



EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

MEMORANDUM

TO: Missouri Transportation Planning Committee

FROM: East-West Gateway Staff

DATE: April 30, 2020

SUBJECT: Tuesday, May 5, 2020 meeting

DUE TO THE OUTBREAK OF COVID-19, THE COUNCIL'S OFFICES ARE CURRENTLY CLOSED TO THE PUBLIC AND WILL BE UNTIL FURTHER NOTICE.

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Tuesday, May 5, 2020 at 2:00 p.m. The TPC will take place via video conference using the gotomeeting webinar platform.

The public can view and/or listen to the meeting via:

Computer: <https://attendee.gotowebinar.com/register/8408891612926543628>
Webinar ID: 607-403-843

OR

Phone: +1 [\(631\) 992-3221](tel:6319923221)

Access Code: 544-799-228

Enter the PIN provided when logging on through the link above.

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. Coordinated Human Services Transportation Plan, Melissa Theiss, EWG
3. Transportation Alternatives Program solicitation, Jason Lange, EWG
4. FY 2021-2024 TIP – Local program project recommendations – STP-S and CMAQ – Jason Lange, EWG – **ACTION ITEM**
5. Reasonable Progress – Josh Schwenk, EWG
6. Other Business
 - Next meeting scheduled for Wednesday, June 3, 2020 at 2 PM

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

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To: Missouri Transportation Planning Committee

From: Council Staff

Date: May 5, 2020

Subject: FY 2021-2024 Transportation Improvement Program (TIP) – Missouri Local Program -- **REVISED**

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 8. Project Development Workshops took place on November 18, 19, and 20. These workshops included presentations on the STP-S and CMAQ project application process and requirements to complete an STP-S or CMAQ application. Project Review Workshops were held on January 10 and 17. These workshops gave project sponsors an opportunity to present their project to a panel representing 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 13 when project applications were due.

Surface Transportation Block Grant Program - Suballocated

Submitted Projects

In the Missouri portion of the region, 73 project applications representing approximately \$104.6 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 2021-2024 TIP – Missouri Local Program – Submitted STP-S Projects				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$10,209,736	\$6,936,406	6.6%
Jefferson	9	\$11,817,362	\$8,234,726	7.9%
Multi-County	2	\$2,200,310	\$1,760,248	1.7%
St. Charles	17	\$57,575,552	\$26,712,602	25.5%
St. Louis	42	\$74,390,835	\$51,204,784	48.9%
St. Louis City	2	\$12,200,000	\$9,760,000	9.3%
Total	73	\$168,393,795	\$104,608,766	100%

Available Funding

In November, the initial estimate for STP-S funding was \$55 million. In April, MoDOT notified EWG that the FY 2020 Department of Transportation Appropriations Act included an apportionment of funds to the EWG region of approximately \$3.1 million in Highway

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St. Louis, MO 63102-2451

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Infrastructure Program (HIP) funds which is available for immediate programming. HIP funds may be used on road and bridge projects that are also eligible for STP-S. In addition to the HIP funding, the amount of STP-S funds available to program is slightly higher due to bid savings from projects during the current and prior fiscal years and withdrawn projects. Including the HIP funding, there is approximately \$64 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 2021-2024 TIP – Missouri Local Program – Submitted STP-S Projects By Application Type				
Application Type	# of Projects	% of Projects	Total Cost	Federal Cost
Active Transportation	6	8.2%	\$13,712,975	\$8,470,641
Bridge	8	11.0%	\$26,908,202	\$20,671,862
Freight/Economic Development	1	1.4%	\$14,222,994	\$3,835,595
Road	48	65.8%	\$76,552,833	\$53,293,193
Safety	4	5.5%	\$5,565,283	\$4,169,746
Traffic Flow	4	5.5%	\$29,231,198	\$12,407,481
Transit	2	2.7%	\$2,200,310	\$1,760,248
Total	73	100%	\$168,393,795	\$104,608,766

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. Five project applications were not evaluated. One project application did not receive a letter of support from the facility owner and two project applications were withdrawn by the project sponsor. Two road applications were located on rural minor collectors. Rural minor collectors are not eligible for STP-S funds for road preservation projects.

Attachment A shows the total project scores for the STP-S projects as well as EWG staff's recommendations based on the amount of funding available. **Table C** shows the breakdown of recommended projects by county. **Table D** shows the breakdown of recommended projects by application type. These tables are on the next page.

Table C – FY 2021-2024 TIP – Missouri Local Program – Recommended STP-S Projects By County				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$10,209,736	\$6,936,406	10.8%
Jefferson	8	\$9,873,857	\$6,928,510	10.8%
Multi-County	2	\$2,200,310	\$1,760,248	2.7%
St. Charles	7	\$15,096,592	\$9,728,068	15.1%
St. Louis	23	\$42,495,600	\$29,108,427	45.3%
St. Louis City	2	\$12,200,000	\$9,760,000	15.2%
Total	43	\$92,076,095	\$64,221,659	100%

Table D – FY 2021-2024 TIP – Missouri Local Program – Recommended STP-S Projects By Application Type				
Application Type	# of Projects	% of Projects	Total Cost	Federal Cost
Active Transportation	3	7.0%	\$6,185,955	\$3,078,064
Bridge	6	14.0%	\$24,149,407	\$18,464,826
Freight/Economic Development	0	0.0%	\$0	\$0
Road	26	60.5%	\$41,358,054	\$28,608,694
Safety	4	9.3%	\$5,565,283	\$4,169,746
Traffic Flow	2	4.7%	\$12,617,086	\$8,140,081
Transit	2	4.7%	\$2,200,310	\$1,760,248
Total	43	100%	\$92,076,095	\$64,221,659

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 for consideration 24 CMAQ applications requesting approximately \$32.8 million in federal funds. **Table F** shows the breakdown of submitted projects by county.

Table F – FY 2021-2024 TIP – Missouri Local Program – Submitted CMAQ Projects				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$1,978,915	\$1,318,912	4.0%
Jefferson	0	\$0	\$0	0.0%
Multi-County	5	\$12,078,282	\$9,500,925	28.9%
Multi-State	1	\$1,200,000	\$1,200,000	3.7%
St. Charles	14	\$20,982,053	\$12,874,996	39.2%
St. Louis	2	\$1,726,900	\$1,381,520	4.2%
St. Louis City	1	\$9,300,000	\$6,560,000	20.0%
Total	24	\$47,266,150	\$32,836,353	100.0%

Available Funding

In November, the initial estimate for CMAQ funding was \$20 million. The amount available to program is slightly higher due to bid savings from projects during the current and prior fiscal years. There is \$25 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 and particulate matter (PM_{2.5}). 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 FAST Act 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.

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.

One project is recommended for partial funding due to funding constraints. The project was evaluated based on the revised cost/limits and demonstrates a sufficient cost effectiveness.

Four project applications were not evaluated. Two project applications were not reviewed because the project sponsor used traffic volumes based on future development and did not provide its methodology to EWG staff prior to the deadline established in the CMAQ Project Development Workbook. One project application did not receive a letter of support from the facility owner. One project was not evaluated as the sponsor has just begun a two-year program that was approved in 2019. The project received authorization to start work in December 2019. Once that project is sufficiently underway and moving toward completion, the applicant can apply again.

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 G** shows the breakdown of recommended projects by county.

Table G – FY 2021-2024 TIP – Missouri Local Program – Recommended CMAQ Projects By County				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$1,978,915	\$1,318,912	5.3%
Jefferson	0	\$0	\$0	0.0%
Multi-County	4	\$10,557,580	\$8,284,524	33.1%
Multi-State	1	\$1,200,000	\$1,200,000	4.8%
St. Charles	8	\$13,354,208	\$7,218,800	28.9%
St. Louis	2	\$1,726,900	\$1,381,520	5.5%
St. Louis City	1	\$9,300,000	\$5,596,244	22.4%
Total	17	\$38,607,943	\$25,000,000	100.0%

Public Comment

Project information from the 97 applications was posted on EWG’s website for public comment. The public comment period was from March 3 through March 26. A total of 286 comments were received on project applications. **Table H** shows a summary of the comments received. **Attachment C** provides a detailed listing of the comments.

Table H – FY 2021-2024 TIP – Summary of Public Comments				
Project	# Support	# Oppose	# of Concerned	Total # of Comments
Arnold – Lonedell Road	5	0	1	6
Citizens for Modern Transit/BSD – Transit Ridership Program	1	0	0	1
Creve Coeur – US 67 at Lindbergh	6	0	0	6
De Soto – N. Main	1	0	0	1
Pine Lawn – Natural Bridge Sidewalk	2	0	0	2
St. Charles County – MO Z	1	0	0	1
St. Louis – CORTEX-Tower Grove Connector	256	3	5	264
St. Louis – Lindell/Union Bridge	1	0	0	1
St. Peters – Barkwood Trails Dr	2	0	1	3
Total	275	3	7	285

Project Recommendations – STP-S and CMAQ

Staff recommends that the projects identified on **Attachment D** be included in the draft FY 2021-2024 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 27. The draft TIP will be presented to the Board of Directors on June 24 and released for public comment from June 30 through August 5. Depending on social distancing restrictions, there may be a series of four open houses in Missouri during the comment period. Information regarding open houses will be sent to project sponsors in the future. At this time, there is a

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chance that open houses will be done virtually. Following the comment period, the TIP will be submitted to the Board of Directors for final approval on August 26.

Table I – FY 2021-2024 TIP – Missouri Local Program Recommendations by County							
	STP-S		CMAQ		All Programs		
County	# of Projects	Federal Cost	# of Projects	Federal Cost	# of Projects	Federal Cost	% of Federal Funding
Franklin	1	\$6,936,406	1	\$1,318,912	2	\$8,255,318	9.3%
Jefferson	8	\$6,928,510	0	\$0	8	\$6,928,510	7.8%
Multi-County	2	\$1,760,248	4	\$8,284,524	6	\$10,044,772	11.3%
Multi-State	0	\$0	1	\$1,200,000	1	\$1,200,000	1.3%
St. Charles	7	\$9,728,068	8	\$7,218,800	15	\$16,946,868	19.0%
St. Louis	23	\$29,108,427	2	\$1,381,520	25	\$30,489,947	34.2%
St. Louis City	2	\$9,760,000	1	\$5,596,244	3	\$15,356,244	17.2%
Total	43	\$64,221,659	17	\$25,000,000	60	\$89,221,659	100.0%

Attachment A – FY 2021-2024 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											
8024	St. Louis	Kirkwood	Kirkwood Road - 100' s/o Swan Ave To Adams Ave Resurfacing - Upgrade Sidewalks	Road	\$1,286,350	\$1,607,938	86	17.44	5	108.44	\$1,286,350
8041	St. Louis City	St. Louis	Lindell/Union Bridge - Over Forest Park Pkwy And MetroLink - Design For Bridge Replacement	Bridge	\$2,000,000	\$2,500,000	90	12.25	5	107.25	\$3,286,350
8066	St. Charles	Wentzville	Wentzville Parkway - Meyer Rd To Parkway Ridge Blvd Reconstruct - TWTL (Locally Funded) - Shared Use Path (10')	Road	\$1,150,000	\$2,300,000	83	18.44	5	106.44	\$4,436,350
8004	St. Louis	Breckenridge Hills	Isolda Avenue Bridge - Over Coldwater Creek Replace Bridge - Shoulders (4') - Sidewalk (4')	Bridge	\$543,034	\$678,792	84	19.58	2	105.58	\$4,979,384
8022	Jefferson	Jefferson County	Dulin Creek Road - Meyer Ln To Local Hillsboro Rd Overlay - Shoulder (4') - Rumble Strips - Signage	Safety	\$832,386	\$1,040,483	81	19.18	2	102.18	\$5,811,770
8055	St. Louis	St. Louis County	Woodson Road - 2024 - Brown Rd To Kempland Pl - Resurfacing - Curb Ramps	Road	\$927,760	\$1,194,700	78	19.04	5	102.04	\$6,739,530
8023	Jefferson	Jefferson County	Saline Road - Northwest Blvd To 400' s/o - Memory Ln Overlay - Shoulders (4') - Rumble Strips - Signage	Safety	\$997,360	\$1,424,800	78	18.94	4	100.94	\$7,736,890
8021	Jefferson	Jefferson County	Antire Road - 400' n/o Crestview Dr To 200' e/o Sunshine Dr - Overlay - Shoulder (4') - Curve Impr. - Signage - Rumblestrip	Safety	\$980,000	\$1,400,000	78	18.97	3	99.97	\$8,716,890
8068	St. Louis	Wildwood	MO 109 - At MO BA (South) Roundabout - Shared Use Path (10')	Safety	\$1,360,000	\$1,700,000	79	16.91	4	99.91	\$10,076,890
8033	St. Louis	Pine Lawn	Natural Bridge (MO 115) Sidewalks - Dardenne Ave To Avondale Ave - Sidewalks (5') - Lighting - Mid Block Xings	Active	\$1,085,764	\$1,357,205	80	18.82	1	99.82	\$11,162,654
8042	St. Louis City	St. Louis	Columbia And Southwest Bridge - Over Union Pacific Railroad - Replace Southwest Ave Bridge/Remove Columbia Ave Bridge - Realign Columbia Intersection At Southwest	Bridge	\$7,760,000	\$9,700,000	91	3.03	5	99.03	\$18,922,654
8020	Jefferson	Jefferson County	Mt. Olive Rd Bridge - Over McMullen Branch Replace Bridge - Shoulders (4')	Bridge	\$937,680	\$1,172,100	79	19.03	1	99.03	\$19,860,334
8018	Jefferson	Jefferson County	Gravois Road - 450' n/o Indian Springs Rd To Dellwood Ln - Resurfacing - Restripe For TWTL - Shared Use Path (8')	Road	\$994,000	\$1,420,000	76	18.95	4	98.95	\$20,854,334
8011	Jefferson	De Soto	N. Main Street, Phase 2 - Valley Pl To Williams St - Resurfacing - Sidewalk (6') - Lighting	Road	\$617,099	\$892,866	75	19.48	3	97.48	\$21,471,433
8069	St. Charles	St. Charles County	MO 94 - Sherman Dr To Pralle Ln - Widen Four To Six Lanes	Traffic Flow	\$1,203,675	\$2,407,350	74	18.05	5	97.05	\$22,675,108
8025	St. Louis	Kirkwood	Lindemann Road - Dougherty Ferry Rd To Des Peres Limit (120' s/oMontour) - Resurfacing - Upgrade Sidewalk (5') - Bike Lane (5')	Road	\$1,349,737	\$1,687,171	77	16.98	3	96.98	\$24,024,845
8048	St. Louis	St. Louis County	Olive Blvd - 2024 - Ferguson Ave To w/o Skinker Blvd (STL City Limit) - Resurfacing - Curb Ramps	Road	\$1,010,880	\$1,295,300	73	18.93	5	96.93	\$25,035,725
8065	St. Louis	University City	Canton Avenue, Phase 2 - Midland Blvd To Pennsylvania Ave - Full Depth Reclamation - Upgrade Sidewalks (5-6')	Road	\$1,048,714	\$1,456,547	75	18.87	3	96.87	\$26,084,439
8028	St. Louis	Manchester	La Bonne Parkway - Big Bend Rd To Carman Rd - Reconstruction - Upgrade Sidewalks (5')	Road	\$1,098,740	\$2,537,600	74	18.80	4	96.80	\$27,183,179
8013	St. Louis	Fenton	Old Highway 141 - Gravois Rd To County Line - Resurfacing - Curb Ramps	Road	\$396,479	\$495,599	72	19.79	5	96.79	\$27,579,658
8032	St. Charles	O'Fallon	Main Street, Phase 2 - Pitman St To Terra Rd Resurfacing - Shared Use Path (8') - Upgrade Sidewalk (5')	Road	\$1,423,393	\$1,779,242	76	16.45	4	96.45	\$29,003,051
8067	St. Louis	Wildwood	Manchester Road/Taylor Road - Manchester: MO 100-Old Fairway; Taylor: MO 100-Main St - Resurfacing - Traffic Signal Upgrades - Optimization	Road	\$1,440,000	\$1,800,000	76	16.33	4	96.33	\$30,443,051
8036	St. Charles	St. Charles	Hawks Nest Drive - W. Clay St To Zumbuhl Rd Reconstruction - Slab Replacement - Shared Use Path (10') - Sidewalk (5')	Road	\$2,000,000	\$3,000,000	79	12.25	5	96.25	\$32,443,051

Attachment A – FY 2021-2024 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											
8008	St. Louis	Crestwood	Whitecliff Park Lane Bridge - Over Gravois Creek - Replace Bridge - Shared Use Path (8')	Bridge	\$1,241,212	\$1,551,515	76	17.77	2	95.77	\$33,684,263
8015	Jefferson	Festus	W. Main Street, Phase 2 - Hancock Ct To Park Ave - Resurfacing - Sidewalks (6') - Lighting	Road	\$470,065	\$690,408	73	19.68	3	95.68	\$34,154,328
8047	St. Louis	St. Louis County	N. Hanley Road (F) - 2024 - I-70 To Natural Bridge Rd (MO 115) - Resurfacing - Curb Ramps	Road	\$1,536,960	\$1,940,900	75	15.62	5	95.62	\$35,691,288
8071	St. Louis	Florissant	Rue St. Denis, Phase 2 - N. Lafayette St To N. New Florissant Rd - Resurfacing - Sidewalk (5-6')	Road	\$839,200	\$1,049,000	74	19.17	2	95.17	\$36,530,488
8057	St. Louis	St. Louis County	Reavis Barracks Road/Green Park Road - Over Gravois Creek Replace Reavis Barracks Bridge - Remove Green Park Bridge - Realign Green Park Rd/Reavis Barracks Intersection	Bridge	\$5,982,900	\$8,547,000	86	3.87	5	94.87	\$42,513,388
8035	St. Charles	St. Charles	Second Street - First Capitol Dr To Boones Lick Rd - Reconstruction - Upgrade Sidewalks (5')	Road	\$2,080,000	\$2,600,000	81	11.67	2	94.67	\$44,593,388
8072	St. Louis	Frontenac	Geyer Road, Phase 2 - Hermitage Hill Rd Rd To Huntleigh Manor Ln - Resurfacing - Sidewalk (6')	Road	\$1,263,500	\$1,805,000	74	17.61	3	94.61	\$45,856,888
8054	St. Louis	St. Louis County	West Florissant Avenue - 2024 - Lucas & Hunt To Solway Ave - Resurfacing - Curb Ramps	Road	\$1,552,240	\$1,965,400	74	15.51	5	94.51	\$47,409,128
8046	St. Louis	St. Louis County	Lackland Road - 2024 - Craig Rd To e/o Concourse Dr Resurfacing - Curb Ramps - Slab Replacement	Road	\$1,185,920	\$1,511,900	71	18.18	4	93.18	\$48,595,048
8027	St. Charles	Lake Saint Louis	Old Highway N - 125' s/o Hawk Ridge Trail To 50' s/o Old Forester Dr Reconstruct - Sidewalk (6') - TWTL (Locally Funded)	Road	\$871,000	\$1,430,000	73	19.12	1	93.12	\$49,466,048
8039	St. Charles	St. Charles County	Duello Road, Phase 3A - MO N To Orf Rd Reconstruction - Sidewalks (5') - TWTL (Locally Funded)	Road	\$1,000,000	\$1,580,000	72	18.94	2	92.94	\$50,466,048
8012	St. Louis	Des Peres	Lindemann Road - Manhattan Ave To Kirkwood City Limits (s/o Lillian Ave) - Resurfacing - Sidewalk (6')	Road	\$319,322	\$399,151	70	19.90	3	92.90	\$50,785,370
8019	Jefferson	Jefferson County	Old Lemay Ferry Rd, Phase 3 - Vogel Rd To Spring Forest Rd - Reconstruction - Shoulders (5')	Road	\$1,099,920	\$1,833,200	71	18.80	3	92.80	\$51,885,290
8062	St. Louis	Shrewsbury	Weil/Wilhusen/St. Vincent - Weil: Shrewsbury-Wilhusen; Wilhusen: Weil-Laclede Stn.; St. Vincent: Weil-Murdoch Cut-Off - Resurfacing	Road	\$396,265	\$495,332	71	19.79	2	92.79	\$52,281,555
8052	St. Louis	St. Louis County	Sulphur Spring Road - 2024 - Manchester Rd (MO 100) To Big Bend Rd - Resurfacing - Curb Ramps	Road	\$1,251,150	\$2,590,800	70	17.70	5	92.70	\$53,532,705
8009	St. Louis	Creve Coeur	US 67 - At Old Olive Street Rd - Intersection Improvements - Bike/Ped Xing	Active	\$1,164,200	\$2,575,500	73	18.33	1	92.33	\$54,696,905
8029	St. Louis	Manchester	Manchester Rd (MO 100) Sidewalk - Baxter Rd To MO 141 - Sidewalks (5-6') - Ped Bridge	Active	\$828,100	\$2,253,250	72	19.18	1	92.18	\$55,525,005
8002	Multi-County-M	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2023 (A) - Replace Eight Call-A-Ride Vans	Transit	\$828,352	\$1,035,440	72	19.18	1	92.18	\$56,353,357
8003	Multi-County-M	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2023 (B) - Replace Nine Call-A-Ride Vans	Transit	\$931,896	\$1,164,870	72	19.04	1	92.04	\$57,285,253
8064	Franklin	Union	Union Expressway - MO 47/US 50 To MO 47/Old Country Farm Rd - New Road	Traffic Flow	\$6,936,406	\$10,209,736	70	3.42	5	78.42	\$64,221,659
Not recommended due to funding constraints											
8043	St. Louis	St. Louis County	Baumgartner Road - 2024 - Old Baumgartner Rd To Telegraph Rd (MO 231 - Resurfacing - Curb Ramps	Road	\$984,960	\$1,259,600	68	18.96	5	91.96	\$65,206,619
8007	St. Louis	Clayton	Brentwood/Clayton/Bemiston - Brentw: Forsyth To Maryland; Central: Md To Shaw Pk Bemiston: Bonhomme To Maryland - Resurfacing	Road	\$1,063,776	\$1,717,041	69	18.85	4	91.85	\$66,270,395

Attachment A – FY 2021-2024 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											
8058	St. Charles	St. Peters	Mexico Road Bridge - Over Dardenne Creek - Bridge Rehabilitation	Bridge	\$447,036	\$558,795	67	19.72	5	91.72	\$66,717,431
8050	St. Louis	St. Louis County	S. Woods Mill Road - 2024 - North Outer 40 To n/o Cove Dr - Resurfacing - Curb Ramps	Road	\$709,200	\$898,500	68	19.35	4	91.35	\$67,426,631
8044	St. Louis	St. Louis County	Hanley Road/Laclede Station Road - 2024 - Manchester (MO 100) To Newport - Resurfacing - Curb Ramps	Road	\$1,575,140	\$2,289,500	71	15.34	5	91.34	\$69,001,771
8061	St. Charles	St. Peters	Jungs Station Road - Kings Crossing To Country Mill Ct - Slab Replacement - Sidewalks (5') - Diamond Grind	Road	\$1,595,586	\$1,994,483	71	15.20	5	91.20	\$70,597,357
8014	St. Louis	Ferguson	Robert Avenue - N. Florissant Rd To N. Elizabeth Ave - Reconstruct - Sidewalk (5')	Road	\$1,193,491	\$1,491,864	72	18.12	1	91.12	\$71,790,848
8049	St. Louis	St. Louis County	Pennsylvania Avenue - 2024 - St. Charles Rock Rd (MO 180) To Page Ave (MO D) - Resurfacing - Curb Ramps - Bike Lanes (4')	Road	\$1,002,960	\$1,260,300	67	18.94	4	89.94	\$72,793,808
8000	Jefferson	Arnold	Lonedell Road - Missouri State Rd To Pomme Rd - Resurfacing - Sidewalk (6') - Shoulders (2')	Road	\$1,306,216	\$1,943,505	69	17.30	3	89.30	\$74,100,024
8063	St. Louis	Twin Oaks	Crescent Avenue - Overlay: Meramec Station To Crescent Rd - Sidewalk (5'): Meramec Stn To Valley Park Limits (340's/o Crescent Rd)	Road	\$851,865	\$1,064,832	67	19.15	3	89.15	\$74,951,889
8045	St. Louis	St. Louis County	Hawkins Road/New Sugar Creek Road - 2024 - Newport Landing Dr To Jefferson Co Line - Resurfacing - Curb Ramps	Road	\$914,240	\$1,145,000	65	19.06	5	89.06	\$75,866,129
8051	St. Louis	St. Louis County	Sappington Road - 2024 - Gravois Rd (MO 30) To Lindbergh Blvd (US 67) - Resurfacing - Curb Ramps	Road	\$1,124,960	\$1,409,500	66	18.62	4	88.62	\$76,991,089
8056	St. Louis	St. Louis County	West Florissant Avenue, Segment 5 - Lang Dr To Ferguson Ave Shared Use Path (8') - Sidewalk (5') - Lighting	Active	\$3,967,347	\$5,667,638	82	5.60	1	88.60	\$80,958,436
8053	St. Louis	St. Louis County	Weber Road - 2024 - S/O Gravois Rd (MO 30) To Union Rd - Resurfacing - Curb Ramps	Road	\$1,539,000	\$2,990,300	67	15.61	5	87.61	\$82,497,436
8016	St. Louis	Glendale	Sappington Road - Manchester Ave (MO 100) To Lockwood Ave - Resurfacing - Curb Ramps	Road	\$578,496	\$723,120	62	19.53	5	86.53	\$83,075,932
8060	St. Charles	St. Peters	Barkwood Trails Drive - Jungermann Rd To Maple Tree Dr - Reconstruction - Upgrade Sidewalk (6')	Road	\$1,626,826	\$2,033,533	68	14.97	3	85.97	\$84,702,758
8005	St. Louis	Chesterfield	Schoettler Road - Oaktree Estates Dr To Georgetown Rd - Resurfacing - Curb Ramps	Road	\$1,052,000	\$1,315,000	62	18.87	5	85.87	\$85,754,758
8006	St. Louis	Chesterfield	Wilson Avenue - Wild Horse Creek Rd To 400' s/o Wilson Manor Dr - Resurfacing/Overlay - Curb Ramps	Road	\$405,600	\$507,000	64	19.78	2	85.78	\$86,160,358
8040	St. Charles	St. Peters	MO 370 - At Salt River Rd New Interchange - EB Off Ramp And EB On Ramp	Freight	\$3,835,595	\$14,222,994	76	5.73	4	85.73	\$89,995,953
8001	St. Louis	Ballwin	Ries Road - Manchester Rd To Big Bend Rd - Overlay - Curb Ramps - Lighting	Road	\$684,618	\$1,005,533	61	19.38	5	85.38	\$90,680,571
8030	St. Louis	Maryland Heights	Creve Coeur Mill Road - MO 141 To St. Louis Water Works Rd - Resurfacing - RR Xing Improvement	Road	\$795,000	\$1,375,000	61	19.23	4	84.23	\$91,475,571
8059	St. Charles	St. Peters	Mid Rivers Mall Drive Shared Use Path - MO N To n/o MO 364 - Shared Use Path (10') - East Side Right Turn Ln To Home Depot (Locally Funded)	Active	\$917,230	\$1,224,382	59	19.06	1	79.06	\$92,392,801
8026	St. Louis	Ladue	Clayton Road Sidewalk - Price Rd To McKnight Rd Sidewalk (6')	Active	\$508,000	\$635,000	54	19.63	1	74.63	\$92,900,801
8070	St. Charles	St. Charles County	MO Z - Interstate Dr To Perry Cate Blvd - Widen Two To Four Lanes - Shared Use Path (8')	Traffic Flow	\$2,820,000	\$7,050,000	61	6.73	5	72.73	\$95,720,801
8037	St. Charles	St. Charles	New Town Blvd Culvert - Over Boschert Creek Replace Culvert - Shoulders (8') - Shared Use Path (10')	Bridge	\$1,760,000	\$2,200,000	53	14.00	5	72.00	\$97,480,801

Attachment A – FY 2021-2024 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 - Did not receive letter of support from MoDOT											
8010	St. Charles	Dardenne Prairie	MO 364 - At Technology Dr - Convert Half Interchange To Full Interchange	Traffic Flow	\$1,447,400	\$9,564,112	-	-	-	-	\$98,928,201
Not recommended - Project located on rural minor collector/not eligible for STP-S											
8038	St. Charles	St. Charles County	Flatwoods Road - Cuivre River To 1200' South Reconstruct - Raise Out Of Flood Plain	Road	\$600,000	\$830,000	-	-	-	-	\$99,528,201
8031	St. Charles	New Melle	Foristell Road - MO Z To 1342' w/o Lost Lake Dr Resurfacing - Widen To 12' Lns - Shared Use Path (10')	Road	\$1,934,861	\$2,800,661	-	-	-	-	\$101,463,062
Project application withdrawn											
8017	St. Louis	Hazelwood	Missouri Bottom Road - Taussig Ave To Tulip Tree Ln - Stabilize Failed Hillside Next To Rd - Reopen Rd	Road	\$2,900,103	\$4,833,506	-	-	-	-	\$104,363,165
8034	St. Louis	Rock Hill	Rock Hill Road - Manchester Rd (MO 100) To Webster Groves City Limits (Bismark) - Resurfacing - Curb Ramps	Road	\$245,601	\$307,001	-	-	-	-	\$104,608,766

Attachment B - FY 2021-2024 TIP – CMAQ Program --REVISED-5/5/20

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
Recommended for funding										
8204	Multi-County-M	Jefferson County Port Authority	Marine Vessel Engine Repower - 2022 - Repower One Marine Vessel Serving Mississippi River In Non-Attainment Area - 1 Towboat	0.0060629	0.0002300	0.0001000	\$269,500	\$539,000	\$87.46	\$269,500
8213	St. Charles	St. Charles	Zumbehl Road At Ipswitch Ln - Traffic Signals, Turn Lanes	0.0002093	0.0000087	0.0001187	\$250,000	\$500,000	\$1,524.24	\$519,500
8209	Multi-County-M	MoDOT	Signal Optimization - 2023 - MO 231: Hoffmeister To US 67; US 67: MO 231 To I-55	0.0001249	0.0000128	0.0001587	\$957,008	\$1,196,260	\$6,749.62	\$1,476,508
8207	Multi-State	Madison County Transit District	Ridefinders Marketing & Outreach - 2021 - MO - Increase Awareness, Interest, And Participation In Ridefinders By Employers And Commuters	0.0002775	0.0000116	0.0000483	\$1,200,000	\$1,200,000	\$7,366.12	\$2,676,508
8206	St. Charles	Lake Saint Louis	Hawkrige Trail/Sommers Rd At Old Hwy N - Traffic Signal	0.0000868	0.0000036	0.0000492	\$533,000	\$1,519,458	\$7,835.88	\$3,209,508
8200	Multi-County-M	Bi-State Development/Metro	Metro Bus Replacement - 2023(A) - Replace Eight Buses	0.0006885	0.0001350	0.0000099	\$3,136,896	\$3,921,120	\$8,983.09	\$6,346,404
8201	Multi-County-M	Bi-State Development/Metro	Metro Bus Replacement - 2023(B) - Replace Ten Buses	0.0007650	0.0001500	0.0000110	\$3,921,120	\$4,901,400	\$10,105.98	\$10,267,524
8205	St. Louis	Ladue	Warson Road at Conway Rd - Traffic Signal, Left Turn Lane	0.0000724	0.0000030	0.0000411	\$777,520	\$971,900	\$13,696.89	\$11,045,044
8215	St. Charles	St. Charles County	GGL Bryan Rd Signal Performance Module - W. Terra Ln To Mo N Automated Traffic Signal Perf. - Signal Optimization	0.0000623	0.0000064	0.0000792	\$1,099,400	\$1,374,250	\$15,529.18	\$12,144,444
8214	St. Charles	St. Charles County	GGL Mid Rivers Mall Dr Signal Performance Module - I-70 North Outer Rd to S. St. Peters Pkwy - Automated Traffic Signal Performance, Signal Optimization	0.0001120	0.0000035	0.0000348	\$1,566,400	\$1,958,000	\$21,337.21	\$13,710,844
8219	St. Louis	St. Louis County	S. Woods Mill At Conway Intersection Improvements - Turn Lns - Traffic Signal	0.0000361	0.0000015	0.0000205	\$604,000	\$755,000	\$21,354.57	\$14,314,844
8217	St. Charles	St. Charles County	GGL Wentzville Pkwy Signal Performance Module - Veterans Memorial Pkwy To US 61 Automated Traffic Signal Perf. - Signal Optimization	0.0000624	0.0000019	0.0000194	\$922,000	\$1,152,500	\$22,534.22	\$15,236,844
8223	St. Charles	Wentzville	MO Z At Interstate Dr - Restripe MO Z Interstate. Dr To I-70 (Locally Funded) Upgrade Traffic Signal - Intersection Improvements	0.0000445	0.0000019	0.0000253	\$1,200,000	\$2,400,000	\$34,399.70	\$16,436,844
8212	St. Charles	St. Charles	SCAT Transit Parking Under I-70 - Under I-70 at S. Main St - Construct Parking Lot (CMAQ Funds For Bust Stop/Bike Path/25 Transit Reserve Spots - CMAQ reduced from \$500,000 original request to cover eligible items	0.0000202	0.0000009	0.0000037	\$424,000	\$2,300,000	\$35,517.19	\$16,860,844
8203	Franklin	Franklin County	MO 47 At Union Expressway- Roundabout	0.0000375	0.0000016	0.0000212	\$1,318,912	\$1,978,915	\$44,937.09	\$18,179,756
8208	St. Charles	MoDOT	MO 79 at TR Hughes - Green T Intersection	0.0000325	0.0000014	0.0000184	\$1,224,000	\$2,150,000	\$48,118.99	\$19,403,756
Recommend partial funding - Original Request \$6,560,000 CMAQ										
8218	St. Louis City	St. Louis	CORTEX-Tower Grove Connector and Signal Optimization- Signal Optimization-Tower Grove/Vandeventer: Laclede-Magnolia; Cycle Track - Tower Grove/Vandeventer: Magnolia-Sarah	0.0000392	0.0000010	0.0000090	\$5,596,244	\$9,300,000	\$232,267.78	\$25,000,000
Not recommended due to funding constraints										
8222	St. Charles	Wentzville	Great Oaks Blvd At Wentzville Pkwy Left Turn Lane	0.0000004	0.0000000	0.0000002	\$240,000	\$300,000	\$711,725.64	\$25,240,000
8220	St. Charles	St. Peters	Harvester Rd At Queensbrooke Blvd Upgrade Traffic Signal - Interconnect	0.0000000	0.0000000	0.0000000	\$532,678	\$665,848	-	\$25,772,678

Attachment B - FY 2021-2024 TIP – CMAQ Program --REVISED-5/5/20

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
Not recommended for funding - Emissions increase										
8221	St. Charles	St. Peters	Mid Rivers Mall Dr At St. Peters Howell Rd Turn Lanes - Upgrade Traffic Signal	-0.0000005	0.0000000	-0.0000003	\$444,408	\$555,510	-	\$26,217,086
Not recommended due to funding - Insufficient data provided - Sponsor did not seek approval for future build conditions										
8210	St. Charles	O'Fallon	MO DD - I-64 To 0.43 Miles West Of I-64 - Widen To 4 Lanes, Intersection Improvements at Caledonia/Dalriada Blvd/I-64	-	-	-	\$1,841,430	\$2,301,787	-	\$28,058,516
8211	St. Charles	O'Fallon	Weldon Springs Dr, Ph. 1 - Technology Dr To Valleybrook Dr - Roundabout At Crusher, Two Way Turn Lane	-	-	-	\$1,566,240	\$2,610,400	-	\$29,624,756
Not recommended for funding - No letter of support from MoDOT										
8216	St. Charles	St. Charles County	GGL Fiber Extension - Various Locations Along Knaust Rd, Central School Rd, Hackman Rd, Mcclay/Harvester Rd, Willot Rd, MO 364	-	-	-	\$955,440	\$1,194,300	-	\$30,580,196
Not recommended for funding - Sponsor recently began two year program - may apply next year										
8202	Multi-County-M	Citizens For Modern Transit/BSD	CMT's Building Ridership on Transit Program - STL City And STL County - New Fare Promotion, Employer Transit Benefits, Community Education - Two Year Program	-	-	-	\$432,177	\$540,222	-	\$31,012,373

Arnold – Londell Road

Comments in Support

Email: @icloud.com

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

What are the key reasons for your position? Road is old, worn out, has no sidewalks, traffic has tripled in the last couple of years, it's narrow and needs to be straighten.

Anything else you'd like us to consider or comments you'd like to share about this project? Presently it is unsafe for emergency vehicles such as firetrucks, ambulances and recovery units to travel.

Email: @yahoo.com

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

What are the key reasons for your position? This road carries a lot of traffic and has very narrow lanes.

Email: @gostg.com

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

What are the key reasons for your position? The road desperately needs repaving and a safer way for pedestrians to walk between the subdivisions along it.

Email: @gmail.com

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 heavy traffic area with many homes and schools off of it. Improving it and adding sidewalks would ensure the safety of all the children walking to and from their bus stops, the ease of the buses, and commuters.

Email: @gmail.com

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

What are the key reasons for your position? It would make that stretch of road safer.

Have Concerns

Email: @sbcglobal.net

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

What are the key reasons for your position? I strongly oppose the sidewalks. Many residents live in close proximity of the road and risk losing their homes to this expansion already. A sidewalk appears to be a mere convenience for dog walkers, resulting in nuisance droppings on resident properties. It is not a viable resource for children to walk to the Rec Center or Library as (1) what responsible parent leaves a child walk, ride a bike or roller skate unattended down a main thoroughfare, (2) there is no sidewalk once they arrive at Old Missouri State Rd...sounds dangerous, or (3) they short-cut off Engle, trespassing on private property and jumping privacy fences to access Fairview and cut down Dixon to the Rec Center or Library or Subway or the Gas Station Convenience store across Hwy 141 at Astra Way. That's intrusive. Most importantly, nobody needs the negative foot traffic a sidewalk promotes to those looking for, or merely taking advantage of, an opportunity to steal unattended or unsecured property in cars, yards, driveways or garages. We have enough of that in Arnold already. P.S. I do get that many good people would enjoy the opportunity to "walk" up and down Londell Road for their exercise routine. A membership at the Rec Center would also help with that.

CMT – Transit Ridership Program

Comments in Support

Email: @icloud.com

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

What are the key reasons for your position? Increasing and promoting transit ridership on existing infrastructure will reduce burdens of area roads.

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

Transit ridership increases opens up more opportunity for federal funding.

Creve Coeur – US 67

Comments in Support

Email: @stlpartnership.com

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

What are the key reasons for your position? Furthers the infrastructure improvements for 39N.

Anything else you'd like us to consider or comments you'd like to share about this project? This is a critical project that completes the interchange improvements started with the redesign and reconstruction of the Olive/Lindbergh interchange.

Email: @stephenscreative.com

Do you live or work in the community where the project is proposed? I work with several of the businesses in the 39 N complex.

What are the key reasons for your position? The more we focus on this area the more success and revenue will come to St. Louis. It already has become an internationally noticed hub for Ag Tech and research. St. Louis needs to be uplifted and this area is a great place for more support.

Email: @christnerinc.com

Do you live or work in the community where the project is proposed? I work with multiple clients in the area.

What are the key reasons for your position? Today, Old Olive Street Road functions as the access ramps for Lindbergh Boulevard US Route 67; provides the access to the businesses along the corridor; and is a key access point to the business park along Corporate Square Drive. What Old Olive does not do is cross Lindbergh Boulevard. The two halves of the road are awkwardly bisected by this limited access state highway. The Old Olive/Lindbergh intersection improvements will provide a full access intersection, provide a bike/ped crossing and set up the redevelopment of Old Olive as a multimodal street servicing a developing mixed use business district. This project sets up the potential for future bike/ped connectivity through the whole district a primary goal of the 39N master plan and the Old Olive Street Road project.

Email: @reitzjens.com

Do you live or work in the community where the project is proposed? Yes, I work out of a building I own at 1055 Corporate Square Drive, about 2 blocks from the project.

What are the key reasons for your position? I am intimately aware of the poor interconnectivity within this area having worked in the area for over 25 years, and having worked on the 39N Greenway Plan. I am also an avid biker who would like to be able to commute to work by a means other than automobile.

Anything else you'd like us to consider or comments you'd like to share about this project? The majority of our 20 employees also support this project.

Email: @reitzjens.com

Do you live or work in the community where the project is proposed? Yes – both work and live in the project area.

What are the key reasons for your position? I work east of Lindbergh and the project would greatly improve the connection to the west side of Old Olive, especially for pedestrians and bicycles. I currently see people crossing/climbing the barrier down the center of Lindbergh to get across. This happens especially at Old Olive but also north towards Schuetz/Baur.

Anything else you'd like us to consider or comments you'd like to share about this project? I know many local residents and workers that are looking forward to these improvements.

Email: @kws.com

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

What are the key reasons for your position? The region is rapidly growing with multiple “agtech” companies that offer high-paying science jobs, yet it feels ‘isolated’ and not an attractive innovation district because it is a heavy highway/car usage. Many younger employees are excited about working in this region, but public transport and cycling options are limited compared to other districts like Cortex and Downtown. This will be a huge boost to making this region a friendly and welcoming advanced AgTech community.

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

This is an important step for St. Louis to outcome other AgTech/Biotech regions such as North Carolina. The lack of public transport or cycling options to this area is a limitation, especially to science professionals that are heavily focused on sustainability and climate impact.

Desoto – N. Main Street

Comments in Support

Email: @gmail.com

What are the key reasons for your position? The De Soto North Main Street project will change the way our town operates. Right now, the North side feels unincorporated with the rest of Main Street. Local businesses will prosper, there will be fewer accidents, proper storm water drainage, and less crime if we can get this project completed. Thank you.

Pine Lawn – Natural Bridge (MO 115)

Comments in Support

Email: @republicservices.com

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

What are the key reasons for your position? As a provider of services and business partner in the city of Pine Lawn, I believe the lighting and sidewalk project will provide a safer environment for residents/visitors within Pine Lawn. The company I work for, Republic Services, has safety as their first priority when working within our municipalities we service. Pine Lawn is no exception – and to improve and have a safer sidewalk and well-lit area for pedestrians helps those who have to use the roads provide service more safely, too.

Anything else you'd like us to consider or comments you'd like to share about this project? The city is in need of this funding to help promote community and safety for residents and business partners.

Email: @pinelawn.org

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

What are the key reasons for your position? This is project that would meet the safety needs of our citizens in our community and surrounding communities our sidewalks are in a great need of repair and the corridor is dark and unsafe.

Anything else you'd like us to consider or comments you'd like to share about this project? This project would be greatly appreciate as it would improve the quality of life for our disabled citizens throughout our communities it would bring back hope and pride to our area it is deserving and needed for our residents. We have not had side walk improvements in over 50 plus years on this stretch of Natural Bridge Road it would increase foot traffic and safety along this highway as we ask that you take a deep consideration for moving this project forward.

St. Charles County – MO Z

Comments in Support

Email: @charter.net

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 Carlton Glenn Estates which is on Highway Z. The ability to leave our subdivision is close to impossible during morning and evening rush hours due to subdivisions that have been added, new schools, churches and other businesses in this area.

St. Louis City – Cortex-Tower Grove Connector

Comments in Support

Email: @gmail.com

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

What are the key reasons for your position? This is one of the only applications that will actually reduce congestion, improve the environment, create new economic opportunities AND give equitable connections. It be irresponsible not to support this project.

Email: @outlook.com

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

What are the key reasons for your position? The area has some a long way but this will help finish it. Protected bike lanes and walking paths will provide the safe, alternative transportation options that residents highly desire. Our neighborhoods have been fragmented and this project will bring them together. It shows a commitment to the City and will help neighborhoods grow and attract more residents/businesses which will help tax revenue.

Anything else you'd like us to consider or comments you'd like to share about this project? Let's not miss this opportunity!! With the investment into MOBOT and Tower Grove Park, this project couldn't come at a better time!

Email: @gmail.com

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

What are the key reasons for your position? Large number of bike and pedestrian users and poor connections at key intersections. This creates an unsafe environment. Additionally, growing interest in the area for alternative transportation uses. Lots of neighbors say they'd like to bike more but feel unsafe. Rapidly growing number of jobs in BJC/Cortex and this would offer new ways to get workers sustainably into these districts with limited parking, high transit options, and growing traffic. Would connect major amenities such as tower grove, forest park, and mobot.

Anything else you'd like us to consider or comments you'd like to share about this project? I used to use this route to bike to work regularly and the traffic signals and intersections almost got me hit by cars on multiple occasions. I wouldn't ride this way during bad weather not because of the cold or rain, but because of the cars driving. A cycle track would have encouraged me to bike more. Proposed changes would have made this commute safer and more enjoyable. I've also had family and friends refuse to bike with me to Forest Park because of the crossing at Vandeventer.

Email: @hotmail.com

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 a connecting neighborhood. There are bikers constantly in this area. Sometimes cars impede on the existing painted bike lane. A safer alternative is really needed

Email: @gmail.com

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

What are the key reasons for your position? Tower Grove is a vibrant street that connects schools and neighborhoods. Many pedestrians and cyclists use the north-south connector for commuting. I think this project will preserve TG as a safe haven for walkers and bikers.

Anything else you'd like us to consider or comments you'd like to share about this project? Improvements to TG will help thousands of parents, residents, and businesses. Hard to understate the positive impact this project will have.

Email: @me.com

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 south end of the proposed project. This would greatly improve the quality of life for local residents. Traffic would be reduced and pedestrian routes would be safer.

Email: @gmail.com

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

What are the key reasons for your position? I both live and work in the area where this proposed project is. I would love to commute via bicycle to and from my home and my job, but in its current state, I can't put myself in that kind of danger. The Tower Grove and Vandeventer interchange is an accident waiting to happen (for both cars and pedestrians/cyclists). Please consider this fully!

Email: @icloud.com

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

What are the key reasons for your position? All three of these areas addressed could use significant improvements in terms of being more bike and pedestrian friendly. But as someone who has biked through many areas of this city the Tower Grove and Vandeventer intersection is one of the most dangerous of them all. Improvements made between Tower Grove and Cortex would be extremely beneficial for all (pedestrian, bike, and vehicular), and will only continue to be used more and more as development throughout this area increases.

Email: @greatergoods.com

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

What are the key reasons for your position? I currently bike to work from TGS to Cortex and the amount of risk on the overpass from Tower Grove Ave to Vandeventer is enough to make me change my route during high traffic. I'll adjust my bike ride by over a half mile or more just to not have to go over that intersection. The same goes for Vandeventer - the cars parking in odd spots in my bike's path, the amount of glass collecting on the roads is oddly higher than usual, and the traffic is usually 15-20 MPH faster than the posted speed limit. This is easily one of the most dangerous places for pedestrian traffic and bike traffic alike. This project would immediately increase my life expectancy.

Anything else you'd like us to consider or comments you'd like to share about this project? Please make it happen as drawn. :)

Email: @greatergoods.com

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

What are the key reasons for your position? I use this intersection to get to work on my bike everyday. This is one of the busiest cycling corridors in the city but is also one of the most dangerous. Making everyone's safety a priority should be the cities priority as well.

Anything else you'd like us to consider or comments you'd like to share about this project? This part of the city is ripe for multi transportation use and fostering projects like this can only grow metro and cycling ridership.

Email: @mcgreal.org

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

What are the key reasons for your position? I have lived in the Shaw neighborhood for 15 years and I worked in the Cortex district for three years. I have ridden my bicycle from the Tower Grove area to the Cortex district many times, and it has always been stressful. As a parent, I do not feel safe enough to ride my bike with my child from Tower Grove to The Grove (or Cortex), but with protected lanes, I would. Besides providing improved safety for bicyclists and pedestrians, I believe this effort will encourage commercial growth along Tower Grove and Vandeventer. With the improved connectivity and commercial growth, we will inevitably see the placement of new businesses—and relocation or extension of existing businesses—in the Cortex district and surrounding areas. I support the plan as it is proposed because I believe that chosen route is the best corridor to develop protected lanes due to the wide lanes and commercial opportunities. As a next step, I would like to see improved connectivity for bicyclists and pedestrians between Tower Grove and Forest Park. The northern approach of Tower Grove Ave to Vandeventer has seen at least four different lane configurations over the past 6 years, none of which have been very successful for bicyclists and pedestrians.

Anything else you'd like us to consider or comments you'd like to share about this project? This part of the city is ripe for multi transportation use and fostering projects like this can only grow metro and cycling ridership.

Email: @wustl.edu

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 bicycle commuter, nearly daily, along this route.

Anything else you'd like us to consider or comments you'd like to share about this project? I think this represents a remarkable opportunity for improvement for a heavily bicycled commuter route. Hopefully, it's being coordinated with the Brickline Greenway project.

Email: @gmail.com

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

What are the key reasons for your position? Tower Grove Avenue is the most bike-utilized and bike friendly North-South connector in the city and this project would further enhance its utility. Vandeventer is currently not bikeable and could use traffic calming/road diet. Also, bravo on the Tower Grove Ave road diet at Flora near the old primary entrance to MoBot. Looks great, and that stretch definitely needs a well-marked pedestrian crossing between Shaw and Magnolia.

Anything else you'd like us to consider or comments you'd like to share about this project? Add a sensor to the traffic light(s) so that Metro buses & first responders could trigger a green light. This would make Buses a more practical alternative to driving and save everyone time.

Email: @gmail.com

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

What are the key reasons for your position? Protected bike lines would allow me to be and feel safe while riding from my home in the Shaw neighborhood to the Cortex area. As it is now, the intersection at Tower Grove and Vandeventer feels particularly dangerous.

Anything else you'd like us to consider or comments you'd like to share about this project? Protected bike lanes in general in the city are especially appreciated, as opposed to simply striping an unprotected bike lane -- especially when that unprotected bike lane is in the "door zone" or has other safety hazards (e.g., it's just the shoulder, where trash accumulates).

Email: @yahoo.com

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

What are the key reasons for your position? Need pedestrian and bike accommodations here

Anything else you'd like us to consider or comments you'd like to share about this project? Please focus on pedestrians and bikes here. Cars/vehicles have excessive right of way and often speed through here. Traffic calming and greenery (if feasible) would be very welcome as well.

Email: @grainger.com

Do you live or work in the community where the project is proposed? Yes – the 4100 block of Folsom.

What are the key reasons for your position? The Tower Grove Ave / Vandeventer intersection is extremely dangerous for both pedestrians and cyclists for multiple reasons. Due to the current intersection configuration, many people turn right on red even though it is prohibited and it is not uncommon for drivers to run the red light at high speed. Second, the multiple restriping and deteriorating pavement makes drivers swerve out of lanes and/or just not follow the pavement markings. And finally, the industrial access road causes additional concerns as large vehicles, including busses and refuse vehicles fly through the intersection and perform sharp turns. As the Botanical Heights and Grove neighborhoods continue to evolve, and districts such as CORTEX, Armory District, Foundry, etc and the upcoming developments along McRee (i.e. Bar-K and other planned entertainment nearby) this intersection is going to become even more important in its ability to connect and create a safe environment for drivers and local residents.

Anything else you'd like us to consider or comments you'd like to share about this project? Please consider not only the current volume of drivers and local residents who traverse this intersection on a daily basis, but the increased traffic that will be seen in this immediate area in the coming years. With additional development in the region, there is an opportunity to proactively implement changes to ensure a safer environment for all.

Email: @gmail.com

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

What are the key reasons for your position? Protected bike lines would allow me to be and feel safe while riding from my home in the Shaw neighborhood to the Cortex area. As it is now, the intersection at Tower Grove and Vandeventer feels particularly dangerous.

Anything else you'd like us to consider or comments you'd like to share about this project? If there is a protected lane, our family would bike much more than we currently do and support our local community.

Email: @nestle.com

Do you live or work in the community where the project is proposed? Yes, I live at Shaw and frequently go to Grove and Cortex areas on weekdays and weekends.

What are the key reasons for your position? I live at Shaw and frequently go to Grove for Lunch/Dinner/Happy Hours as well as to Cortex once a week for the Venture Café gatherings.

Anything else you'd like us to consider or comments you'd like to share about this project? My wife works across 64 through Vandeventer Ave and has considered going by bicycle but is usually afraid of taking Vandeventer. This project would allow her to commute more frequently by bicycle. This project will increase safety for people biking along Tower Grove and Vandeventer by providing physical separation between people biking and people driving. Tower Grove is currently one of the busiest corridors for biking in the City, and could really benefit from increased separation and more defined space for people who bike on this corridor.

Email: @gmail.com

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

What are the key reasons for your position? I live by the proposed Tower Grove Connector project. I strongly support this project as a resident of the neighborhood, a bike rider, and an advocate for safer, healthier communities. Tower Grove is one of the only ways to bike north/south between CWE/midtown and Tower Grove Park. A lot of bikers take this route, but also a lot of cars. Physical separation makes it safer for cyclists,

and increases driver awareness of the bike lane. And better crosswalks and signals make the intersections safer for everyone- cars, bikes and pedestrians alike.

Email: @dearingandhartzog.com

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

What are the key reasons for your position? Lack of safe bike lanes to connect South St. Louis City to Cortex/Forest Park.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live in the region and regularly travel through this corridor

What are the key reasons for your position? his project will increase safety for people biking along Tower Grove and Vandeventer by providing physical separation between people biking and people driving. Tower Grove is currently one of the busiest corridors for biking in the City, and could really benefit from increased separation and more defined space for people who bike on this corridor.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live in Shaw and work in the Cortex. I bike commute Tower Grove Ave across Vandeventer twice a day, five days a week.

What are the key reasons for your position? There are a lot of cyclists that use this thoroughfare and on a nice day the lane can get very crowded & uncomfortable so close to vehicular traffic. The intersection at Vandeventer is one of the scariest on my route and it's not rare that there's a car accident blocking the intersection when I approach in the afternoon. It makes me think it's a matter of if not when a cyclist will be injured, possibly fatally at that crossing; some added safety measures wouldn't hurt.

Anything else you'd like us to consider or comments you'd like to share about this project? I'm very grateful that this is being addressed. Since I've been commuting this route over the past two years the bike lanes changed a few times (for the worst) at that light. At one point there was a forced cross-over of cyclists through traffic when cross Vandeventer away from the Grove. I think that's been fixed now but anything to help ease the relationship between cyclist and drivers would be great. Thank you!

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes I live on Tower Grove Ave.

What are the key reasons for your position? What are the key reasons for your position? As someone who lives directly on Tower Grove Ave, I see how fast cars whizz by. They do not have much consideration for bikers, often swerving into and driving in the bike lane. Having protected lanes would make this route safer for everyone involved.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes. My partner and I ride this stretch on an almost daily basis, however we continue north on tower grove after Vandeventer.

What are the key reasons for your position? Speeds are often high along TG ave coming up to the intersection at Shaw where there are some odd lane shifts in the north/south direction. Couple that with a dark underpass at night and you can be sure cyclists are the last thing drivers are concerned about! A protected lane along this stretch would be most welcome! There is also a large amount of parking traffic at the intersection of TG and Mcree near the restaurants and shops. It seems that most of this is due to drivers not being aware of the high density of cyclists along this route, so a protected bike lane would do a lot for the driver's awareness.

Anything else you'd like us to consider or comments you'd like to share about this project? A lot of bicycle traffic continues north on TG and crosses Manchester. I would like to see the signal facilities at TG and

Vandeventer accommodate northbound bike traffic as well as southbound bike traffic coming across Vandeventer on TG.

Email: @gmail.com

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

What are the key reasons for your position? We need it to be safer for cyclists in our community.

Email: @gmail.com

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

What are the key reasons for your position? It's healthier, greener, and great for the neighborhood and city to connect neighborhoods.

Email: @gmail.com

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

What are the key reasons for your position? Tower Grove Ave bike lane needs serious repair and some of the intersections (particularly at Vandeventer and Manchester) can feel very unsafe. Cars making right turns rarely look for bikes.

What are the key reasons for your position? Would cortex businesses or WashU School of Medicine be willing to contribute to funding?

Email: @outlook.com

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

What are the key reasons for your position? Tower Grove Ave and the rest of the route is THE connection from the most densely populated neighborhoods in the City to the jobs of the midtown core. Protected bike lanes would make it so much better and safe for riders, pedestrians, and even drivers.

Anything else you'd like us to consider or comments you'd like to share about this project? There's some really strong anchors at both ends with Tower Grove Park and MBG and then the CORTEX community in the north. They would make this a success.

Email: @gmail.com

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

What are the key reasons for your position? My husband has to bike on Tower Grove to get practically anywhere, and I worry so much about his safety. While driving, I constantly see cars flying through the bike lane and swerving in and out of it. I've seen cyclists barely miss being hit on several occasions. It's terrifying. I'm too fearful to bike up Tower Grove, and therefore drive to my grad school classes every day. With a protected bike lane, I would absolutely bike instead of driving!

Anything else you'd like us to consider or comments you'd like to share about this project? This protected bike lane would not only prevent cyclist injuries and deaths, it could cut down on traffic and emissions by encouraging others to bike instead of driving.

Email: @gmail.com

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 exact route (including the unprotected route on Vandeventer) on bike to my work and every time I ride it I think how amazing it would be to have some sort of safety for bikers (especially on Vandeventer!). And there is plenty of room on the road to do this!

Email: @gmail.com

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

What are the key reasons for your position? I do programming at the Missouri Botanical Gardens as well as support the economic development of Cortex. This type of mobility allows for better access for both.

Anything else you'd like us to consider or comments you'd like to share about this project? This is a game changer for St. Louis (and the rest of the region) – a significant step in the right direction in health, alternate mobility and the attraction of business and employees.

Email: @willert.com

Do you live or work in the community where the project is proposed? I work near, travel through, and strongly support the Cortex-Tower Grove Connector Project (project number 8218-23).

What are the key reasons for your position? Cortex to Tower Grove Connector would upgrade one of the busiest bike routes in the city to a protected bike lane, connect more people to Metro Link and make riding and walking along this route safer for people of all ages and abilities. Specifically, these changes would reduce bicycle traffic on a busy and unsafe 39th St by providing a much safer alternative routing. The high visibility crosswalks along the corridor and new pedestrian crosswalk signal at Sarah will make it easier and safer for people walking to get across the street. The traffic signal optimization will help alleviate congestion along the corridor and provide benefits to people who drive along this route, making this a winning project for all users. This project addresses the poor air quality concerns we have in St. Louis by decreasing congestion through better-coordinated traffic signals and providing people with safe transportation options other than driving a car in accordance with the City of St. Louis' Sustainability Plan.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live near and travel through the Tower Grove corridor.

What are the key reasons for your position? Protected lanes are good for everyone, and long overdue throughout the city. I selfishly care a lot about this project because it's near why I live, and I would get a lot of use out of it, but I also want to see more protected lanes in all major corridors, and I believe that seeing protected lanes work well here will increase overall demand for them elsewhere. This project will increase safety for people biking along Tower Grove and Vandeventer by providing physical separation between people biking and people driving. Tower Grove is currently one of the busiest corridors for biking in the City, and could really benefit from increased separation and more defined space for people who bike on this corridor.

Email: @wustl.edu.com

Do you live or work in the community where the project is proposed? Yes, Tower Grove South.

What are the key reasons for your position? I bike from home to Cortex (and back) via Tower Grove Avenue nearly every day. Biking on Tower Grove Ave from Vandeventer to Choteau is not a pleasant experience, especially during rush hour. Vehicles expect bikers to yield to them when there simply isn't room to. I've seen cars aggressively pass me by going by going into the lane of oncoming traffic when there were cars coming, which puts everyone on the road in danger. One time, I was biking north on Tower Grove and was crossing Manchester. This car would not let me get into the actual lane, and I ended up hitting a big storm-drain/pothole in the middle of the intersection that busted my tire.

Anything else you'd like us to consider or comments you'd like to share about this project? The addition of the Cortex Metro stop has been awesome, but it could be much better. In order to actually serve the surrounding communities, it needs to become more accessible through bike lanes and bus service. I do not own a car and do not want to. To get to work (downtown) or school (Washington University), I have to either brave Tower Grove Ave on my bike or hail an Uber/Lyft to Cortex. Protected bike lanes would not just increase biking activity, it would also increase the number of pedestrians and transit riders in the community.

Email: @grgstl.org

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

What are the key reasons for your position? We desperately need safe alternative transportation options interconnecting the City.

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

Email: @thecollegeschool.org

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 more transportation options for students and for people who need to get to work but may not have time for the bus.

Anything else you'd like us to consider or comments you'd like to share about this project? This is the future of transportation - so the sooner we provide safe cycling for our citizens the sooner we can become the future

Email: @gmail.com

What are the key reasons for your position? Just a private citizen, begging for our Policy Makers to consider non-car options of transportation.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live near and regularly travel through the Tower Grove Connector project, by motor vehicle, by bicycle, and on foot.

What are the key reasons for your position? While the existing bike lanes on Tower Grove Ave are better than no accommodation, in my experience they have proven insufficient. As an example, on multiple occasions while driving along Tower Grove at or slightly above the 25 mph limit, I have been aggressively passed in the bike lanes by other motorists. This presents a clear hazard to cyclists properly using those lanes. Furthermore, along the entire half mile of Tower Grove between Shaw and Magnolia, there isn't a single pedestrian crosswalk. People crossing Tower Grove do so by waiting for a clear space in both directions, but during heavy traffic periods, this wait may be unreasonably long. And even when they identify a safe opportunity, an aggressive passing maneuver as described above may put them in unforeseen danger. The concerns above apply as well to the portion of Vandeventer identified in project.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live and work in the community where the project is proposed.

What are the key reasons for your position? The protected bike lanes should be a no brainer - it allows for the same amount of street parking and cyclists are protected. It seems to help access in general.

Email: @gmail.com

What are the key reasons for your position? I have lived on Arsenal across from Tower Grove park and work down the street at the State Hospital. As a recreational rider, I have often ridden my bike down the proposed connector. It is often busy, dangerous, and makes me quite nervous to do so. I am very cautious as to when to ride that stretch of road. I strongly support making biking safer in that section with a protected bike path if at all feasible. That will expand my use of that section and support the businesses that border it. Thanks for your attention to this matter.

Email: @msn.com

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

What are the key reasons for your position? This will provide safe non-motorized access for multiple citizens to utilize improving the safety of our transportation infrastructure network. This will vastly increase bicycle ridership and decrease the amount of automobile emissions.

Anything else you'd like us to consider or comments you'd like to share about this project? I strongly encourage EWG to make the implementation and construction of protected bike lanes in the metropolitan area the number 1 priority to decrease the high unacceptable number of injuries and deaths of bicyclist and

pedestrians in our region. The St. Louis Region is screaming out loud for a SAFER Transportation Infrastructure. Please make NACTO and the Safe Transportation for Every Person, STEP program recommended by FHWA, a pre-requisite to every grant application to improve safety for all users, of all ages, of all abilities of the outdated and deadly transportation infrastructure network.

Email: @gmail.com

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

What are the key reasons for your position? Safety.

Email: @lxis.net

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 safety for bicycle and pedestrian access in general. Tower Grove Ave is known to be a dangerous stretch for cyclists because of the current state of the street (potholes and parked cars in the bike lane). Well-lit crosswalks will increase safety for pedestrians, and will help decrease higher speed traffic along that route.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live in the Tower Grove South Neighborhood.

What are the key reasons for your position? My family and I ride our bikes almost every weekend when the weather is nice, and Tower Grove Ave is the main vein out of our neighborhood to most other biking trails or roads in the city. Last summer alone, I was hit by a car while riding my bike in Tower Grove Park and almost hit another time in the same area. Unfortunately, despite the number of cyclists in the city, St. Louis is not a culture that is particularly aware of cyclists. Now that I'm pregnant, I am giving up cycling for the next few months because the risk of getting hit in the city is too high. Developing infrastructure that protects cyclists can help ensure we stay safe while riding, even when drivers are not paying attention.

Anything else you'd like us to consider or comments you'd like to share about this project? We'd love to see more of this throughout the city!

Email: @wustl.edu

Do you live or work in the community where the project is proposed? Yes, I have been a student at Washington University on the medical campus studying physical therapy the last 3 years. I live next to Tower Grove Park off of Arsenal street and take this route to the 4444 Forest Park avenue building where my classes are held. This route, although direct, is not the safest feeling route. The roads are also not always ideal, with large pot holes throughout the year.

What are the key reasons for your position? Safety and changing our community's understanding of alternative transportation. This could really change the traffic patterns heading that direction, as well as the amount of pollution in our neighborhoods. Cycling now is still not very pleasant in St. Louis because of the amount of exhaust coming out of the cars driving next to us. Project 8218-23 will increase safety for all people biking along the Tower Grove and Vandeventer roads by providing increased physical separation between cyclists and cars. It will also increase visibility for pedestrians at Sarah and make it easier for crossing the road. The traffic signal optimization will also alleviate congestion along the corridor, which is a problem for everyone travelling this direction for work and school. This will positively affect drivers as well on their commutes. Again, decreasing car congestion will decrease the amount of air pollution. This will in turn encourage people wanting to pick up cycling to work, because the air they are breathing on their rides will be better quality, rather than choking on exhaust fumes from the buses, trucks, and cars on the road. Encouraging our community to take alternative means of transportation is in accordance with the City of St. Louis' Sustainability Plan.

Anything else you'd like us to consider or comments you'd like to share about this project? We should be considering the positive health implications to our community by encouraging cycling to work and making this easier for people of all cycling levels to achieve. We are a small city by square mile, and we could really easily become the leaders of changing the way we use alternative transportation here in the Midwest. There is so much potential. Why not become the leaders of our region.

Email: @gmail.com

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

What are the key reasons for your position? Pedestrian, cyclist & driver safety.

Email: @gmail.com

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

What are the key reasons for your position? I believe in freedom for biking. Though I do not currently work in this area, I may in a month, a year, or maybe never. However as a biker I should have access to areas I serve, areas I visit, without having to think about it and pre-plan. Visiting this area now, without the certainty of bike lanes, means I am more likely to take a car rather than put myself at risk. Why do low-environmental impact transportation options not have the same luxury of guaranteed travel without restrictions that cars do?

Anything else you'd like us to consider or comments you'd like to share about this project? I support this project financially through my taxes, and again even though this is not my current commute corridor I support making it easier for the many people who visit there today and the increased number of people who will use it tomorrow.

Email: @gmail.com

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

What are the key reasons for your position? Avid rider. Also a key street for getting through the city.

Email: @wustl.edu

Do you live or work in the community where the project is proposed? I live relatively close and regularly travel through the area for work and leisure where the Tower Grove Connector project is being proposed.

What are the key reasons for your position? This corridor has long been identified as a high-volume bicycle corridor in need of significant infrastructure upgrades to ensure safe and efficient travel for all users. Physical separation of bikes and vehicles will significantly enhance safety and likely encourage even more people to ride their bikes through the corridor. The traffic signal optimization will also ease congestion, making this a win for all users. This project will help address the poor air quality concerns we have in St. Louis by decreasing congestion through better-coordinated traffic signals (through people idling in cars) and providing people with safe transportation options other than driving a car in accordance with the City of St. Louis' Sustainability Plan.

Anything else you'd like us to consider or comments you'd like to share about this project? This project emerged as a regional priority through extensive community-engaged planning with partners from local government, non-profits, community groups, and many others. The project has strong community support and is part of a broader strategic vision for bike/ped infrastructure development. In addition, it connects areas of high population density to significant destinations for employment and entertainment.

Email: @bayer.com

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

What are the key reasons for your position? There are very few option to safely bike North-South in this area. This would be huge for connecting safe routes and will encourage additional car-free transportation.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live and travel along the Tower Grove Connector project frequently.

What are the key reasons for your position? I live and travel along the Tower Grove Connector project frequently. Perhaps my favorite bike ride is from Tower Grove Park through Forest Park and back, which takes me right through this corridor. Of this route, this corridor provides a large amount of risk, both leading up to Vandeventer and through the Forest Park Southeast neighborhood. If I had to continue to the Cortex district it would provide even more vehicular danger. Despite the lack of protection along several segments, it remains an especially busy thoroughfare for cyclists. That said, many more would likely traverse this stretch between these two parks, through a several retail and restaurant districts, if it were more pedestrian/cyclist friendly. I strongly support this project not only because it would provide protection for those riders and other pedestrians, but because I believe think it would add to the quality of life for many more folks who could safely access the desirable areas I referenced. In doing so, I believe it would lead to an economic boost for these retail centers but also the greater metro area. This corridor runs through some of the fastest growing neighborhoods in the metro area and that growth would only further be enabled by this investment. As a state / metro area we need neighborhoods like these to continue to develop in order to better recruit and retain talent. Safer, more efficient pedestrian travel would help connect some of the most important neighborhoods / economic areas in our region.

Email: @gmail.com

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

What are the key reasons for your position? Complete support for the bike lane. Relocating car parking won't be an issue.

Anything else you'd like us to consider or comments you'd like to share about this project? I use Tower Grove Ave. frequently in my bike rides and bike commutes. It is a major bike lane used by many cyclists in the city.

Email: @gmail.com

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

What are the key reasons for your position? Will be safer for me to bike to work, and make it easier for others to bike to work exposing them to the current business in the area and encourage others to start businesses knowing there is bike (and foot) traffic. Also the cortex area is a younger workforce so is a good opportunity to build on the young culture the district is trying to cultivate.

Anything else you'd like us to consider or comments you'd like to share about this project? bike lock stations, coffee carts

Email: @outlook.com

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

What are the key reasons for your position? I just accepted a position with Microsoft, in the CORTEX and I live on Murdoch Ave. I'll be using this bike path on a daily basis.

Email: @gmail.com

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

What are the key reasons for your position? 1) Safer for cyclists 2) Encourages cycling-friendly commutes 3) Right now, cyclists have to negotiate narrow lanes between parked cars and driving cars and a connector would make this journey a lot less stressful.

Email: @gmail.com

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

What are the key reasons for your position? Safety for bike riders and cars. Reduce vehicle emissions with more bike riders fewer cars. I regularly ride my bike to Tower Grove Park. I believe the width of existing road

ways supports implementation of the proposed bike lanes without significant negative impact on vehicle traffic.

Anything else you'd like us to consider or comments you'd like to share about this project? Tower Grove Park is an excellent biking destination.

Email: @gmail.com

What are the key reasons for your position? As avid cyclist, we support continuing efforts for add bike lanes and connectors - especially protected lanes. It goods for the community and all users.

Email: @wustl.edu

What are the key reasons for your position? I have family and friends who would benefit from this resource and would use it. I believe the trail extension would enhance the area, promote better health, and be a positive consideration for people considering living in that area. It would also enhance the appeal of St Louis University and other nearby campuses whose students would use the trail. Also, bike traffic will enhance nearby eateries and coffee shop traffic. We have enjoyed the Grant's Trail route and want more area residents. From different parts of town to benefit from such a valuable resource. In particular, city residents deserve access to such resources, similar to the county residents.

Email: @gmail.com

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

What are the key reasons for your position? I think St. Louis is lacking safe bike-friendly options, and I would love to be able to bike from Tower Grove to the Cortex area, which is close to my work. I do not feel safe biking around midtown with all of the traffic.

Anything else you'd like us to consider or comments you'd like to share about this project? By adding a bike safe option, I think our city will start seeing more people outside - exercising and taking the more earth-friendly route to work.

Email: @gmail.com

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

What are the key reasons for your position? Biking is the healthy option for commuting when it's safe. This project would help lessen congestion and make a safer connection along a very busy route.

Anything else you'd like us to consider or comments you'd like to share about this project? This project also makes me feel safer as a driver when cyclists and pedestrians are given clearly marked areas for biking/walking.

Email: @gmail.com

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 key connector between highly populated residential, business, and commercial areas. The safety and usability of the bike connector will enhance access for all users: cyclists and pedestrians will be safer; drivers will see reduced traffic congestion; there will be much less confusion about how the street should be used by all people. It will also help with air quality, and increased access to businesses to help boost the local economy. This is a great project!

Anything else you'd like us to consider or comments you'd like to share about this project? I fully support this project and look forward to seeing it come to life!

Email: @aol.com

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

What are the key reasons for your position? Safety first.

Email: @gmail.com

What are the key reasons for your position? I bike commute and ride all over the city and a protected lane would go a long way to making it safer for everyone. I have been hit by a car while biking because they were trying to pass someone and not paying attention to the anything but the other car. A protected lane would stop that from happening again.

Email: @charter.net

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 frequent bicycle route for us and the proposed connector would increase safety, which is definitely needed along several stretches of this route.

Email: @me.com

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

What are the key reasons for your position? I have two reasons. First, I have ridden my bike thousands of miles in Tower Grove Park at all hours of the day in all months of the year. The Park is a safe place to ride, however, even though I live only two blocks away I have been nearly run over numerous times by cars and trucks on the side streets (Spring, Arsenal, etc.) just getting to the Park. Even with the bike lanes on Arsenal, this is still a dangerous proposition. The second is that when not taking the bus, I will be bike commuting to work (2909 Laclede) and there are few good alternatives for getting there and getting to the Wash U and SLU campuses. The dangers in these travels are the same as those I face getting to the Park only magnified by the added distances. My safest route to work or Wash U medical school campuses now is best accomplished by a round-about trip through the Park.

Anything else you'd like us to consider or comments you'd like to share about this project? My commuting and pleasure (workout) rides could be a series of delightful and environmentally responsible travels. They, however, are now frightening and very worrisome adventures.

Email: @cocastl.org

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

What are the key reasons for your position? Safer cycling/less emissions/healthier, happier people!

Email: @wustl.edu

What are the key reasons for your position? As an avid cyclist, I have many experiences traveling city streets and am excited by the changes occurring in our city. I believe these changes will provide great benefits to the safety and health of our population. Additionally, projects such as this connector send a strong message to our citizens, visitors, and potential transplants that we are committed to progress.

Email: @gmail.com

What are the key reasons for your position? I am writing to support this connector. My husband and I live in the CWE and bike to the Missouri Botanical Gardens and to the Farmer's Market in Tower Grove Park. This connector would make our ride so much safer.

Email: @hotmail.com

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

What are the key reasons for your position? I have ridden my bike on tower grove ave. I would feel safer with dedicated bike lanes.

Email: @wustl.edu

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

What are the key reasons for your position? I pedaled along this corridor for many years. the addition of special, separate bike lanes will make the commute much more inviting. It will also make it more comfortable for car drivers who sometimes have to drive more slowly to accommodate cyclists in the main lanes. It will also likely decrease the car traffic as more people will begin to commute via bicycle. Finally, it will help the

environment and, once this pandemic passes, will encourage folks to enjoy the botanic garden and businesses along the route.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live in the Shaw Neighborhood and will soon be working on the other end of the route proposed (City Foundry).

What are the key reasons for your position? I think infrastructure for active transportation options is critical, including separation from cars and increased visibility. People both need and want to bike and walk for exercise, transportation, community and physical and mental health. Having this type of system in St. Louis encourages people of all ages and abilities to make healthy choices and drive less frequently. This project is good for quality of life.

Anything else you'd like us to consider or comments you'd like to share about this project? Thank you for taking public comment!

Email: @gmail.com

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

What are the key reasons for your position? St. Louis is critically lacking protected bike infrastructure, particularly connecting the near South Side to the Central Corridor.

Email: @benkiel.com

Do you live or work in the community where the project is proposed? Yes, I live and work near the Tower Grove Connector project (in Shaw) and I travel on the proposed route daily.

What are the key reasons for your position? This project will increase safety on this route, where I bike daily with my children to school and bike to work on (Washington University). Having a protected lane will keep everyone safe: cars, pedestrians, and bikes. This route has been shifted often in the last couple of years and cars and bikes aren't sure where to be for safety—I am often scared on this section, especially when taking my kids to school (City Garden). Additionally, there is increased pedestrian traffic in the project proposal (more restaurants, shops, and housing, not to mention kids walking to school. Having high visibility crosswalks will make things safer for all. Better traffic signals mean better traffic flow and less congestion in this area. A win for all users.

Anything else you'd like us to consider or comments you'd like to share about this project? Protected bike lanes are far better than the current system in place here, as I see drivers often in the painted lanes, and cars parked in the also.

Email: @gmail.com

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

What are the key reasons for your position? I believe St. Louis could use more protected/safer options for alternative modes of transportation in the city, especially those that connect residential and commercial districts.

Email: @emerson.com

Do you live or work in the community where the project is proposed? Yes, I work part-time in the community.

What are the key reasons for your position? Increase usage and safety for bicyclists and pedestrians in this growing community.

Email: @wustl.edu

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

What are the key reasons for your position? The BJH/Cortex complex is congested with cars, parking is difficult, air quality is impacted. As the density of the region increases, it will become increasingly difficult to

use cars for transportation. Having a bicycle corridor from Tower Grove to CORTEX not only will reduce traffic in this area, and allow for healthy physical activity among the professionals who work in the area, but will also be an access point to Metrolink to allow a reduction in traffic both east and west of the target area.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I lived for ten years immediately south of Tower Grove Park. I moved this past summer. I regularly rode my bicycle from Tower Grove South to the City of Clayton, St. Louis County, where I work and continue to work. I still have friends in the Tower Grove Park area and me and my family use our bicycles to visit our friends.

What are the key reasons for your position? I know from personal experience, both as a bicyclist and as an automobile driver, that Tower Grove is a busy bicycle route and a busy car route. I would often choose less efficient routes on my bicycle simply to reduce my interactions with cars and trucks. The proposed project would increase safety for people biking along Tower Grove and Vandeventer by providing physical separation between people biking and people driving. Tower Grove and especially Vandeventer would greatly benefit from increased separation between pedal and powered transport and more defined space for people who bike on this corridor. As an auto driver, I would also feel more secure knowing that bicyclists are less like to suddenly swerve into my travel lane as a result of avoiding a pothole or an opening car door. A new pedestrian crosswalk signal at Sarah will make it easier and safer for people walking to get across the street. Traffic signal optimization will help reduce congestion along the corridor and provide benefits to people who those of us who are drivers along this route, making this a win-win project for both pedal and powered travelers on this route. This project will help also help fight air pollution, which remains a serious problem in St. Louis, by reducing car idling time and removing impediments to people using bicycles instead of cars. Providing people with safe transportation options other than driving a car is a focus of the City of St. Louis's Sustainability Plan; this Project will help that happen.

Anything else you'd like us to consider or comments you'd like to share about this project? This is an important North-South link for the City of St. Louis and will help improve the linkage between South City and the new east-west bicycle and pedestrian paths being developed between the Arch the Forest Park.

Email: @me.com

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

What are the key reasons for your position? I would visit tower grove park more often. This is a very well used route from the south to cortex, SLU, hospitals, midtown for workers. This just seems like a no-brainer to connect to the Forest Park paths as well.

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

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live in Benton Park and work in Cortex and bike to work on Tower Grove Ave.

What are the key reasons for your position? The protected bikeway would make it safer and easier for me to get to work by bicycle. It would also relieve automobile congestion, especially on Vandeventer Ave at I-44 and Boyle St.

Anything else you'd like us to consider or comments you'd like to share about this project? Tower Grove ave. is a much used bikeway and provides access to Forest Park. It will be used by many people and would be an upgrade to neighborhood and surrounding community.

Email: @juno.com

What are the key reasons for your position? Please add a bike lane on Tower grove ave. I ride this route frequently, and a bike lane would be most helpful.

Email: @ecolab.com

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

What are the key reasons for your position? Improve safety. Invite more people in the area. Cut down on automobile traffic noise and pollution.

Anything else you'd like us to consider or comments you'd like to share about this project? I use this route a lot and believe the improvements are needed and will help attract people to the city.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live near the Tower Grove Connector project and travel through frequently.

What are the key reasons for your position? I frequently visit the area where this project is proposed. I enjoy biking and would like to be able to bike to this area, but I currently do not because I do not feel safe. Drivers are distracted, and a buffer between automobiles and bicycles would lessen the risk of bicycling. I think being more bicycle and pedestrian friendly would increase the appeal of the project area and would encourage a sustainable increase in demand in that area.

Email: @gmail.com

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

What are the key reasons for your position? I ride. I believe there are many careful drivers on the road, but let's make sure all bikers are protected.

Email: @att.net

What are the key reasons for your position? As a resident cyclist in Tower Grove South, I would love to see a protected bike lane between Tower Grove Park and Cortex. There are many cyclists on the Tower Grove Ave.-Vandeventer route, and sections of the route are somewhat dangerous to riders. I think a protected bike lane would increase safety and encourage more cyclists to ride the roads.

Email: @earthlink.net

Do you live or work in the community where the project is proposed? We are residents of the Tower Grove South neighborhood.

What are the key reasons for your position? We frequently utilize the current bike lane along Tower Grove Ave. and very much feel this highly trafficked route (by both autos and bikes) would benefit enormously from a protected bike lane, both for the safety of bikes and automobile drivers. We would welcome the other components of the project, too, such as the higher visibility crosswalk and signal optimization. The Connector Project would go a long way in providing more sustainable transportation options for residents of two fast-growing areas of the city and help position St. Louis among cities that are enhancing quality of life for their residents in the 21st century.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live near Tower Grove Park.

What are the key reasons for your position? As much as I would like safe lanes between Carondelet, Tower Grove and Forest Parks, connecting Tower Grove to the Grove and growing Cortex areas seems a good start. Right now I bike to work in Maplewood during the good weather months and am so happy Arsenal has bike lanes. The more the better.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes. I live in Southwest Garden on the west side of the Botanical Gardens and work and Barnes hospital. This project would directly affect my commute.

What are the key reasons for your position? As someone concerned about the environment, I am always looking for alternative ways to get around the city that isn't driving. I generally take Metro bus to work, but on the weekends it runs on a limited timetable so if I could ride my bike to work it would be so convenient for me. I don't ride my bike now because the intersection of Tower Grove and Vandeventer is very scary as a bike rider. There is a hill that obscures driver visibility and it is so busy all the time. One of my co-workers was sideswiped by a driver there a few years ago and she (and I for that matter) have been hesitant to ride there anymore. Tower Grove Ave is a very busy commuter route, cars and bikes alike. Maybe if more people felt comfortable biking along that road, more people would choose a bike commute and decrease car traffic in general there, which would be a blessing since it can get really congested there. My husband uses a bike to commute to Maplewood and somehow that ride is double the distance, but safer.

Anything else you'd like us to consider or comments you'd like to share about this project? I know that the whole world is concerned about COVID right now, as it should be, but one day it will be over and we will start to get back to almost normal, but there is a good chance that a lot of people will lose their jobs. If we enter a period of economic recession it will be more important than ever to provide citizens with non-car ways to get around the city because more people might have to rely on that than before.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live in Tower Grove South and regularly commute by bike to work in Midtown area.

What are the key reasons for your position? Many cyclists I know are unwilling to ride on the street without a protected lane. This type of infrastructure would greatly increase bike commuting and reduce vehicle congestion.

Email: @gmail.com

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

What are the key reasons for your position? I often ride my bike through this region on my way to Forest Park. There are many dangerous areas where the bike route drops out or cars drive in unprotected bike lanes. Riders need separated lanes and more visibility to make this important and high traffic route safer for bikers.

Email: @gmail.com

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

What are the key reasons for your position? It would allow me to be healthy and save money. It would also help care for our city and the environment by cutting out vehicles using gas.

Email: @gmail.com

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

What are the key reasons for your position? Cyclists safety.

Email: @aol.com

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

What are the key reasons for your position? Convenience. Safety. Lower the Carbon Footprint.

Email: @gmail.com

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 active cyclist and care about the safety of riders in my neighborhood. This would also replace my typical car commute to work with a bike ride commute.

Anything else you'd like us to consider or comments you'd like to share about this project? I cannot wait to see this built.

Email: @gmail.com

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 safe my family to bike. As it stands now, the current bike path is not safe for children to bike with their parents.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live in the CWE and frequently visit both the Missouri Botanical Garden as well as Tower Grove Park.

What are the key reasons for your position? I travel between the CWE and MoBot / Tower Grove Park both by car and by bicycle. When driving my car, it can be difficult to see cyclists and, unfortunately, not all of them respect rules of the road. When cycling, many auto drivers are oblivious of, indifferent to or occasionally even hostile to me, the cyclist. Dedicated cycling lanes will increase safety for cyclists and problems for auto drivers.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes. Live and Work.

What are the key reasons for your position? I frequently commute to the central west end and cortex area through this corridor, both by foot and by bike. I would bike more, but drivers have often tried to lane share or entered existing bike lanes without warning. I am excited for this development in light of the Foundry development occurring at the northern terminus. I used to live in Baltimore City, and the introduction of protected bike lines greatly improved my sense of safety and access to parks and businesses in the north-south corridor there.

Anything else you'd like us to consider or comments you'd like to share about this project? I am excited to see the progress in the neighborhood to improve access to Tower Grove Park. The improved curb cuts, signaling and cross walks are amazing work.

Email: @slu.edu

Do you live or work in the community where the project is proposed? Yes! I live in Northampton and work at SLU.

What are the key reasons for your position? I've recently been trying to bike more to work, but it's hard to find safe route. Vandeventer is by far the most direct route to SLU but due to all the people shifting lanes and the large trucks, I take a longer, less direct route.

Anything else you'd like us to consider or comments you'd like to share about this project? I do want to make sure it is done right and there is adequate signage so that it is safe for bike riders. Riding a bike when there are scooters zipping by in the lane is dangerous as well. I would prefer there to be explicit signage indicating that scooters are not allowed to use the lane.

Email: @bclpaw.com

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 confident cyclist and use this route frequently to travel to business and parks, but the pavement is in bad shape and it is not currently a very safe route. I am not comfortable having my wife and child use the route as is, but with the improvements would absolutely have them bike the route. I also think the improvements would be a huge benefit to local businesses. The streetscape is slowly becoming more human friendly and these improvements would contribute greatly.

Anything else you'd like us to consider or comments you'd like to share about this project? I am extremely excited about the project and hope it goes forward!

Email: @truman.edu

Do you live or work in the community where the project is proposed? I ride near the Tower Grove Connector project.

What are the key reasons for your position? The main reason for my support is safety. While sharing roads between cyclists and motorists can be done safely, cyclists can only take specific steps to minimize their risk. Because of the inherent exposure when cycling, the small portion of motorists who drive irresponsibly can cyclists at extreme risk of injury or death even when riding carefully. Safer roads alleviates anxiety while cycling and opens the possibility to more people (with lots of community benefits).

Email: @wustl.edu

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

What are the key reasons for your position? Safer bicycle commuting benefits public health and the environment, and makes the region more attractive to high-skilled workers.

Email: @swbell.net

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 active volunteer at The Garden. The new visitor's center will include showers and lockers for staf and volunteers to use after biking to The Garden. Dedicated bike lanes will help all who enjoy cycling, but especially those of us who commute in the area. Thanks!

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

Email: @yahoo.com

What are the key reasons for your position? Please support this project. It will enable safe work commutes by bike which will positively effect health of participants and our environment by helping reduce carbon monoxide emissions. It also will provide more safety for recreational bikers exploring our city.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I both live and work near the Tower Grove Connector project.

What are the key reasons for your position? I am a bike rider and would use this route since it would be a designated bike lane and therefore make my commute safer than the route I currently take up 39th street.

Email: @yahoo.com

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 Shaw and Tower Grove is a route I frequently use to access businesses and recreational areas north of me.

Anything else you'd like us to consider or comments you'd like to share about this project? In addition to bike lanes I'd also like to advocate for crosswalks in key areas for pedestrians like at Flora Place to get to the pedestrian gate for the botanical garden, and at McRee for business traffic to get to parking.

Email: @swbell.net

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

What are the key reasons for your position? Safety and quality of life in my neighborhood.

Email: @gmail.com

What are the key reasons for your position? But for the impossible intersection on Tower Grove and Vandeventer, I could ride my bike to work from Shaw to the WashU Danforth campus. Sadly, the current bike lanes are just too risky for me as a mother of 3. With the proposed project, I'll finally have a safe way to commute by bicycle. PLEASE make the connector happen. Finally, I so want this connector to happen, that I am happy to contribute and fundraise for it.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live south of the Tower Grove connector project in south city, and regularly bike commute to WashU's Danforth campus.

What are the key reasons for your position? I am so excited for the increased safety that will come with the physical separation between people biking and people driving. Tower Grove is an incredibly busy corridor for biking (and walking) in the City, and would really benefit from this increased separation. The crosswalks included in the plan, and the signal at Sarah, will make it safer for people walking, which is absolutely crucial for children, older residents, and people who don't have cars. This is a dense neighborhood, and people should be able to safely get where they're getting. Importantly, I think this is also an incredibly important opportunity to address environmental concerns like air quality by decreasing congestion through coordination of traffic signals and providing safe options that are not driving. I can't wait to ride on this new path!

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live in the fox park neighborhood, in the city of St. Louis and travel by bike along tower grove to get to work frequently.

What are the key reasons for your position? Tower Grove is currently one of the busiest corridors for biking in the City, and could really benefit from increased separation and more defined space for people who bike on this corridor. It would also increase economic activity along the corridor, increasing pedestrian and cyclist access between tower grove park, the botanical gardens, and businesses in the grove. St. Louis has one of the highest rates of childhood asthma in the country, due in large part to exhaust from internal combustion engines. Replacing vehicle trips with trips by bike or foot decreases the amount of exhaust residents are exposed to. This project will also decrease congestion through better-coordinated traffic signals (fewer people idling in cars). The high visibility crosswalks along the corridor and new pedestrian crosswalk signal at Sarah will make it easier and safer for people walking to get across the street. The traffic signal optimization will help alleviate congestion along the corridor and provide benefits to people who drive along this route, making this a winning project for all users. Finally, this project is essential for achieving the goals outlined in the City of St. Louis' Sustainability Plan.

Anything else you'd like us to consider or comments you'd like to share about this project? Successful completion of this project will act as a catalyst for construction of more protected bike paths in the region, decrease traffic related injuries and fatalities, and further position St Louis for equity and resiliency.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live near Tower Grove Park.

What are the key reasons for your position? I support more protected bike lanes to make the city more safely accessible to my family via bike.

Email: @buffalo.edu

Do you live or work in the community where the project is proposed? Not anymore but I used to and frequently travelled through that area on bike. I strongly believe that this is a great project to enhance the safety of our transportation system.

What are the key reasons for your position? As an avid cyclist who used to ride this exact route multiple times per week for both commuting and recreational purposes, I think this project has the potential to bring much needed safety to this route for cyclists, motorists, and pedestrians. Last September I was struck by an SUV while cycling and firmly believe that we need to do more to protect and empower others to be able to bike safely. I also still have a number of close friends who do currently live in this community and cycle very often (150-220 miles per week). While they typically stick to safer bike lane areas, there are always roads without bike lanes that need to be ridden to get from one safe spot to another. On top of all of this, there are a multitude of economic, sociopolitical, and health benefits to the community with implementing more dedicated bike lanes.

Anything else you'd like us to consider or comments you'd like to share about this project? Please consider the parking situation and have a plan for how residents will park outside of the bike lanes (for both their convenience and cyclists' safety). Additionally, if there is a way to better educate or disseminate information to both cyclists and motorists on the correct rules of the road and safety procedures, I think that will go a long way towards increasing safety. I know there are plenty of cyclists and motorists who either don't know or follow the rules or just don't think about it.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live in U City but often bike Tower Grove on my way to Tower grove park. A bike lane would be nice but the road needs to be resurfaced. In its present state, there is a true hazard of falls when you fall in a pothole.

What are the key reasons for your position? This is a well-used bike route, traffic is not that heavy so it should not be a problem. And with the density of parked cars bikes are squeezed too close to the cars and could be hit by a door suddenly opening.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes. I live in the Tower Grove South neighborhood, am a frequent visitor to the park, and cycle on Tower Grove Avenue often.

What are the key reasons for your position? Dedicated, protected bike lanes and other improvements would be helpful to me as a frequent cyclist in this corridor - in terms of usability, safety, and peace of mind. This is already a very busy corridor for cyclists, and this project would also encourage others to cycle in this area, which would be beneficial for neighborhoods and businesses. In addition, the other improvements that are part of this project benefit pedestrian and auto users as well, and will ease overall congestion. This in turn will provide a reduction in air pollutants and an improvement in air quality.

Email: @sau.edu

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

What are the key reasons for your position? I commute to work in the medical center from tower grove and it will be a safer ride.

Email: @esri.edu

Do you live or work in the community where the project is proposed? Yes! I live in Tower Grove South.

What are the key reasons for your position? I frequently cycle to Tower Grove Park. I would love to cycle to the Grove (or Cortex where I have a work-pass) but I'm currently concerned about the quality and safety of that route. People do not respect the fading bike lanes where they exist and the crosswalks aren't optimized for cyclists.

Anything else you'd like us to consider or comments you'd like to share about this project? PLEASE paint the bike lanes solid green. NO ONE respects the white line and I strongly feel that the solid green bike lanes are harder to ignore.

Email: @slps.org

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

What are the key reasons for your position? Safety and sustainability.

Email: @gmail.com

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

What are the key reasons for your position? It makes sense and cycling safety is paramount.

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

Email: @gmail.com

What are the key reasons for your position? The Connector exemplifies the sort of innovative, sustainable street design that St. Louis should apply to all of its major thoroughfares. By separating bicycle and vehicular traffic, the Connector will transform the bicycling experience along Tower Grove and Vandeventer—busy arterial roads that provide an essential connection between South City and the Central Corridor. Fully protected, continuous bicycle lanes, like those in the Netherlands, are the minimum standard we should be applying in St. Louis. We should not settle for painted lanes or sharrows. This project meets that higher standard. The pedestrian enhancements—high-visibility crosswalks, signalized crossings, etc.—are also exciting and essential. These streets are currently dangerous environments for pedestrians, with poorly marked, infrequent crossings and wide travel lanes that permit and encourage speeding. Rectifying these problems is crucial to improving the safety and quality-of-life of residents in adjoining neighborhoods. Enhancing walkability and bikeability is one of the most crucial components of revitalizing the economy of the City of St. Louis. St. Louis must embrace its urbanity in order to thrive, and projects like this can distinguish us from our peer cities as a place that embraces sustainable, active transportation and prioritizes people over cars.

Email: @lewisrice.com

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

What are the key reasons for your position? I think a protected bike way would be a huge plus for the region, connecting people where they work and play. I would routinely use this route if it were protected in this fashion.

Email: @stlouis-mo.gov

Do you live or work in the community where the project is proposed? I live in the Central West End, and work in the Southwest Garden neighborhood, so I frequent that area a lot.

What are the key reasons for your position? The infrastructure right now seems unsafe and uninviting for much foot and bike traffic. It would be great to have a protected lane for people to safely enter Tower Grove Park, and to draw more foot traffic to small businesses along Tower Grove Ave.

Email: @gmail.com

Do you live or work in the community where the project is proposed? As an avid cyclist, I regularly cycle through this community.

What are the key reasons for your position? St. Louis is a very unsafe city for cyclists. Enforcement of vehicular traffic regulations is nearly nonexistent. We need to do everything possible to calm traffic and protect both cyclist and pedestrians

Anything else you'd like us to consider or comments you'd like to share about this project? The city needs to get with it. This would not even be a topic for debate in leading cities around the world. And it's a green idea to promote and make it safer for people to cycle rather than drive.

Email: @att.net

What are the key reasons for your position? I live and work in the community and want defined bike lanes. Cyclist have a legal right to be on the road. It encourages exercise, helps keep the air cleaner than using vehicles.

Email: @bookerdog.com

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

What are the key reasons for your position? I regularly use Tower Grove as an excellent north south connector when commuting on my bicycle through this area. A dedicated lane that is in good repair would be a huge safety relief. The current places with bike lanes are in very poor condition.

Anything else you'd like us to consider or comments you'd like to share about this project? This neighborhood is vital and growing. This would be a very well used addition.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live in Tower Grove and work in the city.

What are the key reasons for your position? This would enhance my ability to bike to work and to other places in the city.

Anything else you'd like us to consider or comments you'd like to share about this project? Please make St. Louis even more bike friendly!

Email: @gmail.com

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

What are the key reasons for your position? Tower Grove Ave is a key bikeway in the city and the improved cycling infrastructure will help make it one of the safest north-south connectors. This is much needed.

Email: @gmail.com

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

What are the key reasons for your position? Our city is lucky to be compact and easy to get from one neighborhood to the next. This should extend to cyclist as well. This area poses dangers for cyclists currently so having a dedicated bike lane would allow for people to safely commute easier.

Email: @dotfamilyholdings.com

Do you live or work in the community where the project is proposed? I live and work in the community where the project is proposed.

What are the key reasons for your position? Creating safe and accessible paths for bicycles is critical to building a more connected community, a community less dependent on auto transportation, and a community more attractive to citizens looking for an urban lifestyle and to businesses looking to attract talent.

Email: @gmail.com

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

What are the key reasons for your position? I do not ride a bike myself. tower grove ave going from 2 lanes each way to dedicated turn lanes and one shared bike/car lane has impacted my driving often. I live in TGS while my sister lives just on the other side of the park in Shaw. I travel this road often and even the very short distance has been impacted by the lane changes. I also often see people who are headed to the park as a family riding on the sidewalk or even sometimes in the bike lanes but dangerously. I realize drivers need to share the road and be aware of cyclists but small children are hard to see and often times abruptly change directions. I love to see families out and about it's one of the best parts about living here but I think a protected dedicated bike lane is the best idea. It will help with traffic congestion it will keep the cyclist safe and it will keep the sidewalk free of bicycles because that's not what they are for.

Email: @hotmail.com

What are the key reasons for your position? Avid bike rider.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I work in the Cortex district and live nearby, and ride by bike on Tower Grove Avenue frequently to access shopping, restaurants, and friends in South City.

What are the key reasons for your position? Tower Grove Avenue is one of the busiest cycling routes in the City. This project will improve safety for people riding on Tower Grove Ave and Vandeventer by providing for physical separation between riders and drivers. I also support the proposed crosswalks and pedestrian signals,

as well as the traffic signal optimization. Overall, I think this is a positive step toward improving access for walkers and riders in the Tower Grove and Cortex neighborhoods

Anything else you'd like us to consider or comments you'd like to share about this project? I am employed in the Cortex district in the biotech industry, and live nearby in the Central West End. One of the major reasons for choosing to live in this neighborhood is the ability to walk to restaurants, shops, and parks nearby. Being able to get around without a car is very important to me, and improving bicycle and pedestrian connections to Tower Grove Avenue will benefit both neighborhoods tremendously. I think this is the right project at the right time, and I hope you support it. Thanks for your consideration.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live in the Botanical Heights area and I often commute to the Grove and Forest Park via Tower Grove Avenue.

What are the key reasons for your position? I ride often, and motorists across the Saint Louis area are rude, inconsiderate, and completely unconcerned with cyclists' safety. Bike lanes allow a clearly defined space for cyclists to ride along with traffic. It's not a perfect solution; motorists will often ignore them, but it's much better than fighting cars for space on what is already a congested road.

Email: @gmail.com

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 casual bicyclist who would like to be able to feel safe taking my bike and kids trailer down to the park. I currently would not feel safe with the trailer on my bike on Vandeventer.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live just south of the Tower Grove Connector project area, and regularly travel through it (by both bike and car...at different times...)

What are the key reasons for your position? Selfishly, I'm super excited to have additional biking infrastructure along this route as it is very heavily used by me and other bikers. I'm especially excited for it to be a separated, protected lane to increase safety for all riders, and especially to encourage more biking by more folks. Tower Grove is currently one of the busiest corridors for biking in the City, and could really benefit from increased separation and more defined space for people who bike on this corridor. I also think the traffic signal optimization will help alleviate congestion along the corridor and provide benefits to people who drive along this route, like me! I've gotten stuck at long and ill-timed lights before and they are such a bummer, along with adding to air pollution : / This project will help address the poor air quality concerns we have in St. Louis by decreasing congestion through better-coordinated traffic signals (through people idling in cars) and providing people with safe transportation options other than driving a car in accordance with the City of St. Louis' Sustainability Plan. Woohoo!

Anything else you'd like us to consider or comments you'd like to share about this project? At the south of the protected route, it'll be helpful to have space or maybe physical directions for folks to transition from biking on the right side of the street (coming out of the park) to the left side protected lane. It feels like it would be awkward (biking North on Center Cross) to make a sort-of-left-turn and then an immediate right turn to get on the path. Maybe bikers should transition to the left side at some point in the park instead, so it's not at that major intersection? Not sure what the best solution is, but would recommend having some thought about the instructions for entering and exiting when switching sides of the street will be necessary. It would be lovely if there was also a maintenance plan for the path to be plowed in the winter :).

Email: @gmail.com

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

What are the key reasons for your position? I don't want to be killed while commuting to work and back.
Anything else you'd like us to consider or comments you'd like to share about this project? Car drivers are careless and reckless. my option of commuting choice should be just as protected as every other commuting option. having been hit by cars twice i can only vouch for car drivers' recklessness and lack of attention and concern.

Email: @yahoo.com

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

What are the key reasons for your position? Biking is healthier, cheaper and easier than having a car for city travel. It should be a priority for the city to attract a younger workforce.

Anything else you'd like us to consider or comments you'd like to share about this project? Most progressive cities have already implemented these bike lanes. Let's FINALLY follow suit.

Email: @yahoo.com

Do you live or work in the community where the project is proposed? I do not. I have ridden/biked many times in the area. The area is definitely on the upswing.

What are the key reasons for your position? I'm retired. But, I would love safe, pleasant, walkable neighborhoods. As a former bike rider, safety was always a concern in that area. And, this would connect many vibrant neighborhoods, Cortex, the Grove, Forest Park SE, Botanical Heights, Shaw, Tower Grove Park and the Botanical Garden. WHAT AN ASSET! People today are looking for convenient city homes close to these amenities. Today, in our current virus crisis, where do residents go? To the parks, to the bike paths, to our greenways. Somewhere to walk, bike, a safe place to refresh ourselves. One must also mention the environmental aspect...less congestion, less pollution. These areas are good places to live. This project would bring it up a notch, a great place to live, work, and play.

Email: @case.edu

Do you live or work in the community where the project is proposed? Yes, I live in the central west end.

What are the key reasons for your position? I have bike commuted for the past three years and protected lanes make a huge difference in biker safety. Believe it or not this corridor is super congested with Cortex and hospital traffic. Many of these people are my friends who say they would bike if they felt safer on the road and they feel protected lanes make them feel safe. I actually bike this route along Tower Grove almost daily.

Anything else you'd like us to consider or comments you'd like to share about this project? Cyclist visibility is extremely important for getting more people out of cars and onto their bikes. Many groups of underrepresented people in the cycling community say they would cycle more with better roadway infrastructure. This is the number one thing people tell me when I tell them I bike commute.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, tower Grove South is where I live.

What are the key reasons for your position? Bicycles are a sustainable form of transportation, this would enable safer travel for all forms of transportation.

Email: @icloud.com

Do you live or work in the community where the project is proposed? I live in St. Louis City and regularly bike this stretch of roadway on weekends and sometimes on weekdays after work.

What are the key reasons for your position? Quality of life.

Anything else you'd like us to consider or comments you'd like to share about this project? It will be curious to see how much additional bicycle and pedestrian usage there will be as a result of these improvements.

Email: @email.wm.edu

Do you live or work in the community where the project is proposed? I live and work in St. Louis and it is scary riding through most of the city and surrounding areas due to a lack of proper bike lanes.

What are the key reasons for your position? As we progress into the 21st century we need to be encouraging more cycling and public transportation to reduce the number of cars on the roads. Having proper bike lanes will encourage more people to ride and reduce the number of bike related traffic accidents. Please consider adding a bike lane for tower grove and Vandeventer roads. If you had kids, and they said they wanted to ride their bikes somewhere, wouldn't you feel better if they had a designated bike lane rather than riding in the same lane as a 10,000 lb steel death machine on 4 wheels? Cyclists are people too.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, both! I live in Shaw, my kindergartener attends our assigned SLPS neighborhood school (Adams Elementary), and I work at Cortex.

What are the key reasons for your position? I do not feel that the current bike lane on Tower Grove, which is not physically separated from car traffic, is safe enough for me to ride on with my kids in a trailer or bike seat. Near the Tower Grove and Vandeventer intersection while on my bike (in the bike lane and following all traffic laws), I have been cut off, almost run into, and on one occasion screamed at by car drivers. So I drive from the Shaw neighborhood to Cortex, even though my commute is a mere 1.7 miles -- a perfect cycling distance -- and my son's school is on the way. On my car commute from Shaw to Cortex, I often look at the giant empty sidewalk along the way and shake my head, thinking about how that space could turn into a fantastic separated bike facility and still easily serve pedestrians and car drivers as well. As a former Chicago resident who frequently rode on the separated bike lanes on Milwaukee Street and elsewhere, I can tell you that they truly transform people's perception of cycling safety, and far more people choose to cycle as a result. The economic benefit to businesses along the route is a huge win for the city as well. Car parking in the Grove is a hassle. My family would much more frequently ride our bikes along Tower Grove and Vandeventer to the Grove to grab coffee and eat out if there were a safer, separated bike lane, knowing that we could easily park our bikes. I believe this project is a perfect testing ground for showing that separated cycling lanes can tempt people to ride to work, to run errands, and to drop the kids off at school, even in car-loving St. Louis.

Anything else you'd like us to consider or comments you'd like to share about this project? Yes -- to me one of the most important outcomes of this project would be a better connection between Adams Elementary School and the Shaw neighborhood. Children who live north of Flora Place in Shaw are assigned by default to Adams, which is a lovely little school. Many of those families cite the hostile car traffic situation at Tower Grove and Vandeventer as a reason that they choose to send their children to another school. This improvement in cycling and pedestrian infrastructure would allow more families to feel like their assigned neighborhood school is a viable option.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I bike in the Tower Grove area and my company has offices in Cortex.

What are the key reasons for your position? Having bike lanes would make it a much safer area to bike.

Anything else you'd like us to consider or comments you'd like to share about this project? I hope to see the project completed successfully.

Email: @yahoo.com

Do you live or work in the community where the project is proposed? I live in the Shaw neighborhood and TG ave. is one of our boundaries and a great place for a bike lane.

What are the key reasons for your position? Bike lanes provide safety and this avenue is a prime feed to enter TG park for bike riding. It also would be a protected route for south side folks going to work downtown or the hospitals.

Email: @yahoo.com

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

What are the key reasons for your position? Better biking access north and south.

Anything else you'd like us to consider or comments you'd like to share about this project? Just get it done.

Email: @icloud.com

What are the key reasons for your position? I ride my bike on Tower Grove Ave extremely frequently and there are definitely some spots where I don't feel the safest. I also think it would be good to include some other streets besides Sarah Ave. such as Newstead Ave or Taylor Ave. to increase the accessibility.

Email: @yahoo.com

Do you live or work in the community where the project is proposed? I live on the 3900 block of Shenandoah, near the Tower Grove Connector project.

What are the key reasons for your position? WHY? My current biking practice, which is to use 39th Street to Chouteau to Vandeventer, This is not a safe route to bike to the Cortex area of mid-town. Going underneath the I-64 bridges on Vandeventer -- between the QT at Chouteau and the Ikea -- is very bad at any hour on any day! Bicycles in that passage conduit are in grave danger, and motorists get upset! No bicyclist wants to see motorists upset!!! Moreover, the viaduct across the RR tracks on Chouteau often has pedestrians on the sidewalk -- not to mention the broken glass and the legality of having bikes on that sidewalk. Using the street lanes on the viaduct is simply crazy if you are on a bike -- cars run at relatively high speed in those narrow viaduct-bridge lanes designed only for motor vehicles -- and two cars side-by-side cannot pass a bicycle on the viaduct-bridge. As you folks know, when you are coming from Shaw into Cortex or midtown, the only possibilities across the RR tracks are Kingshighway, Tower Grove Avenue, and the Chouteau bridge viaduct. Grand Avenue across the RR tracks at the MetroLink is very narrow and dangerous for bikes. There are no good alternatives. THIS PROPOSAL would funnel most of the bike traffic into one safe place. The traffic signal optimization will help alleviate congestion along the corridor and provide benefits to people who drive along this route, making this a winning project for all users. This project will help address the poor air quality concerns we have in St. Louis by decreasing congestion through better-coordinated traffic signals (through people idling in cars) and providing people with safe transportation options other than driving a car in accordance with the City of St. Louis' Sustainability Plan. Thanks for listening -- this is a really great proposal.

Email: @charter.net

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

What are the key reasons for your position? Avid biker and use this route often.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, in Tower Grove.

What are the key reasons for your position? In a city that is dominated by cars, people need to be able to get around by bike safely. By building more protected lanes we encourage people who may be afraid to ride alongside cars to use their bikes as an alternate mode of transportation.

Anything else you'd like us to consider or comments you'd like to share about this project? More projects like this! Let's make it safe for everyone to walk and bike in the city.

Email: @gmail.com

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

What are the key reasons for your position? The Tower Grove bike/ ped as proposed is the highest used connector between Tower Grove Park and CWE/ Cortex. This is a vital link, that will help calm traffic, and increase bike usage with on street protected bike infrastructure.

Anything else you'd like us to consider or comments you'd like to share about this project? Great plan, please support.

Email: @gmail.com

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

What are the key reasons for your position? The park and The Grove are two of the best assets our city has. The better we connect them the better we can protect people and let them enjoy both.

Email: @gmail.com

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

What are the key reasons for your position? I have traveled that route by bike for over a decade and would feel much safer with a protected bike lane.

Anything else you'd like us to consider or comments you'd like to share about this project? The high speed of car traffic combined with the frequency of cars veering into the bike lane make this route particularly unsafe for cyclists.

Email: @wustl.edu

Do you live or work in the community where the project is proposed? I live in Tower Grove East, and I bike to my workplace, Washington University, Monday through Friday during good weather.

What are the key reasons for your position? It would make the busiest part of my commute safer and more efficient.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live and work in Shaw.

What are the key reasons for your position? Having safe bike lanes would be better for our community....riding the bus watching the driver dodge bikes is not a comforting feeling. My housemates bike everywhere, their safety is important.

Email: @bos.law

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

What are the key reasons for your position? This Route is already heavily traveled by cyclists. It should be made safer and would allow even more people to utilize this route.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I bike in the area. I love going through Tower Grove and would like a safer way to get there.

What are the key reasons for your position? I am an avid cyclist. I see more and more people taking up the sport. It is a great way to exercise, get around, and see, and talk to people. Making St. Louis more biking friendly will attract tourists as well as new companies.

Anything else you'd like us to consider or comments you'd like to share about this project? I live near Creve Coeur Park. The trails that was put in around the lake and out to the Katy Trail is used very heavily. It's a great investment in the health of the citizens.

Email: @gmail.com

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

What are the key reasons for your position? 5 reasons: Reducing carbon emissions, making St. Louis a more desirable place to live, serving those who may not be able to afford other forms of transportation, keeping those who can't afford other forms of transportation safe, encouraging healthy lifestyle in a city that really needs help with that.

Email: @comcast.net

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

What are the key reasons for your position? More safe bike access.

Anything else you'd like us to consider or comments you'd like to share about this project? Please get it done.

Email: @gmail.com

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

What are the key reasons for your position? Sustainable living.

Anything else you'd like us to consider or comments you'd like to share about this project? As more people live and work in the central corridor we need traffic easing options.

Email: @gmail.com

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

What are the key reasons for your position? Cortex has added jobs and continues to revitalize the city. This bike lane will further that revitalization.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live in the Shaw Neighborhood on Botanical.

What are the key reasons for your position? I ride my bike along this route for fun and to go to Forest Park. Due to the incline I find the current Tower Grove and Vandeventer intersection intimidating on a bike. I also enjoy how the construction required will not directly impact my commute to work (car).

Email: @me.com

Do you live or work in the community where the project is proposed? Yes! Biking from Richmond Heights to Tower Grove needs to be a safer and more accessible option. I live in Richmond Heights and work in the Cherokee CID area.

What are the key reasons for your position? With the many motorist options in STL and the limited protected biking and walking paths to several key areas of the City, more of this sort is necessary for a healthy and thriving public.

Anything else you'd like us to consider or comments you'd like to share about this project? Protected biking and the subtraction of parking spaces is a must, or if space allows, protected biking between street parking and pedestrian side walk with a buffer zone is ideal. Thank you!

Email: @tridentinvents.com

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 and bike often around the city. I would like to feel safer in traffic.

Email: @gmail.com

Do you live or work in the community where the project is proposed? Yes, I live in South St. Louis City and regularly use Tower Grove Ave. to get to Forest Park, The Grove, and the Central West End.

What are the key reasons for your position? This is the main route to get from South City into the central corridor for people on bikes. The current configuration does little to make this a safe and comfortable experience. It's nice that the bike lanes are there, but with so many folks driving distracted seeing people accidentally swerving into the bike lane is a regular occurrence. Having a protected bike lane here would be much safer, and would make the lanes much more usable for folks who don't currently feel safe, including children. This project will help to address the City's non-attainment for poor air quality, by providing a real and safe transportation alternative to driving a car through this area.

Anything else you'd like us to consider or comments you'd like to share about this project? My wife currently won't bike here because it feels unsafe, but has said that this project, and others like it could help make her feel like biking is a safe alternative to driving.

Email: @gmail.com

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 cyclist and believe it is crucial to support healthy and sustainable modes of transportation and exercise in the city. When I am driving, I find it much easier to know exactly where to expect cyclists rather than share the road.

Anything else you'd like us to consider or comments you'd like to share about this project? All bike lanes in the city are greatly appreciated by cyclists and motorists alike!!

Email: @stlcc.edu

Do you live or work in the community where the project is proposed? I travel often from my home in Soulard to the Central West End using the Tower Grove area and could greatly benefit from the Tower Grove Connector project.

Email: @gmail.com

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

What are the key reasons for your position? Very busy route that is overloaded with car traffic/pollution.

Anything else you'd like us to consider or comments you'd like to share about this project? Would provide safe connection to other cycling and walking trails.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live in Tower Grove East and work at Wash U and this is my route between home and school -- in addition to getting me to Olio, Union Loafers, The Grove, and beyond!!!

What are the key reasons for your position? These lanes are part of a much larger network that can help make St Louis a healthier, more active, more connected and more desirable city to live in. People want to live in places that offer modal alternatives, lifestyle alternatives, and recreational alternatives. We have parks, but they are islands in a sea of crumbling infrastructure (and some of them are crumbling too). high quality safe connections are key to building a strong network. And more people out biking and walking, means more people looking out for each other, and looking out for the city. As a resident, cyclist, and urban design professor, I strongly support a more robust transit, bike, and pedestrian network for a more connected and vital St. Louis.

Email: @sbcglobal.net

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

What are the key reasons for your position? More pedestrian/cyclist friendly and accessible areas.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I reside in St. Louis City. For more than 3 years I lived in Shaw and commuted on Tower Grove Avenue almost every day. I moved to the Central West End about 6 months ago but continue to use the Tower Grove corridor frequently for travel south to the botanical garden, park/farmer's market, and places beyond.

What are the key reasons for your position? I used Tower Grove Avenue nearly every single day for over three years to commute to my job in midtown. I'm a committed cyclist for reasons related both to environmental preservation and personal health. There are a lot of issues regarding safety when cycling in the city, not least of them close calls with drivers who 1) don't look carefully enough to see me, or 2) frankly just don't care. I've both had and have witnessed numerous incidents on TG Avenue with cars swerving close to

me (purposeful or accidental), disobeying the 3-foot clearance law (purposeful or out of ignorance), or swerving into the bike lane to pass another car (purposeful and dangerous!). While I thankfully have never been hit, the prevalence of these kinds of run-ins is disconcerting and I can't help but feel it's only a matter of time before I'm seriously injured by a driver. TG Avenue is an extremely busy road with lots of traffic so the forced separation that barriers would impose between cars and bikes would prevent a number of run-ins and possibly even save lives. It might also even reduce some of the animosity and impatience some drivers feels toward cyclists by separating the slower strain of cycling traffic from the cars. With a boom in construction happening in the areas between Vandeventer and Manchester, that area of town is going to see nothing but an increase in traffic, be it pedestrian, cyclist, or automotive. The traffic signals at Vandeventer/Tower Grove and especially Vandeventer/Boyle are currently very poorly timed, causing cars to idle there needlessly and congesting traffic in ways that could likely be prevented. By preempting the surge in use of roads in that area, this plan would help us get ahead of a tricky traffic problem for once, and also potentially prevent injury or loss of life.

Anything else you'd like us to consider or comments you'd like to share about this project? Please support efforts to make St. Louis a more bike friendly city, both for the health of our population, road system, and environment!

Email: @gmail.com

Do you live or work in the community where the project is proposed? I travel nearby the tower grove connector project.

What are the key reasons for your position? You and I both see a congestion issue within the tower grove area; this is great, and yet at the same time brings concern. The tower grove is now a rapidly-growing residential area for many working class families. More families and workers means more vehicles moving through this area. This produces the position we are in today: drivers move faster because of more dense commutes, producing more accidents and more fearful pedestrians. This must change for Tower Grove's holistic success. This area is an essential player in bringing workers and families back into the city limits. This project will allow for new venues of not only travel, but also leisure as well (residents and visitors alike). Multiple modes of transportation are expected within diverse and relevant cities. For Saint Louis, this has not been a priority, and is an obvious reflection of our cities ability to be inviting to outsiders and younger people. Saint Louis is also a frequent offender to air quality. Prioritizing cycling and walking will not only lower health risks from our sedentary jobs, but emissions as well.

Email: @cannondesign.com

Do you live or work in the community where the project is proposed? I live in the community where the Tower Grove Connector project is proposed.

What are the key reasons for your position? I commute by bike to teach at Washu year round on Tower Grove Avenue and Vandeventer every week and can see that I am not alone. I also commute downtown by bike and can see that Tower Grove is one of the busiest routes even in the winter. I have always observed that there was not enough room dedicated to the bike infrastructure yet there is certainly space available. I support the proposed infrastructure improvements for cyclist and pedestrians including the high visibility crosswalks along the corridor and new pedestrian crosswalk at Sarah. When I used to live at Tower Grove and Sarah I would frequently walk to the Grove and can see how this will make it much safer for pedestrians. This project will help address the traffic flow and help improve air quality by decreasing congestion through better-coordinated traffic signals. I believe this will also encourage more people to bike which will further reduce traffic and congestion!

Email: @gmail.com

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

What are the key reasons for your position? Healthy for human and environment. Also will create less vehicles on the road.

Anything else you'd like us to consider or comments you'd like to share about this project? Large amount of density in this area - would effect many people in positive way.

Email: @gmail.com

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

What are the key reasons for your position? The current configuration is not as safe as it could be. Motorists have a difficult time seeing cyclists and the street is not great for riding. It is a very busy intersection and dedicated space for cyclists would make it much safer.

Anything else you'd like us to consider or comments you'd like to share about this project? I hope this becomes a reality because it would make cycling Tower Grove much more pleasant and safe. Making the street more bike friendly would also help reduce the amount of car traffic in the neighborhood.

Email: @gmail.com

Do you live or work in the community where the project is proposed? I work at the CIC@CET building and love in Shaw.

What are the key reasons for your position? I would love a safer way to commute to work via bicycle. I also vote. Please support this project! This is exactly the kind of development that helps our community!

Email: @gmail.com

Do you live or work in the community where the project is proposed? I live near Tower Grove and it is currently one of the busiest corridors for biking in the City.

What are the key reasons for your position? As someone who bikes regularly through the city, I do not always feel safe. I think if more Local residents felt safer commuting, that this project could help reduce the number of cars on the road, reduce traffic congestion, and improve environmental air quality. This is a win win for the city of St. Louis and it would put us in the map as being a bike friendly city! A positive draw for new residents and tourists.

Email: @accenture.com

Do you live or work in the community where the project is proposed? I work at the cortex and live in tower grove south by the park.

What are the key reasons for your position? Would love to opportunity to take one car off the street

Email: @gmail.com

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

What are the key reasons for your position? There are many bikers that use this route (including myself) and I've seen dangerous interactions with cars that this project would help to solve.

Email: @gmail.com

What are the key reasons for your position? Please support this project. I bike the area often as do many other folks. It will support the economic boon to the area.

East-West Gateway received 77 comments that all provided the following response or something similar to as the key reason for their position: This project will increase safety for people biking along Tower Grove and Vandeventer by providing physical separation between people biking and people driving. Tower Grove is currently one of the busiest corridors for biking in the City, and could really benefit from increased separation and more defined space for people who bike on this corridor. The high visibility crosswalks along the corridor and new pedestrian crosswalk signal at Sarah will make it easier and safer for people walking to get across the street. The traffic signal optimization will help alleviate congestion along the corridor and provide benefits to

people who drive along this route, making this a winning project for all users. This project will help address the poor air quality concerns we have in St. Louis by decreasing congestion through better-coordinated traffic signals (through people idling in cars) and providing people with safe transportation options other than driving a car in accordance with the City of St. Louis' Sustainability Plan.

Additional comments included:

- This update will make commuting between the Tower Grove neighborhoods and midtown/CWE much better for bikers and drivers, as well as increase safety for pedestrians in these area
- Again, I strongly support the Cortex-Tower Grove Connector Project (project number 8218-23). Thank you for your time and effort into this project.
- Just make sure it happens!
- I am now retired but bicycled for years from my home 8 miles to work over surface streets, many of which were heavily trafficked. I was on constant guard against motorists who were distracted in their rush to work and/or by cell phone distractions. I had close calls on a daily basis and advised anyone considering bike commuting to do so, but to be an actively defensive rider. This is an opportunity to make a bike corridor which will serve our community well and be an attractive inducement to young people to locate to St. Louis. I strongly urge you to take this bold action and support the Cortex-Tower Grove Connector project.
- As the Cortex draws more and more people working to the complex, many of them choosing to bike to and from work, the roadways will become more congested unless measures are taken to alleviate this issue while promoting other sustainable modes of transportation. We were able to add an additional MetroLink stop at the cortex to help, the next step would be creating a protected bike pathway that would benefit workers and other St. Louis citizens alike! Let's make the roadways safer for cyclists and drivers both!
- I applaud any project that provides protected bike lanes as riding on the road is extremely dangerous.
- This project is a key piece in an overall mission to make the streets of St. Louis more walkable and livable, and thus become a more attractive place for a younger generation of workers, who are all seeking these kinds of amenities.
- As a senior cyclist, I am very reluctant to take my chances riding on the heavily trafficked Tower Grove or Vandeventer roads. This project would make it possible for me ride my bike all the way to Forest Park. I would love to be able to do this.
- As a community, it's in our collective best interests to keep ourselves safe and healthy. Protected bike lanes will motivate more people to get out on their bicycles, increasing activity and reducing the comorbidities of obesity, hypertension, high cholesterol and diabetes. We should be doing everything we can to boost better health outcomes and this project can be an important contributor to that goal.
- This project would greatly increase the safety of bike routes from the Tower Grove area to the Central West End/Cortex/Forest Park, which would in turn encourage more cycling to work and for recreation/health between those areas. I personally would make frequent use of this corridor as I already bike this route multiple times weekly and have concerns about the road safety of the area for both cyclists and pedestrians. Thank you for considering this project; I anticipate that it will be a big draw for new and existing STL residents and enhance the draw of the Cortex as a workspace.
- Adding protected bike lanes benefits everyone. It encourages biking as many people cite their concerns with riding among cars as a reason preventing them from feeling comfortable biking. The other benefit is that for every person that rides their bike, that removes a car from the road, and makes driving more pleasant for those that can't bike or don't want to. It's a win-win!

Attachment C – Public Comments

- As a frequent cyclist on Tower Grove Ave., I feel strongly that the bike lanes and markings can benefit from further improvements; further, signal optimization is desperately needed at the intersection of Tower Grove Ave. and Vandeventer where wait times are often long and lane markings confusing to motorists. As a frequent pedestrian near Sarah St. and Manchester Ave., I believe the proposed improvements are imperative for improved safety for cyclists, pedestrians and motorists as development and traffic increases. I feel that these improvements will add to safety, quality of life, and enhance the quality of life in these rapidly changing neighborhoods. Thank you for your consideration.
- This would be a great addition to St. Louis and will help the City remain competitive with other metros.
- Highly support having better bike paths in St. Louis.
- I've personally tried to bike along this route and have had several near accidents with cars not knowing how to drive with bikes adjacent or with traffic. I've also witnessed numerous times where cars will use the existing bike lane as a passing lane when they get impatient. Some cars just wander out of their own lane and I cringe every time I see that. Especially in the dark. Please, for the safety of cyclists, whether recreational or commuters, we need this more than just about any other corridor in the region.
- The completion of this project would make me more likely to bike instead of drive from my home near Tower Grove Park to my workplace near Forest Park.
- It's insane that we don't have more protected bike infrastructure! Build it all!
- This project will boost desirability of residing in surrounding neighborhoods
- This project would greatly increase the safety of bike routes from the Tower Grove area to the Central West End/Cortex/Forest Park, which would in turn encourage more cycling to work and for recreation/health between those areas.
- This project is the first implementation of Trailnet's Connecting St. Louis Plan. Trailnet invested over \$350,000 into developing a plan to move St. Louis forward as a place where everyone can travel easily by foot or by bicycle. The Connecting St. Louis Plan is a community planning effort and the result of over 4,000 community voices, the input of 60 civic organizations, to create one strategy for active transportation. This is a very important and regionally significant project as this is one of the only ways to go North South between Tower Grove Park and Forest Park / Central West End / Cortex. It has been identified as a critical corridor for active transportation by not only Trailnet's Connecting St. Louis Plan, but the plan for the new Brickline Greenway (re-named Chouteau Greenway) by Great Rivers Greenway. These plans were created in communication and collaboration with each other, and in both the Tower Grove Cortex Connector serves as a key recommendation. In addition this (Tower Grove and Shaw) is currently the busiest on street bicycle count location in the region, and could greatly benefit from better bike facilities. The current configuration is stressful, and leaves people biking vulnerable to people who may be driving distracted (Missouri is one of two states that still allows texting while driving for adults). In addition City Garden Montessori School is directly along the route on Tower Grove, and Trailnet has been contacted in the past by parents who would like to allow their children to bike to school, but don't feel the current configuration is safe. This project would make this a much safer and more pleasant place for people to walk and bike, and would eventually tie in as a critical arm to the Brickline Greenway (Re-named Chouteau Greenway) that Great Rivers Greenway is planning.
- Before improvements started to be made in the area, it's often felt quite dangerous to bike along this pathway, so I'm excited to learn that something more will be done to improve the safety for everyone.
- I used to travel this route to work on bike when I was able to, but would have done so more if something like this was in place. Often, I was encountering precarious / dangerous traffic no matter

how safely I followed the rules of the road on my bicycle, and when traveling on foot, the crosswalks often were always a little less safe than I would have hoped, and this looks like it would provide some safer plans in the area.

- We need more biking! Way too much infrastructure dedicated to cars.
- I ride my bike to work most days, and live just off of Tower Grove ave. south of Vandeventer. This would be an indispensable upgrade for biking. It could also cut back on the backup of car traffic along Tower Grove Ave as well.
- The proposed connector is on my bicycle commute to Saint Louis University and the School of Medicine. I also have some collaboration with offices at Cortex. My background is in human performance and preventive medicine. Anything we can do to efficiently increase physical activity in our society will dramatically improve health and productivity (\$\$\$).
- I can honestly say that seeing the plans for this project were an important influencing factor to my purchasing a house in the neighborhood and my accepting a new job in a leadership role at the Garden. In combination with recent growth of the Botanical Heights district, the new development of the Garden's visitor enter, and the opening of the Cortex metro station, the Connector Project will help to knit together a vibrant series of urban spaces. I can't emphasize enough how important these sorts of improvements are for attracting and retaining young professionals to the area.
- Especially now that we see what COVID 19 is doing to transit, the need for safe, healthy, comfortable and resilient infrastructure for people of all ages and classes is even more apparent. During normal circumstances, biking provides wonderful public health benefits and reduces emissions from less efficient modes like cars. This project would be a boost to active transportation in the region and would benefit us the community in terms of health, environment, economics, and resiliency.
- Especially now that we see what COVID 19 is doing to transit, the need for safe, healthy, comfortable and resilient infrastructure for people of all ages and classes is even more apparent. During normal circumstances, biking provides wonderful public health benefits and reduces emissions from less efficient modes like cars. This project would be a boost to active transportation in the region and would benefit us the community in terms of health, environment, economics, and resiliency.
- I currently bike the area a lot and while it is great there is a bike lane I find how the street is arranged with the bike lane moving with the street it creates multiple points on the street that it is dangerous to bike.
- I have been biking from Shaw/Tower Grove to Cortex often and the currently bike lane doesn't provide sufficient safety to bikers. By merely using the bike lane, I have experienced dangerous situations when motor car drivers take over or sit on the bike lane at random times.
- I also believe that tower grove is a bike thoroughfare and should be treated as such. It benefits both bikes and cars for to have such bike thoroughfares. Or city lacks safe north south travel as a consequence of its hub and spoke development.
- I am a frequent recreational biker, and also a bike commuter who works in the Midtown area. I bike the Cortex-Tower Grove Connector daily, and routinely have near-miss accidents due to distracted drivers entering the bike lane.

Have Concerns

Email: @gmail.com

Do you live or work in the community where the project is proposed? As Tower Grove is the most biked artery in the entire city, this project makes a lot of sense for increasing safety and helping people be more comfortable with choosing bike commuting as an option. HOWEVER, the current route that is planned makes

absolutely no sense. The majority of people commuting on Tower Grove are going to the hospital complex. No one is biking down Vandeventer. Not even a protected bike lane will convince people to detour. The route should continue on Tower Grove all the way into Cortex. Cortex is quickly taking on a suburban office park feel and would vastly benefit from some road diet changes that prioritize bikers and walkers. It is currently a nightmare to walk around the district and WashU actively discourages its employees from doing so with their elevated walkway tunnels. We should focus what funds we have on making improvements to the actual busiest bike route in St. Louis (Tower Grove not Vandeventer). People's behavior will not change re-routing them away from their destination, even if it's very nice. Go to any college campus and you can see this in dirt paths cutting across grassy spaces since it's an easier route than using the sidewalk. This is a great project but let's actually make it usable.

Email: @gmail.com

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 St. Louis city resident, an everyday bike commuter, and resident of Forest Park Southeast. As someone very familiar with the streets around my neighborhood and the surrounding area, I'm excited to see a focus on increasing safety for cyclists and pedestrians. Protected bike lanes are the safest form of bicycling infrastructure, short of completely separate paths like you see in Forest Park. However, I am concerned about the route that has been outlined. Tower Grove Ave is an incredibly popular biking route, and the infrastructure doesn't match its use. The current route outlined by the connector doesn't seek to improve the route that people currently take. Instead, it opts to take people down Vandeventer, all the way around FPSE and the eastern edge of Cortex. Many users of the Tower Grove route are headed to the WashU/BJC hospital complex, the CWE, or FPSE. I know that cyclists and pedestrians will always take the most direct route to where they are going. This connector isn't going where most people are going. I want to see great bicycling infrastructure. I just want to see it serve people's needs, and make it safer for people to get where they are going.

Email: @globalsurgical.com

Do you live or work in the community where the project is proposed? I live near the Tower Grove Connector project. (project number 8218-23) In fact, I live on Tower Grove Avenue (23xx block between Botanical and Shenandoah).

What are the key reasons for your position? The few homes along this section do not have any other option but to park on Tower Grove Ave in front of our houses. We have no alley behind us nor any lots to park on. The wording in your description indicates there will be a two-way protected bike lane (two-way cycle track) along Tower Grove Ave. What exactly does this mean in regard to street parking and sidewalks along this section? Please keep in mind our needs when planning this pathway. Thank you and I look forward to hearing from you.

Comments Opposed

Email: @outlook.com

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

What are the key reasons for your position? The cost and this just shouldn't be a priority for limited CMAQ funding.

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

If anything this project should be going north, to NGA.

Email: @gmail.com

What are the key reasons for your position? Most of the designs created and implemented do not create a materially safer space for cyclists; they simply create an empty illusion ignoring the real issues and created

added complexity ESPECIALLY at intersections. If you want support, you need to offer details. Not just artist renderings but engineering drawings, because the devil is in the details. The only renderings I've seen look like the crap you promoted and installed down on Sullivan Blvd--a "dedicated" space that's overrun by pedestrians. It is not a dedicated cycle track--it's a shared promenade, and it's dishonest to call it otherwise, and calling it a dedicated cycling space creates a dangerous illusion for cyclists and pedestrians that use that space.

Email: @wustl.edu

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

What are the key reasons for your position? I've bike-commuted on TGA for over a decade. It's where I learned to ride in the road, happily. Dedicated bike lanes have been put in (I did not support those either, but because they're there now, I use them). People talk about "protected" bike lanes as if they will provide total security and separation from issues in traffic, but they always come to an end (often abruptly) and require the cyclist to know how to ride properly in the road anyway; in reality, this can cause confusion or tragedy at intersections. I am sure these protected projects also convince many motorists that cyclists are not supposed to use the road, when we need to do that most of the time (and can do so safely). Educating cyclists of every age and type, and educating motorists on cyclist rights, is a cheaper and more sustainable way to get us all on the same page out there. How about some billboards and signs on buses stating the basic rules of the road?

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

There are certainly serious flaws in the current situation on TGA, and these should be dealt with once and for all (or, as the case may be, with regular maintenance). They are 1) poorly maintained road surfaces, with horrible and recurring potholes especially along the edge of TGA and under 44; 2) quick-fading paint; and 3) the repeated shifting of the lanes at Vandeventer for construction projects, which has confused motorists and cyclists alike and frequently leads to really scary moments out in the middle of that intersection. I would so much rather see Trailnet pushing the city to protect its travelers by addressing this situation, than by undertaking a big expensive project that isn't needed.

Email: @beancotton.com

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

What are the key reasons for your position? Segregated bike lanes in that area will reduce the effectiveness of cycling as a travel option by introducing new risks from debris collecting in lanes, pedestrians, and line of sight issues at driveways and intersections. This area (and most areas) would be MUCH better served by prominent BMUFL signage and sharrows.

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

If anything this project should be going north, to NGA.

Email: @ctsk.com

Do you live or work in the community where the project is proposed? Yes, I live south of Tower Grove Park and use Tower Grove Avenue a lot.

What are the key reasons for your position? Tower Grove if repacked is fine as it is.

St. Louis City – Lindell/Union Bridge
Comments in Support

Email: @yahoo.com

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

What are the key reasons for your position? Current infrastructure, though beautiful, is crumbling.

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

PLEASE design for pedestrian scale and traffic calming. Avoid over-sized lanes so drivers don't feel comfortable speeding through. Currently when I drive the speed limit on Lindell, I am practically bullied by cars tailgating

etc. Try to keep the design classic to go with nearby forest park and residential architecture. The more trees the better. A round-about.

St. Peters – Barkwood Trails Drive

Comments in Support

Email: @icloud.com

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 project but have reservations around the round about

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

Barkwood is a major through street. The current pavement is a mix of old and new cement that is a rough ride. Asphalt would be the best replacement.

Email: @boeing.com

What are the key reasons for your position? The speed limit on Barkwood Trails Drive is 25-30 MPH and there are a number of stop signs along the road. Currently many drivers coming down Barkwood Trails Drive are speeding in excess of 40 MPH and are disregarding most of the stop signs. Any roundabouts that are installed should be designed to prevent continuous high speed driving down Barkwood Trails.

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

Just thanks for helping improve our subdivision.

Have Concerns

Email: @pfizer.com

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

What are the key reasons for your position? I have very mixed concerns about this. I am an original owner living at 257 Barkwood Trails in Huntleigh Estates Subdivision a resident since 1994 since my home was built by Tom Johnson. We bought this property and built on the lot and were NEVER disclosed this road was supposed to be an open road from Jungerman to Maple Tree. Low and behold a mere 6 months after moving in the road one day was connected to the other side of a line of trees that we were never informed would one day become a connected road. Having always lived on cul de sacs previous to moving here from outside the area we would have never purchased a lot or built a home on this street. Funny most of the original owners on this street purchased and were out of the area moving here. We protested when the street originally was opened and it has been a thorough fair ever since. I am one of the few original owners left in this subdivision on this portion of the street. It is very disappointing this street was opened ever in the first place. Why the turnabouts? Is there even MORE traffic projected for this street? I am fearful to have the presence of small children at my home. Between the speed and quantity of traffic it is very dangerous. Huntleigh Estates is a nice neighborhood but with all the traffic and then the yellow dotted lines that showed up it is hard to sit on our front porch and have a conversation for the noise created by the traffic. I would rather see you close off the road like they did in an adjoining St. Charles subdivision for safety reasons. I'm sure my concerns will go nowhere but they are genuine concerns.

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

Volume, noise and residue from street traffic for connecting streets to make this a very busy speedway street. Kids literally drag race down this street. Please instead of considering roundabouts. Save all the money and close the street. Jungerman, McClay, Muegge, Hackman are meant to handle the volume of traffic. Certainly not Barkwood Trails.

FISCAL YEARS 2021-2024
TRANSPORTATION IMPROVEMENT PROGRAM
 ATT. D - RECOMMENDED STP-S & CMAQ PROJECTS - REVISED 5/5/20

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8203-23 New	FRANKLIN COUNTY MO 47 AT UNION EXPWY ROUNDAABOUT LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement	PE ROW IMPL	\$169,864 \$50,000 \$1,759,051	\$169,864 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$1,759,051	\$0 \$0 \$0
			Federal: \$1,318,912 State: \$0 Local: \$660,003	TOTAL	\$1,978,915	\$169,864	\$50,000	\$1,759,051	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,978,915					
8064-23 New	UNION UNION EXPRESSWAY MO 47/US 50 TO MO 47/OLD COUNTRY FARM RD NEW ROAD LENGTH (mi): 0.7 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	STP-S	New 2-lane Roadway Intersection Improvement	PE ROW IMPL	\$793,845 \$150,000 \$9,265,891	\$793,845 \$0 \$0	\$0 \$150,000 \$0	\$0 \$0 \$9,265,891	\$0 \$0 \$0
			Federal: \$6,936,406 State: \$0 Local: \$3,273,330	TOTAL	\$10,209,736	\$793,845	\$150,000	\$9,265,891	\$0
				ESTIMATED TOTAL PROJECT COST: \$10,209,736					

FISCAL YEARS 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

ATT. D - RECOMMENDED STP-S & CMAQ PROJECTS - REVISED 5/5/20

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8011-23 New	DE SOTO N. MAIN STREET, PHASE 2 VALLEY PL TO WILLIAMS ST RESURFACING - SIDEWALK (6') - LIGHTING LENGTH (mi): 0.46 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Roadway - Curb & Gutter Federal: \$617,099 State: \$0 Local: \$275,767	PE ROW IMPL TOTAL	\$69,424 \$0 \$823,442 \$892,866	\$69,424 \$0 \$0 \$69,424	\$0 \$0 \$0 \$0	\$0 \$0 \$823,442 \$823,442	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:						\$892,866			
8015-23 New	FESTUS W. MAIN STREET, PHASE 2 HANCOCK CT TO PARK AVE RESURFACING - SIDEWALKS (6') - LIGHTING LENGTH (mi): 0.4 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Roadway - Curb & Gutter Federal: \$470,065 State: \$0 Local: \$220,343	PE ROW IMPL TOTAL	\$58,758 \$0 \$631,650 \$690,408	\$58,758 \$0 \$0 \$58,758	\$0 \$0 \$0 \$0	\$0 \$0 \$631,650 \$631,650	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:						\$690,408			
8021-22 New	JEFFERSON COUNTY ANTIRE ROAD 400' N/O CRESTVIEW DR TO 200' E/O SUNSHINE DR OVERLAY - SHOULDER (4') - CURVE IMPR. - SIGNAGE - RUMBLESTRIP LENGTH (mi): 1.19 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Widening to 12' Lanes Resurfacing 2 Lane Pvm Roadway Shoulders Federal: \$980,000 State: \$0 Local: \$420,000	PE ROW IMPL TOTAL	\$0 \$90,000 \$1,310,000 \$1,400,000	\$0 \$0 \$0 \$0	\$0 \$90,000 \$0 \$90,000	\$0 \$0 \$1,310,000 \$1,310,000	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:						\$1,400,000			
8022-23 New	JEFFERSON COUNTY DULIN CREEK ROAD MEYER LN TO LOCAL HILLSBORO RD OVERLAY (LOC. FUND) - SHOULDER (4') - RUMBLE STRIPS - SIGNAGE LENGTH (mi): 1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Resurfacing 2 Lane Pvm Roadway Shoulders Federal: \$832,386 State: \$0 Local: \$208,097	PE ROW IMPL TOTAL	\$0 \$125,000 \$915,483 \$1,040,483	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$125,000 \$0 \$125,000	\$0 \$0 \$915,483 \$915,483
ESTIMATED TOTAL PROJECT COST:						\$1,040,483			
8018-23 New	JEFFERSON COUNTY GRAVOIS ROAD 450' N/O INDIAN SPRINGS RD TO DELLWOOD LN RESURFACING - RESTRIPE FOR TWTL - SHARED USE PATH (8') LENGTH (mi): 0.96 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Safety	STP-S	Resurfacing Bicycle Facilities Lighting Federal: \$994,000 State: \$0 Local: \$426,000	PE ROW IMPL TOTAL	\$0 \$45,000 \$1,375,000 \$1,420,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$45,000 \$0 \$45,000	\$0 \$0 \$1,375,000 \$1,375,000
ESTIMATED TOTAL PROJECT COST:						\$1,420,000			

FISCAL YEARS 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

ATT. D - RECOMMENDED STP-S & CMAQ PROJECTS - REVISED 5/5/20

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8020-23 New	JEFFERSON COUNTY MT. OLIVE RD BRIDGE OVER MCMULLEN BRANCH REPLACE BRIDGE - SHOULDERS (4') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Roadway Shoulders	PE ROW IMPL	\$0 \$25,900 \$1,146,200	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$25,900 \$0	\$0 \$0 \$1,146,200
			Federal: \$937,680 State: \$0 Local: \$234,420	TOTAL	\$1,172,100	\$0	\$0	\$25,900	\$1,146,200
				ESTIMATED TOTAL PROJECT COST: \$1,172,100					
8019-23 New	JEFFERSON COUNTY OLD LEMAY FERRY RD, PHASE 3 VOGEL RD TO SPRING FOREST RD RECONSTRUCTION - SHOULDERS (5') LENGTH (mi): 0.55 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Roadway - Curb & Gutter Roadway Shoulders	PE ROW IMPL	\$0 \$185,000 \$1,648,200	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$185,000 \$0	\$0 \$0 \$1,648,200
			Federal: \$1,099,920 State: \$0 Local: \$733,280	TOTAL	\$1,833,200	\$0	\$0	\$185,000	\$1,648,200
				ESTIMATED TOTAL PROJECT COST: \$1,833,200					
8023-23 New	JEFFERSON COUNTY SALINE ROAD NORTHWEST BLVD TO 400' S/O MEMORY LN OVERLAY - SHOULDERS (4') - RUMBLE STRIPS - SIGNAGE LENGTH (mi): 0.98 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Widening to 12' Lanes Roadway Shoulders Resurfacing	PE ROW IMPL	\$0 \$225,000 \$1,199,800	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$225,000 \$0	\$0 \$0 \$1,199,800
			Federal: \$997,360 State: \$0 Local: \$427,440	TOTAL	\$1,424,800	\$0	\$0	\$225,000	\$1,199,800
				ESTIMATED TOTAL PROJECT COST: \$1,424,800					

FISCAL YEARS 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

ATT. D - RECOMMENDED STP-S & CMAQ PROJECTS - REVISED 5/5/20

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8002-23 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2023 (A) REPLACE EIGHT CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$1,035,440	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,035,440	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation		Federal: \$828,352 State: \$0 Local: \$207,088	TOTAL	\$1,035,440	\$0	\$0	\$1,035,440	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,035,440					
8003-23 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2023 (B) REPLACE NINE CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$1,164,870	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,164,870	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation		Federal: \$931,896 State: \$0 Local: \$232,974	TOTAL	\$1,164,870	\$0	\$0	\$1,164,870	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,164,870					
8200-23 New	BI-STATE DEVELOPMENT/METRO METRO BUS REPLACEMENT - 2023 (A) REPLACE EIGHT BUSES	CMAQ	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$4,411,260	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$3,921,120	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion		Federal: \$3,136,896 State: \$0 Local: \$784,324	TOTAL	\$4,411,260	\$0	\$0	\$3,921,120	\$0
				ESTIMATED TOTAL PROJECT COST: \$3,921,220					
8201-23 New	BI-STATE DEVELOPMENT/METRO METRO BUS REPLACEMENT - 2023 (B) REPLACE TEN BUSES	CMAQ	Transit Capital Imps.	PE ROW IMPL	\$0 \$0 \$4,901,400	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$4,901,400	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion		Federal: \$3,921,120 State: \$0 Local: \$980,280	TOTAL	\$4,901,400	\$0	\$0	\$4,901,400	\$0
				ESTIMATED TOTAL PROJECT COST: \$4,901,400					
8204-22 New	JEFFERSON COUNTY PORT AUTHORITY MARINE VESSEL ENGINE REPOWER - 2022 REPOWER ONE MARINE VESSEL SERVING MISSISSIPPI RIVER IN NON-ATTAINMENT AREA - 1 TOWBOAT	CMAQ	Miscellaneous	PE ROW IMPL	\$0 \$0 \$539,000	\$0 \$0 \$0	\$0 \$0 \$539,000	\$0 \$0 \$0	\$0 \$0 \$0
	LENGTH (mi): 0 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Goods Movement		Federal: \$269,500 State: \$0 Local: \$269,500	TOTAL	\$539,000	\$0	\$539,000	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$539,000					

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ATT. D - RECOMMENDED STP-S & CMAQ PROJECTS - REVISED 5/5/20

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8209-23	MODOT	CMAQ	Signal Timing Progression	PE	\$0	\$0	\$0	\$0	\$0
New	SIGNAL OPTIMIZATION - 2023			ROW	\$0	\$0	\$0	\$0	\$0
	MO 231: HOFFMEISTER TO US 67; US 67: MO 231 TO I-55			IMPL	\$1,196,260	\$0	\$0	\$1,196,260	\$0
	LENGTH (mi): 13.1		Federal:	\$957,008	TOTAL	\$1,196,260	\$0	\$0	\$1,196,260
	AIR QUALITY STAT: Regionally Significant		State:	\$239,252					
	PROJ PURPOSE: Congestion		Local:	\$0	ESTIMATED TOTAL PROJECT COST:	\$1,196,260			

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COUNTY: MULTI-STATE

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8407-21 New	MADISON COUNTY TRANSIT DISTRICT RIDEFINDERS MARKETING & OUTREACH - 2021 - IL INCREASE AWARENESS, INTEREST, AND PARTICIPATION IN RIDEFINDERS BY EMPLOYERS AND COMMUTERS LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Education/Marketing Program	PE ROW IMPL Federal: \$300,000 State: \$0 Local: \$0 TOTAL \$300,000	\$0 \$0 \$300,000 \$300,000	\$0 \$0 \$300,000 \$300,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST: \$300,000									
8207-21 New	MADISON COUNTY TRANSIT DISTRICT RIDEFINDERS MARKETING & OUTREACH - 2021 - MO INCREASE AWARENESS, INTEREST, AND PARTICIPATION IN RIDEFINDERS BY EMPLOYERS AND COMMUTERS LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Education/Marketing Program	PE ROW IMPL Federal: \$1,200,000 State: \$0 Local: \$0 TOTAL \$1,200,000	\$0 \$0 \$1,200,000 \$1,200,000	\$0 \$0 \$1,200,000 \$1,200,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST: \$1,200,000									

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COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8206-22 New	LAKE SAINT LOUIS HAWKRIDGE TRAIL/SOMMERS ROAD AT OLD HIGHWAY N TRAFFIC SIGNAL LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Traffic Signals Sidewalks Federal: \$533,000 State: \$202,882 Local: \$783,576	PE ROW IMPL TOTAL	\$120,000 \$50,000 \$1,349,458 \$1,519,458	\$120,000 \$0 \$0 \$120,000	\$0 \$50,000 \$0 \$50,000	\$0 \$0 \$1,349,458 \$1,349,458	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,519,458				
8027-22 New	LAKE SAINT LOUIS OLD HIGHWAY N 125' S/O HAWK RIDGE TRAIL TO 50' S/O OLD FORESTER DR RECONSTRUCT - SIDEWALK (6') - TWTL (LOCALLY FUNDED) LENGTH (mi): 0.3 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Bicycle Facilities Sidewalks Federal: \$871,000 State: \$272,117 Local: \$166,883	PE ROW IMPL TOTAL	\$0 \$110,000 \$1,200,000 \$1,310,000	\$0 \$0 \$0 \$0	\$0 \$110,000 \$0 \$110,000	\$0 \$0 \$1,200,000 \$1,200,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,430,000				
8208-23 New	MODOT MO 79 AT TR HUGHES GREEN T INTERSECTION LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Traffic Signals Federal: \$1,224,000 State: \$926,000 Local: \$0	PE ROW IMPL TOTAL	\$165,000 \$10,000 \$1,975,000 \$2,150,000	\$165,000 \$0 \$0 \$165,000	\$0 \$10,000 \$0 \$10,000	\$0 \$0 \$1,975,000 \$1,975,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,150,000				
8032-22 New	O'FALLON MAIN STREET, PHASE 2 PITMAN ST TO TERRA RD RESURFACING - SHARED USE PATH (8') - UPGRADE SIDEWALK (5') LENGTH (mi): 0.25 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Bicycle Facilities Sidewalks Federal: \$1,423,393 State: \$0 Local: \$355,849	PE ROW IMPL TOTAL	\$120,000 \$150,000 \$1,509,242 \$1,779,242	\$0 \$0 \$0 \$0	\$120,000 \$0 \$0 \$120,000	\$0 \$150,000 \$0 \$150,000	\$0 \$0 \$1,509,242 \$1,509,242
					ESTIMATED TOTAL PROJECT COST: \$1,779,242				
8036-24 New	ST. CHARLES HAWKS NEST DRIVE W. CLAY ST TO ZUMBEHL RD RECONSTRUCTION - SLAB REPL. - SUP (10') - SIDEWALK (5') LENGTH (mi): 0.9 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks Bicycle Facilities Federal: \$2,000,000 State: \$0 Local: \$1,000,000	PE ROW IMPL TOTAL	\$200,000 \$0 \$2,800,000 \$3,000,000	\$0 \$0 \$0 \$0	\$200,000 \$0 \$0 \$200,000	\$0 \$0 \$0 \$0	\$0 \$0 \$2,800,000 \$2,800,000
					ESTIMATED TOTAL PROJECT COST: \$3,000,000				

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COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8212-23 New	ST. CHARLES SCAT TRANSIT PARKING UNDER I-70 UNDER I-70 AT FIFTH STREET CONSTRUCT 375 SPACE LOT LENGTH (mi): 0 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Park & Ride Lots	PE ROW IMPL Federal: \$424,000 State: \$0 Local: \$1,876,000	\$120,000 \$0 \$2,180,000 TOTAL \$2,300,000	\$120,000 \$0 \$0 \$120,000	\$0 \$0 \$0 \$0	\$0 \$0 \$2,180,000 \$2,180,000	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:					\$2,300,000				
8035-22 New	ST. CHARLES SECOND STREET FIRST CAPITOL DR TO BOONES LICK RD RECONSTRUCTION - UPGRADE SIDEWALKS (5') LENGTH (mi): 0.43 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks	PE ROW IMPL Federal: \$2,080,000 State: \$0 Local: \$520,000	\$350,000 \$100,000 \$2,150,000 TOTAL \$2,600,000	\$0 \$0 \$0 \$0	\$350,000 \$0 \$0 \$350,000	\$0 \$100,000 \$0 \$100,000	\$0 \$0 \$2,150,000 \$2,150,000
ESTIMATED TOTAL PROJECT COST:					\$2,600,000				
8213-23 New	ST. CHARLES ZUMBEHL RD AT IPSWITCH LN TRAFFIC SIGNAL - TURN LANES LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Traffic Signals	PE ROW IMPL Federal: \$250,000 State: \$0 Local: \$250,000	\$50,000 \$30,000 \$420,000 TOTAL \$500,000	\$50,000 \$0 \$0 \$50,000	\$0 \$30,000 \$0 \$30,000	\$0 \$0 \$420,000 \$420,000	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:					\$500,000				
8039-23 New	ST. CHARLES COUNTY DUELLO ROAD, PHASE 3A MO N TO ORF RD RECONSTRUCTION - SIDEWALKS (5') - TWTL (LOCALLY FUNDED) LENGTH (mi): 0.33 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks	PE ROW IMPL Federal: \$1,000,000 State: \$0 Local: \$580,000	\$120,000 \$100,000 \$1,360,000 TOTAL \$1,580,000	\$120,000 \$0 \$0 \$120,000	\$0 \$100,000 \$0 \$100,000	\$0 \$0 \$1,360,000 \$1,360,000	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:					\$1,580,000				
8215-21 New	ST. CHARLES COUNTY GGL - BRYAN RD SIGNAL PERFORMANCE MODULE W. TERRA LN TO MO N AUTOMATED TRAFFIC SIGNAL PERF. - SIGNAL OPTIMIZATION LENGTH (mi): 2.9 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression	PE ROW IMPL Federal: \$1,099,400 State: \$0 Local: \$274,850	\$155,000 \$0 \$1,219,250 TOTAL \$1,374,250	\$155,000 \$0 \$0 \$155,000	\$0 \$0 \$1,219,250 \$1,219,250	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:					\$1,374,250				

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COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8214-21 New	ST. CHARLES COUNTY GGL - MID RIVERS MALL DR SIGNAL PERFORMANCE MODULE I-70 NORTH OUTER RD TO S ST. PETERS PKWY AUTOMATED TRAFFIC SIGNAL PERF. - SIGNAL OPTIMIZATION LENGTH (mi): 4.8 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression	PE ROW IMPL Federal: \$1,566,400 State: \$0 Local: \$391,600	\$260,000 \$0 \$1,698,000 TOTAL \$1,958,000	\$260,000 \$0 \$0 \$260,000	\$0 \$0 \$1,698,000 \$1,698,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,958,000				
8217-21 New	ST. CHARLES COUNTY GGL - WENTZVILLE PKWY SIGNAL PERFORMANCE MODULE VETERANS MEMORIAL PKWY TO US 61 AUTOMATED TRAFFIC SIGNAL PERF. - SIGNAL OPTIMIZATION LENGTH (mi): 2.75 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression	PE ROW IMPL Federal: \$922,000 State: \$0 Local: \$230,500	\$170,000 \$0 \$982,500 TOTAL \$1,152,500	\$170,000 \$0 \$0 \$170,000	\$0 \$0 \$982,500 \$982,500	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,152,500				
8069-23 New	ST. CHARLES COUNTY MO 94 SHERMAN DR TO PRALLE LN WIDEN TO SIX LANES LENGTH (mi): 1.2 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	STP-S	Widening 4 to 6 Lanes Intersection Improvement	PE ROW IMPL Federal: \$1,203,675 State: \$0 Local: \$1,203,675	\$0 \$0 \$2,407,350 TOTAL \$2,407,350	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$2,407,350 \$2,407,350	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,407,350				
8223-21 New	WENTZVILLE MO Z AT INTERSTATE DR - RESTRIPE MO Z INT. DR TO 70 (LOC. FUND) UPGRADE TRAFFIC SIGNAL - INTERSECTION IMPROVEMENTS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Traffic Signals	PE ROW IMPL Federal: \$1,200,000 State: \$0 Local: \$1,200,000	\$382,434 \$20,000 \$1,997,566 TOTAL \$2,400,000	\$382,434 \$0 \$0 \$382,434	\$0 \$20,000 \$0 \$20,000	\$0 \$0 \$1,997,566 \$1,997,566	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,400,000				
8066-23 New	WENTZVILLE WENTZVILLE PARKWAY MEYER RD TO PARKWAY RIDGE BLVD RECONSTRUCT - TWTL (LOCALLY FUNDED) - SHARED USE PATH (10') LENGTH (mi): 0.41 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Bi-directional Left-turn Ln. Intersection Improvement Sidewalks	PE ROW IMPL Federal: \$1,150,000 State: \$0 Local: \$1,150,000	\$0 \$65,044 \$2,234,956 TOTAL \$2,300,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$65,044 \$0 \$65,044	\$0 \$0 \$2,234,956 \$2,234,956
					ESTIMATED TOTAL PROJECT COST: \$2,300,000				

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COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8004-22 New	BRECKENRIDGE HILLS ISOLDA AVENUE BRIDGE OVER COLDWATER CREEK REPLACE BRIDGE - SHOULDERS (4') - SIDEWALK (4') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Roadway Shoulders	PE ROW IMPL	\$60,000 \$0 \$618,792	\$0 \$0 \$0	\$60,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$618,792
			Federal: \$543,034 State: \$0 Local: \$135,758	TOTAL	\$678,792	\$0	\$60,000	\$0	\$618,792
				ESTIMATED TOTAL PROJECT COST: \$678,792					
8008-22 New	CRESTWOOD WHITECLIFF PARK LANE BRIDGE OVER GRAVOIS CREEK REPLACE BRIDGE - SHARED USE PATH (8') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$215,000 \$0 \$1,336,515	\$0 \$0 \$0	\$215,000 \$0 \$0	\$0 \$0 \$1,336,515	\$0 \$0 \$0
			Federal: \$1,241,212 State: \$0 Local: \$310,303	TOTAL	\$1,551,515	\$0	\$215,000	\$1,336,515	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,551,515					
8009-23 New	CREVE COEUR US 67 AT OLD OLIVE STREET RD INTERSECTION IMPROVEMENTS - BIKE/PED XING LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Bicycle Facilities Pedestrian Facility Intersection Improvement	PE ROW IMPL	\$215,000 \$320,000 \$2,040,500	\$215,000 \$0 \$0	\$0 \$0 \$0	\$0 \$320,000 \$0	\$0 \$0 \$2,040,500
			Federal: \$1,164,200 State: \$0 Local: \$1,411,300	TOTAL	\$2,575,500	\$215,000	\$0	\$320,000	\$2,040,500
				ESTIMATED TOTAL PROJECT COST: \$2,575,500					
8012-22 New	DES PERES LINDEMANN ROAD MANHATTAN AVE TO KIRKWOOD CITY LIMITS (S/O LILLIAN AVE) RESURFACING - SIDEWALK (6') LENGTH (mi): 0.23 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Roadway - Curb & Gutter	PE ROW IMPL	\$39,882 \$35,000 \$324,269	\$0 \$0 \$0	\$39,882 \$0 \$0	\$0 \$35,000 \$0	\$0 \$0 \$324,269
			Federal: \$319,322 State: \$0 Local: \$79,829	TOTAL	\$399,151	\$0	\$39,882	\$35,000	\$324,269
				ESTIMATED TOTAL PROJECT COST: \$399,151					
8013-22 New	FENTON OLD HIGHWAY 141 GRAVOIS RD TO COUNTY LINE RESURFACING - CURB RAMPS LENGTH (mi): 0.8 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$50,000 \$0 \$445,599	\$0 \$0 \$0	\$50,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$445,599
			Federal: \$396,479 State: \$0 Local: \$99,120	TOTAL	\$495,599	\$0	\$50,000	\$0	\$445,599
				ESTIMATED TOTAL PROJECT COST: \$495,599					

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COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8071-22 New	FLORISSANT RUE ST. DENIS, PHASE 2 N. LAFAYETTE ST TO N. NEW FLORISSANT RD RESURFACING - SIDEWALK (5-6') LENGTH (mi): 0.27 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Roadway - Curb & Gutter Federal: \$839,200 State: \$0 Local: \$209,800	PE ROW IMPL TOTAL	\$95,000 \$69,000 \$885,000 \$1,049,000	\$0 \$0 \$0 \$0	\$95,000 \$0 \$0 \$95,000	\$0 \$69,000 \$0 \$69,000	\$0 \$0 \$885,000 \$885,000
					ESTIMATED TOTAL PROJECT COST: \$1,049,000				
8072-22 New	FRONTENAC GEYER ROAD, PHASE 2 HERMITAGE HILL RD TO HUNTLEIGH MANOR LN RESURFACING - SIDEWALK (6') LENGTH (mi): 0.83 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Roadway - Curb & Gutter Federal: \$1,263,500 State: \$0 Local: \$541,500	PE ROW IMPL TOTAL	\$160,400 \$171,000 \$1,473,600 \$1,805,000	\$0 \$0 \$0 \$0	\$160,400 \$0 \$0 \$160,400	\$0 \$171,000 \$0 \$171,000	\$0 \$0 \$1,473,600 \$1,473,600
					ESTIMATED TOTAL PROJECT COST: \$1,805,000				
8024-22 New	KIRKWOOD KIRKWOOD ROAD 100' S/O SWAN AVE TO ADAMS AVE RESURFACING - UPGRADE SIDEWALKS LENGTH (mi): 0.67 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvm Sidewalks Federal: \$1,286,350 State: \$0 Local: \$321,588	PE ROW IMPL TOTAL	\$126,300 \$117,730 \$1,363,908 \$1,607,938	\$0 \$0 \$0 \$0	\$126,300 \$0 \$0 \$126,300	\$0 \$117,730 \$0 \$117,730	\$0 \$0 \$1,363,908 \$1,363,908
					ESTIMATED TOTAL PROJECT COST: \$1,607,938				
8025-22 New	KIRKWOOD LINDEMANN ROAD DOUGHERTY FERRY RD TO DES PERES LIMIT (120' S/O MONTOUR) RESURFACING - UPGRADE SIDEWALK (5') - BIKE LANE (5') LENGTH (mi): 0.67 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Bicycle Facilities Sidewalks Federal: \$1,349,737 State: \$0 Local: \$337,434	PE ROW IMPL TOTAL	\$120,200 \$125,000 \$1,441,971 \$1,687,171	\$0 \$0 \$0 \$0	\$120,200 \$0 \$0 \$120,200	\$0 \$125,000 \$0 \$125,000	\$0 \$0 \$1,441,971 \$1,441,971
					ESTIMATED TOTAL PROJECT COST: \$1,687,171				
8205-21 New	LADUE WARSON ROAD AT CONWAY RD TRAFFIC SIGNAL - LEFT TURN LANE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Traffic Signals Sidewalks Federal: \$777,520 State: \$0 Local: \$194,380	PE ROW IMPL TOTAL	\$120,850 \$64,000 \$787,050 \$971,900	\$120,850 \$0 \$0 \$120,850	\$0 \$64,000 \$0 \$64,000	\$0 \$0 \$787,050 \$787,050	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$971,900				

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COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8028-23 New	MANCHESTER LA BONNE PARKWAY BIG BEND RD TO CARMAN RD RECONSTRUCTION - UPGRADE SIDEWALKS (5') LENGTH (mi): 1.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks	PE ROW IMPL	\$141,000 \$72,000 \$2,324,600	\$141,000 \$0 \$0	\$0 \$72,000 \$0	\$0 \$0 \$2,324,600	\$0 \$0 \$0
			Federal: \$1,098,740 State: \$0 Local: \$1,438,860	TOTAL	\$2,537,600	\$141,000	\$72,000	\$2,324,600	\$0
				ESTIMATED TOTAL PROJECT COST: \$2,537,600					
8029-22 New	MANCHESTER MANCHESTER RD (MO 100) SIDEWALK BAXTER RD TO MO 141 SIDEWALKS (5-6') - PED BRIDGE LENGTH (mi): 0.55 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Sidewalks Bridge(s)	PE ROW IMPL	\$183,000 \$391,000 \$1,679,250	\$183,000 \$0 \$0	\$0 \$391,000 \$0	\$0 \$0 \$1,679,250	\$0 \$0 \$0
			Federal: \$828,100 State: \$0 Local: \$1,425,150	TOTAL	\$2,253,250	\$183,000	\$391,000	\$1,679,250	\$0
				ESTIMATED TOTAL PROJECT COST: \$2,253,250					
8033-22 New	PINE LAWN NATURAL BRIDGE (MO 115) SIDEWALKS DARDENNE AVE TO AVONDALE AVE SIDEWALKS (5') - LIGHTING - MID BLOCK XINGS LENGTH (mi): 0.7 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Sidewalks Lighting	PE ROW IMPL	\$107,955 \$20,000 \$1,229,250	\$0 \$0 \$0	\$107,955 \$0 \$0	\$0 \$20,000 \$0	\$0 \$0 \$1,229,250
			Federal: \$1,085,764 State: \$0 Local: \$271,441	TOTAL	\$1,357,205	\$0	\$107,955	\$20,000	\$1,229,250
				ESTIMATED TOTAL PROJECT COST: \$1,357,205					
8062-22 New	SHREWSBURY WEIL/WILHUSEN/ST. VINCENT WEIL: SHREWSBURY-WILHUSEN; WILHUSEN: WEIL-LAC. STN ST. VINCENT: WEIL-MURDOCH CUT-OFF - RESURFACING LENGTH (mi): 0.7 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmt Pedestrian Facility	PE ROW IMPL	\$59,000 \$0 \$436,332	\$0 \$0 \$0	\$59,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$436,332
			Federal: \$396,265 State: \$0 Local: \$99,067	TOTAL	\$495,332	\$0	\$59,000	\$0	\$436,332
				ESTIMATED TOTAL PROJECT COST: \$495,332					
8046-22 New	ST. LOUIS COUNTY LACKLAND ROAD - 2024 CRAIG RD TO E/O CONCOURSE DR RESURFACING - CURB RAMPS - SLAB REPLACEMENT LENGTH (mi): 0.34 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmt Pedestrian Facility Intersection Improvement	PE ROW IMPL	\$173,000 \$29,500 \$1,309,400	\$0 \$0 \$0	\$173,000 \$0 \$0	\$0 \$29,500 \$0	\$0 \$0 \$1,309,400
			Federal: \$1,185,920 State: \$0 Local: \$325,980	TOTAL	\$1,511,900	\$0	\$173,000	\$29,500	\$1,309,400
				ESTIMATED TOTAL PROJECT COST: \$1,511,900					

FISCAL YEARS 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

ATT. D - RECOMMENDED STP-S & CMAQ PROJECTS - REVISED 5/5/20

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8047-22 New	ST. LOUIS COUNTY N. HANLEY ROAD (F) - 2024 I-70 TO NATURAL BRIDGE RD (MO 115) RESURFACING - CURB RAMPS LENGTH (mi): 0.66 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvm Pedestrian Facility Intersection Improvement Federal: \$1,536,960 State: \$0 Local: \$403,940	PE ROW IMPL TOTAL	\$224,300 \$19,700 \$1,696,900 \$1,940,900	\$0 \$0 \$0 \$0	\$224,300 \$0 \$0 \$224,300	\$0 \$19,700 \$0 \$19,700	\$0 \$0 \$1,696,900 \$1,696,900
ESTIMATED TOTAL PROJECT COST:						\$1,940,900			
8048-22 New	ST. LOUIS COUNTY OLIVE BLVD - 2024 FERGUSON AVE TO W/O SKINKER BLVD (STL CITY LIMIT) RESURFACING - CURB RAMPS LENGTH (mi): 0.73 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvm Pedestrian Facility Federal: \$1,010,880 State: \$0 Local: \$284,420	PE ROW IMPL TOTAL	\$147,500 \$31,700 \$1,116,100 \$1,295,300	\$0 \$0 \$0 \$0	\$147,500 \$0 \$0 \$147,500	\$0 \$31,700 \$0 \$31,700	\$0 \$0 \$1,116,100 \$1,116,100
ESTIMATED TOTAL PROJECT COST:						\$1,295,300			
8057-22 New	ST. LOUIS COUNTY REAVIS BARRACKS ROAD/GREEN PARK ROAD OVER GRAVOIS CREEK REPLACE REAVIS BARRACKS BRIDGE - REALIGN GP RD TO REAV. B LENGTH (mi): 0.4 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Roadway Realignment Sidewalks Federal: \$5,982,900 State: \$0 Local: \$2,564,100	PE ROW IMPL TOTAL	\$604,000 \$900,000 \$7,043,000 \$8,547,000	\$0 \$0 \$0 \$0	\$604,000 \$0 \$0 \$604,000	\$0 \$900,000 \$0 \$900,000	\$0 \$0 \$7,043,000 \$7,043,000
ESTIMATED TOTAL PROJECT COST:						\$8,547,000			
8219-21 New	ST. LOUIS COUNTY S. WOODS MILL AT CONWAY INTERSECTION IMPROVEMENTS - TURN LNS - TRAFFIC SIGNAL LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Left-turn lanes Traffic Signals Federal: \$604,000 State: \$0 Local: \$151,000	PE ROW IMPL TOTAL	\$82,300 \$50,000 \$622,700 \$755,000	\$82,300 \$0 \$0 \$82,300	\$0 \$50,000 \$0 \$50,000	\$0 \$0 \$622,700 \$622,700	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:						\$755,000			
8052-22 New	ST. LOUIS COUNTY SULPHUR SPRING ROAD - 2024 MANCHESTER RD (MO 100) TO BIG BEND RD RESURFACING - CURB RAMPS LENGTH (mi): 1.76 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility Federal: \$1,251,150 State: \$0 Local: \$1,339,650	PE ROW IMPL TOTAL	\$292,100 \$88,500 \$2,210,200 \$2,590,800	\$0 \$0 \$0 \$0	\$292,100 \$0 \$0 \$292,100	\$0 \$88,500 \$0 \$88,500	\$0 \$0 \$2,210,200 \$2,210,200
ESTIMATED TOTAL PROJECT COST:						\$2,590,800			

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COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8054-22 New	ST. LOUIS COUNTY WEST FLORISSANT AVENUE - 2024 LUCAS & HUNT TO SOLWAY AVE RESURFACING - CURB RAMPS LENGTH (mi): 0.61 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvm Pedestrian Facility	PE ROW IMPL	\$226,500 \$25,100 \$1,713,800	\$0 \$0 \$0	\$226,500 \$0 \$0	\$0 \$25,100 \$0	\$0 \$0 \$1,713,800
			Federal: \$1,552,240 State: \$0 Local: \$413,160	TOTAL	\$1,965,400	\$0	\$226,500	\$25,100	\$1,713,800
				ESTIMATED TOTAL PROJECT COST: \$1,965,400					
8055-22 New	ST. LOUIS COUNTY WOODSON ROAD - 2024 BROWN RD TO KEMPLAND PL RESURFACING - CURB RAMPS LENGTH (mi): 0.72 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$135,400 \$35,000 \$1,024,300	\$0 \$0 \$0	\$135,400 \$0 \$0	\$0 \$35,000 \$0	\$0 \$0 \$1,024,300
			Federal: \$927,760 State: \$0 Local: \$266,940	TOTAL	\$1,194,700	\$0	\$135,400	\$35,000	\$1,024,300
				ESTIMATED TOTAL PROJECT COST: \$1,194,700					
8065-22 New	UNIVERSITY CITY CANTON AVENUE, PHASE 2 MIDLAND BLVD TO PENNSYLVANIA AVE FULL DEPTH RECLAMATION - UPGRADE SIDEWALKS (5-6') LENGTH (mi): 0.74 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Sidewalks Roadway - Curb & Gutter	PE ROW IMPL	\$120,000 \$50,000 \$1,286,547	\$0 \$0 \$0	\$120,000 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$1,286,547
			Federal: \$1,048,714 State: \$0 Local: \$407,833	TOTAL	\$1,456,547	\$0	\$120,000	\$50,000	\$1,286,547
				ESTIMATED TOTAL PROJECT COST: \$1,456,547					
8067-23 New	WILDWOOD MANCHESTER ROAD/TAYLOR ROAD MANCHESTER: MO 100-OLD FAIRWAY; TAYLOR: MO 100-MAIN ST RESURFACING - TRAFFIC SIGNAL UPGRADES - OPTIMIZATION LENGTH (mi): 0.52 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Signal Timing Progression Pedestrian Facility	PE ROW IMPL	\$0 \$0 \$1,800,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,800,000	\$0 \$0 \$0
			Federal: \$1,440,000 State: \$0 Local: \$360,000	TOTAL	\$1,800,000	\$0	\$0	\$1,800,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,800,000					
8068-22 New	WILDWOOD MO 109 AT MO BA (SOUTH) ROUNDAABOUT - SHARED USE PATH (10') LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Safety	STP-S	Intersection Improvement Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$185,000 \$50,000 \$1,465,000	\$0 \$0 \$0	\$185,000 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$1,465,000
			Federal: \$1,360,000 State: \$0 Local: \$340,000	TOTAL	\$1,700,000	\$0	\$185,000	\$50,000	\$1,465,000
				ESTIMATED TOTAL PROJECT COST: \$1,700,000					

FISCAL YEARS 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

ATT. D - RECOMMENDED STP-S & CMAQ PROJECTS - REVISED 5/5/20

COUNTY: ST. LOUIS CITY

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2021-2024 TOTAL	2021	2022	2023	2024
8042-22 New	ST. LOUIS COLUMBIA AND SOUTHWEST BRIDGE OVER UNION PACIFIC RAILROAD REPLACE SW BRIDGE - REALIGN COLUMBIA TO SW LENGTH (mi): 0.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Roadway Realignment Sidewalks Federal: \$7,760,000 State: \$0 Local: \$1,940,000	PE ROW IMPL TOTAL	\$0 \$1,800,000 \$7,900,000 \$9,700,000	\$0 \$0 \$0 \$0	\$0 \$1,800,000 \$0 \$1,800,000	\$0 \$0 \$0 \$0	\$0 \$0 \$7,900,000 \$7,900,000
ESTIMATED TOTAL PROJECT COST:						\$9,700,000			
8218-23 New	ST. LOUIS CORTEX-TOWER GROVE CONNECTOR SIGNAL OPTIMIZATION-TOWER GRV/VANDVTR: LACLEDE-MAG CYCLE TRACK - TOWER GRV/VANDVNTR: MAGNOLIA-SARAH LENGTH (mi): 2.2 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Bicycle Facilities Pedestrian Facility Signal Timing Progression Federal: \$5,596,244 State: \$0 Local: \$3,095,868	PE ROW IMPL TOTAL	\$0 \$100,000 \$8,200,000 \$8,300,000	\$0 \$0 \$0 \$0	\$0 \$100,000 \$0 \$100,000	\$0 \$0 \$8,200,000 \$8,200,000	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:						\$9,300,000			
8041-22 New	ST. LOUIS LINDELL/UNION BRIDGE OVER FOREST PARK PKWY AND METROLINK DESIGN FOR BRIDGE REPLACEMENT LENGTH (mi): 0.25 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Preliminary Engineering Federal: \$2,000,000 State: \$0 Local: \$500,000	PE ROW IMPL TOTAL	\$2,500,000 \$0 \$0 \$2,500,000	\$0 \$0 \$0 \$0	\$2,500,000 \$0 \$0 \$2,500,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST:						\$2,500,000			