

# 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?**

Shedrick Kelley

**What ward are you running for Alderperson in?**

Ward 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?**

I see the role of the Alderperson as more than just a policymaker, I see it as a bridge-builder. My job is to make sure the people who are most often left out of the conversation are not only heard but centered. When we talk about transportation in St. Louis, we're not just talking about buses or bikes or roads, we're talking about people's ability to get to work, take their kids to school, access healthcare, and live full, connected lives.

As an Alderperson, I will fight for a transportation system that works for everyone, not just those who drive, but for seniors, transit riders, cyclists, folks with disabilities, and pedestrians simply trying to cross the street safely. That means:

Investing in infrastructure that protects all road users, including more traffic-calming measures, protected bike lanes, safer intersections, and better lighting.

Working closely with Metro and Bi-State to expand access to affordable, reliable, and frequent public transit, especially in neighborhoods that have been historically disconnected or underserved.



Listening to and learning from residents, especially those in communities most affected by transit inequity, to shape transportation decisions that reflect their real, everyday needs.

Fighting for equitable development that puts public good over private profit, and ensures that major transportation projects never displace or disrupt the very communities they're meant to serve.

Transportation is about freedom, the freedom to move, to live, and to thrive. And I believe that freedom should be available to everyone, no matter their income, background, or ability. I'll show up every day with that commitment in mind, not just for safer streets, but for a more connected, just, and equitable St. Louis.

**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**

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.**

2

**Advocate for another ½ cent sales tax devoted to street maintenance**

1 Lowest Priority



**Work to increase the number of people using public transit**

4 Highest Priority

**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.

Reducing speed limits citywide to 25 mph on arterials and 20 mph on local streets is not just a policy decision, t's a commitment to valuing every life in every neighborhood. The data is clear: slowing down saves lives. But beyond the numbers, it's about creating a city where our kids can walk to school safely, seniors can cross the street with dignity, and cyclists and pedestrians don't have to fear for their lives just to get around.

Too many of our neighborhoods — especially Black and working-class communities — have been treated as pass-through zones rather than places where people live, grow, and thrive. We need to stop prioritizing speed and convenience over community and safety.

Lower speed limits are a first step, but they must be paired with real investment: street design that slows cars naturally, equitable enforcement that doesn't criminalize poverty, and education that centers safety over punishment.

This is how we build a safer, more just St. Louis — not just through policing, but through prevention, care, and community-led transformation. Slower streets are safer streets, and safe streets are a human right.



**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?**

To truly honor the \$40M that St. Louis City allocates to Bi-State each year, we must redefine "effectiveness" from the ground up, starting with the people who depend on public transit every day.

My metrics for success would be:

**Rider Experience:** Are buses and trains clean, safe, and on time? Are routes serving the people who need them most, workers, students, seniors, and residents without cars? We need regular community feedback loops, not just boardroom metrics.

**Equity in Access:** Are low-income neighborhoods, communities of color, and disabled residents getting the same level of access and service as wealthier, better-connected areas? We should map equity, not just efficiency.

**Ridership Growth with Dignity:** Are more people using transit because it's a better, safer, more accessible option, not just because they have no other choice?

**Labor Conditions:** Are transit workers being treated with respect, paid fairly, and working in safe conditions? Because a strong system starts with a supported workforce.

**Holding Bi-State Accountable Means:**

**Community Oversight:** Establish a public, community-led accountability board with real power to review contracts, audit service quality, and demand change.

**Transparent Reporting:** Require Bi-State to publish quarterly public reports, not just data points, but stories and feedback from the people who ride and operate the system.

**Tie Funding to Equity Goals:** If equity, safety, and accessibility metrics aren't being met, we reevaluate, not just with words, but with dollars.

Because this isn't just about transportation. It's about justice. It's about dignity. And it's about building a St. Louis where every resident can move freely and confidently through their city because the system was built with them, and for them.

We're not just funding a transit system. We're funding freedom of movement, and that must come with real accountability to the people.



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

To ensure public transit in St. Louis is truly equitable, accessible, and rooted in community needs, we have to move beyond polite requests and apply real, sustained pressure with the people leading the charge.

I will pressure Bi-State by organizing with transit riders, transit workers, and community advocates, especially those who rely on public transit not as a convenience, but as a lifeline. That means showing up in board meetings with the community, not just speaking for them. It means building coalitions across neighborhoods that have been historically left behind and amplifying the voices of Black residents, disabled residents, low-income riders, students, and elders who are often ignored in decisions made behind closed doors.

Here's how I will push for change:

Tie funding to real results, equitable routes, better service in underserved areas, and improved accessibility for disabled riders.

Demand regular community listening sessions, not once a year, but constantly, with real transparency and follow-through. Push for a public rider advisory board with decision-making power, not just an advisory role.

Work with state and local partners to challenge leadership if they fail to act because our dollars should come with accountability.

Transit justice is racial justice, economic justice, and environmental justice all rolled into one. I will use every tool I have, from public pressure to policy-making, to demand a system where every resident, no matter their zip code, income, or ability, can get where they need to go safely, reliably, and with dignity.

We don't just want Bi-State to do better, we want them to listen better, serve better, and be led by the needs of the people they're supposed to serve. That's the only path to truly equitable transit. And I'll fight for it every step of the way.



**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?**

To protect the lives of pedestrians and cyclists in St. Louis, we must treat every injury, every life lost to reckless driving, as a public failure, not just a statistic. Behind every tragic headline is a grieving family, a fractured community, and a preventable loss.

As Alderperson, I will fight for a community-first approach to street safety that centers the people who walk, bike, and roll through our neighborhoods every day, not just the drivers passing through.

Here's what that looks like:

Build Infrastructure for People, Not Just Cars, that means protected bike lanes, raised crosswalks, curb extensions, better lighting, and traffic calming designs that naturally slow vehicles down. Not after another tragedy, but now, with urgency and intention.

Prioritize Equity in Safety, Historically disinvested neighborhoods have the most dangerous streets. I will ensure infrastructure upgrades are prioritized where the risk is highest, not just where residents have the loudest voices or the biggest wallets.

Champion a Citywide Safe Streets Plan, A true vision that's rooted in public health, not just enforcement. A plan built with the community, cyclists, pedestrians, youth, seniors, disability advocates, and one that commits to zero traffic deaths as a moral obligation, not just a policy goal.

Support Local Advocacy and Partnership, I'll work side-by-side with grassroots organizations already doing this work. Because solutions must be co-created with those most impacted.

We have to stop accepting unsafe streets as normal. No one should fear walking their child to school, riding their bike to work, or crossing the street in their own neighborhood. Our streets should reflect the dignity of our people, and I'm committed to making that a reality, one block, one sidewalk, and one policy at a time.



**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 champion a citywide bike network with protected lanes not just as a transportation issue, but as a matter of equity, health, safety, and justice. St. Louis deserves a future where every person, no matter their income, zip code, race, or age, can move through our city freely, safely, and with dignity. That includes biking.

We've seen what happens when our streets are built only for cars: traffic violence, isolation, disconnection between neighborhoods, and a deepened climate crisis. But we also know what's possible when we prioritize people over pavement, when we build infrastructure that invites community, not congestion.

Here's how I'll lead:

I will push for a citywide bike plan that is rooted in community input, especially from Black and Brown residents, youth, and working-class communities who've too often been left out of urban planning decisions. This can't be a network built around privilege; it has to be built for everyone.

Protected lanes, not just painted ones. Paint is not protection. We need real, physical barriers that make cyclists, including families, seniors, and beginners, feel safe and welcome on the road.

Close the gaps between neighborhoods. I'll work to ensure our bike network doesn't just serve a few corridors, but connects all of St. Louis: North, South, and Central; to schools, parks, grocery stores, and jobs.

Pair infrastructure with community investment. That means public bike repair stations, bike giveaways, educational programs, and support for local bike co-ops and cycling groups, especially those led by residents of color.

Treat this as a public health and climate solution. Biking is green, it reduces stress on our roads, and it encourages physical activity. It's a win for our bodies, our environment, and our wallets.

This isn't just about bikes, it's about reclaiming our streets as places for people, not just pipelines for traffic. I'm committed to building a St. Louis where riding a bike isn't risky, radical, or rare, it's just a regular, joyful part of everyday life. That's the city we deserve, and I'll fight every day to help make it real.



**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?**

Thank you for that question, and thank you to Transform 314 for centering the voices that are too often pushed to the margins. When Black St. Louisans speak, especially our youth and working-age residents, we must listen, and then we must act.

The fact that street conditions and safety rose to the top isn't surprising, because that's what I hear every day from neighbors across the 8th Ward and beyond. Crumbling sidewalks, dangerous intersections, poorly lit bus stops, streets where kids can't play or elders can't walk safely, these aren't just infrastructure problems. They are justice issues. They are dignity issues. They are life and death issues.

My vision for St. Louis is rooted in equity, access, and community investment, and that includes transportation infrastructure that works for everyone:

I will fight for a city budget that reflects community priorities, not just cars, but people. That means shifting resources toward repairing sidewalks, calming traffic, redesigning dangerous intersections, and creating complete streets that work for walkers, bikers, bus riders, wheelchair users, and drivers alike.

I will champion the creation of a dedicated equity infrastructure fund, designed to invest in historically disinvested neighborhoods, especially Black communities that have carried the weight of redlining, divestment, and systemic neglect.

I'll push to leverage federal, state, and private dollars to match our local commitment and ensure those dollars flow to our neighborhoods, not just through them. I will also advocate for transparent, community-led processes for deciding how those funds are spent.

Most importantly, I'll govern with the community, not for it. I believe in co-governance. That means town halls, walk-and-talks, ride-alongs on transit, and lifting up the lived experience of our people to shape how and where we invest.



Because this is about more than potholes, this is about our people being seen, heard, and prioritized. If we want a safer, more connected, more livable city, we need to build it from the block up, with those who've too often been left out at the center.

I don't just support equitable transportation infrastructure, I see it as a cornerstone of justice, and I'm ready to fight for it every single day.

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

I passionately support an increased role by the City in expanding access to active transportation, because mobility is justice, and every resident of St. Louis deserves the freedom to move safely, affordably, and with dignity, no matter their zip code, income, age, or ability.

When we talk about bikes, buses, and trains, we're not just talking about transportation, we're talking about access to opportunity: getting to work, to school, to the grocery store, to see loved ones, to simply live a full and connected life. And too often, it's our most vulnerable neighbors, Black, brown, low-income, elderly, and disabled, who are denied that access because we haven't invested in active transportation the way we should.

As your Alderperson, I would lead a community-centered push for bold and equitable investments, including:

Expanding protected bike lanes and safe pedestrian corridors that connect our neighborhoods, not just downtown destinations. These must be designed with the community and maintained with care.

Partnering with Bi-State and Metro to improve bus and train service, frequency, and accessibility, including better shelters, lighting, signage, and real-time info. Transit should be reliable, safe, and welcoming to everyone.

Creating City-led programs that provide low-cost or free bikes, repair stations, and safety gear in neighborhoods that have been left behind. Transportation shouldn't be a luxury.



Supporting Transit-Oriented Development (TOD) that centers housing, jobs, and green space around accessible public transit, not just for development's sake, but for community uplift.

Pushing for an equity audit of transportation funding and access citywide, to ensure Black and historically disinvested neighborhoods are not left behind once again in the next wave of infrastructure investment. I believe in transportation as a public good, not just a personal option.

I believe in a city that moves together, cleaner, safer, and stronger, and I'll work every day to bring people into that vision. It's time we stop treating active transportation like a niche issue and start treating it like what it is: a basic right and a pathway to a more just, connected, and vibrant St. Louis.

**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?**

This long-overdue overhaul of our city's zoning code is more than a bureaucratic update, it's a historic opportunity to reshape the physical and social landscape of St. Louis with equity, justice, and community at the center. For too long, zoning in our city has reflected outdated values that have separated neighbors, stifled economic opportunity, and fueled racial and economic segregation. It's time to flip the script.

Here are my top three zoning priorities, each rooted in the voices of our communities:

#### 1. End Exclusionary Zoning & Legalize More Affordable Housing

St. Louis still has zoning laws that limit what kinds of homes can be built where often banning multifamily housing in areas that desperately need more affordable options. That's not by accident. It's the legacy of redlining, segregation, and wealth hoarding.

I want to:

Legalize duplexes, triplexes, and mixed-income developments in every neighborhood, not just historically disinvested ones.

Prioritize deeply affordable, energy-efficient housing close to transit, schools, and job centers.

Incentivize community land trusts and cooperative housing models that keep homes permanently affordable and rooted in the people.



## 2. Create Zoning That Centers People, Not Cars

Too much of our zoning has prioritized parking lots and car traffic over walkability, green space, and people-powered movement. We need to shift from car-first to community-first planning by:

Reducing minimum parking requirements, especially near transit.

Encouraging mixed-use, walkable corridors where people can live, shop, work, and gather in safe, vibrant neighborhoods.

Requiring new developments to include trees, green space, and climate-conscious design that keeps neighborhoods cooler and healthier.

## 3. Guarantee Community Input & Equity in Development

The people who live in our neighborhoods must have the power to shape what gets built around them. We've seen too many developments pushed through without true engagement, and too many community voices ignored. I'll fight for:

Zoning codes that require early and ongoing community consultation before major changes.

Racial equity impact assessments on rezonings and developments to prevent displacement.

Stronger tools for community benefit agreements that deliver jobs, green space, and real value to neighborhoods.

How I'll Get It Done:

As Alderperson, I'll show up, not just in City Hall, but in living rooms, block meetings, church basements, and community centers. I'll host neighborhood zoning teach-ins so residents understand what's at stake and how to shape it. I'll work in coalition with organizers, housing advocates, small businesses, and everyday residents to ensure this new code reflects us, not just developers and power brokers. And I'll be relentless in pushing for a transparent, equitable process that puts St. Louisans first, not profit margins.

This isn't just policy. This is a movement to finally build a St. Louis that works for everyone. Let's write the next chapter together.



**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 train, 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):**

Great transit infrastructure isn't just about the groundbreaking, it's about the follow-through. It's not enough to make bold investments in transit and mobility; we have to care for and sustain what we build, just like we care for our communities.

I believe maintenance is equity. When bus stops are broken, sidewalks go unshoveled, or bike lanes are covered in debris, it sends a message that certain people, transit riders, pedestrians, cyclists, just don't matter. And that's not the city we're building.

As an Alderperson, I will fight to ensure that ongoing maintenance is written into every transportation investment from day one. That means:

#### Dedicated Funding for Upkeep

We can't treat maintenance as an afterthought. I'll push for protected line items in the budget that ensure bike lanes, bus stops, sidewalks, and train stations are regularly cleaned, repaired, and updated, not just patched when they become unusable.

#### Tools to Keep Our Streets Safe

I will champion the purchase of mini street sweepers and maintenance equipment that allow us to properly clean protected bike lanes and pedestrian paths, especially in winter months. If we build infrastructure but don't maintain it, it quickly becomes unusable, unsafe, or even dangerous.

#### Partnering With Community for Oversight

Residents see everything. I will create a community feedback loop that allows people to report maintenance issues, and I'll push the City to be responsive to that feedback. Through neighborhood walk-throughs, digital tools, and direct lines to the Streets Department, we'll ensure problems get addressed, quickly and publicly.



### Green & Sustainable Maintenance

Maintenance should reflect our climate goals too. I'll advocate for electric equipment, stormwater-smart design, and materials that are safe, sustainable, and long-lasting. Let's build for the future, not just patchwork the past.

Our communities deserve clean, safe, reliable transportation infrastructure, not just for the ribbon cutting, but for every single day after. This isn't about equipment or policy alone, it's about dignity, accountability, and justice in motion. And I will fight for that every step of the way.

**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 isn't optional. It's a human right and a reflection of the kind of city we want to be. If we are truly building a St. Louis for everyone, then our streets, sidewalks, transit systems, and developments must center the needs of our seniors, neighbors with disabilities, and those with mobility challenges, from the beginning, not as an afterthought.

As an Alderperson, I will be a fierce advocate for universal design, ensuring that every new project, whether a housing development, a sidewalk repair, or a transit station, meets the highest accessibility standards. I will push developers, city planners, and agencies to go beyond minimum compliance, and instead design with dignity and inclusion in mind.

Here's how I will lead with action:

#### Put Lived Experience at the Center

I am proud to have the support of former State Rep. Jeanette Mott Oxford, a champion for the para-transit and disability community. Through her mentorship and continued dialogue with residents directly impacted by inaccessibility, I've learned the importance of leading by listening. That's why I'll form an Accessibility Advisory Circle, made up of community members, to review and shape developments in our ward.

#### Accessible Transit = Freedom

I will push Bi-State and the City to invest in fully accessible transit, including elevators that work, clearly marked bus stops with real-time info, sidewalks and crosswalks that accommodate wheelchairs and walkers, and more para-transit support that's timely and reliable. Public transit should be empowering, not burdensome.



## Hold Developers Accountable

Any developer building in the 8th Ward will be expected to prove how their project supports accessibility, and if they're not meeting that standard, they will not have my support.

Accessibility doesn't limit development, it strengthens it, making our communities more inclusive, connected, and compassionate.

Push for a Fully Accessible Built Environment That means:

Installing curb cuts and textured ramps at all intersections.

Widening sidewalks for wheelchair access and safe movement.

Ensuring audible crosswalk signals are in place.

Supporting maintenance efforts so that all infrastructure remains safe and usable.

When we make our city more accessible, we make it better for everyone. Whether you're using a wheelchair, pushing a stroller, walking with a cane, or just trying to navigate life with dignity, you should feel like St. Louis was built with you in mind.

I don't believe in leaving people behind. I believe in moving forward together, every neighbor, every voice, every ability. That's what equity looks like. That's the St. Louis I'm fighting for.

