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EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

MEMORANDUM

TO: **Missouri Transportation Planning Committee**

FROM: **East-West Gateway Staff**

DATE: **Friday, May 6, 2022**

SUBJECT: **Wednesday, May 11, 2022 meeting - REVISED**

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Wednesday, May 11, 2022 at 11:00 a.m at East-West Gateway Council of Governments offices. (Reminder parking is available at Stadium-East Garage)

Online option for the public who can view and/or listen only to the meeting via:
Computer: https://attendee.gotowebinar.com/register/1416295644109714190

If you have any questions or concerns regarding the enclosed materials or the upcoming meeting please contact EWGCOG. The agenda for the meeting is as follows:

AGENDA

1. Call to order
2. *Connected2050* update – James Fister, EWGCOG
3. Infrastructure Investment and Jobs Act and available funding – Rachael Pawlak, EWGCOG
4. Transportation Alternatives Program funding round – Jason Lange, East-West Gateway
5. Bid Environment – Jason Lange, EWGCOG
6. FY 2023-2026 TIP – Local program project recommendations – STP-S and CMAQ – Jason Lange, EWGCOG – **ACTION ITEM**
7. Reasonable Progress – Brad Williams, EWGCOG
8. Other Business
   - Next meeting scheduled for Wednesday, June 1, 2022 at 2 PM

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EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

To: Missouri Transportation Planning Committee

From: Council Staff

Date: May 6, 2022

Subject: FY 2023-2026 Transportation Improvement Program (TIP) – Missouri Local Program

Project Solicitation
East-West Gateway Council of Governments (EWG) announced a call for project applications for federal funding through the Surface Transportation Block Grant Program - Suballocated (STP-S) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program on November 5. A virtual Project Development Workshop took place on November 16, which included presentations on the STP-S and CMAQ project application process and requirements to complete an STP-S or CMAQ application. Virtual Project Review Workshops were held on January 14 and 21. These workshops gave project sponsors an opportunity to present their project to a panel representing staff from EWG, MoDOT, Metro, and Trailnet. The panel offered feedback to project sponsors on the proposed applications. Throughout the solicitation, EWG staff was available to answer questions on project applications. The project solicitation process concluded on February 10 when project applications were due.

Surface Transportation Block Grant Program - Suballocated

Submitted Projects
In the Missouri portion of the region, 79 project applications representing approximately $135.3 million in federal funds were submitted for consideration in the STP-S funding program. **Table A** shows the breakdown of submitted projects by county.

Table A – FY 2023-2026 TIP – Missouri Local Program – Submitted STP-S Projects

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed $)
Franklin	4	$4,900,582	$3,601,647	2.7%
Jefferson	8	$15,026,380	$10,791,837	8.0%
Multi-County	2	$2,571,210	$2,056,968	1.5%
St. Charles	25	$51,199,274	$31,465,470	23.3%
St. Louis	38	$93,435,336	$63,346,586	46.8%
St. Louis City	2	$34,047,000	$24,000,000	17.7%
Total	**79**	**$201,179,782**	**$135,262,508**	**100%**

Available Funding
In November, the initial estimate for STP-S funding was $50 million. There is additional funding identified from the Infrastructure Investments and Job Act (IIJA), the new five-year transportation funding law which was signed into law in November 2021. The IIJA increased the local suballocation of STP-S. There is nearly $19 million additional in STP-S funding available to program per year through 2026. In addition, the IIJA included a significant increase in Transportation Alternatives Program (TAP) funding. To minimize the risk of losing funding

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associated with accruing a large balance of TAP funds, staff is recommending to program $10.2 million in TAP funds for four projects that meet program eligibility (i.e. sidewalks/bicycle facilities). EWG staff will conduct a separate solicitation for the remainder of the TAP funding available through FY 2026 during summer 2022. EWG also anticipates that MoDOT will be distributing Off-System Bridge (BRO) funds on a regional basis starting in FY 2022. BRO funds can be used on poor condition bridges on local roads or rural minor collectors. There are two bridges that are eligible for BRO funds ($1.2 million). EWG recommends programming BRO for these projects to not accrue a balance. Finally, nearly $2 million in STP-S funds were returned to the regional pool from one project that was removed from the TIP. Including the funds returned to the regional pool and the BRO and TAP funding, there is approximately $82 million available for programming.

Evaluation and Ranking of Projects

There are seven STP-S project application types: active transportation, bridge, freight/economic development, road, safety, traffic flow, and transit. All project types compete against each other for the available STP-S funding. Each project type receives up to 100 performance points. In addition to performance points, projects receive up to five points for facility usage and up to 20 points based on cost. **Table B** shows the breakdown of submitted projects by application type.

Table B – FY 2023-2026 TIP – Missouri Local Program – Submitted STP-S Projects by Application Type

Application Type	# of Projects	Total Cost	Federal Cost
Active Transportation	11	$30,523,210	$21,012,025
Bridge	8	$45,025,774	$33,025,917
Freight/Economic Development	0	$0	$0
Road	52	$111,074,329	$72,097,691
Safety	6	$11,985,259	$7,069,907
Traffic Flow	0	$0	$0
Transit	2	$2,571,210	$2,056,968
Total	**79**	**$201,179,782**	**$135,262,508**

Projects are ranked from highest to lowest based on the total score, made up of the performance, cost, and usage scores. Since each county is guaranteed at least one project, a project could score lower than other projects and still be recommended for funding. In cases of a tie, the project with the highest performance score would be recommended for funding. A secondary tiebreaker is based on the lowest federal funds requested.

All projects must be consistent with clean air requirements, establish financial commitment, and must demonstrate a reasonable degree of political and community support. Three project applications were not evaluated: one project application did not receive a letter of support from the facility owner, one project application involved road work on a rural minor collector which is not eligible for STP-S funds, and one application was withdrawn.

Attachment A shows the total project scores for the submitted STP-S projects as well as EWG staff's recommendations based on the amount of funding available. Projects that are recommended to use TAP funds are highlighted in green. Projects that are recommended to use

BRO funds are highlighted in blue. **Table C** shows the breakdown of recommended STP-S/TAP/BRO project applications by county. **Table D** shows the breakdown of recommended STP-S/TAP/BRO project applications by application type.

Table C – FY 2023-2026 TIP – Missouri Local Program – Recommended STP-S/TAP/BRO Projects by County

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed $)
Franklin[1]	3	$3,054,382	$2,124,687	2.6%
Jefferson[2]	6	$11,061,972	$7,676,006	9.4%
Multi-County	2	$2,571,210	$2,056,968	2.5%
St. Charles[3]	9	$22,871,747	$13,868,364	16.9%
St. Louis[4]	19	$51,034,699	$32,116,143	39.2%
St. Louis City[5]	2	$34,047,000	$24,000,000	29.3%
Total	**41**	**$124,641,010**	**$81,842,168**	**100%**

1. Franklin - $1,225,567 BRO
2. Jefferson - $798,499 TAP
3. St. Charles - $4,800,000 TAP
4. St. Louis - $586,080 TAP
5. St. Louis City - $4,000,000 TAP

Table D – FY 2023-2026 TIP – Missouri Local Program – Recommended STP-S/TAP/BRO Projects by Application Type

Application Type	# of Projects	Total Cost	Federal Cost
Active Transportation[1]	4	$16,920,313	$10,184,579
Bridge[2]	6	$36,239,722	$26,625,681
Freight/Economic Development	0	$0	$0
Road	24	$59,500,506	$36,806,633
Safety	5	$9,409,259	$6,168,307
Traffic Flow	0	$0	$0
Transit	2	$2,571,210	$2,056,968
Total	**41**	**$124,641,010**	**$81,842,168**

1. Four projects are recommended to utilize TAP funding, at $10,184,579 federal
2. Two off-system bridges are recommended to utilize BRO funding, at $1,225,567 federal

Congestion Mitigation and Air Quality Improvement Program

Submitted Projects

The CMAQ program provides funding for transportation programs or projects that reduce emissions and contribute to the attainment or maintenance of the national ambient air quality standards of ozone, carbon monoxide, and particulate matter. Project sponsors submitted 19 CMAQ applications for consideration, requesting approximately $33.9 million in federal funds. **Table E** shows the breakdown of submitted projects by county.

Table E – FY 2023-2026 TIP – Missouri Local Program – Submitted CMAQ Projects

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed $)
Franklin	0	$0	$0	0.0%
Jefferson	1	$824,770	$659,816	1.9%

Multi-County	7	$23,570,418	$15,778,908	46.5%
Multi-State	0	$0	$0	0.0%
St. Charles	6	$8,565,090	$5,831,877	17.2%
St. Louis	3	$6,190,380	$4,722,734	13.9%
St. Louis City	2	$9,300,000	$6,944,000	20.5%
Total	**19**	**$48,450,658**	**$33,937,335**	**100.0%**

Available Funding
In November, the initial estimate for CMAQ funding was $22 million. Based on funding levels identified in the IIJA, there will be $27 million in CMAQ funds available to program through FY 2025. Also, approximately $1 million in CMAQ funds are available due to bid savings in FY 2022. The IIJA added a new funding program called the Carbon Reduction Program (CRP). The purpose of the CRP is to reduce transportation emissions such as carbon dioxide. CRP eligibilities mirror CMAQ eligibilities in some instances. Examples of eligible projects include bicycle and pedestrian facilities as well as traffic flow improvements. To avoid accruing a balance of CRP funds, approximately $6 million in CRP FY 2022 funds will be programmed. Projects utilizing CRP funds will be identified at a later date. Next year, EWG will conduct a project solicitation for CRP in conjunction with CMAQ. Including the CRP funding, there is approximately $34 million available for programming.

Evaluation of Submitted Projects
The principal criterion for determining project eligibility through the CMAQ program is that an improvement or a service must contribute to attainment or maintenance of the National Ambient Air Quality Standards for an area or region. The St. Louis region is in non-attainment or maintenance status for ozone. Federal cost per ton of emissions reduced of ozone precursors is used in the project selection process as the measure to establish priority. This measure is used as a means of comparing various types of projects in a common way, that being the cost per unit of benefit.

The IIJA mandates that at least 25 percent of CMAQ funds be used for projects targeting $PM_{2.5}$ reductions. It also highlights diesel retrofits and port related equipment and vehicles as eligible projects to mitigate $PM_{2.5}$. Other CMAQ eligibilities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, and vehicle-to-infrastructure communication equipment. Submitted CMAQ projects are forwarded to Federal Highway Administration and Federal Transit Administration to review for eligibility. All of the submitted CMAQ applications are eligible.

Once projects are ranked relative to cost per metric ton of emissions reduced, the establishment of project priorities and the selection of projects for funding in the CMAQ program are a direct result of a project's cost effectiveness and the availability of local, federal, and other funding. Projects that result in increased emissions are not eligible for CMAQ.

Attachment B shows the project rankings for the CMAQ projects based on cost per ton of emissions reduced as well as EWG staff's recommendations based on the amount of funding available. **Table F** shows the breakdown of recommended projects by county.

Table F – FY 2023-2026 TIP – Missouri Local Program – Recommended CMAQ Projects by County				
County	**# of Projects**	**Total Cost**	**Federal Cost**	**% of Request (Fed $)**
Franklin	0	$0	$0	0.0%
Jefferson	1	$824,770	$659,816	1.9%
Multi-County	7	$23,570,418	$15,778,908	46.5%
Multi-State	0	$0	$0	0.0%
St. Charles	6	$8,565,090	$5,831,877	17.2%
St. Louis	3	$6,190,380	$4,722,734	13.9%
St. Louis City	2	$9,300,000	$6,944,000	20.5%
Total	**19**	**$48,450,658**	**$33,937,335**	**100.0%**

Public Comment

Project information from the 98 applications was posted on EWG's website for public comment. The public comment period was from March 16 through March 31. A total of 359 comments were received for the project applications. **Table G** shows a summary of the comments received. **Attachment C** provides a detailed listing of the comments.

Table G – FY 2023-2026 TIP – Summary of Public Comments				
Project	**# Support**	**# Oppose**	**# Concerned**	**Total # of Comments**
Ballwin – Claymont Drive	1	0	0	1
Chesterfield – Wilson Ave	0	1	0	1
Citizens for Modern Transit/BSD – Building Transit Ridership	1	0	0	1
Crestwood – Pardee Rd	3	0	0	3
Crystal City – Bailey Rd	3	0	0	3
Eureka – Allenton Rd Bridge	1	0	0	1
Flint Hill – MO P	3	0	0	3
Great Rivers Greenway – Brickline Greenway	59	0	6	65
Great Rivers Greenway – Deer Creek Greenway	84	0	4	88
Kirkwood – Grant's Trail Extension, Phase 1	28	0	2	30
Kirkwood – Grant's Trail Extension, Phase 2	27	0	1	28
Loop Trolley TDD – Loop Trolley Operating Assistance	9	2	1	12
New Melle – Foristell Rd	7	0	1	8
New Melle – MO Z Sidewalk	11	0	0	11
O'Fallon – Eggering Dr	7	0	0	7
O'Fallon – Weldon Spring Rd, Ph 2	48	0	0	48
O'Fallon – MO N/MO K Intersection	7	0	0	7
St. Charles County – Asphalt Overlay (A)	1	0	0	1

Table G – FY 2023-2026 TIP – Summary of Public Comments				
Project	**# Support**	**# Oppose**	**# Concerned**	**Total # of Comments**
St. Charles County – Asphalt Overlay (C)	1	0	0	1
St. Charles County – Concrete Slabs	1	0	0	1
St. Louis – Lindell/Union Bridge	5	0	1	6
St. Louis – Traffic Management, Ph 5	2	0	1	3
St. Louis – CORTEX/Tower Grove Conn	17	0	2	19
St. Louis County – Dorsett Rd	9	0	1	10
Sunset Hills – Rott/Watson Rd	1	0	0	1
Total	**336**	**3**	**20**	**359**

Funding Increase Request – STP-S/CMAQ Projects

Twelve sponsors requested a one-time ten percent increase. The increase requests are summarized in **Table H**. The intent of the ten percent increase is for projects with construction programmed in the next FY that must incorporate changes to plans to accommodate specific items that were not anticipated (i.e. flood map revision or additional environmental remediation due to unknown gas station).

All of the ten percent increase requests stated the reason was from recent construction price increases. Staff has reviewed local bids since September 2021. Since that time local bids are approximately 8% higher than the amount listed for construction on the respective project application. When accounting for the engineer's estimate, bids are about 2% higher. Also, market conditions in the past have not necessitated a blanket increase. Typically, prices moderate over time. Staff does not recommend approval of the increase requests. However, staff will continue to monitor bidding throughout the region.

Table H – FY 2023-2026 TIP – Missouri Local Program – Summary of 10% Increase			
Sponsor/ TIP#/ Funding Category	**Title-Description**	**Reason for Increase/ Increase Requested/ Year of Construction**	**Action**
Lake Saint Louis/ 7131-22/ CMAQ	Hawkridge Trail/Sommers Rd at Old Hwy N – Traffic signal	$53,300/ Construction pricing/ 2023	Deny
Lake Saint Louis/ 7101B-22/ STP-S	Old Hwy N – Hawk Ridge Trl to Old Forester Dr – Reconstruction, sidewalk-two way turn lane	$87,100/ Construction pricing/ 2023	Deny
O'Fallon/ 6904-20/ STP-S	Main St, Phase 1 – Pitman St to RR Tracks – Resurfacing, sidewalk	$189,967.90/ Construction pricing/ 2022	Deny
O'Fallon/ 7118-22/ STP-S	Main St, Phase 2 – Pitman St to Terra Rd – Resurfacing, sidewalk, shared use path	$142,339.30/ Construction pricing/ 2024	Deny
O'Fallon/ 6825-19/ STP-S	Winghaven Blvd – MO N to Hammack Rd – Resurfacing	$130,441/ Construction pricing/ 2021	Deny
St. Charles/ 6960-23/ STP-S	Fifth St – Fairgrounds Rd to San Juan Dr – Reconstruction, sidewalk, shared use path	$150,000/ Construction pricing/ 2023	Deny

Table H – FY 2023-2026 TIP – Missouri Local Program – Summary of 10% Increase			
Sponsor/ TIP#/ Funding Category	**Title-Description**	**Reason for Increase/ Increase Requested/ Year of Construction**	**Action**
St. Peters/ 7197A-23/ STP-S	Barkwood Dr – Jungermann Rd to Maple Tree Dr – Reconstruction, sidewalk	$175,871.92/ Construction pricing/ 2025	Deny
St. Peters/ 7197B-23/ STP-S	Jungs Station Rd – Kings Crossing to Country Mill Ct – Slab replacement, sidewalks	$159,558.64/ Construction pricing/ 2025	Deny
St. Peters/ 7197C-23/ STP-S	Mexico Rd at Dardenne Creek – Bridge rehabilitation	$44,703.60/ Construction pricing/ 2024	Deny
St. Peters/ 7212-22/ CMAQ	Mid Rivers Mall Dr – At St Peters-Howell – Upgrade signal	$44,440.80/ Construction pricing/ 2024	Deny
St. Peters/ 6964D-25/ STP-S	MO 370 – At Salt River Rd – Construct ramp	$197,000/ Construction pricing/ 2025	Deny
St. Peters/ 6965-23/ STP-S	Spencer Rd – Thoele Rd to Willot Rd – Reconstruction, sidewalk	$120,734/ Construction pricing/ 2023	Deny
	Total	**$1,495,456.96**	

Project Recommendations – STP-S and CMAQ

Staff recommends that the projects identified on **Attachment D** be included in the draft FY 2023-2026 TIP. **Table I** shows the Missouri local program recommendations by county. Projects that are recommended for funding will be presented to the Board of Directors on May 25. The draft TIP will be presented to the Board of Directors on June 29 and released for public comment from July 1 through August 4. There will be a series of open houses in Missouri during the comment period. Information regarding public comment will be sent to project sponsors in the future. Attendance at open houses by project sponsors is optional. Following the comment period, the TIP will be submitted to the Board of Directors for final approval on August 31.

Table I – FY 2023-2026 TIP – Missouri Local Program Recommendations by County

	STP-S/TAP/BRO		CMAQ		All Programs		
County	**# of Projects**	**Federal Cost**	**# of Projects**	**Federal Cost**	**# of Projects**	**Federal Cost**	**% of Federal Funding**
Franklin	3	$2,124,687	0	$0	3	$2,124,687	1.8%
Jefferson	6	$7,676,006	1	$659,816	7	$8,335,822	7.2%
Multi-County	2	$2,056,968	7	$15,778,908	9	$17,835,876	15.4%
St. Charles	9	$13,868,364	6	$5,831,877	15	$19,700,241	17.0%
St. Louis	19	$32,116,143	3	$4,722,734	22	$36,838,877	31.8%
St. Louis City	2	$24,000,000	2	$6,944,000	4	$30,944,000	26.7%
Total	**41**	**$81,842,168**	**19**	**$33,937,335**	**60**	**$115,779,503**	**100.0%**

Attachment A – FY 2023-2026 TIP – STP-S Program - Missouri
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Recommended for funding											
8071	St. Louis	University City	Kempland Place Bridge - Over River Des Peres Rehabilitate Bridge	Bridge	$771,184	$963,982	85.00	20.00	0	105.00	$771,184
8051	St. Charles	St. Charles County	Duello Road, Phase 2 - Peruque Creek Bridge To 430' South Of Columbia Downs Dr Reconstruction - Sidewalk (5') - Shoulders (6')	Road	$800,000	$2,000,000	81.00	20.00	1	102.00	$1,571,184
8073	St. Louis	Webster Groves	Elm Avenue Culvert - Over Shady Grove Creek Replace Culvert - Sidewalk (6')	Bridge	$1,216,800	$1,521,000	82.00	17.55	1	100.55	$2,787,984
8058	St. Louis	St. Louis County	Hanley Road - 2026 - Dale Ave To W Bruno Ave Resurfacing - Sidewalk Upgrades	Road	$1,943,920	$2,429,900	82.00	13.27	5	100.27	$4,731,904
8034	St. Louis	Manchester	Hanna Road, Phase 2 - Brookvale Terrace To Big Bend Rd Sidewalk Upgrade (5-6') - Overlay	Road	$900,000	$1,125,000	79.77	19.41	1	100.18	$5,631,904
8064	St. Louis	St. Louis County	Pennsylvania Avenue, Phase 1 - 2026 - Page Ave (MO D) To St. Charles Rock Rd (MO 180) Resurfacing - Ln Reduction (4 To 2) - Upgrade Sidewalks	Road	$1,503,187	$2,147,410	80.26	15.86	3	99.12	$7,135,091
8052	St. Charles	St. Charles County	Hepperman Road, Phase 2 - MO N To Golf Club Dr Reconstruct - Shoulders (4') - Shared Use Path (10')	Road	$800,000	$2,270,000	78.00	20.00	1	99.00	$7,935,091
8026	Jefferson	Jefferson County	Brennan Road - Eagle Dr To Little Brennan Rd Shoulders (4') - Overlay - Rumble Strips	Safety	$1,077,007	$1,346,259	79.00	18.37	1	98.37	$9,012,098
8029	Jefferson	Jefferson County	Konert Road - Konert Valley Rd To Breezy Oak Ln Overlay - Shoulders (4') - Rumble Strips	Safety	$1,104,000	$1,380,000	79.00	18.21	1	98.21	$10,116,098
8016	St. Louis	Eureka	Allenton Road Bridge - Over Union Pacific Railroad Replace Bridge - Shared Use Path (8')	Bridge	$3,412,130	$6,824,260	89.00	8.18	1	98.18	$13,528,228
8027	Jefferson	Jefferson County	East Rock Creek Road - Gary Rd To Old Lemay Ferry Rd Overlay - Shoulders (4') - Rumble Strips	Safety	$2,000,000	$2,500,000	84.00	12.94	1	97.94	$15,528,228
8055	St. Louis	St. Louis County	Big Bend Road - 2026 - Elm Ave To I-44 Resurfacing - Sidewalk Upgrades - Ln Reduction (4 To 2)	Road	$1,572,560	$1,965,700	80.00	15.46	2	97.46	$17,100,788
8060	St. Louis	St. Louis County	Howdershell Road - 2026 - I-270 To 100' N/O Utz Ln Resurfacing - Upgrade Sidewalks - Signal Improvements	Road	$3,522,747	$5,419,611	84.00	7.95	5	96.95	$20,623,535
8065	St. Louis	St. Louis County	S. Woods Mill Road - 2026 - I-64 To Brookings Park Dr Resurfacing - Sidewalk (5') - Buffered Bike Lanes	Road	$1,300,480	$1,625,600	76.32	17.06	3	96.38	$21,924,015
8021	Franklin	Franklin County	Calvey Creek Road Bridge - Over Brady Creek Replace Bridge	Bridge	$633,424	$996,910	76.00	20.00	0	96.00	$22,557,439
8022	Franklin	Franklin County	Kiel-Lyon Road Bridge - Over Bucklick Creek Replace Bridge	Bridge	$592,143	$933,570	76.00	20.00	0	96.00	$23,149,582
8063	St. Louis	St. Louis County	New Halls Ferry Road Sidewalk - Lindbergh Blvd (US 67) To Cougar Dr Sidewalks (5')	Active	$586,080	$732,600	73.00	20.00	3	96.00	$23,735,662
8003	Multi-County-MO	Bi-State Development/ Metro	Call-A-Ride Vehicle Replacement - 2026 (A) - Replace Nine Call-A-Ride Vans	Transit	$1,028,484	$1,285,605	77.00	18.66	0	95.66	$24,764,146
8004	Multi-County-MO	Bi-State Development/ Metro	Call-A-Ride Vehicle Replacement - 2026 (B) - Replace Nine Call-A-Ride Vans	Transit	$1,028,484	$1,285,605	77.00	18.66	0	95.66	$25,792,630
8025	Jefferson	Jefferson County	Antire Road - 2026 - Brookside Dr To Laurel Ln Overlay - Shoulders (4') - Rumble Strips	Safety	$1,046,500	$1,495,000	75.00	18.55	2	95.55	$26,839,130
8007	St. Louis	Chesterfield	Wilson Avenue - Wild Horse Creek Rd To 1200' South Of Walnut Hill Farm Dr Reconstruct/Resurface - Shoulders - Shared Use Path (8')	Road	$1,143,170	$2,438,819	76.00	17.98	1	94.98	$27,982,300

Attachment A – FY 2023-2026 TIP – STP-S Program - Missouri
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Recommended for funding											
8033	St. Charles	Lake Saint Louis	South Lake Saint Louis Blvd, Phase 1 - Hawk Ridge Crossing To 300' South Of Hawk Ridge Circle Resurface - Two-way Turn Lane - Shared Use Path (10') - Sidewalk (5')	Road	$1,500,000	$2,568,729	77.00	15.88	2	94.88	$29,482,300
8013	St. Charles	Dardenne Prairie	Town Square Road - Winghaven Blvd To W City Limit (Near Technology) Resurfacing	Road	$723,614	$904,518	69.68	20.00	5	94.68	$30,205,914
8039	Franklin	Pacific	Fourth Street - W. Osage St To Denton Rd Resurfacing - Curb-Gutter - Upgrade Sidewalks (5')	Road	$899,120	$1,123,902	74.00	19.42	1	94.42	$31,105,034
8054	St. Louis City	St. Louis	Lindell/Union Bridge - Over Forest Park Pkwy/MetroLink Bridge Replacement - Sidewalks	Bridge	$20,000,000	$25,000,000	90.00	0.00	4	94.00	$51,105,034
8059	St. Louis	St. Louis County	Hawkins/New Sugar Creek Rd - 2026 - Newport Landing To Jefferson Co Line - Resurfacing Shared Use Path (10') - Rockwood School To Jefferson Co Line	Road	$2,346,806	$3,352,580	78.00	10.90	5	93.90	$53,451,840
8078	St. Louis	Wildwood	Valley Road - Strecker Rd To Clayton Rd Overlay - Lighting	Road	$800,000	$1,000,000	68.87	20.00	5	93.87	$54,251,840
8057	St. Louis	St. Louis County	Dorsett Road - 2026 - Marine Ave To Calamaide - Resurfacing/Uprgade Sidewalk Shared Use Path (10') Parkland Woods To Mckelvey	Road	$2,684,500	$5,369,000	79.00	9.63	5	93.63	$56,936,340
8043	St. Charles	St. Charles	2nd St Great Streets - Clark St To Bayard St Upgrade Sidewalks (10') - Pervious Pavers	Active	$4,800,000	$6,000,000	88.00	5.40	0	93.40	$61,736,340
8019	St. Louis	Florissant	Mullanphy Road, Phase 2 - Shackelford Rd To Fernbrook Dr Resurfacing - Sidewalk (Fernbrook To Loveland-5')	Road	$786,694	$983,367	72.28	20.00	1	93.28	$62,523,034
8075	St. Louis	Wildwood	MO 100 J-Turns - At Pond Rd And MO T/St. Albans Rd Construct J-Turns	Safety	$940,800	$2,688,000	69.00	19.17	5	93.17	$63,463,834
8045	St. Charles	St. Charles	Regency Parkway - Veterans Memorial Pkwy To Zumbehl Rd Reconstruct - Upgrade Sidewalks (5') - Two Way Trn Ln	Road	$2,520,000	$3,150,000	82.00	9.96	1	92.96	$65,983,834
8070	St. Louis	Sunset Hills	Rott Road/West Watson Road, Phase 2 - Robyn Rd To Weber Hill Rd Resurfacing - Sidewalk (5')	Road	$1,356,000	$1,695,000	74.00	16.73	2	92.73	$67,339,834
8037	St. Charles	O'Fallon	Eggering Drive - St. Matthew Ave To Sonderen St Reconstruction - Upgrade Sidewalk (6')	Road	$792,750	$1,585,500	71.77	20.00	1	92.77	$68,132,584
8001	Jefferson	Arnold	Pomme Road - Lonedell Rd To Rockview Ln Reconstruction - Sidewalk (5')	Road	$1,650,000	$3,200,000	76.68	15.00	1	92.68	$69,782,584
8053	St. Charles	St. Charles County	Hopewell Road - Old Hopewell Rd To 1000' South Of Diehr Rd Reconstruct - Shoulders (6') - Shared Use Path (10')	Road	$900,000	$2,860,000	72.00	19.41	1	92.41	$70,682,584
8061	St. Louis	St. Louis County	Jennings Stn/Chain Of Rocks Rd - 2026 - Halls Ferry Rd To St. Louis City Limit Resurfacing - Shareed Use Path (10') - Sidewalk Upgrade	Road	$3,334,275	$4,763,250	79.00	8.33	5	92.33	$74,016,859
8028	Jefferson	Jefferson County	Fifth-Fourth-Beckett Streets - 5th: High-Beckett; Beckett: 5th-4th; 4th: Beckett-Market Sidewalk (6'-8') - Shared Use Path (10') - Lighting	Active	$798,499	$1,140,713	72.00	20.00	0	92.00	$74,815,358
8046	St. Charles	St. Charles County	Asphalt Overlay - 2026 (A) - Dingledine: Southgate-Towers; Sections Of N Pt Prairie Old 79: MO M To MO 79; S River: Arena-Pralle	Road	$1,032,000	$1,533,000	68.07	18.64	5	91.71	$75,847,358
8023	St. Louis City	Great Rivers Greenway	Brickline Greenway, Phase 2 - Spring Ave - Page Ave To Washington Ave Shared Use Path (12') - Rd Reconfiguration (4-2 Lns)	Active	$4,000,000	$9,047,000	84.50	7.00	0	91.50	$79,847,358
8024	St. Louis	Hazelwood	Teson Road - Howdershell Rd To Aubuchon Rd Resurfacing - Sidewalk(5') - Chatilion To Teson Garden	Road	$1,994,810	$3,989,620	74.35	12.97	4	91.32	$81,842,168

Attachment A – FY 2023-2026 TIP – STP-S Program - Missouri
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Not recommended due to funding constraints											
8066	St. Louis	St. Louis County	Schuetz Road - 2026 - Lindbergh Blvd (US 67) To Gandy Dr Resurfacing - Upgrade Sidewalk - Shared Use Path (10')	Road	$4,428,781	$6,326,830	80.00	6.14	5	91.14	$86,270,949
8008	St. Louis	Crestwood	Pardee Road - Grant's Trail To Whitecliff Park Ln Resurfacing - Shared Use Path (8') - Grant's Trail To Bridge In Park	Road	$388,546	$619,736	70.69	20.00	0	90.69	$86,659,495
8020	St. Louis	Florissant	St. Catherine Street - New Florissant Rd To Waterford Dr Resurfacing - Curb Ramps - Shared Use Path (10')	Road	$1,664,030	$2,080,038	74.71	14.92	1	90.63	$88,323,525
8042	St. Louis	St. Ann	Pear Tree & Country Ln - Douglas Ct To East City Limit (Near I-70 Ramp) Reconstruction - Curb Ramps	Road	$555,400	$747,166	70.45	20.00	0	90.45	$88,878,925
8062	St. Louis	St. Louis County	Lucas & Hunt Road Bridge - Over Norfolk & Southern RR Replace Southbound Bridge - Shared Use Path (10')	Bridge	$4,400,236	$6,286,052	84.00	6.20	0	90.20	$93,279,161
8017	St. Louis	Ferguson	Atmore-Elkins-Woodwind - New Halls Ferry To East Of Trask Dr (City Limits) Slab Replacement - Overlay - Speed Hump	Road	$545,896	$682,371	69.00	20.00	1	90.00	$93,825,057
8069	St. Charles	St. Peters	Mid Rivers Mall Drive - St. Peters-Howell Rd To Cottleville Pkwy Diamond Grind - Slab Replacement - Upgrade Sidewalks	Road	$1,662,682	$2,078,353	69.71	14.93	5	89.64	$95,487,739
8072	Franklin	Washington	Third Street - High St To Jefferson St Resurfacing - Curb Ramps	Road	$1,476,960	$1,846,200	73.00	16.02	0	89.02	$96,964,699
8032	St. Charles	Lake Saint Louis	Lake Saint Louis Blvd - South Of Veterans Memorial Pkwy To Spillway Bridge Resufacing - Curb/Gutter	Road	$390,250	$487,812	68.00	20.00	1	89.00	$97,354,949
8009	St. Louis	Creve Coeur	New Ballas Road, Phase 2 - Ladue Rd To 100' North Of Conway Rd Resurfacing - Curb Ramps	Road	$1,028,000	$1,435,000	65.18	18.66	5	88.84	$98,382,949
8038	St. Charles	O'Fallon	Weldon Spring Road, Phase 2 - Valleybrook Dr To 275' N/O Bentley Park Dr Reconstruct - Storm Sewers - Shared Use Path (10')	Road	$1,892,000	$3,784,000	73.87	13.58	1	88.45	$100,274,949
8076	St. Louis	Wildwood	MO 100 Left Turn Lanes - At Hawk'S Rest Rd, Hencken Rd, Woodland Meadows Dr And Booness Ln - Left Turn Lanes	Safety	$901,600	$2,576,000	64.00	19.40	5	88.40	$101,176,549
8041	St. Louis	Shrewsbury	Weil Avenue, Phase 2 - Laclede Station Rd To Wilshusen Ave Resurfacing - Curb/Gutter - Sidewalk (5')	Road	$424,036	$530,045	68.29	20.00	0	88.29	$101,600,585
8014	St. Louis	Des Peres	Des Peres Road - Old Des Peres Rd To Dougherty Ferry Rd Resufacing - Sidewalks Upgrade (5')	Road	$1,436,259	$1,795,324	68.00	16.26	4	88.26	$103,036,844
8010	Jefferson	Crystal City	Bailey Road - Mississipppi Ave To Brierton Ln Resurfacing	Road	$353,620	$511,644	66.00	20.00	2	88.00	$103,390,464
8000	Jefferson	Arnold	Arnold Tenbrook Road, Phase 3 - Rosewood Dr To Cliff Ln Resurfacing - Curb/Gutter - Sidewalk Rosewd To Haag (5')	Road	$2,762,211	$3,452,764	75.00	9.48	3	87.48	$106,152,675
8015	St. Louis	Ellisville	Pierside Lane - Old State Rd To Kiefer Creek Rd Slab Replacement - Resurfacing - Curb Ramps	Road	$585,346	$731,682	65.26	20.00	2	87.26	$106,738,021
8011	St. Charles	Dardenne Prairie	Hanley Road - Feise Rd To Town Square Ave Resurfacing	Road	$348,474	$435,593	66.00	20.00	1	87.00	$107,086,495
8049	St. Charles	St. Charles County	Concrete Slab Replacements - 2026 - Along Arena Pkwy, Caulks Hill Rd, Jungs Station Rd, Kisker Rd, Towers Rd, And Upper Bottom Rd	Road	$1,017,000	$1,710,000	63.00	18.72	5	86.72	$108,103,495
8048	St. Charles	St. Charles County	Asphalt Overlay - 2025 (C) - Towers Rd: Kisker Rd To Caulks Hill Rd Caulks Hill Rd: Towers Rd To 370' South Of Harvester Rd	Road	$965,000	$1,394,000	62.00	19.03	5	86.03	$109,068,495
8030	St. Louis	Kirkwood	Grant's Trail Extension, Phase 1 - Kirkwood Rd To Leffingwell Ave Shared Use Path (10') - Calm Street Clinton & Leffingwell	Active	$2,990,000	$3,737,500	77.00	9.02	0	86.02	$112,058,495

Attachment A – FY 2023-2026 TIP – STP-S Program - Missouri
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title - Description	Application Type	Federal Cost	Total Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Not recommended due to funding constraints											
8040	St. Louis	Rock Hill	N. Rock Hill Road - Manchester Rd (MO 100) To Bismark Ave (City Limits) Resurfacing	Road	$233,866	$292,333	64.00	20.00	2	86.00	$112,292,361
8074	St. Charles	Wentzville	E. Pitman Avenue - E/O Continental Dr To 4330' W/O Lake Saint Louis Blvd (City Limit) Resurfacing- Shoulders (2')	Road	$813,830	$2,034,574	63.00	19.92	3	85.92	$113,106,191
8077	St. Louis	Wildwood	Strecker Road - Valley Rd To 475' East Of Strecker Hollow Ct (City Limit) Overlay - Lighting - Sidewalk (5'); Highland Summit-Wycliffe	Road	$960,000	$1,200,000	62.20	19.06	4	85.26	$114,066,191
8012	St. Charles	Dardenne Prairie	Post Road - Town Square Rd To Technology Dr - Lighting- Realign Overlay - Turn Lanes - Shared Use Path - Curb/Gutter	Road	$2,203,613	$4,407,226	71.68	11.74	1	84.42	$116,269,804
8047	St. Charles	St. Charles County	Asphalt Overlay - 2025 (B) - Parr: MO P-N/O MO A; St. Paul: MO Y-Mueller Wilmer Rd - MO N To Peruque Creek	Road	$752,000	$956,000	60.10	20.00	3	83.10	$117,021,804
8056	St. Louis	St. Louis County	Brown Road - 2026 - Lackland Rd To Woodson Rd Resurfacing - Upgrade Sidewalks - Rebuild Signal	Road	$3,990,320	$4,987,900	73.00	7.02	2	82.02	$121,012,124
8005	St. Louis	Breckenridge Hills	Calvert Avenue Sidewalk - St. Charles Rock Rd To Breckenridge Rd Sidewalk (5') - Curb/Gutter - Lighting - Speed Humps	Active	$614,400	$768,000	62.00	20.00	0	82.00	$121,626,524
8006	St. Louis	Breckenridge Hills	Sims Avenue Sidewalk - Benson Ave To Baltimore Ave Sidewalk (5') - Curb & Gutter - Speed Humps	Active	$647,600	$809,500	62.00	20.00	0	82.00	$122,274,124
8002	St. Louis	Ballwin	Claymont Drive - Clayton Rd To Holloway Rd Resurfacing - Curb Ramps - Lighting	Road	$926,127	$1,157,660	60.00	19.26	1	80.26	$123,200,251
8068	St. Charles	St. Peters	Mid Rivers Mall Drive Shared Use Path - Former Rt N To MO 364 Shared Use Path (10')	Active	$632,605	$790,756	55.00	20.00	0	75.00	$123,832,856
8031	St. Louis	Kirkwood	Grant's Trail Extension, Phase 2 - Leffingwell Ave To Holmes Ave Shared Use Path (10') - Calm Street-Leffingwell To Woodlawn	Active	$4,510,000	$5,637,500	68.00	5.98	0	73.98	$128,342,856
8067	St. Charles	St. Peters	Mexico Road Sidewalk - First Executive Sidewalk To Jungermann Rd Sidewalk (5') - Relocate Utilities	Active	$1,106,038	$1,382,547	54.00	18.20	0	72.20	$129,448,894
8036	St. Charles	New Melle	MO Z Sidewalk - Fiddlecreek Ridge Rd To Francis St Sidewalk (5') - Lighting - Storm Sewer	Active	$326,803	$477,094	52.00	20.00	0	72.00	$129,775,697
8044	St. Charles	St. Charles	New Town Blvd Culvert - Over Boschert Creek Replace Culvert - Shared Use Path (10') To Boschert Trl	Bridge	$2,000,000	$2,500,000	20.00	12.94	5	37.94	$131,775,697
Not recommended - Did not receive letter of support from MoDOT											
8018	St. Charles	Flint Hill	MO P - N. Broadhead To Mexico Rd Sidewalks (5') - Parking - Curb/Gutter	Road	$696,577	$1,079,694	-	-	-	-	$132,472,274
Not recommended - Project not eligible, proposed road work on rural minor collector											
8035	St. Charles	New Melle	Foristell Road - MO Z To 1342' West Of Lost Lake Rd (City Limits) Resurfacing - Shared Use Path (10') - Shoulders (4')	Road	$1,990,234	$2,869,878	-	-	-	-	$134,462,508
Application Withdrawn											
8050	St. Charles	St. Charles County	Diehr Road - At MO DD Roundabout - Shared Use Path (10') -Sidewalk (5')	Road	$800,000	$1,940,000	-	-	-	-	$135,262,508

Attachment B - FY 2023-2026 TIP – CMAQ Program
Project Submittals (Ordered by Cost Effectiveness)

ID Number	County	Sponsor	Project Title - Description	Metric Tons NOx Reduced	Metric Tons PM 2.5 Reduced	Metric Tons VOC Reduced	Federal Cost	Total Cost	Cost Effectiveness	Cumulative Federal Cost
8205	Multi-County-M	Jefferson County Port Authority	Marine Vessel Engine Repower - 2025 - Repower One Marine Vessel Serving Mississippi & Missouri River In Non Attainment Area	0.1305694	0.0028826	0.0044524	$1,499,000	$2,998,000	$22.20	$1,499,000
8213	St. Charles	St. Charles County	Zumbehl/Elm/Fifth/Kingshighway Automated Signal Performance Measures - Zumbehl - I-70-Hawks Nest; Elm: Mueller-Elm Pt; Kingshwy: Clay-Elm; Fifth: Boones-Jefferson	0.0002776	0.0000218	0.0001353	$1,603,363	$2,004,203	$7,765.96	$3,102,363
8201	Multi-State	MoDOT/American Lung Association	St. Louis Regional Clean Air Partnership - Metro St. Louis Area - Outreach - Education - Promotion Of Gateway Guide - Ozone Alert	0.0002255	0.0000094	0.0000392	$1,108,274	$1,633,274	$8,371.33	$4,210,637
8202	Multi-County-M	Bi-State Development/Metro	Bus Replacement - 2025 (A) - Replace 10 Buses	0.0009010	0.0000180	0.0000130	$4,180,768	$5,225,960	$9,148.29	$8,391,405
8211	Multi-County-M	Bi-State Development/Metro	Bus Replacement - 2025 (B) - Replace 10 Buses	0.0009010	0.0000180	0.0000130	$4,180,768	$5,225,960	$9,148.29	$12,572,173
8208	St. Charles	St. Charles County	Jungermann/Salt Lick/Spencer Automated Signal Performance Measures - Jungermann: MO 364 To Boone Hills; Salt Lick I-70 To Spanish Trail; Spencer: Premier Pkwy To Willott Rd	0.0002817	0.0000121	0.0001315	$1,896,261	$2,370,326	$9,178.78	$14,468,434
8207	St. Louis	MoDOT	MO 180 Signal Optimization - Pennridge Dr To Ogden Ave Optimize 38 Signals Along Corridor	0.0001280	0.0000066	0.0000744	$1,398,704	$1,748,380	$13,818.37	$15,867,138
8203	St. Louis	MoDOT	MO 141 - At I-64 Interchange Improvements To Off Ramps	0.0001189	0.0000050	0.0000675	$1,717,040	$2,146,300	$18,424.37	$17,584,178
8216	Multi-County-M	Citizens For Modern Transit/Bi-State	Building Transit Ridership - STL City And STL County - Education & Outreach Employer Outreach Two Year Program	0.0000493	0.0000014	0.0000084	$550,098	$687,624	$19,083.04	$18,134,276
8218	St. Louis	St. Louis County	Milburn Road - At Yaeger Rd Roundabout - Sidewalks	0.0000800	0.0000033	0.0000454	$1,606,990	$2,295,700	$25,635.15	$19,741,266
8212	St. Charles	Wentzville	Pearce Blvd - At Linn Ave Traffic Signal	0.0000178	0.0000007	0.0000101	$432,500	$865,000	$30,940.57	$20,173,766
8214	St. Charles	St. Charles County	Main Street (O'Fallon) Automated Signal Performance Measures - MO P To Pitman St Signal Optimization	0.0000114	0.0000012	0.0000145	$443,941	$554,926	$34,205.92	$20,617,707
8215	St. Louis City	St. Louis	Traffic Management Enhancements, Phase 5 - Delmar: DeBaliviere To Vandeventer Fiber - Sidewalk - Pan-Tilt-Zoom Cameras - Interconnection	0.0001001	0.0000135	0.0000700	$3,520,000	$4,400,000	$41,379.03	$24,137,707
8200	St. Louis City	St. Louis	CORTEX-Tower Grove Connector, Phase 2 - Sarah St: Forest Park Ave To Vandeventer Cycle Track (10') - Upgraded Signals At Sarah and Vandeventer/Clayton/Papin - Signal Interconnection	0.0000920	0.0000054	0.0000730	$3,424,000	$4,900,000	$41,499.98	$27,561,707
8204	Jefferson	Arnold	Richardson Road - At Old Lemay Ferry Rd Intersection Realignment - Left Turn Lane	0.0000139	0.0000006	0.0000079	$659,816	$824,770	$60,675.63	$28,221,523
8210	Multi-County-M	Great Rivers Greenway	Deer Creek Greenway - Big Bend Blvd To River Des Peres Greenway (At McCausland) - Shared Use Path - Signal Improvements at Big Bend/Oxford & Ellendale/Canterbury	0.0000602	0.0000022	0.0000256	$3,000,000	$5,999,600	$69,891.98	$31,221,523
8206	Multi-County-M	Loop Trolley TDD	Loop Trolley Operating Assistance - Funding For Two Years	0.0000112	0.0000005	0.0000034	$1,260,000	$1,800,000	$172,364.82	$32,481,523
8209	St. Charles	O'Fallon	MO N - At MO K Add Dual Left Turn Lanes	0.0000041	0.0000002	0.0000023	$904,761	$2,081,822	$282,268.73	$33,386,284
8217	St. Charles	St. Peters	Harvester Road - At Queensbrooke Blvd - Replace Signal - Fiber Sidewalk - Queensbrooke To Sugarwood	0.0000020	0.0000001	0.0000012	$551,051	$688,813	$346,700.77	$33,937,335

Ballwin – Claymont Drive
Comments in Support (1)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Claymont is a heavily traveled road, probably the largest subdivision in west county. It is used as a cut through between Baxter and clayton road and serves a large number of residents. **Anything else you'd like us to consider or comments you'd like to share about this project?** Ballwin is a great city to live in.

Chesterfield – Wilson Avenue
Comments Opposed (1)
See end of appendix C for mailed in Chesterfield comment

Citizens for Modern Transit/BSD – Building Transit Ridership
Comments in Support (1)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Citizens for Modern Transit continues to do an exceptional job at raising awareness about the benefits of public transportation through advertising, marketing, public relations and social media, while developing programming and initiatives to build ridership. The organization continues to demonstrate measurable results through quarterly community engagement events with a host of partners, quarterly Talking Transit events, the Ten Toe Express Walking Program, Try & Ride and Guaranteed Ride Home Programming, Transit Stop Transformation Projects and more. Efforts have educated hundreds of thousands of St. Louisans and prompted people to take transit instead of single occupancy vehicles. **Anything else you'd like us to consider or comments you'd like to share about this project?** CMT's program is very effective!

Crestwood – Pardee Road
Comments in Support (3)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This would improve access from Grants Trail to Whitecliff park, the largest park in that area. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** this extention would connect a critical park to the greenway. **Anything else you'd like us to consider or comments you'd like to share about this project?**

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? Another connection to Grants Trail will make it easier to access
Anything else you'd like us to consider or comments you'd like to share about this project? Have a plan for ongoing maintenance in place as part of the initial proposal

Crystal City – Bailey Road

Comments in Support (3)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Bailey road is a main thoroughfare through town and is in dire need of repair. Average daily traffic counts for all of Bailey Road are over 8000 vehicles per day.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? At least 80 percent of all the streets and sidewalks in Crystal City need to be repaired or replaced. The city has not maintained the streets well. Bailey Road was recently redone; however, water displacement is still an issue. It is dangerous to drive on when raining.
Anything else you'd like us to consider or comments you'd like to share about this project? Parking on Bailey Road in the west side of the stoplights needs to be changed. It’s dangerous!

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Much needed for improving a main thoroughfare that connects two communities together! The improvements would also have an impact on the south side of the city and would hopefully encourage improvements that way as well.
Anything else you'd like us to consider or comments you'd like to share about this project?

Eureka – Allenton Road Bridge

Comments in Support (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The existing bridge is frankly scary to drive on with the limited site distance and the abrupt change in profile. The degrading nature of the bridge caused them to reduce traffic to one lane, which has actually helped with the comfort level as trying to fit two cars over the bridge was tight. If the bridge were to go out of service, my commute would increase by at least 5 minutes to anywhere I go and it would require me to cross three at-grade crossings, instead of just one. The roadway that is the alternate route needs significant improvement as well.
Anything else you'd like us to consider or comments you'd like to share about this project? The current system the city has in place uses a light on either side of the bridge to regulate the "one-lane" on the bridge; however, there are people that either do not understand the system or want to jump ahead in the line which causes chaos at the intersection. That coupled with the fact that the east to west lane in the intersection is access to the interstate and has a speed limit of 55 mph, but people often start transitioning to highway speeds before the intersection creates a scary scenario when you are stuck in the intersection waiting to get on the bridge. Trains at the at-grade crossing also cause confusion with those

coming over the bridge as you cannot see the train from the intersection and often times cars get backed up into the intersection because there is a line of cars waiting for the train. This bridge is in dire need of replacement, but needs a huge update to the profile as well. Cars often bottom out coming off of the bridge due to the steepness of roadway coming off of the bridge and the abrupt change at the adjacent intersection.

Flint Hill – MO P

Comments in Support (3)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Flint Hill is such a beautiful community the only issue is that it is hard to get around by foot because there are no sidewalks and street lights. The community is growing with new business and restaurants and these improvements would really help the city and keep it safe as the community grows.
Anything else you'd like us to consider or comments you'd like to share about this project? It would really help this small growing community so very much and I ask that the Board strongly considers approving this project. Thank you in advance for your serious consideration.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Keeping Flint Hill connected as a community is important. Citizens of Flint Hill love to take walks throughout the city, without sidewalks they are forced to walk on the street in which can be dangerous. Having more to do in the city would be a positive outlook for the city and get people out of their homes and out congregating with neighbors and other residents. Residents could walk to local restaurants and stores. I often see residents walking in parking lots for exercise.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Flint Hill has been a community since 1836 and this project will bring the needed assistance to grow and preserve its appearance. This project is exactly what our community needs to revitalize our business growth. Thanks for your help
Anything else you'd like us to consider or comments you'd like to share about this project? Long overdue revitalization

Great Rivers Greenway – Brickline Greenway, Phase 2

Have Concerns (6)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? More lights it's so dark behind my house more more lights please
Anything else you'd like us to consider or comments you'd like to share about this project? More lights please it's so dark on Hodiamont track please more lights for safety and security

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? Safety
Anything else you'd like us to consider or comments you'd like to share about this project? Love it just concerned about safety

Do you live or work in the community where the project is proposed? No

What are the key reasons for your position? The cart is before the horse on this project. This is one of the most dangerous areas of St.Louis. The poverty, gang activity. The problems of this neighborhood should be addressed first. Or it will only be a question of time before tragic results happen.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? In a word- CRIME. As long as the Greenway does not go ON Washington Ave, I am in full support of the proposed plan. There have been numerous assaults and murders on Washington Ave, and I myself would never bike near that street and I would not want other people to be victims of crime when they are using the Greenway. I would like the Greenway to reconsider this section and avoid Washington Ave. altogether. The rest of the plan is OK, but it does go through high-crime nieghborhoods. But on the other hand the trail should be open to all people in all regions of St. Louis City and County. There is much to consider when planing the proposed routes.
Anything else you'd like us to consider or comments you'd like to share about this project? I would like to see signs giving a short history of each neighborhood to instill pride in the residents of each area. I do like that the trail is open to everyone in St. Louis City and County, and the trail invites diversity and communication to all who use it. To me this is one of the greatest things about the Great Rivers Greenway Trail- it is inclusive of all folks and encourages everyone to GET OUTSIDE AND APPRECIATE NATURE! !

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? Since it appears that this would run through residential neighborhoods, I would want to make certain that the residents are in favor of it and are aware of any changes to their lifestyle (such as on street parking) that may be impacted. As densely populated as the area this greenway appears to go through, I would think a policing commitment from the municipalities would be prudent.
Anything else you'd like us to consider or comments you'd like to share about this project? Projected usage compared to the deer creek greenway? I wish you could fund both of these projects. lighting, benches, access to restrooms and refreshments, trash cans & trash collection? Who is responsible for clearing the snow? Basic things like that.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? While this area seems to be high priority with regards to pedestrian and commuter traffic, I am very concerned about ongoing maintenance, graffiti, and destruction of the improvements installed. The criminal element in North St. Louis and the overall disrespect of public improvements is a major concern. Having said that, I do support the project and hope it is a positive step forward in helping stabilize the community.
Anything else you'd like us to consider or comments you'd like to share about this project?

Great Rivers Greenway – Brickline Greenway, Phase 2

Comments in Support (59)

Do you live or work in the community where the project is proposed? No

What are the key reasons for your position? This project will bring our region together along the long neglected north south corridor. It will also provide a safe place for pedestrians and cycles it's along a dangerous segment of road. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This will be an aid to safety, recreation and transportation! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I bike and walk through midtown and downtown often and appreciate any additional greenways that make being outside safer. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Adding a greenway on Spring Avenue between Page and Washington Avenues will improve the community greatly because: it will provide a safe corridor to travel between numerous amenities and institutions including Fairground Park, Herbert Hoover Boy and Girls Club, and the numerous organizations in the Grand Center; it will assist in traffic calming; and it will provide a boost to local business (according to a study completed Portland State University in 2020 about the benefit of adding bike lanes). **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I support healthier, greener communities! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The Brickline Greenway is a fantastic project! Any funding that is available to complete parts of this project should be approved ASAP. Everyone wins! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The Brickline Greenway is a transformative project that will create safe, pedestrian-friendly and bike friendly access to the regions amenities on a scale never seen before. The current segment of this project for which funding is being sought is a critical component to this vision and, importantly, will serve a historically marginalized community and one that would otherwise go without access to this important transportation and recreation project. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I work with a not for profit in the area and I think that this will bring addtional resources, activity and investment to the area. **Anything else you'd like us to consider or comments you'd like to share about this project?** This project can be a game changer in an underinvested area in our community.
Do you live or work in the community where the project is proposed? No

What are the key reasons for your position? I am a home owner, rental property owner, and bicyclist. I live near Tower Grove Park and am witness to the community benefits of infrastructure supporting safe biking & walking. This type of infrastructure is an economic driver. It makes a community more desirable for individuals looking to buy or rent a home/apartment and for businesses looking to open up or relocate. The Greenway can further support regional efforts to reduce Greenhouse Gas emissions, by creating the infrastructure necessary for more people to use biking and walking as a means of transportation. Support the Brickline Greenway! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The more biking available to city youth, the better. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I am a cyclist and support extension of the greenway. I am also a graduate of nearby Washington University's Public Health program, and I know that such efforts will help promote outdoor activity in our community and provide safer routes for pedestrians and cyclists. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I support all expansion of the STL area's trail network, as it provides good means of transportation and recreation at a cost that is a good value to the community. I especially appreciate how this project will work to connect STL's north side to jobs and cultural institutions. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Near by communities remain very separate and need this bridge **Anything else you'd like us to consider or comments you'd like to share about this project?** Should include congregating spots where social interaction can take place as well as being a transportation corridor
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** This thing needs to be built. This will be a vital connection for the next work! **Anything else you'd like us to consider or comments you'd like to share about this project?** Keep moving forward! This project is going to change how people move around St. Louis.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** we need to claw back space currently allotted to speeding cars and create more infrastructure for pedestrians and micromobility Need more non-car infrastructure **Anything else you'd like us to consider or comments you'd like to share about this project?** We need to make sure the greenway is 'green' and not just impervious surfaces. Need a full

tree canopy to bring comfort and value through our hot summers. We need an intentional focus on establishing robust tree canopies along this route.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** This is potentially one of the most transformative projects in the region. Connecting St. Louis with safe bike paths will enable more equitable economic development and enable many people to safely commute without a car to where they need to go. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The extension of the Brickline Greenway will help connect Fairground Park with Herbert Hoover Boys and Girls Club, the surrounding neighborhoods, and Grand Center. Our health--physical, mental, and economic--is improved when we have green spaces and safe areas to recreate. A networked trails system is another step toward being a stronger metro area, for ourselves and new businesses and residents.I enjoy walking and biking; I appreciate the efforts of Great Rivers Greenway and its partners in creating a system of trails in the St. Louis metro area. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Having a connected set of paths is the only way these trails will be successful. I appreciated connecting a trail to the north. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I support the Brickline Greenway because it connects North St. Louis with South St. Louis, something the City has needed for decades. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** It is import for the community to build connections between northside residential neighborhoods and the cultural resources and new employment opportunities being created in the core of the city. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Continuing to build on this connection is excellent for the St. Louis region and specifically for the neighborhood near Grand Center. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Bicycle riders need a safe place to ride. I and the three other members of my family have been hit my cars while bicycling. Biker need a safe place with a physical barrier between us and cars. **Anything else you'd like us to consider or comments you'd like to share about this project?** Biking is a affordable, healthy and environmentally friendly transportation. Our roads and streets must be safe for pedestrians and bikes. Biking is an increasingly important way to improve the quality of life in St Louis - which includes savings on med
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? The extensions will provide more space for recreation for the community. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Greenways are vital to the growth, stability, health, and viability of our urban core. Besides the health and recreation benefits, there are many residents that can't afford cars to get to work or see family. These greenways provide safe alternatives and benefit our environment. **Anything else you'd like us to consider or comments you'd like to share about this project?** North Saint Louis is historically underserved and neglected with even the most basic services. The brick line greenway will help begin to change that narrative.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** This is important to connect North St Louis to Midtown that is economic hub for the region that is home to the regions medical centers, innovation district as well the arts & entertainment district. this will create better access to job opportunities & be able to create a more inclusive & diverse City. **Anything else you'd like us to consider or comments you'd like to share about this project?** The Greenway / Brickline will also promote a healthy life style and play a role in reconnecting of great historic neighborhoods.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I grew up in North Saint Louis and I'm a current downtown resident. North Saint Louis has been blighted and ignored for many years. The character of the neighborhoods and the beautiful brick homes have taken a downturn. However, creating this project will not only bridge the gap to the neighborhoods, it would also create job opportunities and beautify the North Saint Louis which would in turn renew a sense of pride in the area. **Anything else you'd like us to consider or comments you'd like to share about this project?** I love this project and it will help alleviate the "Delmar Divide."
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The Brickline will connect the community by activating the surrounding area along its path. It will draw the community outside and encourage them to engage with one another. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** This area of the Great Louis Region is going through a transformation and is the catalyst for future investment in the City of St. Louis. St. Louis is the core of our MSA, this investment will is need as part of the continued growth an investment in the city. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I'd like to see more opportunities for pedestrians and commuters in St. Louis. I also like the idea that this greenway will connect the regions of St. Louis.

Anything else you'd like us to consider or comments you'd like to share about this project?
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This section of the greenway will link the North side of St. Louis to the central corridor in a safe and meaningful way, giving neighbors access to spaces, businesses, and services that they need. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I would love to see the area I've been in all my like look better. The city deserves this upgrade. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Cyclist safety is important to me and this would greatly reduce accidents. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I need safe non-car transportation options and this greenway provides that. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please get this done quickly. Pedestrians and cyclists are dying as this greenway's planning drags on--done is better than perfect.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I recently have found myself without a car, having spent the past several months commuting by bike, I would love a protected bike path that allows me to traverse through the city without feeling threatened by cars. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I think that St Louis has huge need to have more ways for people to get around, and a need to reduce our reliance on cars. The greenway looks like it will do a lot to connect huge parts of our city and promotes a more sustainable, people friendly city. I hope it acts as a jump start to our city committing resources to bike and pedestrian infrastructure, and in a larger sense can drive more density in the city limits. **Anything else you'd like us to consider or comments you'd like to share about this project?** This is ambitious, but it’s also what should be expected. I hope that this greenway does not get trimmed down and bow to pressure from people who feel their ability to drive being threatened. I also wish it was happening sooner, maybe even in a temporary state to give people a preview of what is to come. I just wish we didn’t have to wait for this because I really do love it.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I believe that this project provide a way of connecting neighborhoods and communities to one another in a way that doesn't require a car. It also promotes health and wellness. I also believe this development will lead to further economic develop and investment in areas along the Brickline.

Anything else you'd like us to consider or comments you'd like to share about this project? I strongly support this project and have seen first hand how developments like this have been successful in other cities.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** For a city/metro of our size, I feel we lack a nationally renowned trail system. Especially when you look at systems in peer cities and even smaller cities that are significantly better than ours. **Anything else you'd like us to consider or comments you'd like to share about this project?** Make sure a landscape architect is on the project. A good one that fully understands bike and ped green infrastructure.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I'm excited that the Brickline Greenway will help link many of St. Louis' urban sites to surrounding suburban areas. It promises to connect the region's cyclists, pedestrians and runners like never before. **Anything else you'd like us to consider or comments you'd like to share about this project?** I'm also gratified that signage along the route will call out neighborhoods and sites that no longer exist, including once-vibrant African American districts.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I am a resident of St. Louis City and a long time social activist. I am intimately familiar with Fairgrounds Park and the Boys and Girls Club as well as the areas between and beyond them. The greenway constitutes both a linear park space and a transportation corridor conjoining major community assets. The greenway will: beautify the area; enhance adjacent properties; offer opportunities for walking, jogging, and bicycling; promote public safety; produce investment in a chronically disinvested part of the city. **Anything else you'd like us to consider or comments you'd like to share about this project?** Great Rivers Greenway (GRG) has a long history of excellence. Its planning process is impeccable including listening to affected residents. To created the planned linear park between these two locations will serve those both the users of Fairgrounds Park and the Boys and Girls Club well while enhancing the length of the areas between them. Funding GRG is placing moneys in the hands of those with reliable stewardship. Potential funders will be placing money in the hands of those with a history of unequaled success.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I support this project for it's ability to improve multimobility in the central corridor and adjacent and to continue to connect our beautiful parks and arts and cultural institutions like Grand Center. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please make it beautiful! Like the cultural trail in Indianapolis! Incorporate arts and culture. Make it a draw for STL.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I believe we need to encourage cycling as a free and healthy form of transportation, and this effort makes it safer and more appealing. This will make the city a more inclusive place and draw more to want to live here.

Anything else you'd like us to consider or comments you'd like to share about this project?
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** This grant would help to extend the reach of the Brickline Greenway currently in planning from Fairground Park to Page Blvd (which was recently awarded $15 million in federal RAISE Grant funding.*) When combined, these two segments will create a walking and biking connection between Fairground Park, the Herbert Hoover Boys and Girls Club, businesses, schools, medical facilities and churches in the surrounding neighborhoods as well as all of the institutions in Grand Center. This greenway will also provide enhanced safety for people walking and biking along this corridor which currently has one of the highest rates of pedestrian casualties in the St. Louis region due to motor vehicle crashes. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** We need more bicycle and pedestrian infrastructure that actually connects to existing infrastructure. Until bicycling infrastructure is safe, protected and connected, it will continue to be underutilized. **Anything else you'd like us to consider or comments you'd like to share about this project?** We need MORE cycling infrastructure
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** More safe bike infrastructure! **Anything else you'd like us to consider or comments you'd like to share about this project?** Make sure the design maximizes room for bikes/peds and minimizes street width. Raised crosswalks for the bike path at low traffic intersections
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Please make this happen! North St. Louis deserves the investment that it has historically missed out on. The Northern parts of St. Louis City and County deserves everything Cortex and elsewhere in the Central Corridor already receive, so this project will ensure greater connectivity and investment within the area. **Anything else you'd like us to consider or comments you'd like to share about this project?** Thank you for considering this! I look forward to riding my bicycle on this greenway when it is complete.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Connectivity among communities without cars **Anything else you'd like us to consider or comments you'd like to share about this project?** I think it's an awesome project
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** This area of the city needs reinvestment and hopefully this will enable small minority owned businesses to flourish **Anything else you'd like us to consider or comments you'd like to share about this project?** GET IT DONE
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? These trails support healthier, safer, and less expensive transportation connections that will benefit the community in multiple domains for minimal investment. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please prioritize separated biking connections from the street traffic and high visibility crossing support like traffic lights so that the trail can most effectively serve as an appealing commuting option and not simply a recreational amenity.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** More links between existing greenways and bike paths are always helpful for creating safer biking routes in our community. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** We need to bring positive change to this area. This currently is an area that doesn't receive much traffic and this area project would put this area to great use. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Brickline Greenway is such a community-connecting project that is sorely needed. North St. Louis all the way to mid and south STL will be connected by this greenway that offers a pleasing, safe alternative to driving. It affords all of us a better opportunity to explore areas of STL that we probably have not, other than to drive through them. Adding this amenity to depressed parts of STL provides incentive for future development hesitant up to now to come along this route. A great project! **Anything else you'd like us to consider or comments you'd like to share about this project?** Depressed communities deserve these amenities, too. People will use this greenway when it is built. More walking, bike riding, skating and other forms of exercise will result, which means a healthier STL population. A real plus.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** This Greenway would connect North St Louis with some of the many amenities the city has to offer. **Anything else you'd like us to consider or comments you'd like to share about this project?** There is such a disconnect between North St Louis and the rest of St Louis and the brickline Greenway would go a long way to repairing this
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Currently this area has a very high rate of crashes that kill pedestrians, so improving safety in this area through this project would be ideal. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Adding bikeable and walkable areas in St Louis improves the quality of life of residents. This specific project is part of a larger goal that has the capacity to transform the St Louis region into a more vibrant and connected area. **Anything else you'd like us to consider or comments you'd like to share about this project?**

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? St. Louis has long had a north/south connection problem both physically and psychologically. This additional bike/pedestrian path is very important to overcome that gap in providing easy access to important neighborhoods, with better opportunities to live, work and play together.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? I support any new greenways that help me ride my bike around this great city. This one could help me vary my route to work on my bike.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Safe, protected bicycling amenities are needed to convince people to bike instead of drive. Please fund this project to increase cycling and reduce driving.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? I think it is a very good thing for the St Louis Metropolitan Area. It will make that area safer and more integrated and that area will have a much better chance to thrive.
Anything else you'd like us to consider or comments you'd like to share about this project?
Not at this time.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The St Louis region will benefit from investment in this project that will bring economic development, high paying employment, transformed environments and neighborhoods where decades of disinvestment resulted in the current state of the City, and north St Louis in particular.
Anything else you'd like us to consider or comments you'd like to share about this project?
Great Rivers Greenway has credibility and ability to see this through over many years.

Great Rivers Greenway – Deer Creek Greenway

Have Concerns (4)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I am worried about losing parking for my business on Greenwood. I am also a resident on Greenwood and worried about smaller driving lanes knowing we are the industrial side of Maplewood and have tractor trailers, farming equipment, and lots of cars driving on our road. How will the traffic flow work with smaller lanes?
Anything else you'd like us to consider or comments you'd like to share about this project? I am all for having the greenway! But as a small business owner, and resident who lives and works on Greenwood I am concerned. I would love to know the answers to these questions.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The propose route will seriously encroach upon my privacy and security since there is only 9 feet between my front porch and the existing sidewalk. The sidewalk and its pedestrian traffic causes - already - a very serious hazard

whenever I back out of my driveway with my car. The proposed pathway and its increased usage will seriously increase the hazard. I am very, very concerned about a vehicle/pedestrian/bike incident. Sussex should be an one-way street and the proposed bikeway put on the west side-not the east side. There are no houses facing the west side. Better still would be to re-route the bikeway utilizing the ramps onto or off Big Bend. Their grade is no more severe then that of Oxford, just slightly longer.
Anything else you'd like us to consider or comments you'd like to share about this project? 1. Stop all commercial traffic (above a certain weight) on Sussex); 2. Make Sussex a one-way street: south to north; 3. Allow parking only on one side of Sussex; 4. Do not put the bikeway in conflict with my driveway.

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? Similar to my concerns for the Brickline Greenway… appears to be many residential properties that may be impacted by the greenway. Would like to ensure that resident is are aware of pros/cons of a greenway in front/back of their homes and their concerns have been addressed.
Anything else you'd like us to consider or comments you'd like to share about this project? Please work with local municipalities to increase police coverage in the greenway areas, lighting and safe barriers.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I think the trail should continue up the ramp to Greenwood instead of going down Oxford and then cutting over to Greenwood. Big Bend is very dangerous to cross even with a dedicated light. I have lived on Big Bend 2 blocks away from the Oxford crossing for 30 years, and it is very busy and often a matter of taking your life into your own hands every time you cross it. Routing through Oxford will just create another dangerous situation on the trail like the crossing at Brentwood Blvd and Marshall, which I have personally almost been struck several times when on foot or bicycle.
Anything else you'd like us to consider or comments you'd like to share about this project? Other than the above concern, I am really grateful that the trail is continuing and for the continued efforts GRG is making to connect trails in St. Louis.

Great Rivers Greenway – Deer Creek Greenway

Comments in Support (84)

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? This project will continue to fill in the region's greenway vision of Great Rivers Greenway. It will support bike and pedestrian use and provide safe alternative facilities to driving. It will connect the Deer Creek Greenway to the Des Peres Greenway and one day to Forest Park.
Anything else you'd like us to consider or comments you'd like to share about this project? May I recommend the plans be altered to provide a grade separated crossing at Big Bend? Although it would have a higher cost, it would improve safety. I am a recreational cyclist who visits this area in the warmer months. A key features I've found from cycling is the importance of grade separated bike/pedestrian trail crossings.

Do you live or work in the community where the project is proposed? No

What are the key reasons for your position? We need more safe places to ride and exercise. This makes a much needed connection. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I use the Deer Creek Greenway on a regular basis. It will be nice to have a direct connection to the River Des Peres Greenway. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This section of the greenway would be key in connecting two very well-used and well-loved walking and biking paths and making both even more inviting to residents. Because of the number of different municipalities involved, it would be difficult to imagine one of them coordinating and funding such an effort. Federal funding would be well-spent on this initiative which has direct environmental impact and also popularity in the community. **Anything else you'd like us to consider or comments you'd like to share about this project?** With the knowledge that Webster Groves will soon establish a public park at one end of the proposed Greenway extension, this project stands to draw even more families and individuals to using the new section for walking and biking.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I use the greenways often for basic transportation and recreation. Linking two existing greenways with this connector will provide a much safer path than I am currently forced to use. **Anything else you'd like us to consider or comments you'd like to share about this project?** The greenways in the St. Louis area are well-used by people of all ages and backgrounds. They are also well maintained by local organizations.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This is in my neighborhood, I'm a cyclist, and use this route when connecting, so would support this! **Anything else you'd like us to consider or comments you'd like to share about this project?** More more more, everywhere :)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I live in the neighborhood where the proposed extension is located. I am an avid cyclist on both trails and it is a long time hope that these two great trails can be connected. This will be a great asset to the neighborhood and to cyclists that now have no dedicated connection to both existing trails. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please be cognizant and intentional regarding the intersection of Greenwood and Sutton. The intersection and adjacent railroad crossing is confusing to motorists and difficult for cyclists and pedestrians. This is a great opportunity for improvement. The connection to the existing Deer Creek trailhead should also be carefully considered. The trail now comes to an abrupt end in a shopping center with no connection to even a sidewalk. Crossing Big Bend and accessing the trail is now a challenge. Thank you for your consideration of this very

worthwhile project. It will make both outstanding trails much more accessible, viable for long distance travel and safely connecting our communities!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Gives me safe passage on my bike to more places. Cars have assaulted me more than once and tried to run me off the road (deliberate!). at Southwest and McCausland. **Anything else you'd like us to consider or comments you'd like to share about this project?** I wish more bike lanes were not between parking lane and traffic. I saw some lanes that are between curb and parked cars, that looked safer
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** It will be safer for walkers and runners. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I ride the RDP Greenway fairly frequently, and making the connection between these two routes will improve both greenways and improve access to the Metrolink. This is really important to maximizing our potential as a pro-bike city. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Expanding this greenway is essential in continuing to grow access to our community. This well build infrastructure allows citizens to explore new regions while feeling safe. **Anything else you'd like us to consider or comments you'd like to share about this project?** Thank you for all your efforts!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I use the existing greenway path to walk and run and it makes traveling through the area much safer. **Anything else you'd like us to consider or comments you'd like to share about this project?** There is a lot of traffic at the rail crossing at Sutton and Greenwood and at the underpass at Greenwood and Canterbury. Pedestrian safety should be carefully discussed at those two intersections.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Connecting the greenways to a unified network strengthens our region **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Strong support for this needed greenway extension. I ride this route frequently, and the greenway is needed to provide safety and security, as well as aiding in recreation. It will also be a welcome addition for local businesses. **Anything else you'd like us to consider or comments you'd like to share about this project?** This is long past due!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I love running and biking both trails and am excited to have them connect so my routes can be longer!

Anything else you'd like us to consider or comments you'd like to share about this project?
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Allowing safe commutes through large areas of st Louis, connecting preexisting Greenway, easier physical activity and safer for small children **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I live fairly close to the Deer Creek Greenway but seldom choose to ride it over others because it's so short. If it were to connect to the River Des Peres Greenway, I would be much more likely to ride on it. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Other off-street routes for this important greenway connection are not feasible, given other land uses. Greenwood is an underutilized street with a fair amount of width and parking lanes that are typically not full. Sussex is very lightly traveled, and Canterbury has less traffic than one might imagine. This connection will serve the important function of connecting historically black North Webster, Webster Groves, Maplewood with its many young families, and the City into a longer ride to and along the Mississippi, with almost all other segments off-street. Great project! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I use the trails, biking and walking. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This will be such a boon to people living in Webster and Kirkwood making it much easier for people to navigate our communities in a healthier and greener way. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I am a witness to the benefits that come from safe bicycle and walking infrastructure. It makes the community more desirable for home buyers and renters, businesses looking to open or relocate. It will also help the STL region reach reduction targets for greenhouse gas emissions. Support the Deer Creek Greenway. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** It will make cycling from Deer Creek to Des Peres much safer. **Anything else you'd like us to consider or comments you'd like to share about this project?** The sooner the better.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I live on Oxford a few blocks from the proposed route. Walking or biking through the intersection at Oxford and Big Bend today is terrifying, so I look forward to seeing that fixed. I am very excited to be surrounded by greenways.

Anything else you'd like us to consider or comments you'd like to share about this project? Thank you for making this happen.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I live on the other side of the tracks from Greenwood. We're excited and hopeful the connection will be on Greenwood. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I support all expansion of the STL area's trail network, as it provides good means of transportation and recreation at a cost that is a good value to the community. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I use both greenways for commuting. This extension would make my commute safer. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Would love more cycling / walking paths. They help bring people outside and really helps transform urban areas as long as they are clean and safe **Anything else you'd like us to consider or comments you'd like to share about this project?** Love that thus is an option. Keep up the good work!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Definitely want connection from Brentwood / Deer Creek to River Des Peres greenway **Anything else you'd like us to consider or comments you'd like to share about this project?** Provide details please for the route and construction timeline.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I love the extension to the greenway and being able to get everyone out side more enjoying nature. Exercise literally saves me from so many different ailments. **Anything else you'd like us to consider or comments you'd like to share about this project?** This will be awesome and greatly utilized as everyone in my neighborhood is always walking and has to utilize the street. Also much safer for the children and the family.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Enhancing our car-free transportation methods is key to a more equitable and sustainable region. I strongly support this project and hope to see even more like it in the future. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I live in St Louis City near The Deer Park Greenway and ride my bike regularly on the greenway. The Deer Creek Greenway will provide a much safer path for riders, walker and joggers.

Anything else you'd like us to consider or comments you'd like to share about this project? Similar projects have been shown to increase nearby property values which would increase tax revenue and attract residents to the area. This will help area population grow in the long run in a sustainable fashion.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The extension of the Deer Creek Greenway will help connect communities within the St. Louis metro area. Our health--physical, mental, and economic--is improved when we have green spaces and safe areas to recreate. A networked trails system is another step toward being a stronger metro area, for ourselves and new businesses and residents. I enjoy walking and biking. I appreciate the efforts of Great Rivers Greenway and its partners in creating a system of trails in the St. Louis metro area. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I love to see updates to my community and this gives me a reason to get out and about. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I think it will a great route for cyclists. **Anything else you'd like us to consider or comments you'd like to share about this project?** Turning onto Greenwood from St Elmo and Picadilly needs to be looked at. With cars parked in the south side of Greenwood, visibility is limited which may impact safety of cyclists. Probably should check visibility for all streets leading onto Greenwood.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** St. Louis is a region known for 91 municipalities. The connection of multiple communities through furthering this path is a meaningful one. We live in one of the towns it would touch and would be so excited to bike and walk the new greenway. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I want to use the trail when it is finished **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** It is very hard to ride a bike in that area due to the very high volume of speeding cars and cars in general **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I frequently bike through this area and would appreciate the safer path. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I personally use the greenway for exercise, but with a rising cost of living it would be great to have a safe means of travel to the business districts of Maplewood and Deer Creek where I can pick up groceries or hosuehold items. I

live in Lindenwood Park and would use this addition regularly so I am very much in favor and excited to see it happen. **Anything else you'd like us to consider or comments you'd like to share about this project?** Cant wait to see it come to fruition!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I support plans to connect trails and paths in the region. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I avoid biking this area currently but would love to use this proposed greenway as a safe means of transportation to get to all of the wonderful restaurants and shops in Maplewood **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** If this bike path were complete I could ride my bike to my parents house. I ride my bike there already but having a trail to ride on would be more pleasant and safer. **Anything else you'd like us to consider or comments you'd like to share about this project?** Every trail you build makes St Louis a richer community.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The more we can connect the existing greenway network the better and stronger it will be. I also support greenway connections to transit stations. **Anything else you'd like us to consider or comments you'd like to share about this project?** I do enjoy the nature parts of the trail system but I would like to have access to more destinations along the trail like a bike friendly coffee shop or businesses that are trail-centric and directly connected to the trail so I can bike and walk places with my kids.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** The Gravois Greenway is the premier bike trail in the St. Louis area. Any connections that extend this trail are a positive development **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I live on the River Des Peres Greenway and ride my bike, run, and walk on it often. It would be fantastic to have a connection to the Deer Creek greenway. I have friends and my kids in the Deer Creek area and it would be great to be able to ride to visit them. Otherwise the only real safe way to get between the areas there is in a car. The roads are too busy for most people to safely ride or run between them. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I already bike along this route on my way from my home in Webster Groves to Forest Park. The Greenway would make this section of the route safer.

Anything else you'd like us to consider or comments you'd like to share about this project? In the video, all of the trail users are pedestrians. I assume that bicycles would also share that same trail. If that is true, I would include some bike riders in the video in order to make that clear.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** We frequently walk the route and would especially like a safer crossing at the railroad tracks. **Anything else you'd like us to consider or comments you'd like to share about this project?** Sometimes people park in the crosswalks at Greenwood/Sutton and some who are walking don't realize the Sutton traffic doesn't stop. Lately people have been parking in the entrances near the liquor store and blocking the sidewalk. It seems like those entrances could be reduced in width, if possible.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Greater access to trails would be beneficial. Our neighborhood is currently surrounded by busy streets and a railroad. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The completion of this project will help connect us to our community. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** -makes community better; -increases walkabilty; -improves health of community ; -makes community more active ; -get to know community better **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Will improve community cohesion and promote active lifestyle **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** When complete, it will create a new greenway connection between the cities of Brentwood, Webster Groves, Maplewood, and St. Louis with connections to Deer Creek Shopping Center, the Maplewood business district, surrounding neighborhoods, multiple parks, and the Shrewsbury Lansdowne MetroLink station. Linking the Deer Creek and River des Peres Greenways further connects these municipalities and destinations to the Gravois Greenway, creating 25 miles of connected, paved greenway for walking, biking, and getting around town. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** When I lived in this area, I would have used this extension regularly to ride my bicycle from Webster Groves to Forest Park and elsewhere in St. Louis. Instead, I often rode along Big Bend Blvd. and had several near-death experiences

with cars. It is dangerous, and I hope this helps provide more safe opportunities to walk and bike in the region. **Anything else you'd like us to consider or comments you'd like to share about this project?** I wish further plans would include safe bicycle routes between the Deer Creek Greenway and Sunnen Metrolink station. There are no safe routes between the two, and it is often a challenge to access the greenway from the Sunnen Metrolink station.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I'm a longtime (20+ years) resident of this community, I see the value of these connections, and I also use Greenways in other sections of the region. I have used the Des Peres Greenway to bike to our in-laws 10 miles south. Having this will promote more connections and green activity in our area. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I like to bike ride on the many Greenway trails, and anything you do to connect and therefore lengthen the trails is fantastic! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** A dedicated, and safe from cars, lane for biking/walking between the two would be most welcome **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I have long been a proponent of connected pathways for walking and biking. This fairly short connection is obviously needed and I believe would have a significant positive impact on the cycling community in the Metro area. It would also have a positive economic impact on the communities that it links and passes through. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** It's very beneficial to connect the two greenways and would increase use of each by those looking for long routes. **Anything else you'd like us to consider or comments you'd like to share about this project?** Including the land at the intersection of Oxford and Big Bend in the Deer Creek plaza where McDonald's used to be should be considered if possible. That could provide green space and/or parking making that stretch more inviting.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I support the greenways because they support health and wellness goals and biking allows me to reduce car/gas usage at the same time. I love that this greenway connects shopping areas as well as parks. **Anything else you'd like us to consider or comments you'd like to share about this project?** I use the Grants trail and river des peres greenways on a regular basis (3-4 times per week) all year round
Do you live or work in the community where the project is proposed? No

What are the key reasons for your position? Its key that we create long greenway corridors so they can be used for transportation and recreation. St Louisans don't really understand the power of greenways as we've not really created the distances that matter. **Anything else you'd like us to consider or comments you'd like to share about this project?** The Brickline is a game changers for the region in terms of connecting the under developed north side to mid-town development and the white south city area. I encourage East West to see the Brickline as a transformational asset which should not be skimped on but maximized.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I frequently use the River des Peres greenway and take Canterbury over to Deer Creek. This will be great for residents and businesses alike. **Anything else you'd like us to consider or comments you'd like to share about this project?** I would consider using the Canterbury bridge over Big Bend rather than connecting to Oxford. Also it would be great to include a better connection to the path on Marshall road. There's no sidewalk at the southwest corner of Marshall and Big Bend.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I support any project that connects one greenway to another. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Love this addition. This will help connect existing paths to make it easier to navigate safely in our community. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I'm very much in support, as this extension would greatly enhance my accessibility to more bicycling greenway and allow for more flexibility when choosing a workout route or trying to get to certain locations along the Deer Creek Greenway. **Anything else you'd like us to consider or comments you'd like to share about this project?** Make sure that road crossings give priority to pedestrian crosswalk buttons; aka, the button should automatically switch the stoplight to yellow if a stoplight exists in that location.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I live on Oxford Blvd and am absolutely ecstatic about the Deer Creek Greenway. I am a runner and biker, and I am really looking forward to having a safe place to run and bike without having to worry about traffic. I am also excited that this greenway will link up to so many existing greenways. **Anything else you'd like us to consider or comments you'd like to share about this project?** Is there space to place a water fountain on any part of this greenway? Having a water fountain would be extremely beneficial.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I currently use sidewalks and share the road with cars in the proposed greenway segments. Having a wider path will provide me with greater safety and ease when transitioning from the Des Peres Greenway to the Deer Creek Greenway. Concerning local businesses, I think the segment will help the businesses located

along the train line. These business can do with more connectivity because they are isolated from the Maplewood downtown area. On a personal note, out of all the greenways (and Grants Trail) I use these two greenways the most. I have been waiting on this project with eagerness for some time now. Knowing that it will come to fruition is exciting as it makes my commute/bike ride that much more enjoyable. To sum up, this segment will help reduce gas usage (persuade people to use bike rather than cars) and decrease personal injuries. It will also improve health outcomes, equity concerns, and the local economy.
Anything else you'd like us to consider or comments you'd like to share about this project? So excited that this project will break ground one day! The Deer Creek Greenway, which I frequent at least once a week will become longer and more exciting (especially with its connection with Rogers Parkway). I can't wait to see that old McDonald site become something useful to users, to have faster signals across that intersection (Big Bend and Oxford Avenue), and to have an excuse and desire to visit the parks and businesses in the area instead of cutting through residential streets via sidewalk and sharing the road with cars! So exciting! This segment and the segment connecting Rogers Parkways will create a new destination direction for me (right now it's Kirkwood and Mississippi River, but with these two segments, it will be Brentwood Square).

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? Connecting these communities with a beautiful and well-constructed greenway is great. There is already development along this stretch, but how much easier and more attractive it will be for all of us to get to the businesses, eating places, etc. once this connection is done.
Anything else you'd like us to consider or comments you'd like to share about this project? Healthier folks will result when more greenways are right there where folks are traversing via cars and trucks anyway.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I think it would be great to have the Greenways connected. Love all the work you are doing. It looks great, and people are using the River Des Peres and Deer Creek. The railroad track has plenty of greenspace that would help make the connect accessible. Thanks!
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Generally I support all Greenway activities and ride this trail often. I rode it yesterday, and two other times this week.
Anything else you'd like us to consider or comments you'd like to share about this project? This portion of the deer Creek Greenway seems to be less important to me then the portion of the proposed trail from Kirkham as it enters Brentwood to the beginning of the trail at Ravine Drive. Regarding the safety, I feel much more safe writing from Deer Creek Plaza Northwood to Greenwood Boulevard, then Canterbury to Francis Slay park. I think it would be a tremendous aesthetic improvement but regarding safety I feel like the work should go into a higher risk area we are Kirkham changes to Brentwood.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I ride the grants trail and river to pair trail often often and would like to avoid streets or cars Pose danger to pedestrians and bikers.

Anything else you'd like us to consider or comments you'd like to share about this project? A 25 mile Greenway would be totally awesome and would show that St Louis values exercise and an integrated community
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This is a great step forward for non motorized movement in St. Louis **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This would be a major connector from the Webster Groves Kirkwood area to basically the whole city. It is really exciting. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Connecting the greenways is a positive for the community and region **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** People need longer bike path without a bunch of car traffic **Anything else you'd like us to consider or comments you'd like to share about this project?** just hurry with this ..I am not getting younger
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I travel this route often and the additional connectivity would help me and other riders stay safe. I am an active bike rider in this area. The deer creek greenway is an important connector from Webster Groves and surrounding communities into the city and Forest Park. **Anything else you'd like us to consider or comments you'd like to share about this project?** I appreciate you considering this expansion. I think the termonous of this greenway would benefit from a connection to Manchester Road at McCausland. I often travel Manchester eastbound either to Forest Park or Downtown and the short section from the end of the River Des Peres Greenway and/or the Deer Creek Greenway extension on McCausland to Manchester is very busy and dangerous. And additional route off this Greenway is East on Southwest Avenue toward the Hill although perhaps Arsenal is the intended route? Thank you!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I frequently use the Deer Creek Greenway--but to proceed from there, I need to negotiate the traffic on Big Bend in an area that is only well-designed for cars. This project would significantly expand my ability to get where I need to go without using cars. In addition, it is part of a largely project that can significantly improve the walkability and bikeability of St Louis, creating a more connected and vibrant community. **Anything else you'd like us to consider or comments you'd like to share about this project?** This is the kind of community improvement that makes me proud to live here.
Do you live or work in the community where the project is proposed? No

What are the key reasons for your position? When I bike commute home from Wash U to Princeton heights, I have occasionally taken a detour to Webster Groves and take this route. For the most part, the city streets are fine to ride as they are, but once you get to the light at Big Bend, it is really hard to cross. You have to get off your bike to press the crosswalk button, otherwise you will never get the light. That intersection would feel safer with a Greenway. **Anything else you'd like us to consider or comments you'd like to share about this project?** It would be even more beneficial if this Greenway link could also connect the River DesPeres Greenway to Forest Park. There is currently no good connection between these areas, which is a major missed opportunity.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I use the Grant's Trail a lot but would like to see more connections throughout the Suburbs of Saint Louis. I used to live in Webster Groves and would like to see this connection so I could visit my old neighborhood. **Anything else you'd like us to consider or comments you'd like to share about this project?** I believe Saint Louis city and county are doing the right thing in improving and expanding the Greenway connections. However, maintenance on some of the existing trails seem to be lacking. For instance there is a fenced off area along the Grant's trail that parallels Gravois creek. Many people still use this trail even though it has been fenced off. It doesn't appear to be a mega project to either add rip-rap to the meanders or redirect the flow of Gravois Creek at these meanders. The area is east of Norrenberns Lumber yard. I've voiced my concern before of this problem but never received a reply.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I am thrilled about this. I live on a corner right near this proposal- we are a heavy bike through way and the roads and crossings as they are now are dangerous- especially for younger bikers. This will make getting to deer creek park and Francis slay safe and beautiful. I've been here for 15 years. **Anything else you'd like us to consider or comments you'd like to share about this project?** There are a couple empty lots on greenwood. I have always dreamt of a community garden/green space space- across from the RR tracks. Partner with green space? Also the corner lot at commonwealth and greenwood is currently for sale. I believe there are somsome toxic soil issues from past businesses- wouldn't that make a nice greenspace/ park for the neighborhood? Of course, after an epa clean up. Dreaming of a nice community space here - thanks for all you are doing!
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I love having more options to get around on my bike safely. This will help add options. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Would provide more access for people for exercise and for necessary transportation. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? Any increase in off road paths or designated bike lanes to connect River Des Peres with Webster Groves is a positive move. To make a complete loop from Webster to Grants and River Des Peres I have to be on road between mcCausland and Deer creek.
Anything else you'd like us to consider or comments you'd like to share about this project? The traffic light at Big Bend and Oxford is only tripped if a car is present or if I get off my bike to press the pedestrian walk button. It is almost safer for me to take Sussex across bridge to cross Big Bend and ride along the sidewalk to take me into

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I live in this area (on north Sutton Ave) and have only used the River Des Peres Greenway. I found it confusing to get to from Sutton. I think a continuous path will help ease that confusion for riders and help us navigate the area safely when getting on and off the Greenway. In my experience it has been tricky when the greenways change their layout suddenly and this would be a good continuity. I am also very excited to make all of these greenways connectable.
Anything else you'd like us to consider or comments you'd like to share about this project? This is probably something I should take up with the city of St. Louis but it would be great to improve the bike path or add a distinct bike path separate from the road along Manchester beginning at the city/county boundary and going east towards the Grove.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This will be a key connector to two cycling tracks and will enhance cyclist safety.
Anything else you'd like us to consider or comments you'd like to share about this project?

Kirkwood – Grant's Trail Extension, Phase 1

Have Concerns (2)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I think the project is a great idea but worry that golf carts will start using it. They (golf carts) are truly a menace to public safety as they are driven by kids and others with little regard to right of way or control. They never should have been allowed on public streets much less allow them on a bike path.
Anything else you'd like us to consider or comments you'd like to share about this project? Good luck!

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The bicyclists need much more monitoring to LEGALLY USE STOP SIGNS! This has been a huge concern to residents who find themselves having to be extra vigilant due to cyclists who refuse to stop at all signs! Many cyclists are rude and ignorant and think they have the right of way. More signage and police monitoring and issuing tickets needs to happen more often! Those "professional" cyclists that have the whole set-up are the worse!
Anything else you'd like us to consider or comments you'd like to share about this project? Going through residential areas would be intrusive

Kirkwood – Grant's Trail Extension, Phase 1

Comments in Support (28)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Giving people more safe opportunities to bike to and from Kirkwood seems like a win for residents and businesses.
Anything else you'd like us to consider or comments you'd like to share about this project? I wish it was sooner.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? We need a safe way to get to the Grant's Trail from other parts of Kirkwood.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? I enjoy shopping and eating in kirkwood. I enjoy using grants trail and would love to be able to ride my bike to lunch.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I use Grants Trail multiple times per week for excercise, fresh air and overall mental health. Having the extension into Kirkwood would be wonderful in many ways. Giving people the opportunity to go to businesses from the trail and it would allow me to use the trail without driving. It would be much easier for me to reach the trail by bike with the extension. Saving fuel and our environment.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? great project to safely increase bicycle traffic and connect riders to downtown area
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I live in Kirkwood. And I think this would give trail users easier access to Amtrak and also for those who want to start their morning trek with a cup of coffee.
Anything else you'd like us to consider or comments you'd like to share about this project? We need to have Metro build a new route that would connect Manchester Road with the trail, and have the route use Taylor between Washington and Monroe. It could turn around by the Kirkwood theatre on Monroe.

Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I bike to work using Grant's Trail from Clydesdale Park to Mercy Hospital. It will be nice to avoid Leffingwell and Monroe as traffic can be both frequent and fast. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Pedestrian safety (walking and bicycle riding) is most important. The availability of safe trails for giving citizens access to exercise options is key. Outdoor activities such as walking or riding on a trail add many benefits to a community and make it a cohesive neighborhood. Citizens need more options to traveling by car. **Anything else you'd like us to consider or comments you'd like to share about this project?** Connecting mulitiple communities is important in maintaining strong neighborhoods. As the costs of gas continues to rise, it is important to provide safe alternatives of travel to walkers and people of bikes.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Excellent project for all Kirkwood citizens it will improve safety and enjoyment for many types of activities. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Extended Grants Trail into downtown Kirkwood will enhance the value of the overall trail system, provide trail users a safe path to a major destination, and expand the reach of the trail system to many more users. Thank you for your support! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Provides safe access to the existing Grant's Trail for bicycle riders, runners and walkers from the local downtown Kirkwood area. Provides an economic benefit to the businesses around the market in downtown Kirkwood. Provides a destination for Grant Trail users on the north end of the trail. The current trailhead is a parking lot and a restroom next to noisy interstate 44. Extending the trail to the Farmer's Market in Kirkwood will provide a social and historic experience for those bicycle riders and pedestrians who venture the additional 1.5 miles. **Anything else you'd like us to consider or comments you'd like to share about this project?** I think this project will be helpful in getting more bikes and pedestrians off Kirkwood streets where many (most?) drivers no longer look for pedestrians. I'm sixty nine years old and I live 3 blocks west of the Kirkwood Farmer's Market. I like riding the Grant's Trail on my bicycle. I'm in great shape but its feeling more unsafe all the time riding the 1.6 miles to the trail- most people driving today seem to be preoccupied by things other than driving. I've been almost hit on the bike as well as walking multiple times in this past year.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I LOOK FORWARD TO SEEING THE TRAIL EXTENDED INTO THE HEART OF KIRKWOOD. CURRENTLY THE TRAIL ENDS JUST NORTH OF I44 AND I HAVE TO RIDE MY BICYCLE ON A NARROW STRETCH OF ROADWAY THAT IS OFTEN

BUSY WITH MOTOR VEHICLE TRAFFIC. I WOULD BENEFICIAL TO RIDE A SAFE TRAIL ALL THE WAY INTO DOWNTOWN KIRKWOOD AND SHARE A CUP OF COFFEE WITH MY BROTHER WHO IS A RESIDENT. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Easy access to Grants Trail. Brings people into the Kirkwood downtown where they have a place to get a bite to eat or shop. Right now it ends at noisy Hwy 44 and does not give you a destination to go to. **Anything else you'd like us to consider or comments you'd like to share about this project?** Having a dedicated trail for bikes or walking will keep me safe. People in cars just do not pay attention to people on bikes or people walking across the street. I was almost hit twice in a matter of one block legally crossing the street because people are preoccupied and not paying attention to the people on the street. It's all about safety
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** My family and I use Grant's Trail for biking and walking. We would use it more if it extended into our community of Kirkwood. Extending the trail to downtown Kirkwood may also increase business for the shops, restaurants, and farmers markets in the downtown core area. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Would love more options for reaching the trail and having access to trails to run and bike on. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please help fund this project
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I am a frequent user of Grant's Trail for bike riding and inline skating. I believe that extending the trail into downtown Kirkwood would provide tremendous value to users of the trail by providing access to dining, shopping and entertainment establishments within close proximity to the proposed trailhead. Combining St. Louis' best greenway for walking, running, biking and inline skating with a vibrant, walkable destination would take Grant's Trail to the next level and attract more users to it. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The safe connection from Kirkwood to Grant's Trail is needed and does not exist. This would enhance both the Great Rivers Greenway and Downtown Kirkwood. We would use this extension regularly. **Anything else you'd like us to consider or comments you'd like to share about this project?** The sooner this project is completed, the better the area's bike safety will be.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** This project will help contribute to the goal of a vibrant neighborhood. Besides helping connect Grant's Trail to the downtown area of Kirkwood, it will help encourage more walking and exercise... in effect improving the health

of the residents of Kirkwood and the surrounding community. This is basically a one time opportunity that should not be passed up. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I utilize Grant's Trail for recreational purposes, and support the extension of the trail. It is used by a very large number of people of all ages, for walking, biking and skating. Trails contribute to the mental and physical well-being of all who use them. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** A Grant's Trail extension to downtown Kirkwood would not only benefit Kirkwood, but also the entire region. All those living along the trail, in Kirkwood and outside would be better connected with its amenities (The Kirkwood Farmer's Market, the Kirkwood Performing Arts Center, the Kirkwood Train Station, restaurants, etc.) This project would reduce vehicle emissions, improve exercise options and increase economic development. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please pass both phases I & II of this project
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Please build this trail. It is badly needed. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please remove any potential parking lot considerations from final plans. There is way too much parking as it is, and there is no need to have more--especially if this is a biking/walking trail in the center of a downtown.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Closer, safer access to Grants Trail. Potential significant positive economic impact to City of Kirkwood businesses and Performing Arts Theater. Extension will lead to increased usage, improved health and higher quality of life. **Anything else you'd like us to consider or comments you'd like to share about this project?** Strongly support both phases.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Proposed project would provide easy, safe access to Grant's Trail from the center of Kirkwood. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Better connections to more destinations **Anything else you'd like us to consider or comments you'd like to share about this project?** Have a plan for ongoing maintenance in place as part of the initial proposal
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Hello-This is redundant and a cursory glance will show that I cut and pasted my ideas about Phase 2 on this one but I AM the same guy and I DO have the same opinion. The term missing link is almost too easy to use but in this case it is apt. I think the extension will benefit both Kirkwood residents as it will allow safer

and easier access to Grant's Trail and the non-residents who may wish to come into Kirkwood to shop and more likely drink and dine. Has there been a trail project that has NOT benefited the local community? Well, this is a rhetorical question and I'm sure there have been isolated cases where things didn't work out as planned but if that's the case it is news to me. I wholeheartedly support this endeavor. Thank you

Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? The extension is a great opportunity for Kirkwood residents and visitors. It would give visitors a perfect place to stop and grab a bit and support local businesses before heading back on the trail. And it gives residents a perfect place to walk or bike SAFELY in / around Kirkwood. As a daily walker I have nearly been run over countless times by drives blowing thru intersections, looking at the phone or simply not checking the cross walk. I would relish the opportunity to take daily walks on this trail.

Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? We are a family who enjoy biking very much and especially being able to access a "safe" biking trail directly from our home is wonderful.

Anything else you'd like us to consider or comments you'd like to share about this project? We truly hope these extensions are created and wish to express our gratitude for all the folks who are working on making this happen.

Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? The Grant's Trail Extension will bring visitors and tax revenue into Kirkwood, help with our parking concerns, and encourage Kirkwood residents to be more active. It will improve safety for community members who currently navigate to Grant's Trail on existing roadways with traffic. It's clear to me that the planning team has been very thorough and taken community and stakeholder feedback into account at multiple steps in the development process. This extension would be a boon for Kirkwood - thank you for your consideration.

Anything else you'd like us to consider or comments you'd like to share about this project?

Kirkwood – Grant's Trail Extension, Phase 2

Comments Opposed (1)

Do you live or work in the community where the project is proposed? No

What are the key reasons for your position? I ride Grants Trail multiple times per week as well as riding to downtown Kirkwood for coffee at Kaldi's across from the city hall. It is an easy and safe ride from the trailhead to Kirkwood and it is unclear to me that the amount of money to be spent is necessary.

Anything else you'd like us to consider or comments you'd like to share about this project?

Kirkwood – Grant's Trail Extension, Phase 2

Comments in Support (27)

Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? Giving people more safe opportunities to bike to and from Kirkwood seems like a win for residents and businesses.

Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** We need a safe way to get to Grant's Trail. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** great project to safely increase bicycle traffic and connect riders to downtown area **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Good service and the trail would also bring more of a pedestrian friendly access to the businesses along the area. **Anything else you'd like us to consider or comments you'd like to share about this project?** We would need a bus that would pick up Washington at Clay Avenue, east on Washington, south on Taylor, east on Madison south on Leffingwell and it should terminate at the trailhead at Holmes.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I bike to work using Grant's Trail from Clydesdale Park to Mercy Hospital. It will be nice to avoid Leffingwell and Monroe as traffic can be both frequent and fast. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Excellent project for all Kirkwood citizens it will improve safety and enjoyment for many types of activities. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Extending Grants Trail into downtown Kirkwood will enhance the value of the overall trail system, provide trail users a safe path to a major destination, and expand the reach of the trail system to many more users. Thank you for your support! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Having a way to reach Grants Trail safely. Easy access to Grants Trail. Brings people into the Kirkwood downtown where they have a place to get a bite to eat or shop. Right now it ends at noisy Hwy 44 and does not give you a destination to go to. Keeping bikes off streets and on designated paths. Bringing riders into downtown Kirkwood would give them a place to go to eat and shop and then get on their bikes and ride home. The Trail end right now is at Hwy 44. It’s noisy and not inviting. Taking people into downtown is like riding the Katy trail and coming into one of the towns along the way and stopping for lunch before you head back to your car. It just makes sense! **Anything else you'd like us to consider or comments you'd like to share about this project?** Having a dedicated trail for bikes or walking will keep me safe. People in cars just do not pay attention to people on bikes or people walking across the street. I was almost hit twice in a matter of one block legally crossing the street because people are preoccupied and not paying attention to the people on the street. It’s all about safety Getting bikes off roads will

keep the rider safe, and walkers safe from people in cars who do not pay attention to walkers or bike riders. It's like one bike rider said to us after we almost got hit on Kirkwood road at a stop light that gave us a walk signal and we started across the road and a person in a car proceeded to turn left right toward us. He said that we are blind to them. Help please!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Having a way to reach Grants Trail safely. Keeping bikes off streets and on designated paths. Bringing riders into downtown Kirkwood would give them a place to go to eat and shop and then get on their bikes and ride home. The Trail end right now is at Hwy 44. It's noisy and not inviting. Taking people into downtown is like riding the Katy trail and coming into one of the towns along the way and stopping for lunch before you head back to your car. It just makes sense! **Anything else you'd like us to consider or comments you'd like to share about this project?** Getting bikes off roads will keep the rider safe, and walkers safe from people in cars who do not pay attention to walkers or bike riders. It's like one bike rider said to us after we almost got hit on Kirkwood road at a stop light that gave us a walk signal and we started across the road and a person in a car proceeded to turn left right toward us. He said that we are blind to them. Help please!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** My family and I use Grant's Trail for biking and walking. We would use it more if it extended into our community of Kirkwood. Extending the trail to downtown Kirkwood may also increase business for the shops, restaurants, and farmers markets in the downtown core area. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Would love more options for reaching the trail and having access to trails to run and bike on. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please help fund this great project.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I am a frequent user of Grant's Trail for bike riding and inline skating. I believe that extending the trail into downtown Kirkwood would provide tremendous value to users of the trail by providing access to dining, shopping and entertainment establishments within close proximity to the proposed trailhead. Combining St. Louis' best greenway for walking, running, biking and inline skating with a vibrant, walkable destination would take Grant's Trail to the next level and attract more users to it. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The safe connection from Kirkwood to Grant's Trail is needed and does not exist. This would enhance both the Great Rivers Greenway and Downtown Kirkwood. We would use this extension regularly. **Anything else you'd like us to consider or comments you'd like to share about this project?** The sooner this project is completed, the better the area's bike safety will be.
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? I utilize Grant's Trail for recreational purposes, and support the extension of the trail. It is used by a very large number of people of all ages, for walking, biking and skating. Trails contribute to the mental and physical well-being of all who use them. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** A Grant's Trail extension to downtown Kirkwood would not only benefit Kirkwood, but also the entire region. All those living along the trail, in Kirkwood and outside would be better connected with its amenities (The Kirkwood Farmer's Market, the Kirkwood Performing Arts Center, the Kirkwood Train Station, restaurants, etc.) This project would reduce vehicle emissions, improve exercise options and increase economic development. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please approve both phases I & II of the Grant's Trail Extension project
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Please build this trail. It is badly needed. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please remove any potential parking lot considerations from final plans. There is way too much parking as it is, and there is no need to have more--especially if this is a biking/walking trail in the center of a downtown.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This project aligns with Kirkwood's Bike/Ped Master Plan adopted in 2015, which supports healthy living and alternative transportation in Kirkwood. The trail spur intends to connect with the existing Grant's Trail, thereby facilitating easier access of Kirkwood-origin cyclists to Grant's Trail and reciprocally providing easy access to downtown businesses, which will support the local economy and Kirkwood's "Trails to Rails" tourism via Amtrak. A comprehensive, in-depth study by paid consultants assisted by city staff with considerable public input led to the trail option submitted for EWG cost-sharing being chosen from among four possible options due to its being the most direct from GT to Kwd with the fewest "conflicts," the most financially feasible in execution and long-term maintenance, and garnering the greatest public support. **Anything else you'd like us to consider or comments you'd like to share about this project?** City staff, planning participants, hired consultants and interested citizens dug deep studying the various options, working with affected property owners, and holding various public input sessions.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Closer, safer access to Grants Trail. Potential significant positive economic impact to City of Kirkwood businesses. Extension will lead to increased usage, improved health and higher quality of life. **Anything else you'd like us to consider or comments you'd like to share about this project?** Strongly support both phases.
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? Proposed project would provide easy, safe access to Grant's Trail from downtown Kirkwood. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Provides safe access to the existing Grant's Trail for bicycle riders, runners and walkers from the local downtown Kirkwood area. Provides an economic benefit to the businesses around the market in downtown Kirkwood. Provides a destination for Grant Trail users on the north end of the trail. The current trailhead is a parking lot and a restroom. Extending the trail to the Farmer's Market in Kirkwood will provide a social and historic experience for those bicycle riders and pedestrians who venture the additional 1.5 miles. Safety. Gets bikes off the roads where drivers are distracted and not looking for pedestrians and bikers. **Anything else you'd like us to consider or comments you'd like to share about this project?** I think this project will be helpful in getting more bikes and pedestrians off Kirkwood streets where many (most?) drivers no longer look for pedestrians. I'm sixty nine years old and I live 3 blocks west of the Kirkwood Farmer's Market. I like riding the Grant's Trail on my bicycle. I'm in great shape but its feeling more unsafe all the time riding the 1.6 miles to the trail- most people driving today seem to be preoccupied by things other than driving. I've been almost hit on the bike as well as walking multiple times in this past year.
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Better connections to more destinations **Anything else you'd like us to consider or comments you'd like to share about this project?** Have a plan for ongoing maintenance in place as part of the initial proposal
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Grants Trail is a great resource for Kirkwood and a better connection to downtown will only benefit the community. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The term missing link is almost too easy to use but in this case it is apt. I think the extension will benefit both Kirkwood residents as it will allow safer and easier access to Grant's Trail and the non-residents who may wish to come into Kirkwood to shop and more likely drink and dine. Has there been a trail project that has NOT benefited the local community? Well, this is a rhetorical question and I'm sure there have been isolated cases where things didn't work out as planned but if that's the case it is news to me. I wholeheartedly support this endeavor. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I strongly support this project to provide a corridor of safe physical access from the Grant's Trail Trailhead to downtown Kirkwood and Kirkwood Train station, 3rd largest in the state providing Amtrak service. This project will dramatically increase the number of individuals to walk or ride their bikes safely into the downtown area, decreasing the amount of Car emissions. This project is a win-win for all

citizens in St. Louis County providing safe physical necessary connectivity compelling people to bike and walk instead of driving their car into downtown and the train station.
Anything else you'd like us to consider or comments you'd like to share about this project? This is an excellent project that provides critical expanded safe physical connectivity for All Users, of All Abilities and All Ages in the entire St. Louis Metropolitan Area. I strongly encourage EWG to fund the entire connection from the trailhead on Holm's Ave to Downtown Kirkwood. This project is a model for the entire region on how to expand the safe physical access for All Users, of All Abilites, and All Ages on GRG trails throughout the region so more individual will walk and bike to their destinations, decreasing car emissions and improving the quality of we breath.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The extension is a great opportunity for Kirkwood residents and visitors. It would give visitors a perfect place to stop and grab a bit and support local businesses before heading back on the trail. And it gives residents a perfect place to walk or bike SAFELY in / around Kirkwood. As a daily walker I have nearly been run over countless times by drives blowing thru intersections, looking at the phone or simply not checking the cross walk. I would relish the opportunity to take daily walks on this trail.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? We are a family who enjoy biking very much and especially being able to access a "safe" biking trail directly from our home is wonderful.
Anything else you'd like us to consider or comments you'd like to share about this project? We truly hope these extensions are created and wish to express our gratitude for all the folks who are working on making this happen.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The Grant's Trail Extension will bring visitors and tax revenue into Kirkwood, help with our parking concerns, and encourage Kirkwood residents to be more active. It will improve safety for community members who currently navigate to Grant's Trail on existing roadways with traffic. It's clear to me that the planning team has been very thorough and taken community and stakeholder feedback into account at multiple steps in the development process. This extension would be a boon for Kirkwood - thank you for your consideration.
Anything else you'd like us to consider or comments you'd like to share about this project?

Loop Trolley – Loop Trolley Operating Assistance

Have Concerns (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Too much money has already been wasted on this project. It is black-eye on community development.
Anything else you'd like us to consider or comments you'd like to share about this project?

Loop Trolley – Loop Trolley Operating Assistance

Comments Opposed (2)

Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? The definition of insanity is doing the same thing over and over (and over) and expecting a different result. The loop trolley is doomed to fail. It failed the first time it received money. It continues to fail. Why support something the people have spoken against (by not using)? Are they even using the money they received last year? The roads in St. Louis City and County are terrible - use the money where the actual tax payers will benefit instead of someone's pet project. Thanks.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I think the loop trolley is a bad idea and never should have been built. It's a losing deal and any operating assistance is just a Band-Aid. The project is a failure and the city should cut their loss.
Anything else you'd like us to consider or comments you'd like to share about this project?

Loop Trolley – Loop Trolley Operating Assistance

Comments in Support (9)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The loop trolley is ahead of its time but will prove to be a valuable development tool.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I think it adds another transit option in that area. I would like to see it operate longer hours.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? It's time to support the Loop Trolley and demonstrate it can work for the benefit of our region. Now that a contract has been entered into with Metro to operate the trolleys, we can look forward to regular operations by a professional and qualified staff. And it will be on free riding basis supported by sales taxes. Kansas City has a very successful trolley operation. There's no reason St. Louis can not to the same. Approval of the CMAQ grant will ensure ongoing operation for several years. Given a chance people will utilize the trolleys for pleasure and business. We are not starting from scratch. The moneys have already have been spent to create the entire trolley structures. So all the basics are in place ready for a successful operation. Approval of this grant will benefit the entire region...the trolleys can be a important boost to St. Louis City and St. Louis County.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Once the system can operate with three trolley cars (two and a back up), it will be successful as originally designed with dependable service times. Finally, cross promotions with Forest Park attractions including the Zoo, Science Center, Art Museum, History Museum can be started. With meaningful ridership figures, this will be a major transit asset for the region – a great prototype of how to connect people to MetroLink and neighborhoods to each other.
Anything else you'd like us to consider or comments you'd like to share about this project?
With the new projects under construction and soon-to-start construction along the 2.2 mile

route, Loop Trolley TDD revenue will get to the point where the project will sustain itself in perpetuity. This grant will get it to the finish line! Kansas City is alrady planning to expand its 2.2 mile line that cost more than twice what ours in St. Louis cost. Clean electric transit appeals to young people as well as retirees and workers of all economic strata. We need to fine tune our projects in the region. Good funds after good!

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The Trolley line, operated by BiState, will see markedly improved ridership and use. Now that the Trolley infrastructure is built, we need to invest in your common sense operational plan that will allow the Trolley line to succeed. The initial operational plan had major limitations that impaired ridership, and Covid prevented prior relaunch efforts. I am grateful EastWest Gateway is showing true leadership and rising above the politics by focusing on finding a good operational solution. We can and should be able to turn the Trolley line into an asset for the region.
Anything else you'd like us to consider or comments you'd like to share about this project? Because the TID provides sales tax revenue, the prospective operational costs should remain reasonable which further support your investment.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The Loop Trolley needs to be fully functional and have a chance to be successful before the disruptive and costly removal process can begin. Tearing this apart is short sided when funding it to be successful will be a positive to our region for decades to come!
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? As a transplant from the beautiful Bay Area of California, I have fond and nostalgic memories of the trolley system there. I think it is a big driver of tourism and an iconic staple of that city. I hope that the Loop Trolley has the same benefits over time to our city.
Anything else you'd like us to consider or comments you'd like to share about this project? As a home owner and business owner of University City I support this project.

See end of appendix C for mailed in Loop Trolley comment #8

See end of appendix C for emailed Loop Trolley comment #9

New Melle – Foristell Road

Have Concerns (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? 1) The creek that drains the 25 acre lake at The Park at New Melle Lakes flows under Foristell Rd without any guard rails with a 20+ drop off from the roadway. This is a accident waiting to happen with terrible consequences. 2) Many residences from Fiddlestix subdivision cross at 300 Foristell Road to enter the County Park The Lakes at New Melle. Currently No Cross walk and No Driver warning signs on Foristell Road. The dump trucks go by very fast. Also concerned about safety.
Anything else you'd like us to consider or comments you'd like to share about this project? I support the project very much but wanted to voice my safety concerns that I would like to

see addressed in addition. The Lakes at New Melle Park is beautiful and want all residents to have safe access to this beautiful area.

New Melle – Foristell Road
Comments in Support (7)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** We are a small community and recently installed sidewalks from the school on the west side of town to the New Melle Sports and Rec on the east side. We were all amazed how many local people are taking advantage of the sidewalk. We would now like to extend that sidewalk due to the extensive use it is getting. The City is working hard to make improvements and due to budgetary constraints and the need to improve some of our street this grant would be a big help to us making needed improvements. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** As a resident in the town and business owner (Real Estate Broker) we have experienced extensive growth and activity in our little town. We are intersected by 3 State Highways and the sidewalks would provide a great deal of safety for our residents and visitors. Some sidewalks were installed a couple of years ago and the activity on those sidewalks is amazing. One of the best thing our town has ever done. **Anything else you'd like us to consider or comments you'd like to share about this project?** It's long over due.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Foristell Road doesn't have a shoulder so it's really easy to drop a tire off the edge of the road, which is scary and dangerous. Also, a shoulder would make it a lot safer to walk to the park too. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** With the creation of the new county park on Highway Z and the location of the residential neighborhoods at Highway Z/Foristell Rd this addition would make great improvements to allow the residents to enjoy the park while also providing improved access to all residents of Saint Charles county and the surrounding areas. **Anything else you'd like us to consider or comments you'd like to share about this project?** With the proposed New Melle Fire District new fire house at this same intersection, a reduction in speed to 35 MPH on Hwy Z in this area would be greatly welcomed.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The growth out here dictates improvements **Anything else you'd like us to consider or comments you'd like to share about this project?** We can have the opportunity to make this a nationally focused project by making it a "smart" roadway. As in Lenexa, Kansas the financial opportunity is upon us, using Federal funds, to be very pro-active on this project. Integrated Roadways, a top innovative company in providing smart pavement, could make this happen. They are a KC company. CEO, Tim Sylvester can provide the details.
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? Foristell Road is an important feeder road to Hwy. Z and the City of New Melle, plus provides access to a St. Charles County Park (The Park at New Melle Lakes) which draws thousands of visitors a year and provides valuable community amenities (fishing, kayaking, walking/hiking, nature trails, picnic areas, plus soon to be glamping/camping and other outdoor activities.) The New Melle VFW Post is also located along Foristell Road, which provides veterans programs, social/recreational activities, and an important community event/banquet venue. Both of these locations bring significant extra traffic to the road. In addition, Foristell Road is an important commercial traffic thoroughfare, linking the community of New Melle and surrounding areas to Missouri Route T and its I-70 access at Foristell. That traffic includes numerous dump trucks per day from the near-by quarry just south of New Melle on Route F, and also other local deliver and semi-truck traffic delivering goods to Dollar General, Short Stop's Store & gas station, the U.S. Post office, Straatmann Feed, Bavarian Smoke Haus and Dan's Meat Processing, Daniel Boone Elementary School, four area restaurants, and more. Foristell Road is also an important thoroughfare for agricultural traffic and products. Farmers from as far as the Defiance area river bottoms use Foristell Road to haul grain to and from MFA Coop#2 on Hwy. T south of Foristell. During the spring and fall seasons, Foristell Road sees significant agriculural traffic, including extra wide tractors, equipment, and combines, plus semi and tandem truck traffic. There is one section in particular within the New Melle City Limits where the road is particularly narrow, going down a steep hill with a steep embankment on the north side and a deep ditch on the south side. It is treacherous to meet oncoming traffic there. There are no shoulders. It is impossible to meet wide farm traffic in that section, and when two commercial trucks meet in that spot there is merely a few inches between them. The visibility is bad approaching that section, and there is a culvert under the road at the base of that hill that is caving in and needs to be addressed asap!

Anything else you'd like us to consider or comments you'd like to share about this project? The City of New Melle desperately needs assistance in improving the safety and functionality of Foristell Road. Any improvements would have far-reaching benefits for the thousands of drivers who utilize that road every day.

Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? On behalf of the residents who live in Sycamore Creek (located across from the Hwy Z/Foristell intersection), this extension is needed for the safety of our residents. If residents walk from our subdivision or the adjacent neighborhoods, they must walk this stretch of road to get to the park and there are no walking paths and the ditches on both sides of the road prevent pedestrians from stepping into them. I personally know several residents that have had to “jump” to safety from a passing vehicle into the ditch to avoid injury. Additionally, we are a small community and recently installed sidewalks from the school on the west side of town to the New Melle Sports and Rec on the east side. We would now like to extend that sidewalk due to the extensive use it is getting. The City is working hard to make improvements and due to budgetary constraints and the need to improve some of our streets this grant is vital to making these needed improvements.

Anything else you'd like us to consider or comments you'd like to share about this project? Decrease of the speed limit on Hwy Z near this intersection to 35 MPH.

New Melle – MO Z
Comments in Support (11)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Great small community my daughter plays t ball here **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** We are a small community and recently installed sidewalks from the school on the west side of town to the New Melle Sports and Rec on the east side. We were all amazed how many local people are taking advantage of the sidewalk. We would now like to extend that sidewalk due to the extensive use it is getting. The City is working hard to make improvements and due to budgetary constraints and the need to improve some of our street this grant would be a big help. As you know western St Charles County is experiencing high growth. This project is for the safety of our residents and also improve the looks of our small town. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Work in this area and this project would be great for community. Also coach baseball in area and this would provide more access to local community center and fields. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I totally support having a sidewalk along Hwy Z with lighting. It would make walking or biking to the library or the neighborhoods so much safer. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** New Melle is a great community to work and live. New sidewalks would greatly help the improvement along Hwy Z. There are several people using the part of the sidewalk that was installed near Daniel Boone Elementary and also the area near the New Melle Sports & Rec. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** As a resident of Sycamore Creek subdivision with many children in our neighborhood, it would be very helpful and much more safe for our residents and kids to walk or bike to town on sidewalks. Currently people are walking on Hwy Z or in peoples yards to access the sidewalks closer into town. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Fiddle Creek Ridge Road serves as the entrance to the Fiddlestix subdivision, a 50+ community where active residents could utilize the sidewalk for daily exercise, plus visiting local businesses, the New Melle Post office, retail/grocery stores, personal services, and community events. In addition, the St. Charles

County Boone's Trail Branch Library is located at the entrance to the subdivision. The sidewalk would provide access to the library for students at Daniel Boone Elementary School in New Melle, as well as other residents in the City, and also improve safety pedestrian traffic along Route Z. Currently pedestrians are walking along the highway right of way, which puts them in significant danger. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The side walk would be a much needed addition to the New Melle area giving residents the opportunity to walk from Hwy Z to the library in Fiddlestix. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** We are a small community and the recently installed sidewalks from the school on the west side of town to the New Melle Sports and Rec on the east side have been such a blessing to our community and used so much by the residents in the area. It has made it much safer and we would like to extend it further but due to a small town budget are having problems doing that. Thank you for your consideration **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** I work in the area. Obviously this is a growing community. There are so many people who walk on the narrow shoulder of the road where there is no sidewalk. I feel it is very dangerous. With the high traffic, it seems crucial the need to accommodate walkers. **Anything else you'd like us to consider or comments you'd like to share about this project?** Just that it is a safety issue.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** It would be so nice to be able to safely walk/cycle from Hwy Z to the Park. It is a beautiful park and would be nice for everyone to safely enjoy it. **Anything else you'd like us to consider or comments you'd like to share about this project?**
O'Fallon – Eggering Drive
Comments in Support (7)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This roadway is in terrible shape. Improved sidewalks are definitely needed due to all the schools and kids in the area. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This would create a more safer area for residents and continue to create a more walkable city in connecting residents to businesses within the city. **Anything else you'd like us to consider or comments you'd like to share about this project?** Thrilled O'Fallon continues to grow and look for alternative funding for those projects that

have to be moved up on the CIP to address issues that the current budget is unable to address.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Eggering Drive is an important roadway in North O'Fallon. It is used for getting people to City Hall and especially to the Senior Center. There is a good amount of traffic getting to the parks that off this street.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Sidewalks are in great need of repair in this area. In addition, this is a path for school children that walk this path to school.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This area is close to a park and for the safety of people walking it needs upgraded sidewalks and safer streets.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This is an old section of roadway that is positioned nicely near Westhoff park and City Hall, this project will provided needed updates and improve pedestrian mobility.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Needed infrastructure
Anything else you'd like us to consider or comments you'd like to share about this project?

O'Fallon – Weldon Spring Road, Phase 2

Comments in Support (48)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Narrow and danger roadway with several hills, limited sight distance and no shoulders. Sidewalks are also needed so pedestrians can walk to Highway K or between neighboring subdivisions.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Weldon Springs needs more improvements. The City has done some along with help from current developers. There is an addition of apartments in the area that will bring addition traffic and a need for the walking path.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This area of O'Fallon has experienced significant economic growth and construction activity with more anticipated in the future. The Weldon Spring Road, Phase 2 project is important to support this growth and improve traffic safety, quality of life and economic value of the residents and homeowners in this area.
Anything else you'd like us to consider or comments you'd like to share about this project?
Weldon Spring Road, Phase 2 is part of a larger infrastructure investment by the City and

funding support from EW Gateway would greatly assist with moving this capital improvements initiative forward.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** My children have friends and go to school off Weldon Springs Rd. Today the section near our subdivision has no shoulder or sidewalk. However down the road there are sidewalks. Adding a shoulder, turn lane and sidewalks would make it safer for all the kids who walk to school or other neighborhoods nearby. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I have seen many accidents along Weldon Springs due to not have shoulders along the roads throughout the years, one very serious. There are allot of young kids walking along the outside of the road which puts them in danger, as a bike rider it's a very dangerous road to share space with vehicles. The stop sign at Crusher and Weldon Springs is very dangerous especially when roads are wet or icy. I drive a 4x4 vehicle and have numerous times slide down the hill when trying to stop at the stop sign, and had a hard time turning onto crusher, I believe that the amount of traffic that travels up and down Weldon Springs warrants major upgrades for the safety of all the families that live along Weldon Springs Roads. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** We have lived in Fieldstone Farms for 25 years. We have watched this area grow significantly. This road needs to be bike and pedestrian friendly. For kids to visit with their friends in other subdivisions they have to walk on the road which is very dangerous. We live less than a mile from John Weldon Elementary. Our children are grown now but how wonderful it would be for children to either ride their bikes or walk to school. Francis Howell is short bus drivers. This could possibly help alleviate a transportation issue. **Anything else you'd like us to consider or comments you'd like to share about this project?** We are retired and ride the Katy trail very often. With bike lanes on Weldon Spring road we could safely ride to the Katy from our home. For years we have been advocating for a bike lane/sidewalk here. In talking with our representatives we learned the difficulties of that happening due to the different jurisdictions involved.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** There is no safe roadway for bicycles to travel. We have paths all around us but cannot safely access them. The growth continues but out safety has not been factored into the increased traffic and speeds along Weldon Springs Road. Please fund this project! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Weldon Spring Road is long overdue for improvements, while houses and apartments continue to be built along it. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? Safety for kids and traffic. Subdivisions on Weldon Spring rd have no where to walk or ride a bike Safely when leaving Subdivision. **Anything else you'd like us to consider or comments you'd like to share about this project?** Sidewalk would be a great start so kids can walk or bike to school safely.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This project and extension is crucial for the safety of the residents who live off Weldon Spring Rd which includes my family and my teenage driver. This particular stretch has become increasingly dangerous due to the increased traffic in the area with new apartment residences being built, etc. **Anything else you'd like us to consider or comments you'd like to share about this project?** It is vital to the residences in the area that this project passes to ensure safety for all who travel this road daily.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This is long overdue. This area has had a lot of growth and it is not safe for pedestrians as is and is becoming increasingly more unsafe for vehicles as well. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Our area is growing and the amount of traffic has increased 10 fold in the 8 years we've lived here. We also do not have any shoulders or sideways so our neighborhoods can access and support the local dining facilities near us. We have teenagers walking on the roads to work at the fast food restaurants since there is no shoulder or sidewalks. It also makes it difficult for out young people to visit their friends or walk to school. John Weldon is right now the street but our kids are unable to walk due to the hazardous road with no shoulders and sidewalks. This is also hurting our property values since our neighborhood is overlooked by people who want to be able to walk to local establishments. **Anything else you'd like us to consider or comments you'd like to share about this project?** See above.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The road is hilly, narrow and has no shoulders. The traffic has increased with the addition of apartments and homes. This road is dangerous to cars, pedestrians and bicycles and needs improvement for safety reasons. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Weldon Springs Road is currently dangerous. It needs wider visibility and a path for pedestrians. People are routinely walking on this road despite it barely being two lanes wide with a creek that doesn't allow pedestrians any space on the shoulder. And with the current lack of visibility, accidents at the entrance to Fieldstones Farms have been common. Though the last accident may have been sometime ago (maybe a year?), there are frequent near accidents and more accidents are inevitable. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? The road was built before all the developments. The increased traffic makes the road a hazard for cars, bicycles and pedestrians. Upgrades are truly needed.
Anything else you'd like us to consider or comments you'd like to share about this project? With the new apartment/ condo complex being put up hopefully the design will take into consideration that increased traffic demand too.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? We live in Fieldstone Farms that is served by Weldon Springs Road. There are so many reasons we need improvements on Weldon Springs Road that are a safety concern as well as a benefit to the health of our communities in this surrounding area. There is no sidewalk despite a lot of demand for foot traffic, and many children as well as adults have no choice but to try yo walk or bike on this road. This is a vibrant, active community of families where kids play outside and people are always walking and biking. Here are a few examples I see all the time living here where the current conditions are not safe to support our active community: - Children who aren't yet driving age needing to walk/bike to the surrounding neighborhoods to visit friends. There really is no safe way for them to do so, but we have no other option for them if we want them to be active and social and not just play video games all day. - I have a disabled adult son who cannot drive. It is absolutely not safe for him to walk along that road, as much as he would like to be able to walk to businesses along the area of Technology, Crusher, and K. If there were a sidewalk, he would be able to enjoy an independence that he currently does not have as he has to rely on someone to drive him. - The shoulder is crumbling in places, and the road is already not very wide - Bicyclists have to ride on the road. There is not room for a bicyclist and two cars to pass each other coming both directions. Sometimes at night it is especially dangerous because it is dark and harder to see, and bicyclists will be trying to travel on the road in the dark.
Anything else you'd like us to consider or comments you'd like to share about this project? Crusher road also desperately needs a sidewalk for the reasons above. Besides the reasons above, there are disabled citizens who live in the apartments and homes who have to travel on Crusher Drive in their wheelchairs in traffic to be able to access the businesses they need on Hwy K. It is awful and as a community, we have to do better than this.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? We bought a house in the Fieldstone Farms neighborhood, off of Weldon Springs last year from afar (we are military and living overseas at the time.) We love our neighborhood, and the shops up Weldon at Technology. But we hate that we live in a virtual island because of the lack of safe shoulders or walkways to leave the neighborhood. It's so close to restaurants and shops we would love to walk to, but is completely unsafe to try and walk/ ride a bike on Weldon Spring as it is; it's too hilly to see far enough for cars to break and the cars in general go far over the 35 miles speed limit, and there are ditches right off of the narrow two lane road- it is a tragedy waiting to happen. Weldon Spring Road needs a safe walkway/ bike shoulders desperately.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? This road drastically needs some improvements as it is very residential and many families walk along this road. There is an elementary school on this road and many buses also use this road. There are several spots where visibility while making a left turn are low. Left turn lanes and a bike lane would be very beneficial **Anything else you'd like us to consider or comments you'd like to share about this project?** We could really benefit from a sidewalk along Weldon Springs. It would help with the overall community, especially since there is an elementary school and a waking trail nearby.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Road needs widened and needs to be made pedestrian safe. **Anything else you'd like us to consider or comments you'd like to share about this project?** Sidewalks from Crusher all the way down Weldon Spring so kids can walk to school at JWE.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This section of Weldon Springs has become busy enough where turn lands and walking/bicycle access would make it safer for all users navigating this road. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This road is narrow and old. There is a high amount of traffic all day long. There is no shoulder on and kids walking on the road or on the grass right next to it. Many safety concerns for pedestrians and drivers alike. The area has grown tremendously with zero updating of the roadway. **Anything else you'd like us to consider or comments you'd like to share about this project?** This project is extremely overdue! I have witnessed accidents and many near accidents due to the narrowness of the road and amount of traffic driving on it daily.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The road is dangerous and needs these important improvements. I constantly encounter pedestrians and bikers on the road which is a safety hazard because there are no shoulders. I can't believe someone has not been hurt on this road because there are several parts where there are obstructed site lines. **Anything else you'd like us to consider or comments you'd like to share about this project?** It is the safe thing to do and the community would appreciate it.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Weldon Spring Road is an extremely narrow road without shoulders or sidewalk in an area that's population has increased significantly since the road was designed and built. The road does not currently meet the needs of the citizens living in the area and is dangerous for both drivers and pedestrians. In addition to safety, this would allow the citizens in this area to have a means of accessing local storefronts as pedestrians which would increase the quality of life and make it more accessible to those who do not or cannot drive. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This road needs to be made safer.

Anything else you'd like us to consider or comments you'd like to share about this project?
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The neighborhoods are growing north of crusher/Weldon spring dr. Too many people are now walking in the road from the 6 neighborhoods to amenities on technology dr **Anything else you'd like us to consider or comments you'd like to share about this project?** Can you do both sides
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Weldon Springs does not have any shoulder for people to walk plus visibility is poor on the hills **Anything else you'd like us to consider or comments you'd like to share about this project?** With the new apartments complex a light is needed at Technology and Weldon Springs
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I am an avid biker who lives off of Bently Park, the sightlines and narrow road along Weldon Springs can make it dangerous for bikers as they may not be seen until the last minute due to the geography. Additionally, there are many local restaurants that are within walking distance, but due to poor sidewalks, or lack of sidewalks, we must drive to partake in our local establishments. If funding is available I would recommend moving this project forward in order to prevent accidents as the number of houses continues to increase along this corridor. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This road is experiencing greatly increased traffic and needs to be improved. It needs a shoulder and/or a sidewalk. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please choose this project!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** There is so much new development in the area (which I don't mind) but the roads and intersections (already busy) will become dangerously overcrowded. There's a lack of sidewalks, too. This is all about safety for me. Please fund it! **Anything else you'd like us to consider or comments you'd like to share about this project?** My daughter was in an accident at Weldon Spring and Technology. Thankfully no one was hurt, but we need more than a stop sign to help prevent future accidents. Thank you!
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This road is narrow and there is no good way to cross or walk along it safely. This would be a welcome improvement! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The residents that live in the current apartments as well as the apartments that are under construction will absolutely need sidewalks and the ability to cross the street safely. Many of the residents routinely walk to the stores down Crusher and Technology including some with disabilities. It is currently very

unsafe for pedestrian use, sidewalks and pathways will be instrumental to their ability to walk to work and get around safely. **Anything else you'd like us to consider or comments you'd like to share about this project?** I would like to suggest the construction of a sidewalk that would continue down Weldon Springs road to the John Weldon Elementary School and Henning Road so the families in the connecting neighborhoods wouldn't be so land locked. This would allow families in these subdivisions the opportunity to walk to the park at Barathaven as well as in the opposite direction towards the shopping plaza and gas station off of Crusher and Technology road.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I think this would be great for those who drive this road daily and the cost for improvement seems minimal. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** With increased housing development in the area we support this project. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Much needed maybe even sidewalks up to crusher **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Highly travel road with John Weldon Elementary School on it and multiple large developments on Technology at both entrances will increase traffic even more. Other near by roads like Henning and McCluer are already developed and they went in after my community- Fieldstone Farms. Rolling hills and blind spots with no turn lanes or sidewalks for safety m. **Anything else you'd like us to consider or comments you'd like to share about this project?** Fix the connection link while your at it - Crusher at Hwy K is a bottleneck and breaking apart
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** The road is really narrow and kids or people can't bike or walk on the lane creating a potential hazard. It will be a great improvement to widen that road all the way down. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This is an old section of roadway with no pedestrian infrastructure, although it has may residential neighborhoods in close proximity to commercial business. The roadway is currently narrow and sees pretty heavy traffic, pedestrians have been seen walking along the grass drainage ditches. Additional space for vehicles and designated pedestrian paths are the key reasons for my support. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** road is narrow and needs sidewalks **Anything else you'd like us to consider or comments you'd like to share about this project?**

Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Rite now Weldon spring stop signal is very crowded and with the new apt coming in at the stop we need this done. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Needed infrastructure **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Left turn lanes for safety and sidewalk to help connect Fieldstone Farms Subdivision to Crusher, making the community more walking/bike friendly. **Anything else you'd like us to consider or comments you'd like to share about this project?** Would love to see this "shared path" continue past Bentley Park Drive and connect with the sidewalk near Henning Rd. in order to provide walk/bike access for thousands of residents to the Gateway path at Barat Haven.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Sidewalk access out of the Brookhaven neighborhood into the larger business community off of highway K would benefit the health and welfare of my family. Traffic flow will also benefit this area. This intersection also is problematic in the winter when things are even slightly slippery so any improvement would help safety. **Anything else you'd like us to consider or comments you'd like to share about this project?** I would really like if this project is implemented to ensure sidewalk access is extended to the Brookhaven neighborhood/Valleybrook Dr.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I'm looking forward to this project, I strongly suggest you consider sidewalk access down Weldon Spring Rd. It would be beneficial for many reasons. Access to main roads like Highway K/Technology Dr and surrounding businesses. Being able to walk or bike from our neighborhood to local businesses and prevent adults/children from walking on or next to Weldon Spring Rd would be a positive addition. **Anything else you'd like us to consider or comments you'd like to share about this project?** Sidewalk access to Weldon Spring Rd.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** There is pedestrian and bike traffic on Weldon Springs without any lighting or walkway which is so very dangerous. There is no room so they must use the roadway with vehicle traffic. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Much needed due to the amount of traffic, blind spots on the road, flooding over that area in heavy rains, accidents at Crusher and Weldon Spring Road, and the need for a walking path to the new and existing businesses at Technology and on Hwy K.

Anything else you'd like us to consider or comments you'd like to share about this project? Going further down to Brook Lane.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Weldon Springs Rd is very narrow and dangerous. There is not even a shoulder and people are often seen walking their bikes on the grass. The road definitely needs improvements and something that would allow people to safely walk and bike for access to Highway K and connection to the rest of OFallon.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I am very much in support of the Weldon Springs Rd project. The improvements along Weldon Springs Rd are long overdue. A lot of traffic travels on this road with housing being built over the last 10 years and with additional apartment construction being completed soon, this will only continue to increase. Safety is very important. There is no place to walk along the road, no sidewalks, the road is narrow with draining ditches on both sides especially around Schote Creek and near Valleybrook Dr.
Anything else you'd like us to consider or comments you'd like to share about this project? I would also support the continuation of improvements on Weldon Springs from Technology Dr on the North to Technology Dr on the South.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? My property lies along side Weldon Springs Rd. We have nice neighborhoods that are in need of an improved thoroughfare connecting them. I am currently disgusted by the amount of litter, and trash that builds up along side the road. I believe a better road with curbs and sidewalks would deter this.
Anything else you'd like us to consider or comments you'd like to share about this project? I would also like to see a stop sign at the Brookhaven and Fieldstone Farms intersection to slow down traffic.

O'Fallon – MO N/MO K Intersection

Comments in Support (7)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Improve traffic flow on Highway K.
Anything else you'd like us to consider or comments you'd like to share about this project? Great Project and much needed.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This area becomes very congested due to the close proximity to Hwy 364. There is a real need to get traffic through better and faster.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This is a major commercial area in the heart of O'Fallon. These improvements are much needed to help improve traffic congestion.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The key reasons for my support of this project include: (1) The intersection of Highway K and Highway N is one of the most important for

the future economic growth of O'Fallon due to its access to Hwy 364; (2) Real estate brokers and developers have expressed a strong interest in building more commercial and residential structures in this area; (3) Recent business openings on Hwy N (i.e. Tacos 4 Life, Bloom Medicinals, Corner Bar & Grill) has drawn more traffic to the Hwy K & Hwy N intersection; and (4) Highway N plays an important role as east-west driving route and traffic reliever to Hwy 364.
Anything else you'd like us to consider or comments you'd like to share about this project? The City of O'Fallon's request for funding assistance along with its sizable match provides a significant return on investment given the benefits this project will generate.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Heavily traveled area. Traffic needs to move through that intersection more quickly.
Anything else you'd like us to consider or comments you'd like to share about this project? A lot of growth in that area over the years and that intersection needs to grow and be upgraded to handle the traffic.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This intersection is one of the most dangerous in the City. The improvements will help with safety as well as help alleviate long traffic cues to get through the intersection.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Needed infrastructure
Anything else you'd like us to consider or comments you'd like to share about this project?

St. Charles County – Asphalt Overlay – 2026 (A)

Comments in Support (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Improvements are much needed in the Dingledine area. This is a major thoroughfare for many neighborhoods and several more just getting approved.
Anything else you'd like us to consider or comments you'd like to share about this project?

St. Charles County – Asphalt Overlay – 2025 (C)

Comments in Support (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This entire area has so much traffic daily and is in need of improvements.
Anything else you'd like us to consider or comments you'd like to share about this project?

St. Charles County – Concrete Slab Replacement - 2026

Comments in Support (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? These high traffic areas are all in need of improvement.
Anything else you'd like us to consider or comments you'd like to share about this project?

St. Louis – Lindell/Union Bridge
Have Concerns (1)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Please reduce the amount of space for cars here. Keep the number of conflict points between cars and people at a minimum. Put car traffic speed and volume at the bottom of the priorities for this rebuild. **Anything else you'd like us to consider or comments you'd like to share about this project?**

St. Louis – Lindell/Union Bridge
Comments in Support (5)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Its clear the bridge has seen better days. Not knowing the design of what will replace is slightly concerning for it. **Anything else you'd like us to consider or comments you'd like to share about this project?** The replacement needs to be similarly scaled and include generous space for pedestrians, cyclists as well as street trees.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This bridge is literally crumbling from all directions. I witness it daily. **Anything else you'd like us to consider or comments you'd like to share about this project?** Thank you for considering this project.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Lindell/Union bridge is a major intersection leading into Forest Park, as well as for traffic and commuters to and from CWE, BJH/CH Medical district, and is beyond the need for repairs. The structure is crumbling and cannot continue to support volume of traffic and use. There has already Been one death from the deteriorating structure (Janet M), and further deaths or injuries, including danger to pedestrians are likely if not addressed urgently. This is a central inflow point from multiple parts of the city, as well as an entrance to one of the city's Crown Jewels. As such it needs urgent attention, and renovation. **Anything else you'd like us to consider or comments you'd like to share about this project?** Traffic calming at this intersection is critical. Plans have already been developed to calm traffic through this intersection, and Decreasing Entrances to the intersection from 5 to 4, as well as creating a roundabout would be optimal and safest to all, as recommended.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Protected bike lanes! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I support cycling infrastructure. **Anything else you'd like us to consider or comments you'd like to share about this project?**

St. Louis – Traffic Management Enhancements, Phase 5
Have Concerns (1)
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? Enhancing pedestrian infrastructure is great. Please do a street diet as well. The last thing we need is cars moving faster.
Anything else you'd like us to consider or comments you'd like to share about this project?

St. Louis – Traffic Management Enhancements, Phase 5

Comments in Support (2)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I support safer connectors for cyclists. I ride my bike to work from my home near tower grove to near forest park. While some of the streets are safe and have places to ride, Vandeventer is not always a safe place to ride. Excited for a new corridor
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I support cycling infrastructure.
Anything else you'd like us to consider or comments you'd like to share about this project? I'd really like to have protected bike lanes. Not the bike lanes protecting cars.

St. Louis – Cortex-Tower Grove Connector, Phase 5

Have Concerns (2)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? A split protected bike lane creates an issue with walking traffic and parking. People parking adjacent to the "bike" lanes won't see bicycles as an issue and walk blindly into the lane. It will also create an overflow for walking traffic as well as be an extension for runners. It won't be a dedicated bike lane as indicated. This is prevalent throughout the metro area we're there are dedicated bike lanes. Dedicated bike lanes in Europe where cycling is cultural work because of that. It does not work in the US. A properly maintained bike lane is enough. You will be forcing experienced riders into tighter traffic controls just to avoid hitting pedestrians that won't pay attention to bicycle traffic.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The project is trying to shoe-horn infrastructure to where it's not the most suitable and, in my opinion, is less likely to be used. Vandeventer is unpleasant to cycle on. Cyclists will naturally cycle through safer-feeling and cyclist-oriented streets in the middle portion of this map (i.e., the light blue line). Even if funded, they will tend towards staying on Tower Grove Ave and then go on Manchester, Chouteau, or the sidestreets.
Anything else you'd like us to consider or comments you'd like to share about this project?

St. Louis – Cortex-Tower Grove Connector, Phase 5

Comments in Support (17)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Love every bit of it as a biker and pedestrian. Wish it could also be extended on Tower Grove Ave into FPSE in the future.
Anything else you'd like us to consider or comments you'd like to share about this project?

Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? I love biking from u city to tower grove park but right now I only feel comfortable doing it on Sunday mornings (low traffic). Having the greenway extend all the way to Clayton road will make that route feel very safe for me. I would love to feel like I could bike to that area on weekend afternoons and evenings **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? No **What are the key reasons for your position?** Linking phase I and II will provide the connection needed to reach the metrolink station. Also, creating a pause after phase I leaves an awkward transition in the Grove and may cause confusion. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** this addition will connect our region. entice talent that is interested in working at the cortex. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Adding to this connector will be incredibly beneficial for the growing number of residents using Tower Grove to get into Cortex and midtown. Extending these paths will add accessibility to a lot of people. Not only that, these protected lanes are going to give access to a lot of my neighbors who currently do not ride because they are scared of the traffic in these designated areas. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please move quickly on these projects.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** As someone who lives within few blocks of the project area, I know firsthand just how necessary better biking infrastructure is. The current roadway remains unsafe for cyclists with poorly marked bike lanes and confusing/dangerous intersections. This project would transform this corridor into a bike-safe, pedestrian-safe area with minimal impact on motorists. Better bike lanes, more clearly delineated crossings, and simplified intersections will do wonders for safety. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I recently moved to St. Louis to attend law school at SLU and am a proud Tower Grove East resident. One of my favorite things about my neighborhood is my easy access to Tower Grove Park for afternoon walks after a long day of class. I am so excited about the future plans to provide a protected bike lane so that I could ride my bike from my home, through TGP, all the way to The Grove. There are so many shops, bars, and restaurants in that area that I would love to have safe and carless access to. By funding Phase 2 of the Tower Grover Connector, I would then have safe, car free access from South City to the central corridor of the city. From the Phase 2 extension, I would be able to take the Brickline Greenway to the heart of Midtown and support our new St. Louis City MLS team and easily visit all of the amazing art & theaters in Grand Center. Although I am fortunate to have a car to get across this city, I ultimately would love to not have to rely on my car to get to where I want to go. Furthermore, adding this Phase 2 extension would

provide invaluable access to South City residents who may not have been able to easily get to these areas of our beautiful city. With so much development and investment happening in the heart of Midtown and around SLU/SSMs' campuses, it's imperative that the city supports access to these areas for all residents. Furthermore, inline with reducing our carbon footprint as a world in order to combat climate change, St. Louis is on the forefront by supporting these greenway expansions and ultimately supporting a reduced car environment. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Our communities need to be less car-centric **Anything else you'd like us to consider or comments you'd like to share about this project?** I hope there is a robust tree canopy component to the plans
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This infrastructure would be a major asset to neighborhood safety, livability and equity in a neighborhood with a ton of biking and walking activity . It should have been built a decade ago **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This is a continuation of a great trend of increasing pedestrian access throughout the city. This project will increase desirability of city living while also improving the health for all. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** St. Louis City is so far behind other similar sized cities when it comes to bike transportation. Our City needs many more projects like this to attract and keep people in the City. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** To reduce carbon emissions, we need more people to bike instead of drive. We can only do that by providing safe, protected cycling amenities. Please fund this project to provide a safe cycling route for families. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I'd like to be able to bike to midtown/my office from home, but all the current crossings over highway 44 and the tracks are TERRIFYING. I'm not the strongest cycler, but I'd like to cycle more, for my health. But I don't really do it much to get to work because I'm scared to death. When I DO cross, I generally use either Jefferson (terrifying) or 18th (also terrifying but maybe just a smidge less so). I don't use Compton because it appears to be crumbling and you can see the crumbles more on a bike, so that's horrifying. Anyway, I'd love to be able to get out of my neighborhood via bike and, currently, there are no trauma-free routes. Thank you!!! **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? I am a retailer and am looking to locate a new storefront in the Foundry which would be served by this project. It is a reason why I would choose to invest in this area.
Anything else you'd like us to consider or comments you'd like to share about this project? The best cities in the US have all invested in bicycle infrastructure- we need this.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I have commuted this route for many years. While I no longer take this daily because I have changed jobs, I still use this regularly to get to the grove and forest park from my neighborhood in tower grove park. I have commuted by bike all across the city and have always observed this to be busy with cyclists year round. It's the only route that I would regularly encounter people on bikes every single day of the year, even as temperatures dropped below freezing.
Anything else you'd like us to consider or comments you'd like to share about this project? This would create a stronger connection between residential neighborhood and amenities surrounding tower grove park (I would even include the shops on south grand) with Forest Park South East. I think it reinforces existing infrastructure and would further encourage people to take their bikes to events such as the Whittaker music festival at the botanical garden or anything happening in forest park. I believe investing in improved cycle tracks can reduce congestion and is directly supporting healthy and safe transportation!

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Can't wait for more bike infrastructure.
Anything else you'd like us to consider or comments you'd like to share about this project? Protected bike lanes would be wonderful

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I support cycling infrastructure.
Anything else you'd like us to consider or comments you'd like to share about this project?

St. Louis County – Dorsett Road 2026

Have Concerns (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? How does the 15' planting zone impact each house and business located along Dorsett? Are you willing to pay more taxes at all of your local businesses to pay for this? They propose a transportation district or TIF financing.
Anything else you'd like us to consider or comments you'd like to share about this project?

St. Louis County – Dorsett Road 2026

Comments in Support (9)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This stretch of Dorsett is becoming increasingly more deteriorated. The uneven surfaces caused from years of attempting to patch the road is creating a unsafe roadway which causes damage to vehicles and will actually make a 3/4 ton pick up truck change course of travel and cross the yellow line. The other concerns I have are the increasing number of bicycle traffic in the roadway traveling to creve coeur memorial park. The addition of new apartments behind Schnucks is only going to increase this traffic. Please approve this resurfacing project and the addition of a bicycle lane.

Anything else you'd like us to consider or comments you'd like to share about this project? Please approve this project before someone is hurt.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Dorsett Rd. has been neglected for over 10 years now. Potholes for years and it is like driving thru a mine field. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I will not drive west at night because I cannot see the potholes. **Anything else you'd like us to consider or comments you'd like to share about this project?** I was told a few years ago the it was in the budget to repair it about now. Now I am told it is not in the budget. It certainly would be cheaper in the long run to repave Dorsett than patching potholes weekly.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Maryland Heights needs to improve the presentation of all common grounds. Nothing is more appealing than well manicured professionally landscaped area **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Dorsett needs resurfacing for less wear and tear on personal and public vehicles in the community and ease of care during harsher weather in the winter. **Anything else you'd like us to consider or comments you'd like to share about this project?** Be by sure to use qualified staff to do the work. Advise the public the dates and work hard to meet deadlines for lesser delays for commuters.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Dorsett definitely needs to be resurfaced, has had many repairs and patches and the surface is uneven and rough. **Anything else you'd like us to consider or comments you'd like to share about this project?**
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Making Maryland Heights more walk and bike friendly is a high priority for me. I am an active senior and walk and bike regularly. Most areas are not very pleasant and even dangerous for alternative travel. **Anything else you'd like us to consider or comments you'd like to share about this project?** Plant trees that are low maintenance. No sweet gum, pear or others that drop garbage on the trails and roadways.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** More greenspace and higher accessibility for both able-bodied and disabled pedestrians **Anything else you'd like us to consider or comments you'd like to share about this project?**

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The street needs repairs badly. iIt is like driving on a washboard. There are patches on the patches.
Anything else you'd like us to consider or comments you'd like to share about this project?

Sunset Hills – Rott Road/West Watson Road, Phase 2
Comments in Support (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? I think it's a great idea to improve this road. I ride my bike on it weekly and it can use the work.
Anything else you'd like us to consider or comments you'd like to share about this project?

March 29, 2022

Mr. Dennis Gannon, Chair, East-West Gateway Council of Governments
Mr. Mark Kern, Vice Chair, East-West Gateway Council of Governments
Ms. Tishaura Jones, Second Vice-Chair, East-West Gateway Council of Governments

Re: Application of the City of Chesterfield, MO to the Surface Transportation Block Grant Program of the East-West Council of Governments

I am writing to you because I am a member of the Chesterfield City Council and the senior representative of the residents of Chesterfield's 4th Ward. The above referenced Application to the East-West Gateway Council from the City of Chesterfield is for a block grant to assist in the extensive redesign, realignment, and reconstruction of Wilson Avenue, which is wholly contained within the City of Chesterfield's 4th Ward.

The idea of reconstructing and realigning Wilson Avenue has a long history. Prior attempts by the City to complete such a project were stopped by strong resident opposition in an earlier case, and the failure to get a block grant request approved in 2021.

I am writing in opposition to this Application because, based on my continuing dialog with the residents of the 4th Ward, the type of massive project that the City is proposing in its Application in not necessary to address the issues that exist on Wilson Avenue. This has been the message that has been sent to the City in numerous ways by residents as the City pursued this project.

In October 2020, the City conducted an online survey to obtain resident feedback about possible improvements to Wilson Avenue. While the City's current Application mentions this survey and provides a copy of the results, it does not discuss those results in any detail. Here is how survey participants responded:

- 485 responses
- 77% of respondents use Wilson daily
- 75% of the respondents said that the "rural character" of the roadway should be maintained
- Of that number, 445 respondents said that firm, paved shoulders should be added to the roadway
- Wilson Avenue has, and continues to be, a two-lane residential corridor that runs between Clarkson Road on the south, Wildhorse Creek on the north, and provides access to multiple, fully developed, and affluent subdivisions along the way

In addition to answering the survey questions, some 280 respondents took the time to submit individual comments which support the survey answers that were provided.

So, what was the City's response to the survey results? The residents' opinions were virtually ignored in their entirety. This is evidenced by the design plan that was submitted by the City in the earlier 2021 grant application, as well as the most recent submission. Key points raised by residents were almost all rejected by the City Council.

Another area that the City has asserted in its Application is that Wilson Avenue is currently unsafe, and that this proposed restructuring plan will correct that problem. Data provided by the Traffic Division of the City's police department does not support that contention. For example:
-Traffic count studies conducted by the police department for the years 2002, 2009, 2015, 2018, and in December of 2021 show that daily vehicular traffic on Wilson has remained at about the same levels--- for the intersection near Clarkson an average of about 2400 vehicles northbound on Wilson and an average of 2400 southbound. For Wilson at the intersection with Wildhorse Creek, the average is about 1000 vehicles southbound on the roadway with 1000 northbound.
-The City's objective with this proposal appears to be to create a Wilson Avenue "cut through" between Clarkson Road and Wildhorse Creek Road for those drivers who want to avoid Baxter Road for a faster shortcut between those two heavily trafficked thoroughfares. This could significantly increase both traffic and speeding, both north and southbound on Wilson, thereby affecting overall safety.
-In terms of vehicle-to vehicle incidents on Wison Avenue, a sampling of the police department data for the period May 1, 2019, to July 1, 2021 (a period of 26 months), shows that there was a total of only 5 vehicle crashes on the roadway. In contrast, there were 12 crashes on Clarkson at Wilson, and 6 on Wildhorse at Wilson during the same period. Wilson Avenue is not an unsafe roadway.

There is another issue that needs to be addressed in the context of "safety" on Wilson Avenue, and that is its current design at the northern end. Today, the roadway there contains what has come to be called the "S Curve." This curve begins approximately 40 yards from the Wildhorse intersection with a 90-degree left hand turn followed in approximately 30 yards by a 90-degree righthand turn. This is a part of the original roadway. The strong benefit of this configuration is that it provides a significant speed-limiting control as drivers must reduce their speed to navigate the turns. The City's plan to straighten the roadway will almost completely eliminate that S Curve and its inherent speed control effect. In fact, during an August public meeting on this subject, the City Administrator, Mr. Mike Geisel conceded that straighter roads lead to faster drivers and greater traffic volumes, two key variables associated with vehicular accidents.

The last issue that we want to bring to your attention is the way the City has conducted its development of this proposal. At about the time that the City had completed its engineering study and was moving into the final design stage, it entered into what appears to be private discussions and negotiations about the design with a small group of homeowners representing approximately 25-27 homes in two subdivisions at the north end of Wilson. It is unclear who initiated the negotiations request, but the existence of these discussions and negotiations was never made known to the public until well after they were completed.

In these negotiations the City was represented by Mr. Jim Eckrich, its City Engineer. More significantly, it appears that the homeowner group was represented in the negotiations by Ms. Merrell Hansen, who is both a trustee for one of the subdivisions that was advocating for significant changes on Wilson, and, at the same time, holds the position of Chair for the City of Chesterfield Planning Commission. Ms. Hansen appears to have been the principal architect of a proposal for 10 "Suggested Design Parameters". These suggested Parameters were submitted in a letter from Ms. Hansen to Mr. Geisel, and to Mr. Eckrich. The clear intent was to have these Parameters included in the City's final design proposal.

That proposal also requested a final meeting between this two-subdivision coalition and City representatives. The objective of that meeting was to review how much of these 10 Design Parameters had been included in the final design. Again, no notice to the public about this requested meeting was provided. When a resident of another subdivision along Wilson Avenue asked to attend, Mr. Eckrich advised that the City had agreed to the restricted attendance that had been requested. When word of this planned meeting leaked out to the broader group of Chesterfield residents, complaints were voiced and the negotiating parties abruptly cancelled the meeting.

Why is this important? It is important because an individual who holds a key leadership position in the governmental structure of the City (Ms. Hansen), is negotiating on behalf of herself and a small group of her fellow property owners, who will potentially benefit from the proposed changes. She is negotiating with the City Engineer (Mr. Eckrich), who has a critical role in this project, and over whom she may have some supervisory responsibility. Who has the leverage in this dynamic?

It is important because there are approximately 500 other property owners in the 11-12 subdivisions that front on Wilson Avenue and use it to enter and exit their properties. It appears that none of them were advised about these negotiations, much less given the opportunity to comment on the proposed Design Parameters submitted by Ms. Hansen's coalition, while discussions and negotiations were underway. Any transparency that should have accompanied this process was completely missing.

In its Application for Grant, the City acknowledges that the last repaving Wilson Avenue was in 1997. During the ensuing 25 years, it appears that the City of Chesterfield has adopted a policy of benign neglect with respect to keeping the roadway up to current City and/or County standards. There are drainage culverts that have long been failing but that the City refuses to replace; an old roadway design at the intersection with Wildhorse Creek Road that needs to be addressed by creating lower road surfaces and wider lanes along with consideration for turn lanes; removal of brush and trees that impede sight lines along areas of the roadway; widening traffic lanes on Wilson with the addition of firm shoulders. These are the "fixes" for Wilson Avenue that need to be done, not adoption of the excessive redesign, realignment, and reconstruction being proposed here by the City.

Rather than fulfilling its responsibility to maintain Wilson Avenue in a safe, drivable condition, the City is asking the East-West Gateway Council to give it $1,143,170.00 Federal taxpayers' dollars to help pay for what is essentially maintenance and upgrade work that should have been completed over the last 25 years. Benign neglect should not be rewarded in this case.

At the beginning of this memo, I expressed opposition to this project. There have been multiple votes on this project during City Council proceedings over the past year. Each time, my colleague on the Council and fellow 4th Ward representative, Mr. Gary Budoor and I have consistently voted against it. Unlike the majority of the City Council, we have maintained ongoing communications with our constituents in Chesterfield's 4th Ward via door-to-door visits, emails, phone calls, etc. Based on these conversations, it is my belief that most of the residents in the 4th Ward, including along Wilson Avenue, want to maintain some of the "rural character" of this roadway, as was expressed in the 2020 City-run survey. They do not see a need for the massive and potentially disruptive reconstruction plan being proposed here. They believe that the "fixes" identified earlier, which will address upgrades and, in the case of the Wildhorse Creek Road intersection, specific safety issues, are what the City should be focused on and use its funds to complete.

Based on all the forgoing, I would respectfully ask that you reject this Application for Grant of Federal funding that the City of Chesterfield has submitted.

Tom DeCampi, 4th Ward Council Representative
City of Chesterfield, MO

CC: Voting Members, East-West Gateway Council of Governments
Mr. James Wild, Executive Director, East-West Gateway Council of Governments
Mr. Jason Lange, Program Coordinator, East-West GatewayCouncil of Governments

Loop Trolley - Comment #8 in Support

From: Mary Schmidt <contact-us@ewgateway.org>
To: <stps@ewgateway.org>
Date: 03/30/2022 3:18 PM
Subject: Question about Surface Transportation Program (STP-S)

From: Mary <[redacted]

Message Body:

First Name: Mary
Last Name: Schmidt
Email Id: [redacted]
Phone Number: [redacted]
Description: I am a strong supporter of the Trolley. It brought renewed energy to the loop. Our region has been suffering from negativity. Let's get on board and keep our Trolley running!!!!

--
This e-mail was sent to you from the Contact Us form on the East-West Gateway Council of Governments website (http://www.ewgateway.org).

The Honorable Tishaura Jones

Mayor of St. Louis

Dear Mayor Jones,

Regarding further funding of the Delmar Loop Trolley:

The Trolley has certainly had many, many difficulties, but I am one hoping to turn it into an event illuminating our many attractions in St. Louis. The following letter to Mr. Edwards gives an idea of ongoing programs which could draw riders and advertise St. Louis events.

Many cities have had successful trolley programs like Kansas City and Portland, Oregon. I am not sure whether they are free or charge. That needs to be considered. Also, consider making the trolley an on/off trolley which is what many cities in Europe have. This would benefit the stores and restaurants on the University City line. It would give more options to park and ride as well.

With the line functioning well, perhaps playing "Meet Me In St. Louis" at each stop, the old "Delmar Divide" would be erased. It definitely would bring festive fun to the area and likely receive national attention!

I am willing to work with cultural organizations to augment this plan.

Thank- you for your hard work and consideration,

Carol Carlson; [redacted]

Dear Mr. Edwards,

Like many in St. Louis, we shared your enthusiasm for resurrecting the trolley that once traveled down Delmar. And like many, we have been deeply dismayed by the constant problems besetting this old/new attraction as I am so sure you are as well!

Assuming it can eventually be running successfully, I have an idea to spark new interest and make the trolleys unique to our community and the country.

Wouldn't it be a wonderful if the trolley held weekly entertainments featuring, for example: Washington University acapella singing groups, jazz groups, comedy troups, theater groups,etc.? The groups could perform short entertainments while serving as advertisements for school events. St. Louis University and others could do the same. All our cultural organizations, like St.Louis Opera Theater, could showcase its young artists , Shakespeare Festival could preview their current and future play, the Zoo could educate about an animal or their new northside venture, the Missouri Botanical Garden could present weekly garden tips and ideas or tell about native plants, the St Louis Youth Symphony could feature young instrumentalists. Communities like St. Charles, Belleville, Wildwood, etc. could showcase attractions and events in their cities. The list goes on and on. There are so many programs to delight, entertain, and educate our community plus give tourists new ideas about St. Louis.

Perhaps the organizations would pay a modest amount for their week or day's presentations.

It would always be a festive event for onlookers and riders who might donate an amount to the organization.

There could be a Busker week with surprise talent daily or hourly.

There could also be the option to have audio or video presentations by any approved group.

The Trolley must succeed, and this may be a way to help that happen!

My best wishes for its success...It is "Too Big to Fail"!!!

Carol Carlson [redacted] or [redacted]

March 30, 2022

Dear TIP Staff:

I am writing my support of the Delmar Loop Trolley.

In spite of its previous difficulties, I think it could bring a new aspect to St. Louis' culture scene plus enliven the loop area.

In order to do that, there must be more reason to ride the trolley, beside the ride in itself.

As outlined in my letter to Mayor Jones and Mr. Edwards, this could be an opportunity to advertise and highlight cultural opportunities in the area.

If an off/on option, like many cities in Europe, it would allow more opportunities to shop and dine in the loop area.

There would develop events along the way and perhaps attractions at either end.
Options are endless . . .
As noted, I am willing to work on developing these ideas.
Thank-you for your work.
Sincerely,
Carol Carlson
[redacted]
Address: [redacted]
St. Louis, Mo. [redacted]

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8021-25	FRANKLIN COUNTY	BRO	Replace Bridge(s)		PE	$102,931	$102,931	$0	$0	$0
New	CALVEY CREEK ROAD BRIDGE				ROW	$25,000	$0	$25,000	$0	$0
	OVER BRADY CREEK				IMPL	$868,979	$0	$0	$868,979	$0
	REPLACE BRIDGE									
	LENGTH (mi): 0.1		Federal:	$633,424	TOTAL	$996,910	$102,931	$25,000	$868,979	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$363,486	ESTIMATED TOTAL PROJECT COST:	$996,910				
8022-25	FRANKLIN COUNTY	BRO	Replace Bridge(s)		PE	$96,223	$96,223	$0	$0	$0
New	KIEL-LYON ROAD BRIDGE				ROW	$25,000	$0	$25,000	$0	$0
	OVER BUCKLICK CREEK				IMPL	$812,347	$0	$0	$812,347	$0
	REPLACE BRIDGE									
	LENGTH (mi): 0.1		Federal:	$592,143	TOTAL	$933,570	$96,223	$25,000	$812,347	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$341,427	ESTIMATED TOTAL PROJECT COST:	$933,570				
8039-23	PACIFIC	STP-S	Resurfacing 2 Lane Pvmt		PE	$95,651	$95,651	$0	$0	$0
New	FOURTH STREET		Sidewalks		ROW	$0	$0	$0	$0	$0
	W. OSAGE ST TO DENTON RD		Roadway - Curb & Gutter		IMPL	$1,028,251	$0	$0	$1,028,251	$0
	RESURFACING - CURB-GUTTER - UPGRADE SIDEWALKS (5')									
	LENGTH (mi): 0.55		Federal:	$899,120	TOTAL	$1,123,902	$95,651	$0	$1,028,251	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$224,782	ESTIMATED TOTAL PROJECT COST:	$1,123,902				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8001-26	ARNOLD	STP-S	Roadway Reconstruction		PE	$380,000	$380,000	$0	$0	$0
New	POMME ROAD		Sidewalks		ROW	$100,000	$0	$100,000	$0	$0
	LONEDELL RD TO ROCKVIEW LN		Roadway - Curb & Gutter		IMPL	$2,720,000	$0	$0	$0	$2,720,000
	RECONSTRUCTION - SIDEWALK (5')									
	LENGTH (mi): 0.57		Federal:	$1,650,000	TOTAL	$3,200,000	$380,000	$100,000	$0	$2,720,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,550,000	ESTIMATED TOTAL PROJECT COST:	$3,200,000				
8200-23	ARNOLD	CMAQ	Intersection Improvement		PE	$92,000	$92,000	$0	$0	$0
New	RICHARDSON ROAD		Left-turn lanes		ROW	$130,000	$0	$130,000	$0	$0
	AT OLD LEMAY FERRY RD				IMPL	$602,770	$0	$0	$602,770	$0
	INTERSECTION REALIGNMENT - LEFT TURN LANE									
	LENGTH (mi): 0.1		Federal:	$659,816	TOTAL	$824,770	$92,000	$130,000	$602,770	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$164,954	ESTIMATED TOTAL PROJECT COST:	$824,770				
8025-25	JEFFERSON COUNTY	STP-S	Resurfacing 2 Lane Pvmt		PE	$0	$0	$0	$0	$0
New	ANTIRE ROAD - 2026		Roadway Shoulders		ROW	$288,526	$0	$0	$288,526	$0
	BROOKSIDE DR TO LAUREL LN				IMPL	$1,206,474	$0	$0	$0	$1,206,474
	OVERLAY - SHOULDERS (4') - RUMBLE STRIPS									
	LENGTH (mi): 1		Federal:	$1,046,500	TOTAL	$1,495,000	$0	$0	$288,526	$1,206,474
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Safety		Local:	$448,500	ESTIMATED TOTAL PROJECT COST:	$1,495,000				
8026-25	JEFFERSON COUNTY	STP-S	Roadway Shoulders		PE	$0	$0	$0	$0	$0
New	BRENNAN ROAD		Resurfacing 2 Lane Pvmt		ROW	$45,000	$0	$0	$45,000	$0
	EAGLE DR TO LITTLE BRENNAN RD				IMPL	$1,301,259	$0	$0	$0	$1,301,259
	SHOULDERS (4') - OVERLAY - RUMBLE STRIPS									
	LENGTH (mi): 0.7		Federal:	$1,077,007	TOTAL	$1,346,259	$0	$0	$45,000	$1,301,259
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Safety		Local:	$269,252	ESTIMATED TOTAL PROJECT COST:	$1,346,259				
8027-25	JEFFERSON COUNTY	STP-S	Resurfacing 2 Lane Pvmt		PE	$0	$0	$0	$0	$0
New	EAST ROCK CREEK ROAD		Roadway Shoulders		ROW	$350,000	$0	$0	$350,000	$0
	GARY RD TO OLD LEMAY FERRY RD - REALIGN AT EHLERS				IMPL	$2,150,000	$0	$0	$0	$2,150,000
	OVERLAY - SHOULDERS (4') - RUMBLE STRIPS									
	LENGTH (mi): 1.1		Federal:	$2,000,000	TOTAL	$2,500,000	$0	$0	$350,000	$2,150,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Safety		Local:	$500,000	ESTIMATED TOTAL PROJECT COST:	$2,500,000				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8028-25	JEFFERSON COUNTY	TAP-S	Sidewalks		PE	$0	$0	$0	$0	$0
New	FIFTH-FOURTH-BECKETT STREETS		Bicycle Facilities		ROW	$30,000	$0	$0	$30,000	$0
	5TH: HIGH-BECKETT; BECKETT: 5TH-4TH; 4TH: BECK-MARKET		Drainage Correction		IMPL	$1,110,713	$0	$0	$0	$1,110,713
	SIDEWALK (6'-8') - SHARED USE PATH (10') - LIGHTING									
	LENGTH (mi): 0.15		Federal:	$798,499	TOTAL	$1,140,713	$0	$0	$30,000	$1,110,713
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$342,214	ESTIMATED TOTAL PROJECT COST:	$1,140,713				
8029-25	JEFFERSON COUNTY	STP-S	Resurfacing 2 Lane Pvmt		PE	$0	$0	$0	$0	$0
New	KONERT ROAD		Roadway - Curb & Gutter		ROW	$140,000	$0	$0	$140,000	$0
	KONERT VALLEY RD TO BREEZY OAK LN		Drainage Correction		IMPL	$1,240,000	$0	$0	$0	$1,240,000
	OVERLAY - SHOULDERS (4') - RUMBLE STRIPS									
	LENGTH (mi): 0.75		Federal:	$1,104,000	TOTAL	$1,380,000	$0	$0	$140,000	$1,240,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Safety		Local:	$276,000	ESTIMATED TOTAL PROJECT COST:	$1,380,000				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8201-25	BI-STATE DEVELOPMENT/METRO	CMAQ	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
New	BUS REPLACEMENT - 2025 (A)				ROW	$0	$0	$0	$0	$0
	REPLACE 10 BUSES				IMPL	$5,225,960	$0	$0	$5,225,960	$0
	LENGTH (mi): 0		Federal:	$4,180,768	TOTAL	$5,225,960	$0	$0	$5,225,960	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$1,045,192	ESTIMATED TOTAL PROJECT COST:	$5,225,960				
8202-23	BI-STATE DEVELOPMENT/METRO	CMAQ	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
New	BUS REPLACEMENT - 2025 (B)				ROW	$0	$0	$0	$0	$0
	REPLACE 10 BUSES				IMPL	$5,225,960	$0	$0	$5,225,960	$0
	LENGTH (mi): 0		Federal:	$4,180,768	TOTAL	$5,225,960	$0	$0	$5,225,960	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$1,045,192	ESTIMATED TOTAL PROJECT COST:	$5,225,960				
8003-26	BI-STATE DEVELOPMENT/METRO	STP-S	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
New	CALL-A-RIDE VEHICLE REPLACEMENT - 2026 (A)				ROW	$0	$0	$0	$0	$0
	REPLACE NINE CALL-A-RIDE VANS				IMPL	$1,285,605	$0	$0	$0	$1,285,605
	LENGTH (mi): 0		Federal:	$1,028,484	TOTAL	$1,285,605	$0	$0	$0	$1,285,605
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$257,121	ESTIMATED TOTAL PROJECT COST:	$1,285,605				
8004-26	BI-STATE DEVELOPMENT/METRO	STP-S	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
New	CALL-A-RIDE VEHICLE REPLACEMENT - 2026 (B)				ROW	$0	$0	$0	$0	$0
	REPLACE NINE CALL-A-RIDE VANS				IMPL	$1,285,605	$0	$0	$0	$1,285,605
	LENGTH (mi): 0		Federal:	$1,028,484	TOTAL	$1,285,605	$0	$0	$0	$1,285,605
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Access to Opportunity		Local:	$257,121	ESTIMATED TOTAL PROJECT COST:	$1,285,605				
8203-23	CITIZENS FOR MODERN TRANSIT/BI-STATE	CMAQ	Education/Marketing Program		PE	$0	$0	$0	$0	$0
New	BUILDING TRANSIT RIDERSHIP				ROW	$0	$0	$0	$0	$0
	STL CITY AND STL COUNTY - EDUCATION & OUTREACH				IMPL	$687,624	$343,812	$343,812	$0	$0
	EMPLOYER OUTREACH TWO YEAR PROGRAM									
	LENGTH (mi): 0		Federal:	$550,098	TOTAL	$687,624	$343,812	$343,812	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$137,526	ESTIMATED TOTAL PROJECT COST:	$687,624				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8204-25	GREAT RIVERS GREENWAY	CMAQ	Bicycle Facilities		PE	$310,000	$310,000	$0	$0	$0
New	DEER CREEK GREENWAY		Pedestrian Facility		ROW	$50,000	$0	$50,000	$0	$0
	BIG BEND BLVD TO RIVER DES PERES GREENWAY (AT MCCAUSLAND) - SHARED USE PATH		Signal Timing Progression		IMPL	$5,639,600	$0	$0	$5,639,600	$0
	LENGTH (mi): 1.25		Federal:	$3,000,000	TOTAL	$5,999,600	$310,000	$50,000	$5,639,600	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$2,999,600	ESTIMATED TOTAL PROJECT COST:	$5,999,600				
8205-25	JEFFERSON COUNTY PORT AUTHORITY	CMAQ	Miscellaneous		PE	$0	$0	$0	$0	$0
New	MARINE VESSEL ENGINE REPOWER - 2025				ROW	$0	$0	$0	$0	$0
	REPOWER ONE MARINE VESSEL SERVING MISSISSIPPI & MISSOURI RIVER IN NON ATTAINMENT AREA				IMPL	$2,998,000	$0	$0	$2,998,000	$0
	LENGTH (mi): 0		Federal:	$1,499,000	TOTAL	$2,998,000	$0	$0	$2,998,000	$0
	AIR QUALITY STAT: Not Regionally Significant		State:	$0						
	PROJ PURPOSE: Goods Movement		Local:	$1,499,000	ESTIMATED TOTAL PROJECT COST:	$2,998,000				
8206-23	LOOP TROLLEY TDD	CMAQ	Transit Capital Imps.		PE	$0	$0	$0	$0	$0
New	LOOP TROLLEY OPERATING ASSISTANCE				ROW	$0	$0	$0	$0	$0
	FUNDING FOR TWO YEARS				IMPL	$1,800,000	$900,000	$900,000	$0	$0
	LENGTH (mi): 2.2		Federal:	$1,260,000	TOTAL	$1,800,000	$900,000	$900,000	$0	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$540,000	ESTIMATED TOTAL PROJECT COST:	$1,800,000				
8209-23	MODOT/AMERICAN LUNG ASSOCIATION	CMAQ	Education/Marketing Program		PE	$0	$0	$0	$0	$0
New	ST. LOUIS REGIONAL CLEAN AIR PARTNERSHIP				ROW	$0	$0	$0	$0	$0
	METRO ST. LOUIS AREA - OUTREACH - EDUCATION - PROMOTION OF GATEWAY GUIDE - OZONE ALERT				IMPL	$1,633,274	$544,425	$544,425	$544,424	$0
	LENGTH (mi): 0		Federal:	$1,108,274	TOTAL	$1,633,274	$544,425	$544,425	$544,424	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$525,000	ESTIMATED TOTAL PROJECT COST:	$1,633,274				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8013-23	DARDENNE PRAIRIE	STP-S	Resurfacing 2 Lane Pvmt		PE	$84,799	$84,799	$0	$0	$0
New	TOWN SQUARE ROAD				ROW	$0	$0	$0	$0	$0
	WINGHAVEN BLVD TO W CITY LIMIT (NEAR TECHNOLOGY)				IMPL	$819,719	$0	$0	$819,719	$0
	RESURFACING									
	LENGTH (mi): 1.33		Federal:	$723,614	TOTAL	$904,518	$84,799	$0	$819,719	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$180,904	ESTIMATED TOTAL PROJECT COST:	$904,518				
8033-23	LAKE SAINT LOUIS	STP-S	Bicycle Facilities		PE	$300,000	$300,000	$0	$0	$0
New	SOUTH LAKE SAINT LOUIS BLVD, PHASE 1		Sidewalks		ROW	$60,000	$0	$60,000	$0	$0
	HAWK RIDGE CROSSING TO 300' S/O HAWK RIDGE CIRCLE		Bi-directional Left-turn Ln.		IMPL	$2,208,729	$0	$0	$0	$2,208,729
	RESURFACE -TWTL - SHARED USE PATH (10') - SIDEWALK (5')									
	LENGTH (mi): 0.4		Federal:	$1,500,000	TOTAL	$2,568,729	$300,000	$60,000	$0	$2,208,729
	AIR QUALITY STAT: Not Regionally Significant		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,068,729	ESTIMATED TOTAL PROJECT COST:	$2,568,729				
8037-24	O'FALLON	STP-S	Roadway Reconstruction		PE	$106,200	$0	$106,200	$0	$0
New	EGGERING DRIVE		Sidewalks		ROW	$40,000	$0	$0	$40,000	$0
	ST. MATTHEW AVE TO SONDEREN ST				IMPL	$1,439,300	$0	$0	$0	$1,439,300
	RECONSTRUCTION - UPGRADE SIDEWALK (6')									
	LENGTH (mi): 0.3		Federal:	$792,750	TOTAL	$1,585,500	$0	$106,200	$40,000	$1,439,300
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$792,750	ESTIMATED TOTAL PROJECT COST:	$1,585,500				
8210-24	O'FALLON	CMAQ	Intersection Improvement		PE	$0	$0	$0	$0	$0
New	MO N		Left-turn lanes		ROW	$50,000	$50,000	$0	$0	$0
	AT MO K				IMPL	$1,883,622	$0	$1,883,622	$0	$0
	ADD DUAL LEFT TURN LANES									
	LENGTH (mi): 0.1		Federal:	$904,761	TOTAL	$1,933,622	$50,000	$1,883,622	$0	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$1,028,861	ESTIMATED TOTAL PROJECT COST:	$2,081,822				
8043-23	ST. CHARLES	TAP-S	Sidewalks		PE	$600,000	$600,000	$0	$0	$0
New	2ND ST GREAT STREETS		Intersection Improvement		ROW	$300,000	$0	$0	$300,000	$0
	CLARK ST TO BAYARD ST				IMPL	$5,100,000	$0	$0	$0	$5,100,000
	UPGRADE SIDEWALKS (10') - PERVIOUS PAVERS									
	LENGTH (mi): 0.42		Federal:	$4,800,000	TOTAL	$6,000,000	$600,000	$0	$300,000	$5,100,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$1,200,000	ESTIMATED TOTAL PROJECT COST:	$6,000,000				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8045-24	ST. CHARLES	STP-S	Roadway Reconstruction		PE	$425,000	$0	$425,000	$0	$0
New	REGENCY PARKWAY		Bi-directional Left-turn Ln.		ROW	$125,000	$0	$0	$125,000	$0
	VETERANS MEMORIAL PKWY TO ZUMBEHL RD		Sidewalks		IMPL	$2,600,000	$0	$0	$0	$2,600,000
	RECONSTRUCT - UPGRADE SIDEWALKS (5') - TWO WAY TRN LN									
	LENGTH (mi): 0.36		Federal:	$2,520,000	TOTAL	$3,150,000	$0	$425,000	$125,000	$2,600,000
	AIR QUALITY STAT: Not Regionally Significant		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$630,000	ESTIMATED TOTAL PROJECT COST:	$3,150,000				
8046-26	ST. CHARLES COUNTY	STP-S	Resurfacing 2 Lane Pvmt		PE	$0	$0	$0	$0	$0
New	ASPHALT OVERLAY - 2026 (A)				ROW	$0	$0	$0	$0	$0
	DINGLEDINE: SOUTHGATE-TOWERS; SECTIONS OF N PT PRAIRIE				IMPL	$1,533,000	$0	$0	$0	$1,533,000
	OLD 79: MO M TO MO 79; S RIVER: ARENA-PRALLE									
	LENGTH (mi): 5.7		Federal:	$1,032,000	TOTAL	$1,533,000	$0	$0	$0	$1,533,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$501,000	ESTIMATED TOTAL PROJECT COST:	$1,533,000				
8051-25	ST. CHARLES COUNTY	STP-S	Roadway Reconstruction		PE	$0	$0	$0	$0	$0
New	DUELLO ROAD, PHASE 2		Sidewalks		ROW	$100,000	$100,000	$0	$0	$0
	PERUQUE CREEK BRIDGE TO 430' S/O COLUMBIA DOWNS DR		Left-turn lanes		IMPL	$1,675,000	$0	$0	$1,675,000	$0
	RECONSTRUCTION - SIDEWALK (5') - SHOULDERS (6')									
	LENGTH (mi): 0.44		Federal:	$800,000	TOTAL	$1,775,000	$100,000	$0	$1,675,000	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$975,000	ESTIMATED TOTAL PROJECT COST:	$2,000,000				
8052-25	ST. CHARLES COUNTY	STP-S	Roadway Reconstruction		PE	$0	$0	$0	$0	$0
New	HEPPERMAN ROAD, PHASE 2		Roadway - Curb & Gutter		ROW	$125,000	$125,000	$0	$0	$0
	MO N TO GOLF CLUB DR				IMPL	$1,895,000	$0	$0	$1,895,000	$0
	RECONSTRUCT - SHOULDERS (4') - SHARED USE PATH (10')									
	LENGTH (mi): 0.62		Federal:	$800,000	TOTAL	$2,020,000	$125,000	$0	$1,895,000	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,220,000	ESTIMATED TOTAL PROJECT COST:	$2,270,000				
8053-25	ST. CHARLES COUNTY	STP-S	Roadway Reconstruction		PE	$0	$0	$0	$0	$0
New	HOPEWELL ROAD		Bicycle Facilities		ROW	$100,000	$100,000	$0	$0	$0
	OLD HOPEWELL RD TO 1000' S/O DIEHR RD		Sidewalks		IMPL	$2,460,000	$0	$0	$2,460,000	$0
	RECONSTRUCT - SHOULDERS (6') - SHARED USE PATH (10')									
	LENGTH (mi): 0.62		Federal:	$900,000	TOTAL	$2,560,000	$100,000	$0	$2,460,000	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,660,000	ESTIMATED TOTAL PROJECT COST:	$2,860,000				

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TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8211-23	ST. CHARLES COUNTY	CMAQ	Signal Timing Progression		PE	$179,200	$179,200	$0	$0	$0
New	JUNGERMANN/SALT LICK/SPENCER ATSPM				ROW	$0	$0	$0	$0	$0
	JUNGERMANN: MO 364 TO BOONE H; SALT LICK I-70 TO SPAN TRL				IMPL	$2,191,126	$0	$0	$2,191,126	$0
	SPENCER: PREMIER PKWY TO WILLOTT RD									
	LENGTH (mi): 7		Federal:	$1,896,261	TOTAL	$2,370,326	$179,200	$0	$2,191,126	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$474,065	ESTIMATED TOTAL PROJECT COST:	$2,370,326				
8212-23	ST. CHARLES COUNTY	CMAQ	Signal Timing Progression		PE	$17,790	$17,790	$0	$0	$0
New	MAIN STREET (O'FALLON) ATSPM				ROW	$0	$0	$0	$0	$0
	MO P TO PITMAN ST				IMPL	$537,136	$0	$537,136	$0	$0
	SIGNAL OPTIMIZATION									
	LENGTH (mi): 1.7		Federal:	$443,941	TOTAL	$554,926	$17,790	$537,136	$0	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$110,985	ESTIMATED TOTAL PROJECT COST:	$554,926				
8213-23	ST. CHARLES COUNTY	CMAQ	Signal Timing Progression		PE	$150,950	$150,950	$0	$0	$0
New	ZUMBEHL/ELM/FIFTH/KINGSHWY ATSPM				ROW	$0	$0	$0	$0	$0
	ZUM - I-70-HAWKS NEST; ELM: MUELLER-ELM PT				IMPL	$1,853,253	$0	$0	$1,853,253	$0
	KINGSHWY: CLAY-ELM; FIFTH: BOONES-JEFF									
	LENGTH (mi): 4.25		Federal:	$1,603,363	TOTAL	$2,004,203	$150,950	$0	$1,853,253	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$400,840	ESTIMATED TOTAL PROJECT COST:	$2,004,203				
8217-23	ST. PETERS	CMAQ	Traffic Signals		PE	$78,777	$78,777	$0	$0	$0
New	HARVESTER ROAD		Sidewalks		ROW	$15,000	$0	$15,000	$0	$0
	AT QUEENSBROOKE BLVD - REPLACE SIGNAL - FIBER				IMPL	$595,036	$0	$0	$595,036	$0
	SIDEWALK - QUEENSBROOKE TO SUGARWOOD									
	LENGTH (mi): 0.1		Federal:	$551,051	TOTAL	$688,813	$78,777	$15,000	$595,036	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$137,762	ESTIMATED TOTAL PROJECT COST:	$688,813				
8218-23	WENTZVILLE	CMAQ	Traffic Signals		PE	$96,526	$96,526	$0	$0	$0
New	PEARCE BLVD				ROW	$3,000	$0	$3,000	$0	$0
	AT LINN AVE				IMPL	$765,474	$0	$0	$765,474	$0
	TRAFFIC SIGNAL									
	LENGTH (mi): 0.1		Federal:	$432,500	TOTAL	$865,000	$96,526	$3,000	$765,474	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$432,500	ESTIMATED TOTAL PROJECT COST:	$865,000				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8007-26	CHESTERFIELD	STP-S	Roadway Realignment		PE	$0	$0	$0	$0	$0
New	WILSON AVENUE		Pedestrian Facility		ROW	$340,000	$340,000	$0	$0	$0
	WILD HORSE CREEK RD TO 1200' SOUTH OF WALNUT HILL FARM DR		Bicycle Facilities		IMPL	$1,803,100	$0	$0	$0	$1,803,100
	RECONSTRUCT/RESURFACE - SHOULDERS - SHARED USE PATH (8')									
	LENGTH (mi): 0.54		Federal:	$1,143,170	TOTAL	$2,143,100	$340,000	$0	$0	$1,803,100
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$999,930	ESTIMATED TOTAL PROJECT COST:	$2,438,819				
8016-26	EUREKA	STP-S	Replace Bridge(s)		PE	$0	$0	$0	$0	$0
New	ALLENTON ROAD BRIDGE		Bicycle Facilities		ROW	$0	$0	$0	$0	$0
	OVER UNION PACIFIC RAILROAD		Pedestrian Facility		IMPL	$6,824,260	$0	$0	$0	$6,824,260
	REPLACE BRIDGE - SHARED USE PATH (8')									
	LENGTH (mi): 0.1		Federal:	$3,412,130	TOTAL	$6,824,260	$0	$0	$0	$6,824,260
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$3,412,130	ESTIMATED TOTAL PROJECT COST:	$6,824,260				
8019-23	FLORISSANT	STP-S	Resurfacing 2 Lane Pvmt		PE	$92,690	$92,690	$0	$0	$0
New	MULLANPHY ROAD, PHASE 2				ROW	$75,000	$0	$75,000	$0	$0
	SHACKELFORD RD TO FERNBROOK DR				IMPL	$815,677	$0	$0	$815,677	$0
	RESURFACING - SIDEWALK (FERNBROOK TO LOVELAND-5')									
	LENGTH (mi): 0.6		Federal:	$786,694	TOTAL	$983,367	$92,690	$75,000	$815,677	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$196,673	ESTIMATED TOTAL PROJECT COST:	$983,367				
8024-24	HAZELWOOD	STP-S	Resurfacing 2 Lane Pvmt		PE	$327,500	$0	$327,500	$0	$0
New	TESON ROAD		Widening to 12' Lanes		ROW	$60,000	$0	$0	$60,000	$0
	HOWDERSHELL RD TO AUBUCHON RD		Sidewalks		IMPL	$3,602,120	$0	$0	$0	$3,602,120
	RESURFACING - SIDEWALK(5') - CHATILION TO TESON GARDEN									
	LENGTH (mi): 2.2		Federal:	$1,994,810	TOTAL	$3,989,620	$0	$327,500	$60,000	$3,602,120
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,994,810	ESTIMATED TOTAL PROJECT COST:	$3,989,620				
8034-23	MANCHESTER	STP-S	Resurfacing 2 Lane Pvmt		PE	$149,000	$149,000	$0	$0	$0
New	HANNA ROAD, PHASE 2		Sidewalks		ROW	$70,000	$0	$70,000	$0	$0
	BROOKVALE TERRACE TO BIG BEND RD				IMPL	$906,000	$0	$0	$906,000	$0
	SIDEWALK UPGRADE (5-6') - OVERLAY									
	LENGTH (mi): 0.38		Federal:	$900,000	TOTAL	$1,125,000	$149,000	$70,000	$906,000	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$225,000	ESTIMATED TOTAL PROJECT COST:	$1,125,000				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8207-23	MODOT	CMAQ	Interchange Revision		PE	$202,800	$202,800	$0	$0	$0
New	MO 141				ROW	$0	$0	$0	$0	$0
	AT I-64 INTERCHANGE				IMPL	$1,943,500	$0	$0	$1,943,500	$0
	IMPROVEMENTS TO OFF RAMPS									
	LENGTH (mi): 0.2		Federal:	$1,717,040	TOTAL	$2,146,300	$202,800	$0	$1,943,500	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$429,260						
	PROJ PURPOSE: Congestion		Local:	$0	ESTIMATED TOTAL PROJECT COST:	$2,146,300				
8208-25	MODOT	CMAQ	Signal Timing Progression		PE	$0	$0	$0	$0	$0
New	MO 180 SIGNAL OPTIMIZATION				ROW	$0	$0	$0	$0	$0
	PENNRIDGE DR TO OGDEN AVE				IMPL	$1,748,380	$0	$0	$1,748,380	$0
	OPTIMIZE 38 SIGNALS ALONG CORRIDOR									
	LENGTH (mi): 9.7		Federal:	$1,398,704	TOTAL	$1,748,380	$0	$0	$1,748,380	$0
	AIR QUALITY STAT: Regionally Significant		State:	$349,676						
	PROJ PURPOSE: Congestion		Local:	$0	ESTIMATED TOTAL PROJECT COST:	$1,748,380				
8055-24	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$227,100	$0	$227,100	$0	$0
New	BIG BEND ROAD - 2026		Sidewalks		ROW	$20,300	$0	$0	$20,300	$0
	ELM AVE TO I-44		Intersection Improvement		IMPL	$1,718,300	$0	$0	$0	$1,718,300
	RESURFACING - SIDEWALK UPGRADES - LN REDUCTION (4 TO 2)									
	LENGTH (mi): 0.45		Federal:	$1,572,560	TOTAL	$1,965,700	$0	$227,100	$20,300	$1,718,300
	AIR QUALITY STAT: Not Regionally Significant		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$393,140	ESTIMATED TOTAL PROJECT COST:	$1,965,700				
8057-24	ST. LOUIS COUNTY	STP-S	Resurfacing 2 Lane Pvmt		PE	$579,000	$0	$579,000	$0	$0
New	DORSETT ROAD - 2026		Bicycle Facilities		ROW	$322,900	$0	$0	$322,900	$0
	MARINE AVE TO CALAMAIDE - RESURFACING/UPRG. SIDEWALK		Sidewalks		IMPL	$4,467,100	$0	$0	$0	$4,467,100
	SHARED USE PATH (10') PARKLAND WOODS TO MCKELVEY									
	LENGTH (mi): 1.2		Federal:	$2,684,500	TOTAL	$5,369,000	$0	$579,000	$322,900	$4,467,100
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$2,684,500	ESTIMATED TOTAL PROJECT COST:	$5,369,000				
8058-24	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$254,100	$0	$254,100	$0	$0
New	HANLEY ROAD - 2026		Sidewalks		ROW	$215,300	$0	$0	$215,300	$0
	DALE AVE TO W BRUNO AVE		Intersection Improvement		IMPL	$1,960,500	$0	$0	$0	$1,960,500
	RESURFACING - SIDEWALK UPGRADES									
	LENGTH (mi): 0.4		Federal:	$1,943,920	TOTAL	$2,429,900	$0	$254,100	$215,300	$1,960,500
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$485,980	ESTIMATED TOTAL PROJECT COST:	$2,429,900				

FISCAL YEARS 2023-2026
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ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8059-24	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$392,280	$0	$392,280	$0	$0
New	HAWKINS/NEW SUGAR CREEK RD - 2026		Bicycle Facilities		ROW	$486,200	$0	$0	$486,200	$0
	NEWPORT LANDING TO JEFFERSON CO LINE - RESURFACING		Sidewalks		IMPL	$2,474,100	$0	$0	$0	$2,474,100
	SHARED USE PATH (10') - ROCKWOOD SCHOOL TO JEFF CO LINE									
	LENGTH (mi): 0.7		Federal:	$2,346,806	TOTAL	$3,352,580	$0	$392,280	$486,200	$2,474,100
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,005,774	ESTIMATED TOTAL PROJECT COST:	$3,352,580				
8060-24	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$937,211	$0	$937,211	$0	$0
New	HOWDERSHELL ROAD - 2026		Sidewalks		ROW	$229,300	$0	$0	$229,300	$0
	I-270 TO 100' N/O UTZ LN		Intersection Improvement		IMPL	$4,253,100	$0	$0	$0	$4,253,100
	RESURFACING - UPGRADE SIDEWALKS - SIGNAL IMPR.									
	LENGTH (mi): 0.8		Federal:	$3,522,747	TOTAL	$5,419,611	$0	$937,211	$229,300	$4,253,100
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,896,864	ESTIMATED TOTAL PROJECT COST:	$5,419,611				
8061-24	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$740,850	$0	$740,850	$0	$0
New	JENNINGS STN/CHAIN OF ROCKS RD - 2026		Bicycle Facilities		ROW	$284,800	$0	$0	$284,800	$0
	HALLS FERRY RD TO ST. LOUIS CITY LIMIT		Sidewalks		IMPL	$3,737,600	$0	$0	$0	$3,737,600
	RESURFACING - SHAREED USE PATH (10') - SIDEWALK UPGRDE									
	LENGTH (mi): 1.2		Federal:	$3,334,275	TOTAL	$4,763,250	$0	$740,850	$284,800	$3,737,600
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$1,428,975	ESTIMATED TOTAL PROJECT COST:	$4,763,250				
8216-23	ST. LOUIS COUNTY	CMAQ	Intersection Improvement		PE	$241,800	$241,800	$0	$0	$0
New	MILBURN ROAD		Pedestrian Facility		ROW	$188,300	$0	$188,300	$0	$0
	AT YAEGER RD				IMPL	$1,865,600	$0	$0	$1,865,600	$0
	ROUNDABOUT - SIDEWALKS									
	LENGTH (mi): 0.1		Federal:	$1,606,990	TOTAL	$2,295,700	$241,800	$188,300	$1,865,600	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$688,710	ESTIMATED TOTAL PROJECT COST:	$2,295,700				
8063-24	ST. LOUIS COUNTY	TAP-S	Sidewalks		PE	$77,500	$0	$77,500	$0	$0
New	NEW HALLS FERRY ROAD SIDEWALK				ROW	$68,700	$0	$0	$68,700	$0
	LINDBERGH BLVD (US 67) TO COUGAR DR				IMPL	$586,400	$0	$0	$0	$586,400
	SIDEWALKS (5')									
	LENGTH (mi): 0.2		Federal:	$586,080	TOTAL	$732,600	$0	$77,500	$68,700	$586,400
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$146,520	ESTIMATED TOTAL PROJECT COST:	$732,600				

FISCAL YEARS 2023-2026
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ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8064-24	ST. LOUIS COUNTY	STP-S	Resurfacing		PE	$299,910	$0	$299,910	$0	$0
New	PENNSYLVANIA AVENUE, PHASE 1 - 2026		Bi-directional Left-turn Ln.		ROW	$67,900	$0	$0	$67,900	$0
	PAGE AVE (MO D) TO ST. CHARLES ROCK RD (MO 180)		Sidewalks		IMPL	$1,779,600	$0	$0	$0	$1,779,600
	RESURFACING - LN REDUCTION (4 TO 2) - UPGRADE SIDEWALKS									
	LENGTH (mi): 0.88		Federal:	$1,503,187	TOTAL	$2,147,410	$0	$299,910	$67,900	$1,779,600
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$644,223	ESTIMATED TOTAL PROJECT COST:	$2,147,410				
8065-24	ST. LOUIS COUNTY	STP-S	Resurfacing 2 Lane Pvmt		PE	$174,800	$0	$174,800	$0	$0
New	S. WOODS MILL ROAD - 2026				ROW	$101,800	$0	$0	$101,800	$0
	I-64 TO BROOKINGS PARK DR				IMPL	$1,349,000	$0	$0	$0	$1,349,000
	RESURFACING - SIDEWALK (5') - BUFFERED BIKE LANES									
	LENGTH (mi): 0.7		Federal:	$1,300,480	TOTAL	$1,625,600	$0	$174,800	$101,800	$1,349,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$325,120	ESTIMATED TOTAL PROJECT COST:	$1,625,600				
8070-23	SUNSET HILLS	STP-S	Resurfacing 2 Lane Pvmt		PE	$170,000	$170,000	$0	$0	$0
New	ROTT ROAD/WEST WATSON ROAD, PHASE 2		Sidewalks		ROW	$150,000	$0	$150,000	$0	$0
	ROBYN RD TO WEBER HILL RD				IMPL	$1,375,000	$0	$0	$0	$1,375,000
	RESURFACING - SIDEWALK (5')									
	LENGTH (mi): 0.85		Federal:	$1,356,000	TOTAL	$1,695,000	$170,000	$150,000	$0	$1,375,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$339,000	ESTIMATED TOTAL PROJECT COST:	$1,695,000				
8071-23	UNIVERSITY CITY	STP-S	Rehabilitate Bridge(s)		PE	$95,601	$95,601	$0	$0	$0
New	KEMPLAND PLACE BRIDGE				ROW	$0	$0	$0	$0	$0
	OVER RIVER DES PERES				IMPL	$868,381	$0	$0	$868,381	$0
	REHABILITATE BRIDGE									
	LENGTH (mi): 0.1		Federal:	$771,184	TOTAL	$963,982	$95,601	$0	$868,381	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$192,798	ESTIMATED TOTAL PROJECT COST:	$963,982				
8073-26	WEBSTER GROVES	STP-S	Culvert		PE	$0	$0	$0	$0	$0
New	ELM AVENUE CULVERT				ROW	$0	$0	$0	$0	$0
	OVER SHADY GROVE CREEK				IMPL	$1,521,000	$0	$0	$0	$1,521,000
	REPLACE CULVERT - SIDEWALK (6')									
	LENGTH (mi): 0.1		Federal:	$1,216,800	TOTAL	$1,521,000	$0	$0	$0	$1,521,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$304,200	ESTIMATED TOTAL PROJECT COST:	$1,521,000				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8075-25	WILDWOOD	STP-S	Intersection Improvement		PE	$0	$0	$0	$0	$0
New	MO 100 J-TURNS				ROW	$0	$0	$0	$0	$0
	AT POND RD AND MO T/ST. ALBANS RD				IMPL	$2,688,000	$0	$0	$2,688,000	$0
	CONSTRUCT J-TURNS									
	LENGTH (mi): 0.8		Federal:	$940,800	TOTAL	$2,688,000	$0	$0	$2,688,000	$0
	AIR QUALITY STAT: Exempt - 93.127		State:	$0						
	PROJ PURPOSE: Safety		Local:	$1,747,200	ESTIMATED TOTAL PROJECT COST:	$2,688,000				
8078-25	WILDWOOD	STP-S	Sidewalks		PE	$0	$0	$0	$0	$0
New	VALLEY ROAD		Lighting		ROW	$25,000	$0	$0	$25,000	$0
	STRECKER RD TO CLAYTON RD				IMPL	$975,000	$0	$0	$0	$975,000
	OVERLAY - LIGHTING									
	LENGTH (mi): 2.4		Federal:	$800,000	TOTAL	$1,000,000	$0	$0	$25,000	$975,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$200,000	ESTIMATED TOTAL PROJECT COST:	$1,000,000				

FISCAL YEARS 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED LOCAL PROJECT APPLICATIONS

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS			2023-2026 TOTAL	2023	2024	2025	2026
8023-26	GREAT RIVERS GREENWAY	TAP-S	Bicycle Facilities		PE	$1,030,500	$1,030,500	$0	$0	$0
New	BRICKLINE GREENWAY, PHASE 2		Construct Bridge(s)		ROW	$116,000	$0	$116,000	$0	$0
	SPRING AVE - PAGE AVE TO WASHINGTON AVE		Intersection Improvement		IMPL	$7,900,500	$0	$0	$0	$7,900,500
	SHARED USE PATH (12') - RD RECONFIGURATION (4-2 LNS)									
	LENGTH (mi): 0.53		Federal:	$4,000,000	TOTAL	$9,047,000	$1,030,500	$116,000	$0	$7,900,500
	AIR QUALITY STAT: Not Regionally Significant		State:	$0						
	PROJ PURPOSE: Sustainable Development		Local:	$5,047,000	ESTIMATED TOTAL PROJECT COST:	$9,047,000				
8215-25	ST. LOUIS	CMAQ	Bicycle Facilities		PE	$520,000	$520,000	$0	$0	$0
New	CORTEX-TOWER GROVE CONNECTOR, PHASE 2		Pedestrian Facility		ROW	$100,000	$0	$100,000	$0	$0
	SARAH ST: FOREST PARK AVE TO VANDEVENTER		Traffic Signals		IMPL	$4,280,000	$0	$0	$4,280,000	$0
	CYCLE TRACK (10') - UPGRADED SIGNALS									
	LENGTH (mi): 0.63		Federal:	$3,424,000	TOTAL	$4,900,000	$520,000	$100,000	$4,280,000	$0
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$1,476,000	ESTIMATED TOTAL PROJECT COST:	$4,900,000				
8054-24	ST. LOUIS	STP-S	Replace Bridge(s)		PE	$0	$0	$0	$0	$0
New	LINDELL/UNION BRIDGE		Roadway Improvements		ROW	$500,000	$0	$500,000	$0	$0
	OVER FOREST PARK PKWY/METROLINK		Sidewalks		IMPL	$24,500,000	$0	$0	$0	$24,500,000
	BRIDGE REPLACEMENT - SIDEWALKS									
	LENGTH (mi): 0.25		Federal:	$20,000,000	TOTAL	$25,000,000	$0	$500,000	$0	$24,500,000
	AIR QUALITY STAT: Exempt - 93.126		State:	$0						
	PROJ PURPOSE: Preservation		Local:	$5,000,000	ESTIMATED TOTAL PROJECT COST:	$25,000,000				
8214-23	ST. LOUIS	CMAQ	Signal Timing Progression		PE	$500,000	$500,000	$0	$0	$0
New	TRAFFIC MANAGEMENT ENHANCEMENTS, PHASE 5		Pedestrian Facility		ROW	$100,000	$0	$100,000	$0	$0
	DELMAR: DEBALIVIERE TO VANDEVENTER		Traffic Signals		IMPL	$3,800,000	$0	$0	$3,800,000	$0
	FIBER - SIDEWALK - PTZ CAMERAS - INTERCONNECTION									
	LENGTH (mi): 2.7		Federal:	$3,520,000	TOTAL	$4,400,000	$500,000	$100,000	$3,800,000	$0
	AIR QUALITY STAT: Regionally Significant		State:	$0						
	PROJ PURPOSE: Congestion		Local:	$880,000	ESTIMATED TOTAL PROJECT COST:	$4,400,000				

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EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

To: Missouri Transportation Planning Committee

From: East-West Gateway Staff

Subject: Transportation Alternatives Program (TAP)

Date: May 11, 2022

EWG will soon be conducting a solicitation for projects to be considered for the Transportation Alternatives Program (TAP). TAP provides funding for a variety of transportation projects such as pedestrian and bicycle facilities, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The TAP Workbook and Application will be available on the EWG website on June 1, 2022.

EWG staff will host a virtual project development workshop to provide information on TAP eligibility, application requirements, and the selection process. The workshop will be held on June 14 from 9:30 AM-11:30 AM.

The TAP application deadline is August 19, 2022. EWG staff will review and evaluate the projects using the criteria established in EWG's Long Range Transportation Plan, *Connected2045*. The Transportation Planning Committee will make its funding recommendations at its January 4, 2023 meeting. EWG will then solicit public comment on the recommended projects, starting on January 27, 2023 and concluding on February 15, 2023. The recommended projects will be presented to the Board of Directors at their March 2023 meeting for final approval and inclusion in the TIP.

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

Gateway Tower
One Memorial Dr., Ste. 1600
St. Louis, MO 63102

314-421-4220 or 618-274-2750

General Directions from Missouri to parking garages

From I-70

Exit at the new Tucker exit into downtown. Continue south on Tucker to Walnut St., turn left on Walnut to Broadway. Make a right on Broadway to the Stadium East Garage entrance on the left.

From I-64

Exit at 6th St., left on Gratiot, left on 4th St, north four blocks to Stadium East Garage on left.

From I-44

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

From I-55

Merge to I-44 and continue on I-44 toward downtown. Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

General Directions from Illinois to parking garage

From I-64/55 (Poplar St. Bridge)

Exit at Memorial Dr. Turn left on Walnut up to Broadway. Turn left on Broadway to Stadium East Garage entrance.

From Martin Luther King Bridge

On I-64, merge onto the MLK bridge ramp. On MO side, stay to the right, which is 3rd St. Turn left on Cole St., then left on Broadway. Continue on Broadway about ten blocks to Stadium East garage on the left.

From Eads Bridge

Exit I-64 at 3rd St. in East St. Louis. Follow the Casino Queen signs toward the riverfront to the ramps up to the bridge. On St. Louis side, continue west to Broadway. Turn left on Broadway for seven blocks to Stadium East Garage on left.