

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?

Jim Dallas

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?

I see my role in the future of transportation as both a legislator and advocate. We need to invest in our transportation infrastructure to support the needs of our citizens. I believe that we can begin to move St. Louis towards embracing public transportation and other modes such as walking and biking and not being as "car focused" as we currently tend to be.

We need to increase the safety of our transportation by supporting safe street efforts for pedestrians, cyclists, and drivers. According to Trailnet's 2024 Crash report, 23 pedestrian deaths occurred which was an all-time high. In addition, 213 pedestrians and 52 cyclists were injured. There were 25 fatalities and 4608 injured in car crashes. This is unacceptable.

The city passed a Complete Streets ordinance which went into effect in August 2024. This ordinance mandates that the requirements for pedestrians, bicycles, transit, and ADA are integrated into every transportation project. This is a great step forward toward making our streets safer and we can continue to improve and build upon it.



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

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 1/2 cent sales tax devoted to street maintenance

1 Lowest 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.

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, definitely. We need to embrace research and evidence-based solutions. In 2024, fatal road crashes took the lives of 25 people. We should do anything that we can to reduce as well as reinforce speed limits.

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?

- Currently the city tracks Transit Frequency. I recommend also assessing customer satisfaction annually to benchmark Bi-State's performance.
- Additional metrics may include ridership, cost efficiency, on-time performance, among others.
- The city could form a commission of residents, leaders, and stakeholders to develop and review metrics on Bi-State's operations within the city as well.

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

After expanding metrics and establishing a commission, we can tie performance to funding. But we must lay the basics and gather consistent metrics to accomplish that relationship.



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?

We need to make a number of improvements to streets especially streets with multiple lanes and no raised median or street narrowing. For instance, Gravois Ave in Ward 8 has five lanes with no narrowing and no raised median. There are also unsafe crossings even at stoplights. Driving down Gravois, there are multiple bus stops which increases the number of pedestrians trying to cross Gravois. Frequently there are numerous pedestrians in the median lane waiting to cross over. You will also see cyclists, young children on their bikes, motorized carts for the disabled. We have got to make some efforts with the state highway department to decrease the width of Gravois. The intersection of Gravois and Russell and the exit ramp off Hwy 55 is another area of concern with a high number of incidents. As well as Jefferson/Gravois/Sidney.

Reckless driving has also become a problem on both Gravois and on 7th street into downtown. We are now having "gangs" of dirt bikes, motorcycles, and other vehicles in large groups racing down these streets, running red lights. Mayor Spencer is committed to solving this problem and I, too, will put in effort in conjunction with the police to end this dangerous behavior.

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?

As an alderman, I would ensure that for future development, the principles in our Complete Streets ordinance are being included and implemented.

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?

I believe that funding for transportation infrastructure should be allocated fairly throughout the city. The \$46 million in American Rescue Plan Act (ARPA) funds will address 30 miles of arterial streets. The map of what streets will be covered looks equitable and is big step in the right direction.



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

I would start by having the City lead education and awareness of our active transportation by promoting through special events such as bike to work days, gathering community input, and providing information at neighborhood meetings.

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?

As alderman, I will likely support the recommendations of experts in the area of zoning to make or approve changes to the zoning code. Particular issues:

- Improve on outdate parking minimums to minimize the number of cars that need to park on the streets
- Improve code to better support mixed-use, walkable, transit-friendly neighborhoods
- Move away from code that restricts to single-family and two-family homes, in order to increase housing diversity

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 think the example above is an excellent example. The Board of Alderman should also be sure to include the appropriate amount of money is in the budget to ensure maintenance, repairing concrete, and other wear and tear on infrastructure.



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?

- The city should conduct a sidewalk audit to identify areas that are in need of change/improvement to be ADA-compliant
- Complete Street developments should be followed to the letter in regard to ADA needs
- I will promote changes in the Zoning Code for inclusive housing so that accessible infill housing, ADUs, and senior housing. This will make it easier for seniors to age in place and live in a walkable, accessible community and be close to transit, services, and healthcare.

