

December 16, 2022

Dear Mayor Jones, Alderman Bosley, and members of the Housing, Urban Development and Zoning Committee of the Board of Aldermen,

We applaud you in your crafting of Board Bill 120, which begins to direct American Rescue Plan Act (ARPA) funding to critical transportation infrastructure needs across the City of St. Louis. We are grateful to see the response to our request to include traffic calming and ADA improvements along the five corridors prioritized for repaving with previously allocated ARPA funds, and for the funding to support a comprehensive, city-wide plan. As people walking, rolling, and biking across the city continue to be in harm's way on our streets and sidewalks, these investments are critically important.

Recognizing that allocating these historic funds is a challenging balancing act, we have a few requests and clarifications for consideration.

Alignment with the ADA Transition Plan

We are excited to hear that the additional funding for the five previously identified arterials will support ADA improvements along these corridors. **We encourage the City to align all of the investments outlined in BB120 with the nearly-completed ADA transition plan as much as possible.** Accessibility for all is critical for safe transportation infrastructure, and we cannot waste this moment to improve access.

Education and Enforcement

Echoing the request sent by BWorks ("1% of the \$40 million in [board bill 120] goes to education programs and another 1% goes to special enforcement pertaining to cyclists and pedestrian issues.¹"), **we would like to see ARPA funds dedicated to support education and enforcement**, which are key complements to the long-term infrastructure change outlined in this allocation. We would be particularly excited about an education investment that included a pilot drivers education program for young people in St. Louis to learn responsible and safe driving, with particular attention paid to people walking, people biking, and other vulnerable road users. For enforcement, we would like to see resources go into better crash reporting and support for solving hit-and-run crashes that prioritizes taking the most dangerous drivers off of our streets.

Sites and Locations

BB120 includes a number of line items that do not indicate specific locations, including \$8M for street paving for arterials, \$3.5M for safety improvements at the top ten crash locations, and \$6M for sidewalk improvements. As we move towards a more comprehensive approach to address transportation and infrastructure needs, **we would like to see careful and intentional selection of these sites**, particularly given that this funding is only enough to scratch the surface of the needs across St. Louis. We encourage you to consider high-profile corridors like Delmar, as well as high-crash locations in areas with many folks who are walking or taking transit nearby.

¹ "[A letter about Board Bill 120](#)," Patrick Van Der Tuin and Evie Hemphill, 11.29.2022.

Plan Leadership and Staffing

We are absolutely thrilled to see \$1.25M to fund a comprehensive plan for transportation. We understand this plan would include extensive community engagement and prioritization, and give a roadmap for future investments and priorities across the city. We are concerned, however, that the plan is currently assigned to the Streets Department. In our understanding, the Streets Department has never managed a planning effort that includes extensive community engagement and leads to a long-term vision. In addition, there are currently no staff members who focus on multimodal transportation in the Streets Department who are positioned to advocate for a safe, inclusive vision of our transportation network within this plan. **We encourage the City to carefully consider how this plan is supported and executed for the best outcomes for St. Louis.**

Vision Zero

Finally, we want to underscore our earlier request for the city to **create and execute a Vision Zero study in coordination with the comprehensive planning supported through this funding**. A Vision Zero approach acknowledges the [proven fact](#) that all traffic deaths and serious injuries are preventable, our infrastructure should be forgiving of human failure, we can prevent fatal and severe crashes, and we can do this affordably. It is possible that you intend to embed this into the comprehensive plan approach. To be successful, we believe this would require special attention and staff support.

Again, we are thrilled to see this first step towards investing in a system of transportation that is safe, accessible, and equitable. We look forward to partnering with you and your teams as we see this work become real across St. Louis.

Thank you,

The Voting Members of the Community Mobility Committee

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