

# 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 8<sup>th</sup> 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?**

Jami Cox Antwi

**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?**

As Alderperson, I won't just support a safer and more equitable transportation future, I'll help build it. My background in public policy and community development, as well as being a mother, has taught me that infrastructure is not neutral. Every street we repave, every sidewalk we fix, every lane we protect are all moral choices about whose safety and mobility we prioritize.

In the 8th Ward and across St. Louis, I'll fight for a Complete Streets framework that centers our most vulnerable users: people walking, biking, rolling, and relying on transit. I'll hold the new Department of Transportation to the highest standards of transparency and performance. And I'll be a watchdog for implementation, not just passage, of policies like the ADA Transition Plan or even using Rams Settlement money to improve roadway infrastructure.

I understand the stakes. Whether you're a mom like me pushing a stroller, a teen riding the bus to school, or a senior crossing the street, I believe that safety should never be a gamble. Transportation is a public good, a right even, and I will make sure our streets reflect that.



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

3

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

2

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.

3

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

4 Highest Priority

Work to increase the number of people using public transit

2

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

1



**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. The data is clear, therefore the policy I have around this is equally clear: speed kills. In 2023, 100% of pedestrian fatalities in the City occurred on streets marked 30 MPH or higher. That number is nearly the same for vehicle fatalities: 98%. Slower streets save lives, and especially in Black and underinvested neighborhoods, which bear the brunt of high-speed infrastructure fatalities. I support citywide limits, paired with smart design changes and equitable enforcement. Every death is a policy failure, I will bear that responsibility when I am an Alderwoman.

**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 will evaluate Bi-State's performance based on:

- i. On-time performance across MetroBus and MetroLink
- ii. Ridership equity (by race, ZIP code, and disability status)
- iii. Safety metrics, especially for women and transit-dependent riders
- iv. Community engagement outcomes from service changes

If Bi-State fails to meet those standards, I'll push for conditional funding, performance-based reporting, and shared decision-making authority with the City. It is simple, accountability must match investment.



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

First, I will make it a priority to be on the Transportation and Commerce committee so I can advocate and legislate more directly for my policies around a safer transportation landscape. Secondly, I'll work with my colleagues to establish regular public hearings on transit equity, support low-income fare programs, and demand detailed demographic transparency in route planning. I also support Trailnet's advocacy for a regional active transportation plan because public transit doesn't start at the bus door. It starts with safe, accessible streets, sidewalks, and connections to housing and jobs.

**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 Alderperson, I will prioritize infrastructure fixes along the most dangerous corridors, not just in the 8th Ward, but citywide. In downtown St. Louis, streets like Tucker Blvd, Broadway, Washington Ave, and 4th Street have become speedways, especially during off-peak hours and major events. These roads were built wide and fast, we now know that this design encourages dangerous driving.

I will fight to bring traffic calming infrastructure to these areas: protected intersections, curb extensions, narrowed lanes, and better signal timing to slow drivers down. I'll push for mid-block crossings where pedestrians are actually walking, especially near high-use destinations like parks, transit stations, and public housing. I'll push the City to use data to drive our investments: the 2024 Crash Report shows that 80% of fatal pedestrian crashes happen mid-block, and the majority occur on arterial roads with 30–50 MPH speed limits. There are far too many roads in the 8th Ward that meet this deadly criteria. We know what's broken. Now we need the leadership to fix it, and I'm ready to lead that work.



**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 will work to expand the Connecting St. Louis plan, identify new funding for high-injury corridors, and push for protected bike lane design standards to be adopted citywide. I support regular walk/bike audits with local residents and organizations like Trailnet to ensure infrastructure meets real-world needs. We should be building a network, not just isolated segments.

**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?**

Equity isn't a buzzword in my campaign, it's the blueprint. As a black woman, I personally know what transit disinvestment looks like. I know what it's like to have to walk further than my counterparts in more affluent parts of the city to get on public transit – I know what it is like to have less shade along the sidewalks in my neighborhood – I know what it is like not to have ADA accessible sidewalks and having to risk strolling in the street. My vision is rooted in fixing what's been broken: dangerous corridors in Black neighborhoods, underfunded transit systems, and inaccessible infrastructure for people with disabilities. I will champion fair budgeting, community input in project selection, and policy changes to make our capital spending reflect need.

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

I will:

- i. Expand safe routes to transit and greenways
- ii. Fight for better transit amenities (lighting, benches, real-time signage)
- iii. Partner with schools to promote youth biking and walk-to-school programs
- iv. Push for connected bike networks between parks, business districts, and neighborhoods
- v. Ensure zoning and development supports transit-oriented communities, not car dependency



**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?**

Top 3 Zoning Code changes for the 2025 update?

- a. I will work closely with planners, advocates, and neighbors to ensure our zoning code supports a 21st-century city: equitable, green, and connected by:
- i. Legalize mixed-use, walkable development across the City
  - ii. End parking minimums near transit and in high-opportunity areas
  - iii. Create incentives for affordable housing near mobility networks

**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 addition to advocating for the financing I previously discussed, I will ensure maintenance by budgeting for operations simultaneously with the funding of new infrastructure. I will push for designated maintenance line items for every capital project, I also support annual infrastructure "report cards" to track upkeep, especially in underserved neighborhoods.

**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?**

Accessibility should never be an afterthought. I will:

- i. Champion full implementation of the City's 2024 ADA Transition Plan
  - ii. Require ADA compliance in all new development
  - iii. Prioritize Ward Capital to do sidewalk repair and curb ramp upgrades in areas with high senior and disability populations
  - iv. Include disabled residents in planning processes from the start
- Everyone deserves safe, dignified access to their city and I will fight to make that a reality.

