

**Summary**  
**Board Bill Number 75**  
**Introduced by Alderman Michael Browning**  
**September 11th, 2026**

An ordinance pertaining to a neighborhood implementation traffic calming system in the City of St. Louis, and establishing procedures for constituent requests of traffic calming, and the process for implementation. Containing definitions, an effective date, and a severability clause.

**BOARD BILL NUMBER 75 INTRODUCED BY ALDERMAN MICHAEL BROWNING**

An ordinance pertaining to a neighborhood implementation traffic calming system in the City of St. Louis, and establishing procedures for constituent requests of traffic calming, and the process for implementation. Containing definitions, an effective date, and a severability clause.

**WHEREAS**, between 2010 and 2020 pedestrian deaths rose by 50 percent in the United States; and

**WHEREAS**, pedestrian deaths affect low-income, people of color, elderly, and disabled people disproportionately; and

**WHEREAS**, in St. Louis City, non-white areas are 3.9 times more likely to have fatal and severe injury crashes involving pedestrians as determined by the Transportation Mobility Plan; and

**WHEREAS**, the National Highway Traffic Safety Administration reports that those over the age of 65 are 35 percent more likely to be killed while walking than those in their twenties; and

**WHEREAS**, the wheelchair user pedestrian mortality rates are 36 percent higher than the general population; and

**WHEREAS**, according to the CDC, 1 in 4 Americans has a disability, and more than 11 percent of Americans have mobility impairment; and

**WHEREAS**, between 2017-2021, there were 90 pedestrian and bicyclist fatalities in the City of St. Louis; and

**WHEREAS**, the current system of individual Alderperson discretion over traffic calming has resulted in disparate outcomes citywide, inconsistent with Vision Zero safety objectives; and

**WHEREAS**, Ordinance 58088 should be revisited to align with environmental and legal issues have been raised by the EPA in the past and is replaced by this ordinance; and

1 **WHEREAS**, the Revised Statutes of the State of Missouri require that a Professional Engineer  
2 licensed in the State of Missouri and with a Civil Engineering degree from an ABET-accredited  
3 program must be responsible for certain decisions regarding the Right-of-Way; and

4 **WHEREAS**, the City of St. Louis must adequately implement traffic calming measures to  
5 equitably create safe streets for all.

6 **BE IT ORDAINED BY THE CITY OF ST. LOUIS, AS FOLLOWS:**

7 **SECTION ONE. Definitions**

8 The following terms shall have the meaning herein prescribed unless otherwise expressly stated  
9 in this ordinance:

- 10 a. “ADA” shall refer to the Americans with Disabilities Act as adopted in 1990 and as  
11 implemented by the United States Access Board and other federal agencies.
- 12 b. “Block” shall mean both sides of a single street between two intersections
- 13 c. “City” shall mean the City of St. Louis.
- 14 d. “Department of Transportation” shall refer to the currently existing streets department  
15 tasked with Street Maintenance until its successor the “Department of Transportation”  
16 becomes effective.
- 17 e. “Neighborhood Organization” shall mean either:
- 18 i. A Neighborhood Association recognized by the City of St. Louis and/or listed on  
19 the City of St. Louis website; or
- 20 ii. A Neighborhood Association recognized by the City of St. Louis Neighborhood  
21 Stabilization Team, according to **Ordinance 72030**.
- 22 f. “Pedestrian” shall mean:

- i. A person who is on foot;
  - ii. A person who is using any means of conveyance propelled by human power other than a bicycle;
  - iii. A person who is using an electric personal assistive mobility device;
  - iv. A person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle to act as a pedestrian and, by reason of physical disability, is otherwise restricted in movement or unable to move about on foot; or
  - v. A person with a disability within the meaning of the ADA, including those who use assistive technology to move from place to place.
- g. “SLMPD” shall mean the St. Louis Metropolitan Police Department.
- h. “Spot Implementation Traffic Calming” shall mean targeted, localized measures that target a single block or intersection for example: speed humps, pinned on bump outs, or flex posts.
- i. “Traffic Control” shall mean the regulation and supervision of vehicles, pedestrians, and goods to ensure maximum safety and operational efficiency including but not limited to: stop signs, speed limits, or pavement markings.
- j. “TMP” shall mean the Transportation and Mobility Plan or its successor.
- k. “Traffic Calming Guidelines” shall mean the Board of Public Service adopted Traffic Calming Guidelines for the City of St. Louis or its successor document.
- l. “Users” means individuals who use streets, including pedestrians, cyclists, motorists, public transportation riders and operators, emergency vehicles, freight providers, and

1 people of all ages and abilities, including children, youth, families, older adults, and  
2 individuals with disabilities.

3 **SECTION TWO. Repealing Ordinances**

4 **Ordinance number 70333, 71394, and 58088** are hereby repealed in their entirety with the  
5 following.

6 **SECTION THREE. Implementation**

7 1. All Traffic Calming that is spot implementation traffic calming projects and is listed in  
8 the TMP Street Design Framework map as neighborhood local, neighborhood connector,  
9 neighborhood main street, district local, district connector, district main street, mixed use  
10 local, mixed use connector, or their successor street type and further defined in the  
11 Traffic Calming Guidelines; can be addressed and managed per a centralized process  
12 known as the City of St. Louis Traffic Calming Policy. The Traffic Calming Process shall  
13 be as follows:

14 a. Initiation

15 i. The Department of Transportation will have full authority to establish and  
16 administer the parameters and communication requirements for initiating a  
17 spot traffic calming implementation request through the Traffic Calming  
18 Policy.

19 ii. A spot implementation traffic calming request may be submitted by one or  
20 more of the following:

21 1. City of St. Louis Residents through a formal petition process  
22 requiring a minimum of a majority of residents or property owners

1 of a block as determined by Department of Transportation  
2 regulations;

- 3 2. A Neighborhood Organization, Special Business Districts, or  
4 Community Improvement Districts as created by City ordinance;  
5 3. SLMPD District Captain; or  
6 4. The Alderperson of the ward.

7 iii. The St. Louis City Department of Transportation or other relevant  
8 departments whose participation is necessary as determined by the  
9 Department of Transportation to determine if traffic calming is appropriate  
10 through the Traffic Calming Guidelines and engineering judgment.

11 b. Determination

- 12 i. These requests shall be provided to the Department of Transportation  
13 which shall in coordination with other relevant departments whose  
14 participation is necessary as determined by the Department of  
15 Transportation, determine if traffic calming or traffic control is appropriate  
16 and, if so, add to the traffic calming/control project list and create a  
17 design, when necessary, that coordinates with the Street Design  
18 Framework under the TMP and Traffic Calming Guidelines.

19 c. Denial or Hold Criteria

- 20 i. A requested spot implementation traffic calming project may be denied or  
21 placed on hold for specified reasons, which may include but are not  
22 limited to the following:

1. Does not meet adopted Traffic Calming Guidelines, design criteria, project feasibility, or specifications as determined by the Department of Transportation;
2. Does not have an identified or sufficient funding source; or
3. Is located within the limits of a planned or funded future capital project.

d. Funding

- i. If funding is available for the project then it shall be designed in the manner described in the following subsection.
- ii. If funding is not available the project shall move to an “unfunded projects” list to be considered for funding in following years.
  1. This list shall be publicly available.

e. Design

- i. The project design shall be prioritized in the following order:
  1. Safety for all users - prioritizing the most vulnerable including pedestrians and bicyclists;
  2. Cost-effective: considering all lifecycle costs and interdepartmental and interagency coordination; and
  3. Maintainability

**SECTION FOUR. Reporting**

1 A. Monthly, the Department of Transportation shall update the active map on the City of St.  
2 Louis Website with locations of active traffic calming applications, traffic calming  
3 projects in progress, and completed projects.

4 a. This map will include estimated dates of construction

5 B. Annually the Department of Transportation will report to the Public Infrastructure and  
6 Utilities Committee or its successor the first workday in May.

7 **SECTION FIVE. Additional Regulations**

8 A. The Director of the Department of Transportation or their designee is authorized to issue  
9 regulations as provided by this section. Any such regulations shall be consistent with this  
10 ordinance and other applicable law, and shall be subject to approval prior to issuance by  
11 the City Counselor's office. Any such regulations shall be kept on file at the Department  
12 of Transportation office, in the City Register's office and on the City of St. Louis  
13 Website.

14 B. Such regulations may address the following, but are not limited to:

- 15 a. Process for receiving traffic calming requests;  
16 b. Additional determination criteria for spot implementation traffic calming or traffic  
17 control;  
18 c. Conditions for denial or hold criteria for a traffic calming project; and  
19 d. Additional design and implementation criteria.

20 **SECTION SIX. Severability**

21 If any term, condition, or provision of this Ordinance shall, to any extent, be held to be invalid or  
22 unenforceable, the remainder hereof shall be valid in all other respects and continue to be

1 effective and each and every remaining provision hereof shall be valid and shall be enforced to  
2 the fullest extent permitted by law, it being the intent of the Board of Aldermen that it would  
3 have enacted this Ordinance without the invalid or unenforceable provisions. In the event of a  
4 further subsequent change in applicable law that renders valid a provision of the Ordinance that  
5 was previously held to be invalid or unenforceable, said provision shall thereupon be restored to  
6 its full effect, be capable of enforcement without further action by the City, and shall thereafter  
7 again be binding.

8 **SECTION SEVEN. Effective Date**

9 The provisions of this ordinance shall become effective on July 1st, 2027.

**Ordinance 58088**

(B.B. No. 48 Comm. Sub.)

An ordinance to amend Ordinance 57831, approved April 19, 1979, at the section marked "(d)" under subsection designated "B. Stop Signs" said section "(d)" appearing on page 30 of said ordinance, being a continued subdivision of Part marked 821.040 which begins on page 28 thereof, pertaining to criteria for establishing stop signs on approaches to an intersection and containing an emergency clause.

Be it ordained by the City of St. Louis, as follows:

**Section One.** The Section of Ordinance 57831, approved April 19, 1979, marked "(d)" appearing on page 30 thereof under subsection designated "B. Stop Signs" on page 29 being continued subdivisions of Part marked 821.040 which begins on page 28 of said ordinance, is hereby repealed.

**Section Two.** The subsection "(d)", above described and located

in said Ordinance 57831, is hereby reenacted under its same designation and ordinance location but to read as follows:

"(d)" When both streets are local by classification and 51% of the registered voters in the block facing adjacent to the intersection indicate by petition that they desire the control and when the Alderman or Aldermen from the ward or wards, wherein the street or streets are located, indicate that they desire the control:

or where the Alderman or Aldermen from the ward or wards wherein the proposed stop sign is located desires the control.

**Section Three.** This ordinance being deemed necessary for the immediate preservation of the public health and safety, an emergency is hereby declared to exist and this ordinance shall become effective immediately upon its passage and approval by the Mayor.

Approved: June 12, 1980.

**ORDINANCE NUMBER 70333**

**BOARD BILL NO. 88 INTRODUCED BY: ALDERMAN CHRIS CARTER,  
ALDERWOMAN DONNA BARINGER, ALDERMAN SCOTT OGILVIE,  
ALDERWOMAN CARA SPENCER**

1           An ordinance requiring that requests for Traffic Calming, as defined herein, and  
2   related traffic complaints, received by the City of St. Louis be managed in accordance  
3   with a centralized process to be called the City of St. Louis Traffic Calming Policy;  
4   granting the Director of Streets authority to develop and promulgate the City of St. Louis  
5   Traffic Calming Policy, subject to the Board of Public Service approval; containing an  
6   emergency clause.

7           **WHEREAS**, roadway safety is an important and growing concern for City of St.  
8   Louis residents;

9           **WHEREAS**, the City recognizes the need for policies and procedures to improve  
10   neighborhood safety and quality of life through the use of various roadway improvement  
11   strategies;

12           **WHEREAS**, the City recognizes the need to establish a centralized and formal  
13   process to manage requests for Traffic Calming received by the City and to develop an  
14   effective plan for Traffic Calming; and

15           **WHEREAS**, the need for Traffic Calming was identified in the City's Complete  
16   Streets Policy, codified in Section 3.110.120 of the Revised Code of the City of St. Louis.

17           **BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:**

18           **SECTION ONE.** As used in this Ordinance, the following terms and phrases  
19   shall be taken to have the meaning ascribed to them in this Section, to wit:

20           A. "Speed Hump" means a gradual raised area in the pavement surface  
21           extending across the entire travel width. While measurements vary depending  
22           on the particular characteristics associated with a road, a typical Speed Hump,

June 17,

Page 1 of 2

Board Bill No. 88           Sponsor: Alderman Chris Carter, Alderwoman Donna Baringer,  
Alderman Scott Ogilvie, Alderwoman Cara Spencer

1           as an example, may at its highest point measure 3 to 4 inches in height, and  
2           have a travel length of 12 to 15 feet.

3           B. “Traffic Calming” means physical design and other measures, including, but  
4           not limited to, narrowed roads and Speed Humps, put into place on roads with  
5           the intention of slowing down or reducing motor-vehicle traffic as well as  
6           improving safety for pedestrians and cyclists.

7           **SECTION TWO.** All requests for Traffic Calming, and related traffic  
8           complaints, received by the City of St. Louis, shall be addressed and managed in  
9           accordance with a centralized process to be known as the City of St. Louis Traffic  
10          Calming Policy.

11          **SECTION THREE.** The Director of Streets is hereby authorized to develop and  
12          promulgate the City of St. Louis Traffic Calming Policy, subject to the approval of the  
13          Board of Public Service.

14          **SECTION FOUR.** This being an ordinance for the preservation of public peace,  
15          health and safety, it is hereby declared to be an emergency measure within the meaning  
16          of Sections 19 and 20 of Article IV of the Charter of the City of St. Louis and therefore  
17          this ordinance shall become effective immediately upon its passage and approval by the  
18          Mayor.

June 17, 2016

Page 2 of 2

Board Bill No. 88     Sponsor: Alderman Chris Carter, Alderwoman Donna Baringer,  
Alderman Scott Ogilvie, Alderwoman Cara Spencer

## ORDINANCE 71394

**BOARD BILL NUMBER 40 INTRODUCED BY: ALDERWOMAN SHARON TYUS/  
ALDERMAN JESSE TODD/ ALDERMAN JOSEPH VACARRO/ALDERMAN  
BRANDON BOSLEY/ALDERWOMAN PAM BOYD/ALDERWOMAN SHAMEEM  
CLARK-HUBBARD**

An ordinance amending Sections Two and Three of **Ordinance Number 70333** and containing an emergency clause

**WHEREAS**, **Ordinance number 70333** became effective August 14, 2016. As such the ordinance was designed to create a centralized process for traffic complaints received by the City of St. Louis so that they could be managed in an efficient manner to be called the City of St. Louis Traffic Calming Policy.

**WHEREAS**, since the Ordinance went into effect the implementation of this program has been anything but successful often resulting in the uneven unfair implementation of request for traffic calming devices such as speed humps.

**WHEREAS**, the policies as originally provided for requesting traffic calming devices was to have the Director of Streets request a traffic study for the reported problem. Said traffic studies often took great length of times to perform. Once the traffic studies were completed and the traffic calming devices was acknowledged as a need for a particular area, then the implementation of the requested traffic calming device, especially traffic humps has been known to take up to two year or more. This slow unnecessary bureaucratic process leaves a long list of Alderpersons and Citizens waiting for their speed bumps to be installed.

**WHEREAS**, roadway safety is an important and growing concern for the City of St. Louis residents because of the increasing speeding problems we have on all of our streets but especially the residential and secondary streets, and as such there is a need for an expedited process to request and implement traffic calming measures.

## **ORDINANCE 71394**

1   **WHEREAS**, at some time in spring of 2019 a new policy was implemented in which the Street  
2   Department or Board of Public Services would let out for contract the traffic studies for each at a  
3   cost of \$900 per study. This cost would be assessed to each request for a traffic study and would  
4   be assessed whether the study was approved or not. This procedure or cost was not approved by  
5   the members of the Board of Aldermen, was to be applied retroactively to some request by  
6   members of the Board, and the all the members of the Board of Aldermen were not apprised of  
7   said proposal.

8   **WHEREAS**, Ordinance 62885 passed By the Board of Aldermen on June 4, 1993, signed by the  
9   Mayor of the City of St. Louis into law, and voted into law on November 1993 allowed for the  
10   voters of the City of St. Louis to vote for and approve a sales tax of one-half (1/2%) for the  
11   purpose of funding capital improvements. The ordinance authorized and mandated that said tax  
12   money collected to be deposited into special trust fund to be known as the Capital Improvement  
13   Sales Tax Trust Fund, to consist of five accounts, one of the five accounts to be named a Ward  
14   Capital Improvement Account which would receive 50% of the tax collected and this amount  
15   would be allocated in equal amounts to twenty-eight sub accounts one for each ward of the City.

16   **WHEREAS**, Ordinance 62885 prohibits any transfer from the Ward Capital Improvements  
17   Sales Tax Fund to be transferred to any other fund nor appropriated, expended, used or  
18   encumbered for any purpose other than capital improvements in the respective wards.

19   **WHEREAS**, a traffic study is not a capital improvement and as such the cost to perform such a  
20   study should not be assessed to or withdrawn from the individual Ward Capital Improvement  
21   Sales Tax Funds.

## ORDINANCE 71394

1   **WHEREAS**, The Bureaucratic snafus and holdups of the City’s Traffic Calming Policy as it  
2   relates to traffic bumps have not inspired confidence, from the residence of the City of St. Louis  
3   or Aldermen who request these services, that the traffic calming measures request will be  
4   adequately, or fairly addressed or in an efficient manner under said policy. Adding a cost of \$900  
5   per traffic study for speed bumps that may or may not be approved as necessary and requiring  
6   that amount to be paid from the individual Ward Capital Improvement Sales Tax Fund has  
7   further added to the distrust and dissatisfaction by Aldermen for traffic bumps to be included  
8   under the City’s Traffic Calming Policy.

9   **WHEREAS**, Aldermen were elected to create legislation that benefits their community and as  
10   such can makes decisions regarding where traffic calming devices should be installed on streets  
11   and alleys, in the communities they represent. These decisions by Aldermen regarding where  
12   speed calming devices should be installed, will be done in an efficient manner that will enable  
13   the devices to be installed much sooner therefore better serving the neighborhoods and  
14   communities where speeding has become a death sentence for some.

15   **BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:**

16   **SECTION ONE.** As used in this Ordinance, the following terms and phrases shall be taken to  
17   have the meaning ascribed to them in this Section, to wit:

18       A. “Speed Hump” means a gradual raised area in the pavement surface extending across  
19       the entire travel width. While measurements vary depending on the particular  
20       characteristics associated with a road, a typical Speed Hump, as an example, may at its  
21       highest point measure 3 to 4 inches in height, and have a travel length of 12 to 15 feet.

## ORDINANCE 71394

1 B. "Traffic Calming" means physical design and other measures, including, but not  
2 limited to, narrowed roads and Speed Humps, put into place on roads with the intention  
3 of slowing down or reducing motor-vehicle traffic as well as improving safety for  
4 pedestrians and cyclists.

5 **SECTION TWO.** Sections two of **Ordinance 70333** commonly known as the Traffic Calming  
6 Policy is hereby amended so as to read: All requests for Traffic Calming, and related traffic  
7 complaints, except those related to or requesting speed humps in residential alleys, or on  
8 residential or secondary streets that are not bus routes, received by the City of St. Louis,  
9 shall be addressed and managed in accordance with a centralized process to be known as the City  
10 of St. Louis Traffic Calming Policy.

11 Request by Aldermen for speed humps in residential alleys or on residential or secondary  
12 streets that are not bus routes, upon the passage of an ordinance authorizing speed humps  
13 in a residential alley or on a specific street and, shall be granted by the Board of Public  
14 Service.

15 At no time shall traffic humps be installed on major streets or thoroughfares, or bus routes. An  
16 Aldermen may request a speed study for speed humps in residential alleys or residential streets in  
17 the ward he or she is elected to represent, if it is their belief said speed study is needed. Speed  
18 studies shall be completed internally by employees of the Street Department and the cost for said  
19 speed study shall not be assessed to the individual Ward Capital Improvement Sales Tax Funds.

20 **SECTION THREE.** Sections three of **Ordinance 70333** commonly known as the Traffic  
21 Calming Policy is hereby amended so as to read: The Director of Streets is hereby authorized to

## ORDINANCE 71394

1 develop and Promulgate the City of St. Louis Traffic Calming Policy, **except as pertaining to**  
2 **speed humps outlined in Section Two,** subject to the approval of the Board of Public Service.  
3 **SECTION FOUR.** This being an ordinance for the preservation of public peace, health and  
4 safety, it is hereby declared to be an emergency measure within the meaning of Section 19 and  
5 20 of Article IV of the Charter of the City of St. Louis and therefore this ordinance shall become  
6 effective immediately upon its passage and approval by the Mayor.

**ORDINANCE NUMBER 70333**

**BOARD BILL NO. 88 INTRODUCED BY: ALDERMAN CHRIS CARTER,  
ALDERWOMAN DONNA BARINGER, ALDERMAN SCOTT OGILVIE,  
ALDERWOMAN CARA SPENCER**

1 An ordinance requiring that requests for Traffic Calming, as defined herein, and  
2 related traffic complaints, received by the City of St. Louis be managed in accordance  
3 with a centralized process to be called the City of St. Louis Traffic Calming Policy;  
4 granting the Director of Streets authority to develop and promulgate the City of St. Louis  
5 Traffic Calming Policy, subject to the Board of Public Service approval; containing an  
6 emergency clause.

7 **WHEREAS**, roadway safety is an important and growing concern for City of St.  
8 Louis residents;

9 **WHEREAS**, the City recognizes the need for policies and procedures to improve  
10 neighborhood safety and quality of life through the use of various roadway improvement  
11 strategies;

12 **WHEREAS**, the City recognizes the need to establish a centralized and formal  
13 process to manage requests for Traffic Calming received by the City and to develop an  
14 effective plan for Traffic Calming; and

15 **WHEREAS**, the need for Traffic Calming was identified in the City's Complete  
16 Streets Policy, codified in Section 3.110.120 of the Revised Code of the City of St. Louis.

17 **BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:**

18 **SECTION ONE.** As used in this Ordinance, the following terms and phrases  
19 shall be taken to have the meaning ascribed to them in this Section, to wit:

20 A. "Speed Hump" means a gradual raised area in the pavement surface  
21 extending across the entire travel width. While measurements vary depending  
22 on the particular characteristics associated with a road, a typical Speed Hump,

June 17,

Page 1 of 2

Board Bill No. 88 Sponsor: Alderman Chris Carter, Alderwoman Donna Baringer,  
Alderman Scott Ogilvie, Alderwoman Cara Spencer

1           as an example, may at its highest point measure 3 to 4 inches in height, and  
2           have a travel length of 12 to 15 feet.

3           B. “Traffic Calming” means physical design and other measures, including, but  
4           not limited to, narrowed roads and Speed Humps, put into place on roads with  
5           the intention of slowing down or reducing motor-vehicle traffic as well as  
6           improving safety for pedestrians and cyclists.

7           **SECTION TWO.** All requests for Traffic Calming, and related traffic  
8           complaints, received by the City of St. Louis, shall be addressed and managed in  
9           accordance with a centralized process to be known as the City of St. Louis Traffic  
10          Calming Policy.

11          **SECTION THREE.** The Director of Streets is hereby authorized to develop and  
12          promulgate the City of St. Louis Traffic Calming Policy, subject to the approval of the  
13          Board of Public Service.

14          **SECTION FOUR.** This being an ordinance for the preservation of public peace,  
15          health and safety, it is hereby declared to be an emergency measure within the meaning  
16          of Sections 19 and 20 of Article IV of the Charter of the City of St. Louis and therefore  
17          this ordinance shall become effective immediately upon its passage and approval by the  
18          Mayor.

June 17, 2016

Page 2 of 2

Board Bill No. 88     Sponsor: Alderman Chris Carter, Alderwoman Donna Baringer,  
Alderman Scott Ogilvie, Alderwoman Cara Spencer

**FISCAL NOTE**  
**BOARD BILL NUMBER 75**

Preparer's Name Cheryl Campbell

Phone Number or Email Address (will be available publicly) campbellch@stlouis-mo.gov

Bill Sponsor Alderman Michael Browning

|                           |                                                                                                                                                                                                                                                                                                     |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Bill Synopsis:</b>     | <i>Establishes a centralized City traffic calming process for requests, evaluation, funding status, design, public reporting, and regulations; repeals Ordinance Numbers 70333, 71394, and 58088; and becomes effective July 1, 2027.</i>                                                           |
| <b>Type of Impact:</b>    | <i>Indeterminate (Expanded Administrative Process; Project Implementation Subject to Available Funding)</i>                                                                                                                                                                                         |
| <b>Agencies Affected:</b> | <i>Department of Transportation (currently the Streets Department); other departments determined necessary by the Department of Transportation; St. Louis Metropolitan Police Department; City Counselor; City Register; and Board of Aldermen (Public Infrastructure and Utilities Committee).</i> |

**SECTION A**

**Does this bill authorize:**

- An expansion of services which entails additional costs beyond that approved in the current adopted city budget?   X   Yes    No
- An undertaking of a new service for which no funding is provided in the current adopted city budget?    Yes   X   No
- A commitment of city funding in the future under certain specified conditions?    Yes   X   No
- An issuance of bonds, notes and lease-purchase agreements which may require additional funding beyond that approved in the current adopted city budget?    Yes   X   No

- An execution or initiation of an activity as a result of federal or state mandates or requirements?  
\_\_\_\_\_Yes      X  No
- A capital improvement project that increases operating costs over the current adopted city budget?  
\_\_\_\_\_Yes      X  No
- A capital improvement project that requires funding not approved in the current adopted city budget or that will require funding in future years?  
  X  Yes    \_\_\_\_No

**If the answer is yes to any of the above questions, then a fiscal note must be attached to the board bill. Complete Section B of the form below.**

### SECTION B

- Does the bill require the construction of any new physical facilities?    \_\_\_\_Yes      X  No
  - If yes, describe the facilities and provide the estimated cost:

---



---



---

- Is the bill estimated to have a direct fiscal impact on any city department or office?  
\_\_\_\_\_X\_\_\_\_\_Yes    \_\_\_\_No
  - If yes, explain the impact and the estimated cost:

*The Department of Transportation would establish and administer request parameters and communications; receive and evaluate requests; coordinate with other departments; maintain funded and unfunded project lists; develop designs when necessary; update a public map monthly; report annually to the Public Infrastructure and Utilities Committee; and develop and maintain regulations. Other departments may participate as determined necessary, and the City Counselor and City Register would have regulatory review or recordkeeping responsibilities. The fiscal impact is indeterminate because the bill does not establish the volume of requests and projects, required staffing or contractual support, project scope or timing, lifecycle costs, or the capacity of existing resources to perform these duties.*

- Does the bill create a program or administrative subdivision?      X  Yes    \_\_\_\_No
  - If yes, then is there a similar existing program or administrative subdivision?  
\_\_\_\_\_X\_\_\_\_\_Yes    \_\_\_\_No
  - If yes, explain the how the proposed programs or administrative subdivisions may overlap:

*The bill replaces the existing City of St. Louis Traffic Calming Policy established under Ordinance Numbers 70333 and 71394. It retains a centralized traffic calming process while revising the eligible projects and request process and adding funding-status, design-priority, public-map, annual-reporting, and regulatory requirements. The successor process would replace, rather than operate concurrently with, the existing program.*

- Describe the annual operating, equipment, and maintenance costs that would result from the proposed bill, as well as any funding sources:

*Annual administrative, operating, equipment, maintenance, and traffic calming project costs are indeterminate. The bill conditions project design and implementation on available funding and directs unfunded projects to a publicly available list for consideration in future years. It does not appropriate funds or identify the number, type, location, timing, or lifecycle cost of future projects. Continued administration of the process and any funded projects will require appropriations through the City's annual budget and capital-planning processes or other funding sources identified for individual projects.*

Complete the chart below to list the total estimated expenditures required of the City resulting from the proposed board bill and any estimated savings or additional revenue.

| <b>Financial Estimate of Impact on General Fund</b>  |                                |                      |                      |
|------------------------------------------------------|--------------------------------|----------------------|----------------------|
| <b>Fiscal Impact</b>                                 | <b><u>Year 1 (current)</u></b> | <b><u>Year 2</u></b> | <b><u>Year 3</u></b> |
| <b>Additional Expenditures</b>                       | \$0                            | Indeterminate        | Indeterminate        |
| <b>Additional Revenue</b>                            | \$0                            | \$0                  | \$0                  |
| <b>Net</b>                                           | \$0                            | Indeterminate        | Indeterminate        |
| <b>Financial Estimate of Impact on Special Funds</b> |                                |                      |                      |
| <b>Fiscal Impact</b>                                 | <b><u>Year 1 (current)</u></b> | <b><u>Year 2</u></b> | <b><u>Year 3</u></b> |
| <b>Additional Expenditures</b>                       | \$0                            | Indeterminate        | Indeterminate        |
| <b>Additional Revenue</b>                            | \$0                            | \$0                  | \$0                  |
| <b>Net</b>                                           | \$0                            | Indeterminate        | Indeterminate        |

- Describe any assumptions used in preparing this fiscal note:

*The estimate assumes the bill becomes effective July 1, 2027; therefore, no fiscal impact is shown for the current fiscal year. Future costs cannot be quantified from the bill because the number and type of requests and projects; engineering, administrative, reporting, website, and interdepartmental workload; staffing or contractual support; design and construction scope; lifecycle costs; and funding sources will be determined through implementation. No allocation between the General Fund and Special Funds is assumed because the bill does not identify a fund source. Additional revenue is shown as \$0 because the bill does not authorize or identify new revenue.*

- List any sources of information (including any City officials, agencies, or departments) used in preparing this fiscal note:

*Based upon Board Bill Number 75, introduced September 11, 2026, and the supporting legislation included with the bill: Ordinance Numbers 70333 and 71394.*

- Have the financial estimates of this bill been verified by the City Budget Division?  
\_\_\_\_\_Yes **X**No
  - If yes, by whom? \_\_\_\_\_ .