardbill.cfm?bbDetail=true&BBId=13981)). Does the city have a plan on how to fund that project so we don't lose the project's federal matching funds? Scott Ogilvie explained that the Compton Bridge repair has received funding from the East West Gateway. Many federal grants from funding sources like the East West Gateway require local governments to contribute a portion of the cost (commonly 20%) to receive funding. As of right now, there are a number of avenues that funding could come from – American Rescue Plan Act (ARPA), the bond that was passed by voters in April, etc. This project is of high importance so the \$4 million in funding is likely to be identified later this year.

- o Patrick Van Der Tuin – He was extremely disappointed by the Fire Department’s media response about the recent bike fatality on Manchester. They put most, if not all, of the blame on the cyclist. It would be great to see the CMC help address this. Could we create a one-page for city officials that explains how to report on traffic crashes to the media? Liz suggested that the CMC repurpose the traffic toolkit that the CMC posted on its blogpost last fall ([communitymobilitys.wixsite.com/stlcmc/post/communicating-about-traffic-violence](https://communitymobilitys.wixsite.com/stlcmc/post/communicating-about-traffic-violence)). Liz also shared that Trailnet sent a letter to the St. Louis Post-Dispatch (which wrote the original story) to ask them to update the original story and they responded. There are opportunities to adjust and share the toolkit. Kea Wilson shared a toolkit from Streets Blog that the CMC could share or reference while updating our own ([usa.streetsblog.org/2021/05/19/this-is-how-cities-should-analyze-crashes-that-kill-peds/](https://usa.streetsblog.org/2021/05/19/this-is-how-cities-should-analyze-crashes-that-kill-peds/)). Kaleena Menke requested that an article by NextSTL be included in the meeting minutes in response to the media coverage about the cyclist who was killed ([nextstl.com/2022/04/in-a-city-with-rampant-pedestrian-and-cycling-crashes-cyclists-are-still-blamed-for-their-own-deaths/](https://nextstl.com/2022/04/in-a-city-with-rampant-pedestrian-and-cycling-crashes-cyclists-are-still-blamed-for-their-own-deaths/))
  - Volunteer opportunity: repurposing the traffic toolkit and sharing it to others who talk about traffic crashes.

### **ARPA Commercial Corridors (Ordinance 71393)**

- Sam McCrory explained that the Open Streets and Engagement committees are looking for opportunities to advocate for ARPA funding to improve traffic calming on specific corridors. Sam Ogilvie reported that the Board of Alderperson recently allocated ARPA funding to implement traffic calming on some corridors (Riverview and Goodfellow). There will be community engagement events planned for each corridor. Other corridors (Kingshighway) will be repaved but no infrastructure improvements. If the city can come up with additional funding (primarily through ward capital) then more traffic calming improvements can be implemented. Taylor March asked if the city has a map of which corridors have plans in place and where the gaps are so the CMC can target areas that still need help. Scott will create a map that highlights where plans have been created and/or funding has been allocated.
  - o We’ll highlight some upcoming projects during the May 2022 CMC meeting.
- Sam McCrory asked if the city is looking into the new Safe Streets for All grant program ([transportation.gov/SS4A](https://transportation.gov/SS4A)). Safe Streets for All calls for the development or update of a comprehensive safety action plan and planning, design, and development activities in support of said plan. Scott Ogilvie reported that they and John Kohler are attending a webinar on the program next week to learn more. Sam asked if the Office of the Mayor is aware. Scott explained that if they do not, they are likely to be briefed on the program soon. Looking beyond federal grant programs, the new city budget, which will be released soon, will have larger funding for the Streets Department to address traffic calming needs.
- Charles Bryson explained that several city departments related to the CMC and its mission are receiving more funding. Is there a way to follow the increased funding and the process of newly funded projects? Will there be community engagement events surrounding this new funding? Additionally, will the ward capital process change since the ward boundaries are changing? Scott Ogilvie explained that is uncertain how ward capital funding is going to change. Since the wards are decreasing by half, the new wards could

simply receive double the funding or an entirely new system could be created. The City and all Alderperson are working hard to advance many projects before the change next April. Liz Kramer explained that there is a lot of work already in process around the city. The CMC wants to be supportive around their efforts especially relating to safe streets for all. We are short on time though so this conversation will continue off Zoom.

- The voting members of the CMC drafted and sent a letter to Mayor Jones summarizing our discussions about ARPA street repaving and SS4A funds. The text of the letter is included at the end of the notes.

### **Missouri Department of Transportation (MODOT) – Jen Wade, Area Engineer, PE**

- Jen Wade is an engineer for MODOT that serves the City of St. Louis. They joined the meeting to explain what roadways the MODOT owns and maintains within city boundary as well as their specific responsibilities relating to those roadways.
  - If the route is numbered or has a letter, it is owned by the state (I-70, I-64, I-44, and I-55 including all river bridges along those routes).
  - There are a number of city owned routes that are maintained by MODOT (Route H, MO 367, MO 115, Route D, MO 100, MO 30, and MO 366) Natural Bridge was recently under the preview of the state, but is now maintained by the city.
  - MODOT maintains all amenities curb-to-curb which includes the driving surface, striping and signal on all of its routes. It also assists in street sweeping.
  - MODOT does not maintain the lighting, parking meters, sidewalks, and access rights on its maintenance corridors.
  - Aubrey Byron asked via the chat function if MODOT has to sign off on traffic calming proposals on roads they help maintain. Jen explained that MODOT has a responsibility of safety so they do have a say. MODOT is very cautious about safety because of the maintenance agreement. For example: MODOT does not use the schoemehl pots or concrete cubes that St. Louis uses in other locations as they are not industry supported traffic calming methods.
  - Becca Gilberg asked via the chat function how bike lanes are managed. Jen explained that the decision to add bike lanes is led by the city, but the final decision is made with input from the city and state officials. Becca followed up and asked via the chat function how citizens can ask for bike land markings to be repainted. Jen explained that citizens can call 314-275-1500 (local) or 888-ASK-MODOT for maintenance requests. The MODOT call center is open 24 hours 7 days a week and monitored by individuals. If citizens have request for new amenities, their request will be routed to Jen to be addressed at a later date.
  - Kevin McKinney asked via the chat function if MODOT repaves their maintained roads. Taylor March answered via the chat function that yes, they do.
  - Andrew Lackey asked via the chat function if MODOT installs and maintains curb-ramps on their maintenance routes. Jen explained that all sidewalk facilities including curb ramps belong to the city. MODOT will often install curb ramps though when a signal at an intersection is being improved as a courtesy.
  - Patrick Van Der Tuin asked if the curb-to-curb model is typical or shared by other states. Jen explained that the model if not typical. It was implemented by state legislators to ensure that all MODOT maintained roads are safe. The model does pull funding away from MODOT owned routes for maintenance. Scott Ogilvie explained that there was a period when maintenance was not required so MODOT did not contribute to their maintenance. The agreement was crafted around 2004 as a compromise to clarify that the City of St. Louis owns right of way, but some maintenance is required by MODOT.

- o Patrick Van Der Tuin asked via the chat function if someone could explain the advantage of the city maintaining some aspects of the street and MODOT the others.
  - Jen Wade wrote via email: “The advantage is that the city gets assistance from the state to maintain city roadways. It provides for a larger total investment in city roadways. Since city residents pay state road taxes, there was a political concern a few years ago that they were not receiving their share of state services.”
- o Aubrey Bryon asked if MODOT has dedicated positions to researching and implementing road safety measures for pedestrians, cyclists, and other vulnerable road users. Jen explained that the traffic department is in charge of maintaining the operating experience including safety for all users. That being said, MODOT can always do better. Safety is in its values, but it can do better. Groups like this help it keep safety in the forefront.
- o Jen explained that the citizen’s guide is a great way to learn about MODOT funding. MODOT receives its funding from DMV fees, the gas tax, federal grants/funding programs, and recently MO general funding ([modot.org/citizens-guide-transportation-funding-missouri](http://modot.org/citizens-guide-transportation-funding-missouri)).
- o Jen shared the State Transportation Improvement Program which is MODOT’s 5-year plan for projects ([modot.org/statewide-transportation-improvement-program-stip](http://modot.org/statewide-transportation-improvement-program-stip)).
- o Jen shared the MODOT’s unfunded need list. MODOT creates this list to inform votes and elected officials of what could be done if they had more funding. Some projects include multi-modal designs.
- o Jen explained that one of MODOT’s strengths is its asset management. It continuously works on a 10-year funding program to ensure future needs are understood and funded.
- o Kaleena Menke explained that they have had trouble reporting issues to MODOT/St. Louis on these routes about a variety of issues (e.g., street sweeping, bike lane sweeping, clogged storm drainage, trees down growing on sidewalks). How is this system supposed to work for an average citizen who is not willing to call multiple customer support lines to report maintenance issues?
  - Jen Wade wrote via email: “Good question! What I can say about this is that our customer support line is open 24/7/365 and is staffed by real people. When you call with a concern, it gets entered into our call report database which gets tracked for completion and our employees are held accountable for their responsiveness. It is a great way to get tasks on to our to-do list. I do know that we get forwarded information from the city’s CSB line, and we also send information their way when people report to the wrong agency. So we hope that this city-state communication helps smooth out the issues that arise. Also, I know I spend a lot of my public involvement time educating the public on how they can reach us and who owns which routes. (“If it has a letter or a number associated with it – it’s a state route.”) So, any help your group can provide in getting the word out will only help the public understand this better.”
- o Jen explained that MODOT will be completing a study on I-64 between Kingshighway and Jefferson to make sure the current ramp system is appropriate before the system is repaired. Community engagement meetings will begin in

mid-May. The press release about this new study, titled Future 64, will be coming out this week so keep an eye out for it.

- o Liz Kramer asked members of the committee and public to email them if they have additional questions for Jen.

### **Other Business**

- Kevin Hahn-Petruso shared this will be their last meeting as an employee of Trailnet. They are accepting a new role at Washington University. Please share the job description with your networks ([trailnet.org/2022/04/25/were-hiring-policy-catalyst/](https://trailnet.org/2022/04/25/were-hiring-policy-catalyst/)).

There being no further business, the meeting was concluded at 2:02pm.

*Letter from the Voting Members of the CMC to Mayor Jones*

May 9, 2022

Dear Mayor Jones,

At the most recent **Community Mobility Committee** meeting (Wednesday, April 27), members brought up concerns they have discussed in subcommittee meetings and with other City of St. Louis residents. We wish to raise these important issues related to safety on our streets directly to you.

We want to encourage your administration to pursue a comprehensive approach to planning for zero deaths and serious injuries on our streets. While we are grateful for the hard work happening on individual corridors and within individual wards, our committee believes that a comprehensive approach is necessary to make our streets safe, particularly for the most vulnerable road users. Piecemeal traffic calming and infrastructure efforts risk increasing the existing gaps, such as our score of [40 on the Equity Indicator Pedestrian Injuries](#).

As the first round of American Rescue Plan Act (ARPA) funding is assigned for spending via [Board Bill 184](#), members of our committee have noticed that there are funds for street resurfacing of major streets that are exceptional dangerous environments to people walking, using public transportation, riding a bike, and driving, including Grand Avenue, Kingshighway, Jefferson, Union, and Goodfellow. These large, fast arterial roads are critical thoroughfares for people moving on all modes of transportation.

That is why we ask you to work with your team at the Streets Department and the Board of Public Service (BPS) to consider the timing of repaving these segments. Most of these segments do not have plans in place that prioritize the safety of people walking, biking, or taking transit, as well as those who are driving. Surface repaving alone will not resolve the danger. With these once-in-a-lifetime funds, the time is right to make our streets safer for transportation users of all ages and abilities. We hope that with your direction, Streets and BPS can coordinate with others, including alders, to seek funding to allow for improved facilities for everyone using these streets *before* the investment in repaving takes place. There are many safety improvements, such as curb extensions, high visibility crosswalks, traffic signals, and lane diets that reconfigure the road, that would improve safety for people driving, walking, and biking. This is an incredible opportunity: every repaving project is an opportunity to create a safer St. Louis!

At the same time, the upcoming funding opportunity through the US Department of Transportation's [Safe Streets and Roads for All \(SS4A\)](#) initiative is an opportunity to tackle comprehensive planning. This discretionary program will fund grants that could be used for a comprehensive safety action plan. We are aware that the staff are currently learning more about this opportunity, and we ask you to pursue funding for comprehensive planning as soon as possible.

We thank you for your leadership and for your administrations' willingness to engage with us, particularly through our liaison Grace Kyung. The residents our committee hears from are hungry for traffic calming and appreciate these improvements across the city. We would be happy to meet with your team to discuss at any time.

Thank you,

*Voting Members of the Community Mobility Committee:*  
Aamna Anwer

Denis Beganovic (1226 Olive St.)  
Charles Bryson (3XX North 4th St.)  
Liz Kramer, Chair (35XX Humphrey)  
Taylor March, Vice Chair (46XX Minnesota)  
Kaleena Menke (11XX S Boyle Ave)  
Kevin McKinney  
Pam Robtoy (7XXX Michigan Ave)  
Tiffanie Stanfield