

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?

Cam McCarty

What ward are you running for Alderperson in?

8th Ward

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?

[No response provided.]

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

1

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

3



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 ½ cent sales tax devoted to street maintenance

1 Lowest 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:

No. I don't believe this is the actual problem. 35 mph on main arterials is fine. The problem stems from current laws not being enforced. Gravois and Broadway are our main arterials. I can personally attest that the local police do not enforce traffic stops for the most basic of things. In particular speeding WELL over the posted limit. Reckless driving by cutting in and out of lanes and cutting people off at high speeds. Passing traffic in the wrong (oncoming traffic) side of the road. And blatantly running red lights. I see this in real life on an almost daily basis, and most times it happens DIRECTLY in front of police. The police do nothing and watch as it happens. posting a speed limit of 5 mph less will not solve the problem of road safety.



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?

My plan to determine if our tax money is being spent effectively is to hold Bi-State accountable by instituting performance contracts. The idea is to hold the contractors accountable to complete the work they agreed to do. There will be quality assurance measures in place to ensure the contractors aren't cheating out on the work. We will implement QUALITY roads back into our city and it starts here. The repercussions of which could lead to either continued success with Bi-State, or it will force the city to look elsewhere for better quality work and in a much more timely manner. There is no shortage of contractors willing to do the work. They could be lined up out the door if we reopened the negotiations with other contractors. This solution is a way to hold Bi-State accountable so we can better take care of our city.

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

Push for bike lane and pedestrian infrastructure in areas underserved by transit. I think we should make every effort we can to facilitate ADA Accessibility. I'd like to create something of a repository that citizens can request ADA accessible infrastructure, and we can absolutely do our best to make the corrections.

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?

As a cyclist myself, I know how dangerous and crazy it can be out there riding on these roads. The best places to ride are hard to get to because if the potholes and cracked sidewalks aren't bad enough, we have reckless drivers to worry about also. I love to see all the bike lanes in our city. We should definitely have more of them. My solution to making it easier for riders to feel comfortable while riding the streets is simply to enforce standard traffic laws, like I stated before.



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 the Great Rivers Greenway Project. If we had more trails to ride, even I would ride to work everyday. I would pressure the SLMPD to enforce BASIC traffic enforcement.

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?

Again, I will answer with pushing the police to patrol more in the areas these problems are prevalent, and actually enforcing traffic laws. Also, I think fixing the actual streets is a main concern for most St. Louisans. We should start by auditing the Streets Department and giving Spire Gas their steel plates back.

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

We need to find ways to incentivize public and personal transportation. It starts with making the whole experience a pleasant one. Make it so that people WANT to take the bus and ride their bikes, not dread it.



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?

Before I say anything I want to highlight how wonderful St. Louis is solely because of how our neighborhoods are laid out and the diverse character and culture that each one provides. It's one of my favorite things about this city. I don't think any of that should change. I would like to see some ideas about loosening the ropes on some of these silly ordinances that prevent small businesses and more diversified housing developments be created. We need to plan for the future, not live in the past. I want to be creative in how our city planners see the future of St. Louis, and we need to be open to hearing out of the box ideas. There are too many naysayers about good ideas simply because it doesn't benefit them.

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):

I feel like I already addressed this with fixing the streets and making it pretty so people will WANT to ride to work and take the bus. A streetsweeper for bike lanes is a great idea! Let's go for it. But, there are bigger fish to fry.

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'm too sure this has ever been a serious problem here in Ward 8...maybe in other areas of the city. But like I said before, I think we definitely should take every opportunity to fix the areas that are broken and make ADA accessibility options everywhere. That is the lowest hanging fruit as far as I'm concerned.

