

Dear Grace and Scott,

Thank you so much for attending the CMC on May 24th and sharing more about the proposed process for identifying a consultant for the upcoming Mobility Plan. As the City thinks about the scope and scale of this work, we have a set of recommendations on how this plan is approached. Many of our hopes for this plan seem to align with what you all have worked to put together.

We would like to see a plan process and approach that:

- Ensures that the plan is managed and led by staff with relevant personal and professional experience in mobility planning and design
- Includes for robust community engagement that particularly engages people with high mobility challenges, including people with disabilities, elders, and low-income workers, and engages with people in their neighborhoods and through non-traditional partners
- Utilizes plan activities to lay the groundwork for cultural change within the City, moving away from a car-centered approach.

We would like to see plan content and deliverables that:

- Adopt a Vision Zero Approach
- Address opportunities to improve the system of oversight and governance over mobility and transportation
- Address critical transportation safety topics beyond infrastructure, including public culture change through education and enforcement
- Include extremely near-term opportunities that can be implemented with the resources we have now, as well as mid-term opportunities and longer-term visions
- Prioritize addressing accessibility needs across the City, aligning with the ADA Transition Plan
- Address resources and approach for maintenance and accountability of all outcomes of the plan
- Address issues of resilience, including climate and economic resilience
- Uses the planning process to build a sustainable approach to collecting and analyzing data about mobility and transportation, looking for outcomes that are both improving and more equitable over time

Among these many requests, the highest priority ask for us are to:

- **Address opportunities to improve the system of oversight and governance** over mobility and transportation, which would long-term make these types of changes in infrastructure and culture more possible and effective,
- **Ensure that plan is managed and led by City staff with relevant personal and professional experience**, so that the plan is infused with the experience of the challenges and joys of getting around St. Louis in ways other than a car, and
- **Include robust, dedicated funding and time for engagement with residents**, especially those who are hard-to-reach or part of underserved groups, and meeting residents where they are, including in their neighborhoods.

In the pages that follow, we address other components we are requesting, and provide additional detail. Thank you for your work on this important effort, and we look forward to supporting this effort.

Voting Members of the CMC

Denis Beganovic

Aubrey Byron

Matthew Bernstine

Christie Holland, co-chair

Liz Kramer, co-chair

Tiffanie Stanfield

Mike Ridenhour

Kea Wilson

Plan Process and Approach

Ensure that the plan is managed and led by staff with relevant personal and professional experience

As we've previously written, this plan requires commitment and expertise in multimodal transportation, and an entity that can coordinate across many departments and agencies. We've also seen how important it is for people involved in these efforts to have personal experience with the joys and dangers of walking, biking, and rolling in St. Louis. For this reason, it's critical that the City project manager for this project does just that — their personal experience would make a huge difference in understanding the challenges. We would also like to see the consultant team and other City staff on the team to actively walk, bike, take transit, or roll around St. Louis during this project. We also request that the management and oversight of this planning process happens within the Planning & Urban Design Agency (PDA). Not only does PDA have staff with personal and professional experience biking, walking, and taking transit across St. Louis, PDA staff are best positioned to coordinate this effort with other ongoing and related plans, including updates to the Sustainability Plan and the Strategic Land Use Plan. The outcomes of this planning effort must also be incorporated into neighborhood plans to be developed across the city.

Include for robust community engagement that particularly engages people with high mobility challenges, including people with disabilities, older adults, and low-income workers, and engages with people in their neighborhoods and through non-traditional partners

The people who struggle most to get around our city must be the top priority in this planning effort, including people with disabilities, older adults, low-income workers, and those who have already been impacted by traffic violence. We want to see the plan scope include requirements and funding expectations for robust, in-depth community engagement with people who are most vulnerable to traffic violence and most impacted by the lack of access to safe, accessible options for moving around our city. We expect the planning team to reach community members who are representative of the diversity of experience in our City. The consultant budget should include support for engagement strategies to connect with people who are hard to reach, such as food, canvassing, or childcare. Any public engagement should include a range of times, days, locations, and modes — including virtual to support those with transportation challenges. We also know that many hard-to-reach people are connected to their communities in other ways, and we expect to see engagement with neighborhood organizations, social media news platforms, and other creative venues.

Utilize plan activities to lay the groundwork for cultural change within the City, moving away from a car-centered approach

This planning effort will engage staff from across the City, and we would like to see the scope for the plan include resources to help advance culture change within departments that moves us away from a car-default. This might include education for staff and electeds, opportunities to experience conditions on the ground, or other creative methods that begin to move the priorities of the City at every level away from automobiles and towards many modes of transportation. To this end, we encourage engagement opportunities to be at locations that encourage walking, rolling, taking transit, or biking. This might include choosing only locations with bike racks, or nearby to transit, or perhaps including several live virtual options.

Plan Content and Deliverables

Adopt a Vision Zero Approach

As we have previously said, no traffic deaths are acceptable. We expect this plan to set a target date to reach this goal, and utilize the planning process to create a roadmap to get there through infrastructure change, systems change, and policy change.

Address opportunities to improve the system of oversight and governance over mobility and transportation

At a minimum, the plan must suggest opportunities to improve the system of oversight and governance over mobility in the City, including how planning, design, construction, and maintenance of transportation infrastructure is organized within City government. The divided system of decision-making within the City limits how effectively we can use funding, what forward-thinking planning happens, and how well follow-through happens. In addition, the plan should address regional collaboration and coordination, connecting to other efforts outside of the City limits.

Address critical transportation safety topics beyond infrastructure, including public culture change through education and enforcement

While we expect that this plan will substantively address infrastructure, particularly how the City can best address mobility needs in a realistic way into the future, we also expect the plan to address opportunities for broader culture change in the public through approaches like education and enforcement. Addressing education and enforcement must also recognize the limitations and risks of these methods, including the disproportionate harm that enforcement causes to some communities, and crafting educational messages that acknowledge which modes of transportation are capable of causing the most harm to other road users. We also hope that the plan will address opportunities to expand the number of people walking, rolling, biking, or taking transit — including strategies to engage employers and businesses, as well as ways to reduce the overall vehicle miles traveled and the dependence on personal cars.

Include extremely near-term opportunities that can be implemented with the resources we have now, as well as mid-term opportunities and longer-term visions

We know we can't transform our infrastructure instantaneously, yet the influx of unprecedented funding means now is a great time to leverage local resources to invest in aging systems and make substantial progress towards a new vision of the City. It's critical that this plan is not left on a shelf — it must include short-term, achievable transformation that will impact people's lives and how they get around the City as soon as possible. We would like to see plan deliverables include 0-5 year projects and changes, as well as longer-term opportunities that could be completed in 5-15 years. Short-term transformation should include policy and procedural changes, such as coordination with the utilities or changes to the 50/50 sidewalk program, as well as quick-build projects. The plan should also include a visionary component that goes beyond this timescale, helping us to imagine our mobility far into the future. These infrastructure improvements could be at a variety of scales, from creating complete sidewalk networks to consistently funding and installing bike racks to improved transit resources.

Prioritize addressing accessibility needs across the City, aligning with the ADA Transition Plan

Getting around the City of St. Louis is extremely challenging for many people living with disabilities, and alignment of the mobility plan with the ADA Transition Plan and the work already undertaken by the Office for the Disabled and advocates across the region is critical.

Address resources and approach for maintenance and accountability of all outcomes of the plan

Plan deliverables should consider the funding for maintenance and the structures of long-term accountability for all proposed outcomes of the planning process. This may include alternative revenue sources for infrastructure maintenance or restructuring of current funds. We would like to see the consultant team have the skills and resources to innovative funding opportunities beyond the competitive grants like CMAQ and TAP, including potential fees, parking taxes, and other sources. We also hope to see recommendations and implementation of systems of accountability that ensure that the City follows through on commitments made during this process.

Address issues of resilience, including climate and economic resilience

The content of this plan should align with other City efforts, including updates to the Sustainability Plan and the Economic Justice Roadmap, to prioritize a mobility system that is resilient to shocks and stresses. This plan should be aspirational, bold, and forward-looking, to serve as a roadmap to guide mobility for decades to come. For example, our current system fails in extreme weather events like flooding or severe cold, leaving people trying to get to work by transit or walking in dangerous conditions. The plan should clearly address how each recommendation is considering a resilient and robust system of mobility, and whenever possible, move us towards established emissions targets. This would help us meet goals for the region as well as improve the quality of life for residents through improved air quality and other health benefits.

Use the planning process to build a sustainable approach to collecting and analyzing data about mobility and transportation, looking for outcomes that are both improving and more equitable over time

Finally, this planning effort is an opportunity to collect a baseline of data about mobility and transportation in St. Louis, helping us understand what is and is not working, and where the outcomes are inequitable. A deliverable of this plan should be a system of collecting and analyzing data that allows the City and the public to track the long-term trends, looking for both overall improvement and improvement in racial and geographic inequities in things like commute time, fatalities, and injuries.