

WARD 8 ALDERMANIC SURVEY

The City of St. Louis will hold a Special Election on **July 1, 2025**, to fill the Aldermanic vacancy in the 8th Ward. We believe all residents have the right to be informed on the opinions of their representatives. Therefore, we reached out to every candidate, asking for responses to relevant transportation infrastructure topics. Find out the candidates' responses:

What is your name?

Alecia Hoyt

What ward are you running for Alderperson in?

8

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?

As Alderperson, my role is to be a champion for a safer, more connected, and more equitable St. Louis one where all forms of transportation work for everyone, not just a few. That means advocating for infrastructure that prioritizes people: whether they walk, bike, roll, ride the bus, or drive. I see my job as both a policy-maker and an advocate. I will prioritize fighting for investments in sidewalks, bike lanes, and transit that reflect the needs of residents who rely on them most including Black communities, seniors, and people with disabilities; The 8th ward is a diverse ward, both geographically and demographically and encompasses neighborhoods that stretch from Downtown to Carondelet. All have needs that have to be uplifted and I am more than happy to advocate fiercely on behalf of ALL my constituents.



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

3

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

1

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

1

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.

4 Highest Priority

Advocate for another 1/2 cent sales tax devoted to street maintenance

3

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.

3



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. Traffic violence and reckless driving are among my top priorities if elected. Research from the National Traffic Safety Board showing that a 5% reduction in speed could lead to a 30% reduction in fatal crashes makes it clear: speed matters. Setting a citywide speed limit of 25 mph on arterials and 20 mph on local streets is a commonsense, data-driven step toward saving lives.

But this isn't just about traffic policy — it's about public safety, livability, and the long-term well-being of our neighborhoods. Slower streets protect pedestrians, cyclists, children, and seniors. They also create the kind of safe, walkable communities where families want to live, grow, and stay. If we are serious about retaining families of all sizes — especially those who have been historically pushed out or disinvested in — we must design and enforce streets that prioritize people over speed.

A safer city starts with smarter infrastructure and bold leadership. This speed reduction policy would be a major move in the right direction.

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?

Once elected, I will first see where committee needs are since I would be coming in on a special election. If possible, it is my priority to be assigned to Transportation and Commerce and Public Infrastructure and Utilities. I am deeply committed to safe transportation options in this city and street design to promote traffic calming. I am aware that the city awards Bi-State money every year, some of that authorized by state law, and I think that is important. I also believe the job of Alderperson in part, is oversight of budgets and how funds are deployed. Most legislation I have read by the Board of Aldermen specifies annual reporting requirements. If this is not included in the Bi-State legislation, I will advocate that it should be included and be sure that they are coming in front of the appropriate committee to testify about budgeting spending. If not explicit in legislation, I will ask Bi- State leaders to provide best practices and spending decisions. I believe that decisions should be made with the community and those impacted most by those decisions. I plan to lead with partners, such as transportation coalitions to understand how best to advocate on their behalf.



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

Ensuring that public transit is equitably accessible for all requires bold, consistent pressure and I am fully prepared to apply it. As alderperson, I will use every tool available from public hearings to coalition-building and intergovernmental advocacy to hold Bi-State accountable to the communities it is meant to serve. I believe in co-governance, where transit riders — especially Black, brown, disabled, low-income, and transit-dependent residents — help shape the decisions that impact their daily lives. The people closest to the problems must be centered in the solutions, not sidelined. I will work to amplify their voices and make sure Bi-State can't ignore them. Advocating for my constituents is not just part of the job — it's the core of the job. I will show up, speak out, and push Bi-State to deliver reliable, safe, and dignified transit access for all — not just for those with the loudest lobby, but for those with the greatest need.

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?

Reckless driving has taken too many lives in St. Louis, and we can't afford to delay action any longer. Protecting pedestrians and cyclists must be a top priority if we want to build a city where everyone — regardless of age, income, or zip code — can move safely. As alderperson, I will champion infrastructure that puts people before cars. That means fighting for traffic-calming measures like raised crosswalks, protected bike lanes, curb bump-outs, and reduced speed limits — especially on dangerous arterials. It also means demanding accountability from city departments to implement Vision Zero strategies that actually reduce traffic violence, not just plan for it. I believe traffic safety is directly tied to whether families feel safe walking to school, elders feel safe crossing the street, and neighbors feel safe biking to work. If we're serious about making St. Louis a place where people stay and thrive, we must redesign our streets with care, urgency, and equity at the center. I'm committed to listening to residents most affected by these tragedies — and ensuring their voices guide how and where improvements are made. Everyone deserves to feel safe in their neighborhood, and I will work relentlessly to make that a reality.



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?

I fully support a connected, citywide bike network with protected lanes — and I will be a strong advocate to make it a reality. If we want to increase bike ridership, reduce car dependency, and improve safety for everyone on our streets, we must move beyond piecemeal solutions and build infrastructure that’s intentional, equitable, and permanent. As alderperson, I will champion the continued expansion of “Friendly Streets” initiative, which has already taken important steps to redesign roads with people — not just cars — in mind. From traffic calming to bike lane pilots, we’ve seen what’s possible when City Hall listens to residents and makes safety a priority. But we can and must go further. I will fight for protected bike lanes — not just painted ones — and ensure they are part of a comprehensive, citywide network that connects neighborhoods, jobs, parks, schools, and transit. I’ll also work to ensure these improvements prioritize disinvested communities that have been left out of bike and mobility planning in the past. Creating a bikeable St. Louis is about more than transportation — it’s about equity, climate justice, and making our neighborhoods safer and more livable. I’m ready to push for the funding, coordination, and political will it takes to get this done block by block, neighborhood by neighborhood.

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?

The feedback from Transform 314 reflects what I’ve heard from residents across the 8th Ward: the condition and safety of our streets isn’t just a transportation issue — it’s a matter of equity, dignity, and quality of life. As someone who represents a ward that includes both downtown and deeply rooted residential neighborhoods, I believe it’s essential that our transportation infrastructure works for everyone, not just for those who already have access and investment. As alderperson, I will work to increase funding for these initiatives by pushing for a transportation equity framework in our city budget, one that measures investment by need, not just by political convenience or developer interest. I’ll advocate for federal and state infrastructure dollars to be used in ways that actually close the gaps between neighborhoods rather than widen them. Connecting diverse communities is deeply personal to me. It’s not just about getting from Point A to Point B, it’s about making sure every person, in every neighborhood, can move safely and freely through this city. That’s the future I’m committed to building.



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

I strongly support a larger role for the City in expanding access to active transportation — because a connected, accessible, and affordable mobility system is foundational to racial equity, public safety, and neighborhood stability. With the passage of Proposition T in November 2024, St. Louis voters made it clear: they want real investment in transit, biking, and pedestrian infrastructure. Prop T gives us the opportunity — and the responsibility — to transform how we move through the city by generating dedicated funds to improve and expand multimodal transportation options. I will advocate for, expanded and protected bike infrastructure that’s connected across wards, not siloed; Improved bus stop amenities, including shelters, lighting, and real-time arrival information; Safe and accessible walking routes for all, including ADA-compliant sidewalks and intersections.

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 would like to see a zoning code that cuts down on the amount of variances that are needed to build ANYTHING in this city. I would like to see the zoning code incentive multi-family housing and allow for certain alternative housing options (such as shelters) be either permitted by right or cut down drastically on the amount of systemic approvals needed to operate in the city.

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

Walking, Biking, 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):

Making bold investments in transit infrastructure means nothing if we don't maintain them. Whether it's bike lanes, bus stops, sidewalks, or crosswalks, these spaces need consistent upkeep to remain safe, accessible, and functional. As alderperson, I will prioritize not just building infrastructure, but sustaining it through dedicated maintenance plans and transparent follow-through. Dedicated maintenance budgets for pedestrian and bike infrastructure as part of the City's capital planning process; Publicly available maintenance schedules and performance tracking so residents can hold the City accountable; Job creation through local hiring to support maintenance crews focused specifically on active transportation assets; Ongoing community engagement to identify problem areas and ensure the City is responsive to real-time conditions on the ground. Maintenance is equity work. Infrastructure should not deteriorate faster in lower-income or majority-Black neighborhoods. Sustaining our investments is how we build long-term trust with residents and make active transportation a real, reliable option for all.

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?

Everyone deserves to move through our city with dignity, safety, and ease regardless of age or ability. As the population of St. Louis ages and more residents live with mobility impairments or disabilities, it is critical that we design our infrastructure and development policies to reflect that reality. As alderperson, I will prioritize universal design and ADA compliance in all development and infrastructure planning in the 8th Ward. That means, advocating for fully accessible sidewalks, crosswalks, and bus stops, including curb cuts, tactile paving, audible signals, and working ramps. Requiring developers to include accessibility features in new construction and renovations, especially for publicly funded or incentivized projects; Partnering with disability rights organizations and seniors' groups to ensure lived experience shapes decision-making; Pushing the City to audit and upgrade public facilities and transportation systems that currently fail to meet accessibility standards.

