

ALDERMANIC SURVEY

The City of St. Louis has its next General Election on **April 8, 2025**. We believe all residents have the right to be informed on the opinions of their representatives. Therefore, we reached out to every aldermanic candidate up for election, asking for responses to relevant transportation infrastructure topics. Find out the candidates' responses:

What is your name?

Anne Schweitzer

What ward are you running for Alderperson in?

1

How do you envision your role as an Alderperson in creating a future for St. Louis where all forms of transportation are safe, equitable, and accessible?

Safe, equitable, and accessible transportation is a priority for me as an alderwoman and as a resident of St. Louis. Legislatively, I've worked to pass an updated Complete Streets policy, a Vision Zero resolution, and a Utility Coordination policy, all of which contribute to safe, high quality streets for all road users. I went "car light" for over a year and a half and am a regular user of, and advocate for, public transportation. I participate in the monthly bike and bus to City Hall events that bring awareness to the needs of this community. If re-elected, I will work to implement the recommendations of the Transportation Mobility Plan, fund high quality roadway improvement projects in my ward and throughout the city, see the Utility Coordination policy through to full implementation, and fight for the safety of all road users.



Please rate the following on a scale from 1 (very bad) to 7 (very good):

For the City of St. Louis, how would you rate the current conditions of: Infrastructure planning and maintenance of our streets

2

For the City of St. Louis, how would you rate the current conditions of: Safety of our streets

2

For the City of St. Louis, how would you rate the current conditions of: ADA Accessibility

6

Please rank each option below in priority order, with 1 being the highest priority and 4 being the lowest priority:

Lobby other Alders for Ward Capital funds to be distributed to Streets Dept.

1 Lowest Priority

Advocate for another ½ cent sales tax devoted to street maintenance

4 Highest Priority

Work to increase the number of people using public transit

3

Support efforts by cycling organizations and businesses to increase the number of cyclists commuting to work.

2



Research from the National Traffic Safety Board shows that reducing average travel speeds by just 5% could reduce fatal road crashes by 30%. Based on this research, should the City set a citywide speed limit to 25 mph on arterials and 20 mph on local streets? State yes or no, and explain your response:

Yes, we should reduce speed limits in St. Louis. We should start by following the laws on the books - for example, Morganford in my ward should be 30 mph, not 35 mph, in many sections based on the style of road and I've worked with the city and neighborhood groups to change the speed limit in sections of that street. Residential roads should be 20 mph and arterials should be evaluated on a case by case basis based on the roadway type.

In a survey conducted by the St. Louis Coalition to Protect Cyclists and Pedestrians (CP2), respondents suggested multiple strategies to re-envision a safer St. Louis, including investing in protected bike lanes, car free districts, and pedestrian friendly infrastructure. How will you work to shift the culture in St. Louis to prioritize non-car forms of transportation?

I believe in the saying "be the change you wish to see in the world." That's why I regularly use public transportation, walk, and ride my bike. I've funded projects in my ward to create more pedestrian spaces, build better bike lanes, and have worked with the community to implement Carondelet Park's "car free week," which takes place at the beginning of every month.

St. Louis City currently awards over \$40M to Bi-State every year for transit operations. What metrics will you use to determine if this money has been spent effectively, and how will you hold Bi-State accountable if it isn't?

I am on the Transportation and Commerce committee which reviews this funding. In fact, I joined this committee during the middle of session in order to be able to be part of these conversations. During those hearings, I've asked questions about accessibility, frequency of travel, hiring practices and pay, and more. I review communications from Bi-State and am in regular conversations with leadership and employees there.



How will you pressure Bi-State to make changes to their transit operations to ensure public transit is equitably accessible for all?

First and foremost, I listen to advocates on this topic, like Paraquad and S.M.A.R.T., who have firsthand experience to inform my position. When they've reached out to me about their positions on Call-A-Ride driver funding and reservation policies, I joined their advocacy efforts and helped to make sure their voices were heard. I will continue to be an ally in this cause.

In St. Louis City, numerous pedestrians and cyclists have recently been badly injured or lost their lives due to reckless driving. What will you do to protect the lives of pedestrians and cyclists through infrastructure improvements?

Even one traffic death is too many. That's why I sponsored the Vision Zero resolution. I will continue to advocate and fund infrastructure projects across the city that prioritize safety over roadway speeds.

How will you champion the implementation of more protected lanes and a city wide bike network, which are necessary to increase bike ridership in St. Louis?

This will take a combination of improved policy, more funding, and the ability to see projects through to completion. To that end, I sponsored the updated Complete Streets policy, which hadn't been changed in almost ten years, supported ARPA, city, and ward capital funding for the Transportation Mobility Plan, roadway improvements, and improved trails, and have worked to both start and keep moving projects in my ward that will help build the citywide bike network.



Transform 314 intentionally surveyed a majority of Black St. Louisans between the ages of 18-45 to get a sense of their biggest issues concerning their communities' built environments. Overwhelmingly, addressing the condition and safety of our City's streets was the top concern identified. In thinking of this feedback, how does your vision for the City of St. Louis support equitable transportation infrastructure and work to increase funding for these initiatives?

When I think of a city people want to live in, I think of a city that promotes safe alternatives to cars. That's what we need to build here. Safety of all road users is why I sponsored the Vision Zero resolution and the update of the Complete Streets policy, which includes prioritizing the most vulnerable road users and vulnerable populations. Transform 314's input was crucial in that policy update. I am interested in shifting some ward capital dollars towards implementing the Transportation Mobility Plan recommendations as well as finding an additional funding source, whether that's Rams money or an additional sales tax.

How would you support an increased role by the City in facilitating access to active transportation, i.e., bikes, buses, and trains?

The city needs to be a leader in this effort, and it needs to be a partner in this effort. In the four years I've been an alderperson so far, I've seen the city shift to prioritizing those things, but the projects take far too long. I've worked to advocate for more quick build projects, as well as push larger scale, federally funded projects through to completion. We can't let perfect be the enemy of good so projects are never finished, and we need to make sure that we rely on planning efforts that have been completed as well as ones that are underway so that we don't lose sight of the goal of safety for all road users. I am also a regular user of public transportation and regularly walk and cycle.

In 2025, St. Louis will implement a comprehensive update of the zoning code - the first such update in over 65 years. What are your top 3 (or more!) changes you would like to make to the Zoning Code, and how do you plan to pursue them in your role?

I am most interested in promoting development and mixes of uses near existing and planned bike, pedestrian, and transit infrastructure, supporting business uses on ground floors in certain corridors so they are walkable and vibrant, and making it easier to build housing. As an alderperson, this means being ready to standby these issues within my own ward and across the city, even when change is hard. I've already worked on these issues throughout my ward and look forward to taking the recommendations of the SLUP as we move into implementing a new zoning code.



**In the past month, what different modes of transportation have you used to get around the city?
You may choose multiple options:**

Walking, Biking, Taking the bus, Personal vehicle

Improving transit infrastructure requires active maintenance plans to ensure our investments are properly sustained. How will you ensure transit infrastructure is maintained over time (e.g., purchasing a mini street sweeper for bike lane cleaning):

In the first capital committee of this year, I said that the city needed to make sure to get a street sweeper for bike lanes (go back and watch the recording!) I've supported paving plans and put a July 1 deadline in the Utility Coordination bill that the city has to provide this information and will work to ensure more funding for maintenance and more focus on planning. It's part of why I supported the Department of Transportation so the decisions about what is built and what is maintained is within one department.

With an increase in people who are seniors, have a mobility impairment, or disability, what will you do to advocate for developments and transportation infrastructure in your ward to be accessible?

I have several ward capital projects in the works to improve accessibility in the ward, whether through better crosswalks or curb ramps, and am proud to support the Crossroads Senior Living Development which will house dozens of seniors along the number 10 bus route. I will continue to advocate for better bus stops, more frequent buses, and the availability of Call-a-Ride.

Will you commit to walking, biking, or riding the train or bus to city hall once a month? (Note: CP2 hosts a 'bike bus' to City Hall the third Friday morning of every month!)

Yes

