



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

MEMORANDUM

TO: Missouri Transportation Planning Committee
FROM: East-West Gateway Staff
DATE: Wednesday, May 5, 2021
SUBJECT: Monday, May 10, 2021 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 Monday, May 10, 2021 at 3:00 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/6159350204017797901>
Webinar ID: 954-536-019

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. Regional Transportation Data Sharing Project Update, Yaw Adu-Gyamfi, University of Missouri
3. FY 2022-2025 TIP – Local program project recommendations – STP-S and CMAQ – Jason Lange, EWG – **ACTION ITEM**
4. Reasonable Progress – Brad Williams, EWG
5. Other Business
 - Next meeting scheduled for Wednesday, June 2, 2021 at 2 PM

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Madison County Board

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Dennis Gannon
County Executive, Jefferson County

2nd Vice Chair
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County Executive
St. Charles County

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Mayor
City of St. Louis
Vicki Koerber
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Dr. Sam Page
County Executive, St. Louis County

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Mayor, City of Arnold
Jefferson County

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Councilwoman, 1st Council District
St. Louis County

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To: Missouri Transportation Planning Committee

From: Council Staff

Date: May 5, 2021

Subject: FY 2022-2025 Transportation Improvement Program (TIP) – Missouri Local Program

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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 6. A virtual Project Development Workshop took place on November 17, which included presentations on the STP-S and CMAQ project application process and requirements to complete an STP-S or CMAQ application. Virtual Project Review Workshops were held on January 15 and 22. These workshops gave project sponsors an opportunity to present their project to a panel representing staff from EWG, MoDOT, Metro, and Trailnet. The panel offered feedback to project sponsors on the proposed applications. Throughout the solicitation, EWG staff was available to answer questions on project applications. The project solicitation process concluded on February 11 when project applications were due.

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Surface Transportation Block Grant Program - Suballocated

Submitted Projects

In the Missouri portion of the region, 69 project applications representing approximately \$99.6 million in federal funds were submitted for consideration in the STP-S funding program. **Table A** shows the breakdown of submitted projects by county.

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	4	\$4,102,617	\$2,974,933	3.0%
Jefferson	11	\$12,384,258	\$9,112,142	9.1%
Multi-County	2	\$2,809,602	\$2,247,682	2.3%
St. Charles	22	\$61,800,544	\$30,007,299	30.1%
St. Louis	28	\$55,761,981	\$38,287,113	38.4%
St. Louis City	2	\$21,240,000	\$16,992,000	17.1%
Total	69	\$158,099,002	\$99,621,169	100%

Available Funding

In November, the initial estimate for STP-S funding was \$55 million. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) which was signed into law in December 2020 included \$17.4 million in funding which can be used for STP-S

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projects. In addition, the FY 2021 Department of Transportation Appropriations Act included an apportionment of funds to the EWG region of approximately \$2.5 million in Highway Infrastructure Program (HIP) funds which is available for immediate programming. CRRSAA and 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. Including the CRRSAA and HIP funding, there is approximately \$76.7 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 2022-2025 TIP – Missouri Local Program – Submitted STP-S Projects by Application Type			
Application Type	# of Projects	Total Cost	Federal Cost
Active Transportation	6	\$12,907,324	\$6,488,789
Bridge	8	\$25,581,048	\$19,949,678
Freight/Economic Development	1	\$15,079,619	\$1,970,000
Road	44	\$78,746,209	\$53,947,180
Safety	6	\$12,377,800	\$9,902,240
Traffic Flow	1	\$9,357,400	\$4,123,600
Transit	3	\$4,049,602	\$3,239,682
Total	69	\$158,099,002	\$99,621,169

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. Two project applications were not evaluated: one project application did not receive a letter of support from the facility owner and the other project application was deemed not eligible by MoDOT. The project consisted of primarily road work on a local road and local road improvements are not eligible for STP-S funds.

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 2022-2025 TIP – Missouri Local Program – Recommended STP-S Projects by County				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	4	\$4,102,617	\$2,974,933	3.9%
Jefferson	8	\$10,421,953	\$7,749,796	10.1%
Multi-County	2	\$2,809,602	\$2,247,682	2.9%
St. Charles	13	\$42,110,770	\$19,464,920	25.4%
St. Louis	21	\$41,337,169	\$27,305,104	35.6%
St. Louis City	2	\$21,240,000	\$16,992,000	22.1%
Total	50	\$122,022,111	\$76,734,435	100%

Table D – FY 2022-2025 TIP – Missouri Local Program – Recommended STP-S Projects by Application Type			
Application Type	# of Projects	Total Cost	Federal Cost
Active Transportation	1	\$6,857,563	\$2,750,000
Bridge	8	\$25,581,048	\$19,949,678
Freight/Economic Development	1	\$15,079,619	\$1,970,000
Road	34	\$66,036,479	\$45,290,835
Safety	3	\$4,417,800	\$3,534,240
Traffic Flow	0	\$0	\$0
Transit	3	\$4,049,602	\$3,239,682
Total	50	\$122,022,111	\$76,734,435

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 15 CMAQ applications requesting approximately \$23.6 million in federal funds. **Table E** shows the breakdown of submitted projects by county.

Table E – FY 2022-2025 TIP – Missouri Local Program – Submitted CMAQ Projects				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$1,115,216	\$892,173	3.8%
Jefferson	0	\$0	\$0	0.0%
Multi-County	5	\$14,577,787	\$11,237,343	47.6%
Multi-State	0	\$0	\$0	0.0%
St. Charles	6	\$8,139,379	\$5,426,462	23.0%
St. Louis	1	\$1,380,300	\$1,104,240	4.7%
St. Louis City	2	\$15,058,400	\$4,960,000	21.0%
Total	15	\$40,271,082	\$23,620,218	100.0%

Available Funding

In November, the initial estimate for CMAQ funding was \$20 million. The amount available to program is slightly higher. This is because Congress allocated more CMAQ funding than anticipated in the FY 2021 Transportation Omnibus Law and bid savings from projects during the current and prior fiscal years. There is approximately \$24 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. Submitted CMAQ projects are forwarded to Federal Highway Administration and Federal Transit Administration to review for eligibility. All of the submitted CMAQ applications are eligible.

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

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

Table F – FY 2022-2025 TIP – Missouri Local Program – Recommended CMAQ Projects by County				
County	# of Projects	Total Cost	Federal Cost	% of Request (Fed \$)
Franklin	1	\$1,115,216	\$892,173	3.8%
Jefferson	0	\$0	\$0	0.0%
Multi-County	5	\$14,577,787	\$11,237,343	47.6%
Multi-State	0	\$0	\$0	0.0%
St. Charles	6	\$8,139,379	\$5,426,462	23.0%
St. Louis	1	\$1,380,300	\$1,104,240	4.7%
St. Louis City	2	\$15,058,400	\$4,960,000	21.0%
Total	15	\$40,271,082	\$23,620,218	100.0%

Public Comment

Project information from the 84 applications was posted on EWG’s website for public comment. The public comment period was from March 8 through March 24. A total of 290 comments were received on project applications. **Table G** shows a summary of the comments received. **Attachment C** provides a detailed listing of the comments.

Table G – FY 2022-2025 TIP – Summary of Public Comments				
Project	# Support	# Oppose	# Concerned	Total # of Comments
Arnold – Lonedell Road	3	0	0	3
Bi-State Development/Metro – Forest Park-DeBaliviere MetroLink Stn Improvements	1	0	0	1
Citizens for Modern Transit/BSD – Building Ridership on Transit	7	0	0	7
Great Rivers Greenway – Brickline Greenway	150	0	4	154
Great Rivers Greenway – St. Vincent’s Greenway	33	0	0	33
Jefferson County – Old Hwy M	1	0	0	1
Jefferson County Port – Marine Vessel Engine Repower	1	0	0	1
Kirkwood – S. Clay Avenue	1	0	0	1
Lake Saint Louis – Technology Drive	0	0	1	1
Loop Trolley TDD – Loop Trolley Operating Assistance	7	2	0	9
O’Fallon – Weldon Spring Rd, Phase 1	1	0	0	1
St. Charles – Muegge Road	0	0	1	1
St. Charles County – I-70 Lane Addn (WB)	0	1	0	1
St. Louis – Compton Avenue Bridge	33	0	0	33
St. Louis – S. Broadway Cycle Track	38	0	0	38
Wentzville – Mexico Road	3	0	2	5
Total	279	3	8	290

Project Recommendations – STP-S and CMAQ

Staff recommends that the projects identified on **Attachment D** be included in the draft FY 2022-2025 TIP. **Table H** shows the Missouri local program recommendations by county. Projects that are recommended for funding will be presented to the Board of Directors on May 26. The draft TIP will be presented to the Board of Directors on June 30 and released for public comment from July 2 through August 4. Information regarding public comment will be sent to project sponsors in the future. Due to ongoing social distancing recommendations, it is likely there will be a virtual open house. Following the comment period, the TIP will be submitted to the Board of Directors for final approval on August 25.

Table H – FY 2022-2025 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	4	\$2,974,933	1	\$892,173	5	\$3,867,106	3.9%
Jefferson	8	\$7,749,796	0	\$0	8	\$7,749,796	7.7%
Multi-County	2	\$2,247,682	5	\$11,237,343	7	\$13,485,025	13.4%
St. Charles	13	\$19,464,920	6	\$5,426,462	19	\$24,891,382	24.8%
St. Louis	21	\$27,305,104	1	\$1,104,240	22	\$28,409,344	28.3%
St. Louis City	2	\$16,992,000	2	\$4,960,000	4	\$21,952,000	21.9%
Total	50	\$76,734,435	15	\$23,620,218	65	\$100,354,653	100.0%

Attachment A – FY 2022-2025 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											
8031	St. Charles	Lake Saint Louis	Technology Drive - Lake Saint Louis Blvd To Technology Dr Loop Resurfacing - Sidewalk(6') - Shared Use Path (8')	Road	\$1,449,320	\$1,811,650	82.00	16.67	4	102.67	\$1,449,320
8028	St. Louis	Kirkwood	S. Clay Avenue - Adams Ave To Woodbine Ave - Raised Intersections At Argonne/Jefferson Resurfacing - Upgrade Sidewalks (5')	Road	\$1,538,528	\$1,923,161	83.00	16.21	2	101.21	\$2,987,848
8047	St. Louis City	St. Louis	Compton Avenue Bridge - Over Mill Creek Railyard Replace Bridge - Cyclotrack - Sidewalk (6')	Bridge	\$16,000,000	\$20,000,000	95.00	0.00	5	100.00	\$18,987,848
8007	St. Louis	Creve Coeur	Craig Road - Olive Blvd (MO 340) To Old Ballas Rd Resurfacing - Sidewalks(6-8')	Road	\$960,000	\$1,350,000	78.97	19.18	1	99.15	\$19,947,848
8029	St. Louis	Kirkwood	S. Kirkwood Rd, Phase 2 - W. Monroe Ave To BNSF RR Resurfacing - Upgrade Sidewalks	Road	\$1,578,999	\$1,973,749	79.00	16.01	4	99.01	\$21,526,847
8033	St. Louis	Maplewood	Greenwood Boulevard - Sussex Ave To Canterbury Ave Reconstruction - Sidewalk (6-12')	Road	\$1,400,000	\$1,750,000	79.45	16.92	1	97.37	\$22,926,847
8002	Multi-County-M	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2025 (A) - Replace Nine Call-A-Ride Vans	Transit	\$1,123,841	\$1,404,801	79.00	18.34	0	97.34	\$24,050,688
8003	Multi-County-M	Bi-State Development/Metro	Call-A-Ride Van Replacement - 2025 (B) - Replace Nine Call-A-Ride Vans	Transit	\$1,123,841	\$1,404,801	79.00	18.34	0	97.34	\$25,174,529
8019	St. Louis	Frontenac	Spoede Road Bridge - Over Deer Creek Replace Bridge - Sidewalk (6')	Bridge	\$682,360	\$852,950	73.00	20.00	4	97.00	\$25,856,889
8006	St. Louis	Clayton	Brentwood/Central/Bemiston - Brentwood: Forsyth To Maryland; Central: Maryland To Shaw Bemiston: Bonhomme To Maryland - Resurfacing	Road	\$800,000	\$1,239,600	73.16	20.00	3	96.16	\$26,656,889
8038	St. Charles	St. Charles	Muegge Road - Mexico Rd To Old Muegge Rd Slab Replacement - Diamond Grind - Shared Use Path (10')	Road	\$2,000,000	\$2,500,000	77.00	13.85	5	95.85	\$28,656,889
8004	St. Louis City	Bi-State Development/Metro	Forest Park-DeBaliviere MetroLink Stn Improvements - Station Accessibility Improvements - Platform - CPTED - Canopy - Lighting	Transit	\$992,000	\$1,240,000	71.00	19.02	5	95.02	\$29,648,889
8021	St. Louis	Great Rivers Greenway	St. Vincent Greenway - Werley Ave To St. Charles Rock Rd Shared Use Path (8-12')	Active	\$2,750,000	\$6,857,563	85.00	10.00	0	95.00	\$32,398,889
8016	Franklin	Franklin County	Little Boone Creek Road Bridge - Over Little Boone Creek Replace Bridge - Shoulders (2')	Bridge	\$635,914	\$1,000,730	75.00	20.00	0	95.00	\$33,034,803
8022	Jefferson	Jefferson County	Flucom Road - Hencher Rd To Athena School Rd Overlay - Shoulders (4') - Rumble Strips	Safety	\$1,215,200	\$1,519,000	76.00	17.87	1	94.87	\$34,250,003
8027	Jefferson	Jefferson County	Twin River Road - Byrnes Mill Rd/MO PP To Osage Dr Overlay - Shoulders (4') - Rumble Strips	Safety	\$1,040,000	\$1,300,000	76.00	18.77	0	94.77	\$35,290,003
8011	St. Louis	Ferguson	Robert Avenue - N. Florissant Rd To N. Elizabeth Ave Reconstruct - Upgrade Sidewalks (5')	Road	\$1,117,474	\$1,396,842	75.65	18.37	0	94.02	\$36,407,477
8017	Franklin	Franklin County	Little Indian Creek Road Bridge - Over Girard Branch Of India Replace Bridge - Shoulders (2')	Bridge	\$538,419	\$851,137	74.00	20.00	0	94.00	\$36,945,896
8044	St. Charles	St. Charles County	West Meyer Road - MO W To Duenke Rd Overlay - Shoulders (4')	Road	\$1,000,000	\$2,450,000	74.00	18.97	1	93.97	\$37,945,896
8043	St. Charles	St. Charles County	Josephville Road - MO P To Kersting Rd Overlay - Shoulders (4') - Bridge Rehab	Road	\$1,000,000	\$2,230,000	74.00	18.97	1	93.97	\$38,945,896
8061	St. Louis	University City	Pershing Avenue - Linden To Forest Park Pkwy - Linden To N Hanley Local Funds - Resurfacing - Upgrade Sidewalks - Curb Ramps	Road	\$1,119,728	\$1,489,000	74.48	18.36	1	93.84	\$40,065,624
8035	St. Charles	O'Fallon	Main Street, Phase 3 - St. Joseph Ave To RR Tracks (S/O Civic Dr) Resurfacing - Upgrade Sidewalks - TWTL(Local Funded)	Road	\$2,100,260	\$2,997,825	76.00	13.33	4	93.33	\$42,165,884
8000	Jefferson	Arnold	Lonedell Road - Missouri State Rd To Pomme Rd Resurfacing - Sidewalk (6')	Road	\$1,306,216	\$1,943,505	73.84	17.40	2	93.24	\$43,472,100

Attachment A – FY 2022-2025 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	Jefferson	Jefferson County	Harmony Hills Road Bridge - Over Pomme Creek Replace Bridge	Bridge	\$661,949	\$827,436	73.00	20.00	0	93.00	\$44,134,049
8040	St. Charles	St. Charles County	Femme Osage Creek Road Bridge - Over Tributary Of Femme Osage Creek Replace Bridge - Shoulders (4')	Bridge	\$504,000	\$760,000	73.00	20.00	0	93.00	\$44,638,049
8039	St. Charles	St. Charles County	Augusta Bottom Road Bridge - Over Tributary Of Missouri River Replace Bridge - Shoulders (4')	Bridge	\$480,000	\$730,000	73.00	20.00	0	93.00	\$45,118,049
8056	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	74.00	15.92	3	92.92	\$46,713,635
8048	St. Louis	St. Louis County	Baumgartner Road - 2025 - Telegraph Rd (MO 231) To Old Baumgartner Rd Resurfacing - Curb Ramps	Road	\$1,105,680	\$1,386,500	70.35	18.43	4	92.78	\$47,819,315
8062	Franklin	Washington	Front Street, Phase 2 - Stafford St To Jefferson St Resurfacing - Curb/Gutter - Upgrade Sidewalks	Road	\$845,600	\$1,057,000	73.00	19.77	0	92.77	\$48,664,915
8026	Jefferson	Jefferson County	Old Highway M - Glenstone Dr To Chasteen Ln Realignment - Shoulders (4') - Overlay - Rumble Strip	Safety	\$1,279,040	\$1,598,800	74.00	17.54	1	92.54	\$49,943,955
8015	St. Louis	Florissant	Mullanphy Road, Phase 1 - Patterson Rd To Fernbrook Dr Resurfacing - Sidewalk (5') --Vesper To Fernbrook	Road	\$660,800	\$826,000	71.45	20.00	1	92.45	\$50,604,755
8063	Franklin	Washington	High Street, Phase 2 - Fifth St To Front St Resurfacing - Curb/Gutter - Upgrade Sidewalk	Road	\$955,000	\$1,193,750	72.00	19.21	1	92.21	\$51,559,755
8050	St. Louis	St. Louis County	Charbonier Road - 2025 - Howdershell/Shackelford To Lindbergh (US 67) Resurfacing - Curb Ramps - Sidewalk:School To Signal	Road	\$1,546,720	\$2,228,200	71.00	16.17	5	92.17	\$53,106,475
8067	St. Charles	Wentzville	Mexico Road - Josephville Rd To Midland Park Dr Overlay - Shoulders (3') - Sidewalk (6') - Wwpark Dr To School	Road	\$1,800,000	\$4,500,000	74.26	14.87	3	92.13	\$54,906,475
8010	St. Louis	Dellwood	Hudson/Trask - Hudson: W. Florissant To Trask; Trask: Hudson To City Limits Overlay	Road	\$573,177	\$716,471	71.10	20.00	1	92.10	\$55,479,652
8060	St. Charles	St. Peters	MO 370, Phase 2 - At Salt River Rd New Interchange - EB Off Ramp	Freight	\$1,970,000	\$15,079,619	75.00	14.00	3	92.00	\$57,449,652
8037	St. Charles	St. Charles	Duchesne Drive - Droste Rd To W. Clay St Reconstruction - Lighting - Upgrade Sidewalks	Road	\$3,360,000	\$4,300,000	80.00	8.89	3	91.89	\$60,809,652
8049	St. Louis	St. Louis County	Bennington Place - 2025 - Marine Ave To Fee Fee Rd Resurfacing - Curb Ramps	Road	\$1,409,840	\$1,782,000	70.00	16.87	5	91.87	\$62,219,492
8051	St. Louis	St. Louis County	Dorsett Road (East) - 2025 - Progress Pkwy To Old Dorsett Rd Resurfacing - Curb Ramps	Road	\$2,624,160	\$4,804,000	76.00	10.65	5	91.65	\$64,843,652
8009	Jefferson	De Soto	Clarke Street - MO 21 To Main St Resurfacing	Road	\$528,871	\$765,211	69.00	20.00	2	91.00	\$65,372,523
8057	St. Charles	St. Peters	Mexico Road Bridge - At Dardenne Creek Bridge Rehabilitation	Bridge	\$447,036	\$558,795	66.00	20.00	5	91.00	\$65,819,559
8032	St. Louis	Manchester	Hanna Road - Hannafield Ct To Brookvale Terrace Microsurfacing - Upgrade Sidewalks (5-6)	Road	\$1,010,160	\$1,530,700	70.94	18.92	1	90.86	\$66,829,719
8025	Jefferson	Jefferson County	Market Street - Fourth St To Front St Reconstruction - Sidewalks(8') - Lighting	Road	\$1,009,812	\$1,442,589	71.35	18.92	0	90.27	\$67,839,531
8001	St. Louis	Ballwin	Ries Road - Manchester Rd (MO 100) To Big Bend Rd Overlay - Curb Ramps - Lighting	Road	\$684,618	\$1,005,533	65.00	20.00	5	90.00	\$68,524,149
8053	St. Louis	St. Louis County	Hanley-Laclède Station Road - 2025 - Manchester Rd (MO 100) To Newport Ave Resurfacing - Curb Ramps	Road	\$1,793,760	\$2,295,700	70.00	14.90	5	89.90	\$70,317,909

**Attachment A – FY 2022-2025 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											
8020	St. Louis	Glendale	Sappington Road - Manchester Rd (MO 100) To Lockwood Ave Resurfacing - Curb Ramps	Road	\$884,400	\$1,105,500	66.00	19.57	4	89.57	\$71,202,309
8055	St. Charles	St. Peters	Barkwood Trails Drive - Jungermann Rd To Maple Tree Dr Reconstruction - Upgrade Sidewalk (6')	Road	\$1,758,718	\$2,198,398	72.42	15.08	2	89.50	\$72,961,027
8018	St. Louis	Frontenac	Geyer Road, Phase 3 - Huntleigh Manor Ln To Huntleigh Trails Ln Resurfacing - Sidewalk (6')	Road	\$1,097,600	\$1,512,400	70.00	18.47	1	89.47	\$74,058,627
8054	St. Louis	St. Louis County	Laclede Station Road - 2025 - Weil Ave To Watson Rd Resurfacing - Curb Ramps	Road	\$1,967,100	\$3,311,300	70.00	14.01	5	89.01	\$76,025,727
8012	Jefferson	Festus	N. Mill Street - Main St To Cedar Heights Dr (City Limits) Resurfacing - Lighting	Road	\$708,708	\$1,025,412	66.00	20.00	3	89.00	\$76,734,435
Not recommended due to funding constraints											
8008	Jefferson	Crystal City	Bailey Road - Brierton Ln To Mississippi Ave Resurfacing	Road	\$300,720	\$435,104	67	20.00	2	88.50	\$77,035,155
8036	St. Louis	St. Ann	Pear Tree/Country Ln - Douglas Ct To East City Limit (Near I-70 Ramp) Reconstruction - Curb Ramps	Road	\$526,789	\$658,486	68	20.00	0	88.45	\$77,561,944
8034	St. Charles	O'Fallon	Eggering Drive - St. Matthew Ave To Sonderen St Reconstruction - Upgrade Sidewalk (6')	Road	\$1,044,000	\$1,305,000	70	18.75	0	88.32	\$78,605,944
8052	St. Louis	St. Louis County	Dorsett Road (West) - 2025 - Marine Ave To Calamaide Dr Resurfacing Curb Ramps	Road	\$787,220	\$1,126,800	65	20.00	3	88.16	\$79,393,164
8041	St. Charles	St. Charles County	Hepperman Road, Phase 2 - Golf Club Dr To MO N Overlay - Shoulders (4')	Road	\$800,000	\$1,700,000	68	20.00	0	88.00	\$80,193,164
8023	Jefferson	Jefferson County	Gravois Road - 2025 - Carol Park Dr To MO 30 Two Way Turn Lane - Shoulder (4') - Overlay	Road	\$798,000	\$1,140,000	65	20.00	2	87.00	\$80,991,164
8030	St. Charles	Lake Saint Louis	Lake Saint Louis Blvd - Veterans Memorial Pkwy To Spillway Bridge Resurfacing - Curb & Gutter	Road	\$337,155	\$421,444	66	20.00	1	87.00	\$81,328,319
8013	Jefferson	Festus Special Road District	Scenic Dr - McNutt School Rd To Cedar Heights Dr Resurfacing	Road	\$263,626	\$387,201	65	20.00	1	86.00	\$81,591,945
8059	St. Charles	St. Peters	Mid Rivers Mall Shared Use Path - Former Rt N To N/O MO 364 - Shared Use Path (10') Right Turn Ln To Home Depot (Locally Funded)	Active	\$800,000	\$1,211,675	63	20.00	0	83.00	\$82,391,945
8068	St. Louis	Chesterfield	Wilson Avenue - Wildhorse Creek Rd To 0.2 Mi S/O Walnut Hill Rd Realign Road - Shared Use Path (10') Incl Connect To Baxer Crossing	Road	\$2,970,000	\$4,251,000	71	9.60	0	80.70	\$85,361,945
8064	St. Louis	Wildwood	MO 100 - At MO T/St. Albans Rd And Pond Rd Construct J Turns	Safety	\$2,341,600	\$2,927,000	64	12.09	3	79.09	\$87,703,545
8046	St. Charles	St. Charles County	Matson Hill Park Trail, Phase 1 - Duke Rd To MO 94 - Road Paving (Locally Funded) Bike Trail (10') -0.2 Mile N/O MO 94 To 0.1 Mi S/O Duke Rd	Active	\$700,092	\$1,810,984	58	20.00	0	78.00	\$88,403,637
8058	St. Charles	St. Peters	Mexico Road Sidewalk - First Executive Ave To Jungermann Rd Sidewalk (5') - Relocate Utilities	Active	\$1,114,038	\$1,392,548	55	18.39	0	73.39	\$89,517,675
8066	St. Louis	Wildwood	Old State Road - At Ridge Rd Construct Roundabout - Shared Use Path (10')	Safety	\$1,840,000	\$2,300,000	57	14.67	4	75.86	\$91,357,675
8005	St. Louis	Brentwood	High School Drive Sidewalk - Manchester Rd (MO 100) To White Ave Sidewalk (5')	Active	\$330,000	\$428,526	52	20.00	0	72.00	\$91,687,675
8042	St. Charles	St. Charles County	I-70 Lane Addition (Westbound) - Bryan Rd To TR Hughes Blvd Widen 3 To 4 Lanes	Traffic Flow	\$4,123,600	\$9,357,400	55	7.50	5	67.50	\$95,811,275
8065	St. Louis	Wildwood	MO 100 - At Hawks Rest Rd, Hencken Rd, Woodland Meadows Dr And Booness Ln -- Left Turn Lanes	Safety	\$2,186,400	\$2,733,000	51	12.89	2	65.89	\$97,997,675

Attachment A – FY 2022-2025 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											
8014	St. Charles	Flint Hill	MO P - US 61 To Mexico Rd - Median Resurfacing - Sidewalk - Storm Sewer - Bike Ln (4')	Road	\$828,835	\$1,284,695	-	-	-	-	\$98,826,510
Not recommended - Project not eligible, road work on local road											
8038	St. Charles	St. Charles County	Matson Hill Park Trail, Phase 2 - Matson Hill Park Trailhead To Duke Rd Sharrow - Chicane - Gravel Shoulder (1') - Lighting	Active	\$794,659	\$1,206,028	-	-	-	-	\$99,621,169

**Attachment B - FY 2022-2025 TIP – CMAQ Program
Project Submittals (Ordered by Cost Effectiveness)**

ID Number	County	Sponsor	Project Title - Description	Metric Tons NOx Reduced	Metric Tons PM 2.5 Reduced	Metric Tons VOC Reduced	Federal Cost	Total Cost	Cost Effectiveness	Cumulative Federal Cost
Recommended for funding										
8305	Multi-County-M	Jefferson County Port Authority	Marine Vessel Engine Repower - 2023 - Repower Two Marine Vessels Serving Mississippi River In Non-Attainment Area	0.0028077	0.0001429	0.0001898	\$408,144	\$816,288	\$272.32	\$408,144
8308	St. Louis	MoDOT	Signal Optimization - 2024 - MO 141: I-64 To Gravois Bluffs	0.0004734	0.0000484	0.0006016	\$1,104,240	\$1,380,300	\$2,054.43	\$1,512,384
8300	Multi-County-M	Bi-State Development/Metro	Bus Replacement - 2024 (A) - Replace 10 Buses	0.0007290	0.0000150	0.0000100	\$4,568,424	\$5,710,530	\$12,363.80	\$6,080,808
8301	Multi-County-M	Bi-State Development/Metro	Bus Replacement - 2024 (B) - Replace 10 Buses	0.0007290	0.0000150	0.0000100	\$4,568,424	\$5,710,530	\$12,363.80	\$10,649,232
8312	St. Charles	St. Charles County	GGL - Muegge Rd Signal Performance Module - Cave Springs Rd To Old 94 Automated Traffic Signal Perf. - Signal Optimization	0.0000447	0.0000046	0.0000568	\$880,203	\$1,100,254	\$17,334.45	\$11,529,435
8313	St. Charles	St. Peters	Mid Rivers Mall Dr - At St. Peters-Howell Rd - Turn Lanes - Upgrade Traffic Signal	0.0000325	0.0000014	0.0000184	\$444,408	\$555,510	\$17,454.15	\$11,973,843
8302	Multi-County-M	Citizens For Modern Transit/Bi-State	Building Ridership On Transit - STL City And STL County - Education & Outreach Building Better Bus Stops- New Fare Media - Employer Benefit Program - Two Year Program	0.0000379	0.0000011	0.0000068	\$432,351	\$540,439	\$19,342.13	\$12,406,194
8311	St. Charles	St. Charles County	GGL - Mexico Rd Signal Performance Module - Bryan Rd To Cave Springs Rd Automated Traffic Signal Perf. - Signal Optimization	0.0000818	0.0000084	0.0001040	\$2,446,523	\$3,058,254	\$26,327.86	\$14,852,717
8303	St. Charles	Dardenne Prairie	Dardenne Prairie Signal Interconnect - Along Feise Rd, Town Square Ave And Hanley Rd Fiber Interconnection - Upgrade Traffic Controllers	0.0000119	0.0000016	0.0000084	\$336,282	\$420,353	\$33,122.26	\$15,188,999
8309	St. Charles	O'Fallon	Weldon Spring Road, Phase 1 - Technology Dr To Valleybrook Dr Roundabout-Two Way Turn Ln - Reconstruct (Local Funds)	0.0000332	0.0000014	0.0000188	\$1,041,764	\$2,658,405	\$40,011.27	\$16,230,763
8306	St. Charles	Lake Saint Louis	Flashing Yellow Arrows & Signal Improvements - Along Ronald Reagan Dr, Technology Dr, Lake Saint Louis Blvd - Upgrade Signal Controllers	0.0000042	0.0000003	0.0000036	\$277,282	\$346,603	\$71,682.93	\$16,508,045
8314	St. Louis City	St. Louis	S. Broadway Cycle Track - Dover St To River City Casino Blvd Cycle Track (10') - Curb Ramps (Local Funds)	0.0000146	0.0000005	0.0000031	\$960,000	\$1,200,000	\$108,825.84	\$17,468,045
8307	Multi-County-M	Loop Trolley TDD	Loop Trolley Operating Assistance - Funding For Two Years	0.0000112	0.0000005	0.0000034	\$1,260,000	\$1,800,000	\$172,364.82	\$22,728,045
8304	St. Louis City	Great Rivers Greenway	Brickline Greenway - Sarah St To Grand Ave Shared Use Path (12-14') - Bridge Over Vandeventer	0.0000273	0.0000009	0.0000058	\$4,000,000	\$13,858,400	\$241,835.21	\$21,468,045
8310	Franklin	Pacific	Osage St (Business Loop 44) - At First Street (MO F) Add Right Turn Lane - Intersection Improvements	0.0000028	0.0000001	0.0000016	\$892,173	\$1,115,216	\$405,997.31	\$23,620,218

Attachment C – Public Comments

Arnold – Lonedell Road
Comments in Support (3)
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Road is highly traveled and needs to be improved. Anything else you'd like us to consider or comments you'd like to share about this project?(left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Road definitely needs resurfacing because of the numerous potholes; especially going north. I like the idea of a sidewalk as well. It will provide a safe place for people to walk and, in my opinion, encourage pedestrian traffic from the subdivisions along the path to the library and rec center. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? Arnold is a vital and growing community and improvements to their local roads will help support that movement. Also, the community is in need of a more pedestrian friendly network and the additions of sidewalks will be a great asset to their citizens. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
Bi-State Development/Metro – Forest Park/DeBaliviere MetroLink Station Improvements
Comments in Support (1)
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? There's currently limited protection from rain/snow and lighting could be improved. Anything else you'd like us to consider or comments you'd like to share about this project? This Metrolink station is highly used. There's always people waiting at the platform, especially making the Red-Blue line connection.</p>
Citizens for Modern Transit/BSD – Building Ridership on Transit
Comments in Support (7)
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Public transit is a critical service available to residents of the St. Louis region. For elderly people, it is many times the only means of transportation for their doctor visits, shopping, recreating and visiting friends and family. It provides them with the independence they greatly desire and rightly deserve. But just offering public transit options is not enough, we need to make the stops safe and accommodating for people of all ages and abilities. Enhancing spaces around stops not only improves the safety of the stop but creates a new and innovative way to engage with transit. The efforts of Citizens for Modern Transit are elevating the value of public transit for all populations in the STL region. The financial impact of this grant will provide a great lift in ensuring this work continues. Anything else you'd like us to consider or comments you'd like to share about this project? A critical aspect of the work that Citizens for Modern Transit does in our region includes engaging the community - residents, business owners, community organizations and municipal leadership. This recognition that all voices should be heard speaks to the importance and value they place in making sure that transit is accessible to all people and continues to meet their needs and desires. Their work makes our region better.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Citizens for Modern Transit (CMT) has a successful history of advocating for quality transit across the bi-state region, and the organization has the experience to engage and educate communities, individuals and businesses about the value of transit. The global pandemic had a negative impact on our economy, however, the road to recovery is dependent on the access we provide for people to connect with economic centers, jobs and entertainment venues. Metro Transit can do the work, and CMT knows how to connect riders to the system though education and communications. CMT has proven time and time again that they know how to increase ridership and now is a time that the region needs their expertise. Anything else you'd like us to consider or comments you'd like to share about this project? If the regional transit system fails for all, it will most certainly have a more harmful impact on the most vulnerable communities that Metro</p>

Attachment C – Public Comments

Transit serves. For many front-line essential workers, Metro is the only ride to work, and CMT has been there at every step, working to find solutions that enhance our regional transit product. It is important the CMT has the resources to continue their work in advancing transit for the region.

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

What are the key reasons for your position? Our region needs a strong transit system, and innovating solutions to encourage ridership following the pandemic-related decline in system use is absolutely essential. Citizens for Modern Transit has proven time and time again that it is a reliable community partner and capable of high-quality work in promoting and improving our transit assets. I would encourage your support of this application.

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

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

What are the key reasons for your position? After the pandemic, it is critical to re-build ridership and trust in the public transit system. This effort will work to accomplish those goals. This project will help to ensure a brighter future for public transit in the region.

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

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

What are the key reasons for your position? Public transit is an outstanding community asset. It has the ability to provide access to everyone, but especially the underserved populations related to health care, food security, employment, child care and entertainment. At a time when the nation as a whole is gaining its focus and increasing its momentum toward diversity, equity and inclusion, public transit can be an enabler for achieving these objectives. Additionally, it's resilient, encourages focused real estate development, is energy efficient. It increases livability! We need to encourage its adoption by the broad base of users for whom it has been put into place.

Anything else you'd like us to consider or comments you'd like to share about this project? Our public transit system is significantly underutilized. For many, it is a last choice form of transportation rather than a first choice, for people of all socioeconomic strata. Project's such as these help us to better utilize the enormous investments already made and good planning already done.

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

What are the key reasons for your position? This pilot program will help continue to move the Transit Vision of increasing ridership as it is implemented. It is important to continue to fund these types of programs because they help riders who use transit to get to work, medical visits, etc. It is in the public interest to fund this program in St. Clair County, IL as well as the MO CMAQ program. Both impact the region in a positive way increasing ridership which makes the St. Louis region a more sustainable community --where other options only impact a small group of people.

Anything else you'd like us to consider or comments you'd like to share about this project? We need to continue to fund opportunities that help build ridership and improve the view of our region.

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

What are the key reasons for your position? A successful and growing community needs a strong system of public transit. The CMT project will continue its long history of explaining the benefits of and introducing more people to transit. For every dollar invested in public transportation, approximately \$4 in economic returns are generated. Public transportation reduces air pollution, and is more fuel efficient per passenger mile. It reduces traffic congestion and increases mobility for those who don't, or can't, drive.

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

Great Rivers Greenway – Brickline Greenway

Have Concerns (4)

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

What are the key reasons for your position? Crime needs to be addressed. It's a wonderful idea if it's well lit, patrolled, and made to keep everyone safe.

Attachment C – Public Comments

<p>Anything else you'd like us to consider or comments you'd like to share about this project? I'd like to see the first part connect cortex with forest park. I think it would be much more used. The grand metro station is desolate and dangerous so until that's actually addressed, I'm not sure it has a lot of use.</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? I want to see this happen sooner than later. But my main concerns are connectivity. I want to see the pedestrian bridge still built, to connect over i-64 to the armory side. And I want to see the MacArthur Bridge included in the plan. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? The Cortex area has been given so much in the way of development and resources while so many other parts of our city remain ignored. North and south city are without metrolink access and our greenways don't connect us in a meaningful way. Anything else you'd like us to consider or comments you'd like to share about this project? Same as above. The greenways should be trying harder to connect communities with less walkable "districts"/main drags" and fewer mass transit options.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? No dedicated bike links or spurs connecting the Brickline Greenway to the Lafayette Square, Soulard, Gate District, and points south. Bike lanes on Jefferson and Tucker are not bike-friendly. Anything else you'd like us to consider or comments you'd like to share about this project? The new emphasis on equity is diverting resources to parts of town that are not ready for bike trails, and these will be little-used. They will become a mockery of the cause they are supposed to promote.</p>
<p>Great Rivers Greenway – Brickline Greenway</p>
<p>Comments in Support (149)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? This is a great spot to start building the segments for the Brickline Greenway and can be a great resource for work commutes and recreational purposes. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Need to reclaim space from cars to accommodate and connect walkers and bicyclists. Anything else you'd like us to consider or comments you'd like to share about this project? Consider a stipulation that no historic building be damaged through the design/construction</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? Good for the city Anything else you'd like us to consider or comments you'd like to share about this project? Make it look like the river des peres trail!!!</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? This greenway will play a critical role to reducing car dependency and connecting the diverse neighborhoods of St. Louis. Anything else you'd like us to consider or comments you'd like to share about this project? This project will set St. Louis apart. Once complete, there will be no equal to the Brickline in North America!</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? More joke infrastructure helps connect the city and let's people explore the city without a car. Less people in cars means safer streets. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>

Attachment C – Public Comments

<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Can't wait for safe bike path to the Arch riverfront. Anything else you'd like us to consider or comments you'd like to share about this project? The road at Sarah St. and Duncan Ave. where this project is being proposed is full of potholes and needs repair.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? The Brickline Greenway offers St. Louis the opportunity to connect currently disparate neighborhoods and popular landmarks together with safe biking/pedestrian infrastructure. North with South, and East with West. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? I love bikes Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? 1) Connects public transportation and business community. 2) Recreation asset. 3) Increase pedestrian traffic as a safety measure. 4) Connect commercial/residential areas with greenway users, workers, and residents. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? I enjoy existing greenways and would love to have more safe bike paths. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? The Brickline will allow St. Louisans to get around important new work and entertainment centers. It's also important to have spaces that highlight our beautiful city's buildings and attractions. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? This project would be crucial in helping St. Louis grow by connecting neighborhoods and lessening the need for car travel. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Truly protected bike & pedestrian infrastructure is key to making our city more livable for everyone. Not only is truly protected bike & pedestrian infrastructure equitable, it is a great for our economy. Anything else you'd like us to consider or comments you'd like to share about this project? I cannot wait to see more of these throughout the city. Thank you for your efforts.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Adding needed access for safe and secure routes. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Will add life to a core area of metro community Will bring people of diverse backgrounds together Will strengthen the St. Louis region overall by adding to its livability. Anything else you'd like us to consider or comments you'd like to share about this project? This is part of an important overall regional project that is fundamental in its important to keeping St. Louis vibrant and livable.</p>
<p>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 worthwhile project that will encourage cycling while separating bikers from the hazards of cycling on busy streets.</p>

Attachment C – Public Comments

<p>Anything else you'd like us to consider or comments you'd like to share about this project? The project will have even greater utility and popularity when it connects Forest Park and the downtown riverfront.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? The Brickline Greenway will create walkability/bikeability in an area where it is currently very challenging to get from here to there. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Will have immediate use in the Cortex area, and is a good part of the eventual plan especially with easy extensibility to Kingshighway(Forest Park) and Grand. Anything else you'd like us to consider or comments you'd like to share about this project? Please continue building and/or securing right of way before they are subverted/diverted by money oriented developers.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? This project would give me safer options for recreational cycling. It would also open up safer opportunities for errands via cycling, which is great environmentally. Anything else you'd like us to consider or comments you'd like to share about this project? This Greenway would also allow my spouse to commute via bike to her work downtown, once they go back into the office. She is NOT comfortable riding on roads, but would love to commute via bike on a Greenway.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? So that we can attract and retain active people to our city, St. Louis needs to be more bikeable, walkable, and easy to access SAFE public transportation. Anything else you'd like us to consider or comments you'd like to share about this project? A big education campaign aimed at cyclists and drivers both should be a part of this.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Any way that betters the transportation infrastructure in this city is good for everyone. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? I believe public transportation and supporting infrastructure such as trails and bikeways are vital amenities to ensure a sustainable urban core. This project provides access to all patrons regardless of their mobility or economic status. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? None. I support this project and look forward to using the greenway. Anything else you'd like us to consider or comments you'd like to share about this project? I support this project and look forward to using the greenway.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Great opportunity to bring further economy development, a new opportunity for recreation / healthy living and a healing of the street grid as a result of decades of anti-urban federal policy. Anything else you'd like us to consider or comments you'd like to share about this project? Engage the LGBT community so there can be art / space dedicated to our impact on this area of the city.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? This would make a huge impact on access to some of our city's most prominent parks, businesses, and attractions. I would absolutely love to see this expansion happen. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p>

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<p>What are the key reasons for your position? I commute daily between Clayton and downtown St. Louis. Creating a safer city for bike commuters and cyclists in general is something I advocate for.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? It is a well-coordinated plan and has many of the attributes of other successful area projects</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This is an area of growth and development for this area. There is a great potential for future use and expansion by public demand.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The Grand metrolink station is under-utilized primarily due to inconvenient access having to cross some major intersections and traffic movements. An improved pedestrian corridor would benefit this region and promote alternative transportation.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I personally have been victim of a bicycle-vehicle accident immediately adjacent to this corridor and feel that a greenway which separates the bike STL route from traffic would improve the safety of all.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This will be a tremendous asset to the greater St. Louis community; and a very helpful, practical "connector" for so many great places.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you and please fully fund it!! :)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? It will help the community and have a positive impact on the local economy.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I think it is very important to connect the various areas of the City with green space</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Just make sure it is safe. There should be video camera's plenty of lighting and emergency phones</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? More connected and safer for running and non-auto commuting.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Build in designated areas for vendors and food trucks to pop up.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This will improve the development of the area and promote family outings.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? It would also help with the economic development of the area.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? More bike and pedestrian pathways are a proven way to improve metro areas financially in the long run. Not to mention the overall health improvement for our citizens, beautification of our region and improved valuations of our homes/region.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? More greenway projects in the future please.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? This will provide more interconnectivity, for bicycling, pedestrians, and transit, while taking stress and cost, and congestion, away from motorized routes.</p>

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<p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Makes travel to work faster, cheaper, & safer for residents. Draws cyclists to an area that could use the influx of cash. Connecting north and south will help bridge the divide in a city with a long history of deep structural racism.</p>
<p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This is a much needed cycle route for the City. The current alternate routes are heavily traveled surface roads that need to be made safer by the addition of this project. And, for the eventual extension to the River Front.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Fund this project and save many lives and injuries.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The Brickline Greenway is going to function as a connector. It will bring a rich and exciting way to experience new city neighborhoods.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Would be beneficial for biking and continuing to build on sense of community</p> <p>Could help bring visitors to the city to explore and enjoy</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The Brickline Greenway will be a major recreational asset to the city of St. Louis and surrounding region. The city boasts many great recreational parks and this pathway will unite in connecting them.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The City of St. Louis is severely lacking in infrastructure that would support safe bicycle and pedestrian traffic. Quite the opposite, arterial roads and residential streets are unsuitable for anything other than motor vehicle traffic.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Just Do It</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I believe in a comprehensive trail system for St. Louis.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Continue pushing for the betterment of our community.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This project creates much needed pedestrian and bicycle facilities and creates more much-needed connections to the Grand Metrolink stop.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? There are many employees, new businesses, bicyclists, and pedestrians in this project area. The proposed facilities will be heavily used and support the surrounding community.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? St. Louis' resources for urban renewal and public recreation are strained. However, the region's leaders and the area's citizens have demonstrated both the demand and solutions to fill the important roll that our region's greenways provide.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p>

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<p>What are the key reasons for your position? Anything to connect our wonderful public spaces for all is a good idea in my eyes</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Would love to have a great bike route to get into the city and downtown.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This will add a significant piece to the overall Brickline Greenway, as well as foster continued development in the city of St. Louis.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Need to have multimodal transportation options that are seamlessly connected.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Projects like this should not require a federal grant. Protected bike lanes and non-vehicular transportation options should be integrated into all road and development projects.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I would like more convenient and safe cycling connections between neighborhoods in St. Louis.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Project will connect higher ed campuses and residential areas to our innovation district - a source of jobs/training/internships. Will help to minimize traffic & CO2 emissions; improve walkability; contribute to revitalization of our urban core.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I bicycle commute daily near this route and would use this Greenway regularly on weekends for bicycle recreation.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I strongly support the Brickline Greenway project as a regional improvement supporting alternative transportation and regional equity.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Keep pace with competing metros. Provide outdoor activities for health and wellness of community members.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Does a great job of meeting the community needs for bike transport - solves some of the persistent annoying problems that make bicycling inconvenient & difficult.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The area around the Cortex station is nice, but it needs further integration and utilization. This is a perfect follow-up project!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I wish the whole Brickline project, from the Arch to Forest Park and beyond, was complete. I am very ready to bike it on sunny days! It will be a great spot for art, dogs, and being active.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p>

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<p>What are the key reasons for your position? Connecting the Greenway to the Grand Metrolink station will enable safe walking or biking to/from work, home and play in a trendy area lots of folks frequent. Will contribute to the growth of the local economy which is sorely needed in the STL.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This is an expensive project with great partners working to make it happen. More match funding can be leveraged with this grant's cash infusion. Success is contagious!</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The area, which is formerly industrial, is crying out for human-scale development. This particular section of the Greenway, which will link the vibrant Cortex and Saint Louis University communities, stands to be heavily utilized.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The Brickline Greenway has enormous potential to ameliorate some of the deep and longstanding racial inequities in the city of St. Louis.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Add additional access for those with limited transportation, additional safe 'green' pathways all bringing additional economic impact. What is not to like.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Any medium that connects one part of the city to another, whether by foot, bike, or even vehicle, is excellent...</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed?</p> <p>What are the key reasons for your position? Good idea; I will use it for commuting.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I frequently ride my bike to events, restaurants, and pubs around St. Louis and appreciate any infrastructure improvements for bike / pedestrian safety.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? It'll help connect the central corridor of our region.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? None</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Further connecting our city for alternative transportation and recreation improves the whole city, including the city's car traffic.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I live in the neighborhood near where the project is proposed. I regularly ride my bike to and from work and this would be a welcomed alternative to biking on the street.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Anything that will make bike commuting safer and more practical for getting to work areas is a good thing for the community. We should require any roadway improvement include standardized accommodations for bicycling and pedestrian traffic.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Just keep making our environment safer and more practical for pedestrian and cycling traffic.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Open spaces and parks are good for the community. It give people in the community pride, a place to gather and it is open space which is sorely needed.</p>

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<p>Anything else you'd like us to consider or comments you'd like to share about this project? ART WORK NEEDS TO BE APART OF THE PLAN.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? The Brickline Greenway would provide a safe pedestrian alternative to the current configuration of sidewalks bike lanes at Forest Park Pkwy and Grand Blvd. Anything else you'd like us to consider or comments you'd like to share about this project? This area of town is one of the more diverse areas south of Delmar, and everyone should be heard. Also, infrastructure supporting non-car traffic through a vital part of the city is essential to getting St. Louis populated again.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? I believe cycling is a transportation of the future. Investment now will hopefully spur further investment in bicycling as a legitimate form of transportation. Indianapolis is a good example of what an urban bike path can do for a city. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? We need all the greenway we can get to unify this city. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? I think that it would be a wonderful addition to the area and City. Anything else you'd like us to consider or comments you'd like to share about this project? No.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? We need better connectivity for pedestrian and bicycling traffic from the Central West End to Downtown West. This project will make it much easier and safer for walkers and cyclists to navigate this part of the City. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? connection to n/s routes Anything else you'd like us to consider or comments you'd like to share about this project? This project provides a connection to a major north-south route. Along Grand there are diverse communities and employment centers. The 2 St Louis University campuses and the Grand Avenue arts district adds to this rich mix.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? I work a few blocks from here, waiting for the Greenway to extend to Grand and to my office. It will open a lot of biking, walking, wheelchair opportunities to connect apartments, condos, dining, and businesses. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? This will dramatically increase accessibility to both the Cortex and Grand MetroLink stations and help reduce car/ped conflicts through this area, especially as new development comes online in Cortex and at City Foundry. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? - Greenway Infrastructure are built (most of the time) separated from roadways. - Bike paths that are attached to roadways feels too unsafe. - Facilitating utility cycling cuts traffic/air emissions in the city. Anything else you'd like us to consider or comments you'd like to share about this project? Your text boxes have too few characters to share a real opinion. I had to submit many times. At least have a counter to show when you exceed the character count... makes it difficult to provide supportive feedback.</p>

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<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Anything we can do to connect the city together will benefit the entire community.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Other, safe forms of transportation throughout the city are EXTREMELY important and this organization has done a fantastic job so far of designing and implementing projects while working with the community.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This would make a valuable addition to the infrastructure in the proposed location, which is starved for pedestrian and bike ways.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? By connecting Forest Park, Gateway Arch National Park, Fairground Park and Tower Grove Park, the Brickline Greenway will expand residents' access to these wonderful local assets.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Beautifying our community in this area would be a fantastic and functional addition. I live in Central West End and would love to see this particular area enhanced.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Connecting people to new neighborhoods, jobs, entertainment, and a more active life are key components in improving our city and revitalizing an urban lifestyle. The Brickline provides just these opportunities.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This is an impressive project in its scope and vision. This is the kind of project that can be transformative.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? By connecting to the Grand Metrolink station, the greenway will connect with the city's busiest bus line.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Please build this greenway as soon as possible. Cycling in the city is terrifying--we need these protected lanes.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I would love to have better safe cycling options within the City of St. Louis. Anything we can do to help that, is great.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The Brickline Greenway will offer beautification to the neighborhoods in north city along the route. The Greenway will offer opportunity for redevelopment further improving the footprints with businesses and community organizations.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Improvements from city services: street repair, sidewalk reconstruction, beautification of streets, attractive green space gives one a sense of well-being and helps the environment.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This is a heavily used pedestrian area that can only benefit from more access.</p>

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<p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>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 regular user of the greenways. Anything else you'd like us to consider or comments you'd like to share about this project? Connection of greenways and ease of access are my two priorities.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? This area lacks a good, safe east-west route for biking. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? I am an avid biker, and therefore eager to see St. Louis become a more bike friendly city! Projects like this one will help make St. Louis safer and more accessible for bikers. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? I think this will increase the walkability of our neighborhood, connect disconnected neighborhoods, and enhance the community aesthetic. Anything else you'd like us to consider or comments you'd like to share about this project? I'm very hopeful for this community improvement. Thank you for considering!</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? If we had a protected path, my family would bike and walk the greenway often and be more likely to visit businesses and parks along the way. In addition, I would be more likely to commute to work by bike / metrolink. Anything else you'd like us to consider or comments you'd like to share about this project? The greenway is vital for the central urban core of St. Louis.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Adding this Brickline "spine" of a great community greenway experiment will bring together people, community, place, neighborhood--- in a comprehensive thoughtful "design for people" way that enriches the community. Anything else you'd like us to consider or comments you'd like to share about this project? Hoping that the entire community better understand what city residents know intrinsically- our strengths trump our weaknesses. Just keep ALL PEOPLE in every thought and every decision made in this process. Make all of us proud.</p>
<p>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 hospitals, universities, cultural institutions, and businesses. There is a need for safe and maintained greenways throughout our region, but this is a natural choice for expansion. Anything else you'd like us to consider or comments you'd like to share about this project? I work and recreate in this area and look forward to the expansion of the Greenways.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? We need a place where people can engage with plants and habitats within an urban area. It is important to provide a corridor for pollinators, birds and other wildlife. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? This is an extremely difficult corridor to navigate. I am excited about the idea of there being a safe, maintained path that will enable me to safely transport from one station area to another. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p>

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<p>What are the key reasons for your position? The Brickline Greenway is key to providing safe accessibility to downtown from central city neighborhoods. Having a bike-able/walk-able community is key to connecting places where people live in the city to St. Louis' progress</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I think this will be a transformative project for the city in an extremely positive way.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I wish there was more info to share about the project. I'm a monthly giver, but knowing how sadly long the timeline is... nothing gets me to give more \$\$ than getting excited about these projects.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? While I am a bicyclist who rides through the area on the city streets, and am quite comfortable doing so, I realize that many people are not comfortable, and so I support the creation of off-street travel.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Recreational spaces improve physical, mental, and economic health. Connecting parks benefits residents and visitors, allowing easy exploration of the city. Projects like these stabilize and revitalize communities.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Please add the allowed number of characters.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I would like to bike to work more often. It feels unsafe cycling on the roads. I would love to have a dedicated path. It would be great to be able to take my kids on the path. Currently, it is too dangerous to bike with my kids on the roads.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This project makes sense on so many levels. It would do good for the people, for the city, for traffic in general. There is a lot of wasted space, let's put it to good use!</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Healthier urban living; bringing segregated areas of the City of St. Louis together</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Anytime you have the opportunity to fund a Great Rivers Greenways project, do it!! It is a terrific organization and is quietly and patiently - step-by-step- making huge differences in our communities. Thank you!!</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The increase in usability and aesthetics is welcome. There is a really great opportunity for this area to become another thriving hub, connecting the Foundry development more easily to the Cortex area. And to be able to do all of it without a car is so amazing.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The Metrolink is an underused asset but it is important to many lower income St. Louisans. Improving this area will improve the lives of those residents and will attract much needed attention to our public transportation system.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The city feels divided into neighborhoods and I really welcome this proposal to connect them and make the city more pedestrian friendly</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Excited for this!</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Great addition to our neighborhood</p>

Attachment C – Public Comments

<p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Will enable more people to use alternate forms of transportation.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I love the idea of this Greenway increasing community beyond individual neighborhoods. Additionally, these beautiful green spaces are surrounded by busy roads which makes traversing between them with families impossible right now. Can't wait to bike to Forest Park with my kids!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? 1. I am still concerned about the parts of this Greenway that cross busy roads. What is being done to increase safety (ex. Tower Grove Ave. & Vandeventer)?</p> <p>2. For future projects or extensions I would love a route cutting from Tower Grove Park through "The Hill" over to Forest Park without having to go through the Cortex district. This is more friendly for families than workers.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Being able to walk or bike from the CWE to Grand on other paths than Forest Parkway</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This is an upcoming growth area, centrally located and consistent with the Master Plan for Brickline.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? A central pedestrian connector like this could be the big game changer for the entire region.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This has the potential to be huge.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? St. Louis needs to be more accessible by walking and bicycling. It has been car-centric for far too long. Having a Greenway throughout the central corridor will be a major step in building a healthy, accessible community for all.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This will be a safe, lower stress connection to be able to bike in the central corridor without having to ride on the street. It's connection to Metrolink is incredibly important for folks commuting for work or biking/walking for everyday transportation needs.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? We have a great pent-up demand for safe bike and walkways around St. Louis. We also have a need to connect diverse neighborhoods, and break down racial divides. This project will address both of those needs.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The planners have done great community engagement work. It has been slow, methodical, and inclusive. I believe that the project has great community support.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? These connectors have a multiplier effect on the regions progress to retain citizens.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>

Attachment C – Public Comments

<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I'm always in support of more pedestrian and bicycling infrastructure. This stretch is important because there is currently no pleasant way for pedestrians to reach Cortex or Grand from other destinations. The Chouteau bike lane is terrifying to the inexperienced rider, and usually littered with glass and other car debris. A separated mixed use path is always the best solution for safety.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This is such a needed expansion! Navigating streets around the Grand Metrolink is tricky at best and dangerous at worst. There are several large 4 lane roads surrounding that make it less than ideal for bike commuting. This path would help connect so many commuters.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? There are many bike lanes in STL that exist on large, high-speed streets. While these unprotected bike lanes are helpful, not everyone (even experienced bikers like myself) want to be next to what is in reality 60 mph traffic. I hope to see more auxiliary routes, paths and roads added to our existing infrastructure.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I support a robust network of protected bike lanes. They allow automobile traffic to be uninterrupted by slower, more variable bicycle and pedestrian traffic. Protected bike lanes also provide the highest level of safety and security from automobile crashes.</p> <p>In short, protected bike lanes save lives and encourage more people to bike. Build as many as possible!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Please stop using the 85% rule for setting speed limits on roads, its an outdated methodology that prioritizes vehicle traffic over pedestrian safety (and increases noise for surrounding residents)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I utilize my bike for transportation & commuting around the city. The Brick line will provide super off road access for bike commuters and recreational bikers. With off road options, we will see more people choosing their bike for transportation.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Before I moved into the Gate District, I lived in Olivette, where I walked the Centennial Trail and enjoyed watching its improvements at Delmar. I'm thrilled to near another trail, especially one that seems likely to make such meaningful cultural connections within our city.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This is such a high traffic area and the expansion of this greenway will make safe travel much easier!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? this trail is an essential connection to our community</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Looking forward to this trail greenway connecting up with other greenways/trails.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p>

Attachment C – Public Comments

<p>What are the key reasons for your position? Connecting two well used public transportation areas in the city will provide opportunities for outdoor recreation, more usage of public transportation, and a connection to the existing midtown connection plan.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This area of town is used by students, workers, and families from multiple neighborhoods and will benefit all with the walkway and visual connector.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Brickline Greenway: full development of this project has the potential to transform St. Louis by providing connections from various neighborhoods to many of the great treasures of St. Louis: Forest Park, Union Station, Busch Stadium, the Arch, and many more. Businesses, big and small, would benefit by the improved access provided by the Greenway. The Greenway will also help encourage more bicycle and pedestrian traffic... and less car traffic. Additional investment in areas around the Brickline area would be expected. The result would be a more attractive urban environment for the citizens of the metropolitan area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This project is needed for the metropolitan area to help it catch up to other major cities with similar amenities like the proposed Brickline Greenway. To help attract and retain the workforce in this area, a project like the Brickline Greenway can help. For those looking for signs of a metropolitan area that encourages a healthy lifestyle... the Brickline Greenway would be a great example.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? It connects two places i want to go. One for work, one for restaurants and entertainment. And it would be a much safer alternative to current biking options</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The expansion of the trail will be of great benefit to cyclists and pedestrians in this part of the city. Once connected to north- and south-side neighborhoods, this will be much needed access away from city streets and traffic for all residents to access downtown and all of the central corridor.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This will be much more efficient and safe passage from the Barnes/WashU Med complex to the Cortex area. I have walked or pedaled frequently between these two areas both for work and for pleasure. It will be a boost to the campuses and the nearby businesses (like Northwest Coffee - yum!)</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Connecting city parks, a national park and public transportation access is a benefit to all who live or recreate in St. Louis. Improved connectivity will increase the use and enjoyment of the parks and make work access easier for more residents.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? This area needs more support for alternative transportation use. Reducing single-user cars would benefit the area and the city in many ways. Having a safe connection would encourage more people to ride and walk and leave cars behind.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Please include funding for perpetual upkeep of the area, from trash removal to maintenance of surfaces and amenities such as water fountains, landscaping, public restrooms, lighting, etc.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I support any additional ways to safely cycle or walk between our fabulous parks, especially if the connections allow cyclists to avoid traffic!</p>

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<p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Yes the would be a huge value to our overall community, increasing the economy of the neighborhood and our total community, connecting, neighborhoods , retail art centers, downtown, the parks etc</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Let's do it !</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Getting a defined and safe pedestrian/bike connection in that neighborhood would be great.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? This area is one that I frequent for restaurants and meetings. I would love to have safe cycling alternatives to my car!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I frequently bike, for exercise, from U. City to the Arch along Olive and other city streets parallel to the proposed route. A safe bike path would lessen my risk of dying under the wheels of the scofflaw bike-hating car drivers with whom I share these streets.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Getting a safe and smooth bike path from Forest Park to the river (and other places) is so important for our town.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Can the new mayor use a little bit of the \$500M she's about to get to just build out the rest of this whole project??</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? We need as many protected cycling and pedestrian paths in this city as we can get. Thus, I am all for this extension!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? A bike route connecting Forest Park to Downtown/the Arch would be fantastic. It would be great if a bike route could run along the Metro Link train route through out the entire Metro Link system. This would greatly enhance commuting by bicycle and would be much safer than using city streets.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? This area is in need of more greenway trails, an area somewhat lacking in safe and family friendly cycling routes. It will help improve the area and make it more attractive to young adults and families as well as students. An environmentally friendly attraction to build for our future metro area. Such a small extension but with huge results. This project will help continue to grow the attraction of the Cortex region, drawing young adults and families to this region. This is necessary for the growth, stability & future of our City.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I do not live or work in the area, bit I am an avid cyclist and distance walker. I do visit the project area and would so so more frequently should the improvements be made.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? It would enhance safety and ease the way downtown for cyclists as a major piece of the overall plan to reach downtown. I presume this project requires right-of-way near the Metrolink line.</p>

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It seems to me that the property along the way could easily (?) be paved and even reach Union Station or perhaps Jefferson. I also imagine you already have this figured out, yah or nay. I bike downtown two to four times a month, April to October from Clayton.

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

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

What are the key reasons for your position? I ride throughout the city and this would be a great addition to the greenways already present. It would be a much safer alternative for cyclists and pedestrians. What a great way to connect a community.

Anything else you'd like us to consider or comments you'd like to share about this project? The lighting and visibility of the trail is very important as well as all the safety measures considered.

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

What are the key reasons for your position? I used to live in and ride my bike through the neighborhood supported by this project, and I know how important it is to improving access north and south through the entire St. Vincent's Greenway corridor. This particular section covers an area that is particularly challenging for bicycles to navigate today. this extension is very important. While I don't live or work directly within the project area, I use Metro and bikeways, and I strongly support extending safe off road bikeways to provide alternative access to residents or the region wherever they may be wanting to travel. Bikeways are also good walkways for individuals seeing to get more exercise.

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

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

What are the key reasons for your position? Cortex is a success because of its diversity. Diversity in transportation will continue to grow in this area...more bikes more better.

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

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

What are the key reasons for your position? After reading about this proposal, I think it should be given the highest priority (which I initially gave to the Compton Avenue bridge). For years I have thought that our city has pockets of enormous appeal, but getting from one area to another is difficult and serves as a barrier to our being able to provide a world-class urban experience. This proposal, more than any of the others I have seen, would enhance the experience of St. Louis city.

Anything else you'd like us to consider or comments you'd like to share about this project? I, and others, would be happy to help raise funds for this.

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

What are the key reasons for your position? While I am not a big fan of brick streets because they become a maintenance headache over time, I fully support all efforts to separate bike and people traffic from car traffic. Protected bikeways and people-ways encourage movement and creates a better community/environment.

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

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

What are the key reasons for your position? CORTEX and the GRAND METRO LINK STATION would be a good place to extend the trail because CORTEX is a major business hub and if there was a link to Metrolink it might encourage more use of the Metrolink and bring new people to the Cortex Innovation Community.

Anything else you'd like us to consider or comments you'd like to share about this project? Concern: There have been crimes on and near the Metrolink in this past year, and ridership has declined as a result. I would just take this into consideration when building this extension.

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

What are the key reasons for your position? This addition would be an important step in creating a complete and uninterrupted commuting corridor, enhancing safety for bicyclists and pedestrians, and thereby reducing traffic congestion in the area by encouraging more people to use alternative forms of transportation.

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

Attachment C – Public Comments

<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? By extending the Brickline greenway up to Grand metrolink this extension will serve students, residents, and workers to more easily commute for work and leisure.</p> <p>In particular, this extension will connect the Cortex business district to a new business development at the Foundry and to the SLU campus. These are key areas that are rejuvenating this area of midtown and having a pedestrian presence through this area is a must as many residents in this area do not own cars.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? We need more bike-friendly infrastructure to make bike commuting safer in St. Louis.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I would use this as part of my daily bike commute instead of Chouteau because the bike lane abruptly cuts off when Chouteau runs into Vandeventer.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I will use this connector.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? It would give me another potential route for my bike commute to work. Right now I don't have a great route to get to work from Southampton to Grand Center.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Getting to the metro link is great! However, selfishly I wish there would be a way to extend it through the Grand Center Arts District. I usually end up riding my bike on the sidewalk alongside Grand once I get to SLU because Grand traffic is terrible and the bike lane disappears. I commute from Southampton Neighborhood to Powell Hall. A lot of times I come up through the Cortex all the way to Washington. It's not great, but it works. Grand is just scary and I feel like a sitting suck in the left turn lane from Chouteau to Grand.</p>
<p>Great Rivers Greenway – St. Vincent's Greenway</p>
<p>Comments in Support (33)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? North St. Louis needs targeted investment of many kinds, but this particular project aims to make transportation more accessible for populations that depend on public transportation.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? It would provide an environmentally friendly and healthy mode of transportation for me to get to work. I believe it would also help rejuvenate the areas it passes through.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The greenways are a project that scale exponentially. When you connect them or add to one part, you enhance to whole network for the entire St. Louis community.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Good for the city</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed?</p> <p>What are the key reasons for your position? Gives people the alternative to commute by bike rather than by car.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p>

Attachment C – Public Comments

<p>What are the key reasons for your position? When combined with the Ted Jones Trail, the St. Vincent Greenway opens up Ferguson - and a lot more of North County - to a car-free way to access more of the great assets of the St. Louis area in Forest Park.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I may not live in North County anymore, but it always seems to be an afterthought in the St. Louis area. More investment in the area would go a long way towards keeping existing residents, and perhaps even attracting even more.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I walk this path frequently and I know those of us walkers/bikers who use the greenway would enjoy access to Forest Park via the extension. This would also help more folks from the area access the Greenway!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you, I hope the project materializes! We are often overlooked in North County for development opportunities and I hope that doesn't happen in this case.</p>
<p>Do you live or work in the community where the project is proposed? Yes Yes</p> <p>What are the key reasons for your position? I ride my bike for enjoyment and exercise. I would ride farther along the trail when complete, safer and better separated from traffic while riding, walking, etc. This would enhance the neighborhood where the path is planned. I live near Forest Park and regularly ride my bicycle for exercise. I would ride this trail often. This would enhance the area where the trail is planned. It would make riding safer with better separation from cars, trucks, etc.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? It's part of a larger project to connect UMSL and Forest Park. Great to be able to take a safe long bike ride or walk or jog.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Before I retired, I often used the Greenway to bike between Emerson Electric and Delmar. It's a great trail and completing it would be wonderful. The alternate route on Lucas and Hunt is just plain scary!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I live and ride my bicycle in the area. The possibility of having access to a greenway from UM St. Louis to Forest Park is exciting! Please fund this project!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I believe that greenways make a significant improvement to the quality of life for everyone who lives in the area.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I have waited years for a safe way to bike from St Vincent Park to Forest Park w/out vehicle traffic. My neighbors & I love St Vincent Greenway and appreciate having a safe off road opportunity to walk, ride our bikes, & enjoy the scenery & wildlife.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? We use St Vincent Greenway often including yesterday while it was sprinkling. Looking forward to having it extended and tied to other greenways/parks.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Love the greenway thru st Vincent park.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? It it appears the greenway follows residential streets. Is there any room along the metrolink tracks or where it might feel more like a trail rather than walking through the neighborhood? How about the right of way of the high power lines?</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? All forms of non-auto transportation connecting north St. Louis and the central corridor and south Saint Louis are very important.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>

Attachment C – Public Comments

<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Recreational spaces improve physical, mental, and economic health. Connecting places benefits residents and visitors, allowing easy exploration of the city. Projects like these stabilize and revitalize communities.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Regarding this comments form: Please indicate maximum number of characters allowed. Also, the maximum characters allowed seems ridiculously small.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I live near the first phase of the St. Vincent Greenway and use it. This will be an important extension and connection that I hope to frequent.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This will be an important bike/pedestrian connection to Forest Park and the region's current greenway.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I would love to see this extended. I have since graduated from UMSL, but when I attended I struggled to find a route that didn't require hopping on a large, highly trafficked road like Hanley, Olive, N Grand, etc. I would love to ride the area more recreationally, but more importantly this is an important route for improving access to higher education for so many St. Louisans!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I ride all over the area both as transportation and for the joy of riding and exercise. Because there isn't a great way to enter or exit the existing greenway to UMSL, I am a bit reluctant to take novice riders and children on an otherwise glorious route</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I am an active cyclist who lives and works in south Saint Louis City. Continuing to work towards a closed loop of greenway that reaches into North City will greatly increase recreational tourism to the area- I look forward to being able to ride to events at UMSL, the Ferguson farmers market, and finish the ride through the Old North (with a malt from Crown Candy) in the future. I currently do not have a route that I would feel safe riding to UMSL area due to the number of fast, high volume roads that would have to be navigated. For local residents, this route will provide a safe place both for transportation and recreation.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I can't wait to be able to bike from my home to Forest Park safely.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? My wife and I live in Ferguson and would love to see further development of this trail so we can ride our bikes beyond the current Ted Jones Trail and existing St Vincent Greenway. It would be nice to see a trail connection between North St Louis County and University City and eventually Forest Park.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I love riding off road, and by connecting UMSL with Forest Park you also connect north of UMSL to the Ted Jones Trail up to old Ferguson business area. I rode the trail from Forest Park along DeBaliviere, but it ends at Etzel. I assume we connect from here, would be great. And of course, this will cross Hodimont Tracks, site of another future trail.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p>

Attachment C – Public Comments

<p>What are the key reasons for your position? Giving residents greater pedestrian and bicycle access to Forest Park will be highly beneficial to everyone. Safe travel corridors will allow for convenient use and decrease the amount of vehicle traffic in Forest Park. It is a highly desirable destination for much of the county.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? recreational cyclists have few options when Forest Park is in route. This project provides an option for safe cycling to the North.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This will make biking safer in the area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I support any increase in ways to travel by bicycle safely between hubs, like UMSL and forest park! I think this might even bring our community together by encouraging cyclists who usually stay south of forest park to travel north and vice versa.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you! And more please!</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? What an incredible project that will tie together the city center to near-north-county.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This project is a big lift to neighborhoods that have an above average number of people living below the poverty line and will be a significant economic boost to the community.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I have watched GRG work on this project for many years, and saw them tackle the many challenges to slowly piece together this greenway. I applaud that they stuck to it and supported this complicated north city/north county project. We should keep this project going.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This area is one that I frequent for restaurants and meetings. I would love to have safe cycling alternatives to my car!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This extension would add another safe and scenic bike/metro link loop to my exercise choices.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I do not live or work in the project area, but I have enjoyed the St. Vincent walkway and look forward to its extension and related improvements.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? It is important, to increase connectivity for access to as many greenways as possible. It just so happens this one is the closest to Woodson Terrace where I live. This would put us closer to possibly realizing a greenway in our area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Keep up the good work!</p>
<p>Do you live or work in the community where the project is proposed? No</p>

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<p>What are the key reasons for your position? Greenways are the best - they are busy at all hours. Nothing improves an area like a bike / running path. Connecting UMSL and Wash U via bike paths would be unprecedented in this area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Do it.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? There are few ways to safely bike or walk North from the central corridor. This will help connect our community and improve safety for bikers, walkers and runners. Thank you for making this happen.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Connecting the Great Rivers Greenway network from UMSL to Forest Park will be an amazing asset to the St. Louis area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Jefferson County – Old Highway M</p>
<p>Comments in Support (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? With more development inevitable this road is in need of upgrades. There have been many accidents there and citizen complaints.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Jefferson County Port – Marine Vessel Engine Repower</p>
<p>Comments in Support (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Project is very important for the development of our Ports in Jefferson County and the region.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Kirkwood – S. Clay Aveune</p>
<p>Comments in Support (1)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? This is a project that will improve pedestrian safety in an area where walkability is already possible. Encouraging and reinforcing walkable areas will enable a safer and more equitable region and could serve as a blueprint for other municipalities to follow in the future.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Lake Saint Louis – Technology Drive</p>
<p>Have Concerns (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The sidewalks are already relatively wide and seem new. My concern is that this project won't do enough to warrant the requested funds considering they are already good to begin with. Additionally I don't see why pedestrians or bicyclists would use this when the interior roadways at The Meadows are available. This road is not pleasant and doesn't have many businesses on its frontage.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Loop Trolley TDD – Loop Trolley Operating Assistance</p>
<p>Comments Opposed (2)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This does not seem like a good use of local funds.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? As a resident of University City for 25 years, I love the city and the Delmar Loop. However, after hearing the the Loop Trolley is requesting a grant to reinstate the system I have to voice my</p>

Attachment C – Public Comments

opinion to ask you not to grant the request. Too much has been spent with great consequence to the area. It has been nothing short of disastrous to the community. As much as I admire what Joe Edwards has done to rebuild the loop this one is not in the best interest of the area. Please invest in the Metrolink where the underserved community is helped as well as helping your critical mission. Thank you for your consideration.

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

Loop Trolley TDD – Loop Trolley Operating Assistance

Comments in Support (7)

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

What are the key reasons for your position? The loop trolley has already been a catalyst for record investment in the neighborhoods it connects. It will continue to inspire nostalgia and delight generations.

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

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

What are the key reasons for your position? The Loop Trolley system is good for local business and the community. It is a huge benefit to having a fully operating trolley system in such a vibrant entertainment district.

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

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

What are the key reasons for your position? The Loop Trolley is worthy of a CMAQ grant.

It serves a developing sector of University City and St. Louis, which is home to a diverse array of businesses, a number of which are women and minority owned.

A functional trolley will reduce traffic congestion and pollution.

The trolley connects racially and socioeconomically diverse neighborhoods to the greatest public park in our nation.

The system can be successful if given adequate funding.

Failure is not acceptable. Defaulting on the Federal Transit Administration grant that paid half of price tag for the trolley, streetscape improvements, two bridges, and roundabout at University City Hall would irreparably damage the reputation of St. Louis and would impair the region's ability to garner future discretionary transit funding.

I respectfully ask the East-West Gateway Board to approve Loop Trolley's application for operating assistance in the full amount requested.

Sincerely,

John S. Meyer, Jr., President Loop Trolley Company Board of Directors

Anything else you'd like us to consider or comments you'd like to share about this project? We plan to resume passenger service on select weekends as soon as it is safe and reserves from accreted sales tax reserves are sufficient.

Note – Full letter attached to end of comments

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

What are the key reasons for your position? The CMAQ grant would allow the Loop Trolley to ensure consistency of operations for two years, with a third vintage trolley in operations. Together, this has the very likely outcome of significantly increasing ridership (thus reducing congestion and emissions caused by private vehicles) and overall solidifying the Loop Trolley's value to the region.

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Besides the importance of providing electrically-powered transit in a diverse district, the Loop Trolley has already proven a development-driver -- at least five major mixed-use developments are under construction along or near the area the Loop Trolley operates! With CMAQ funding of new transit operations for the Loop Trolley, it would signal to potential developers that the Trolley is here to stay and they can confidently proceed with development plans, further supporting increased residential capacity, small/local businesses, and a denser district less reliant on private automobiles.

Anything else you'd like us to consider or comments you'd like to share about this project? Coming out of the pandemic, an active Loop Trolley will positively affect recovery of businesses along and near its alignment, as the regional population and out-of-state visitors take the opportunity to experience it and the district through which it runs. As a federally-funded grant/project, this is an opportunity to quickly spur that recovery and further establish the Loop Trolley as a valuable regional attraction/amenity, all at very little individual cost (a burden of 4/5ths of \$0.01 per American taxpayer, essentially).

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

What are the key reasons for your position? Return to work and I think it a great improvement to the fast growing community which I happen to growup in

Anything else you'd like us to consider or comments you'd like to share about this project? I grow up and actually attended the school on the route of tour I

it I thought it back many fond memories and a very refreshing ride yes yes let's go Loop Trolley I can't wait for the Big Loop Retur

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

What are the key reasons for your position? What a great opportunity for the St. Louis to bolster our region by supporting the Loop Trolley! These beautiful heritage trolleys can transport hundreds of St. Louisans and visitors down the 2.2-mile fixed route track showing off our world-renowned Forest Park and the popular Delmar Loop entertainment district. The Loop Trolley can help attract visitors that will boost our local businesses on both Delmar Blvd. and DeBaliviere Blvd.

The Congestion Mitigation & Air Quality \$1.26M grant would provide operating funds to allow the Loop Trolley to operate for two (2) years and provide riders a NO CHARGE experience!

The Loop Trolley is a perfect fit for the Congestion Mitigation & Air Quality grant. On the Congestion Mitigation front, riders can park their cars in FREE parking lots and take the trolley to their destination. The trolley route includes ten stops and also connects to two Metrolink stations along the way. On the Air Quality front, the trolley runs on cleaner electric power. Many riders will have parked their cars, helping to reduce both pollution and congestion.

Most importantly, by providing this grant to the Loop Trolley, it would propel this unique transportation asset on the path to long-term operational success that will benefit our regions for years to come. This grant would be a wise investment for the region, our local businesses and our tourist industry.

I urge those who have a say to maximize the impact of this grant by providing it to our region's only trolley, the Loop Trolley.

Tom Schmittdiel

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

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

What are the key reasons for your position? I strongly support the CMAQ application submitted by the non-profit Loop Trolley Company.

Here is some background and reasons why.

Plus, St. Louis needs to be more proactive about fine-tuning projects in order to keep progressing as a region.

The federal grant earned had to be spent on this type of transit (not healthcare or education, etc.). Let's support the project wisely.

I've always thought of this environmentally-sound, clean-energy/transit project as a way to connect neighborhoods, residents, visitors and employees to each other.

Attachment C – Public Comments

<p>Future FTA funding could become available to the region when this project works. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank) – Note Full email attached.</p>
<p>O'Fallon – Weldon Spring Road, Phase 1</p>
<p>Comments in Support (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Lots of growth in this area an the old, narrow two lane asphalt road is not longer sufficient to meet the needs of the traveling public from a condition standpoint and from a safety standpoint. Anything else you'd like us to consider or comments you'd like to share about this project? Pedestrian accommodations would be a much welcomed addition to this roadway corridor.</p>
<p>St. Charles – Muegge Road</p>
<p>Have Concerns (1)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? While I understand the objective of this proposal, I have concerns that pedestrian safety is being compromised in the name of moving as many cars as possible. It is unpleasant to walk along Muegge and unless there is going to be some narrowing of lanes I am not sure how this will improve the pedestrian experience or make it any safer. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>St. Charles County – I-70 Lane Addition (Westbound)</p>
<p>Opposed Comments</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Adding lanes does not relieve congestion, this will only worsen problems in the long term, with a higher maintenance cost and even more demand on I-70. I am strongly opposed. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>St. Louis – Compton Avenue Bridge</p>
<p>Comments in Support (33)</p>
<p>Do you live or work in the community where the project is proposed? No What are the key reasons for your position? This will improve safety for cyclists in St. Louis. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>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 route I already travel on my bicycle, both for transport and recreation. I am currently doing so despite road conditions and safety concerns. I look forward to opening this route to others who may not be so brave/foolish. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? The existing bike lane is dangerous, cars routinely drive in it. Anything else you'd like us to consider or comments you'd like to share about this project? Extend the cycle track all the way up Broadway.</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Having a safe, on-street connection for people who bike incredibly important. Building a safe connection from the River des Peres Greenway north into the city is an exciting connection, and I'd hope to see this extended further north to connect into downtown. Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes What are the key reasons for your position? Wow! I had no idea this area was being considered for a protected bike path. A fully protected bike path will increase consumer activity along this mixed use corridor and help reduce instances of aggressive, fatal, speeding by motorists.</p>

Attachment C – Public Comments

A win-win!

Anything else you'd like us to consider or comments you'd like to share about this project? Please consider extending this route all the way up to Benton Park (and the up to Lafayette Square...and then to Kiener Plaza). I love our cities beautiful parks, and am so glad that EW Gateway and STL planning is considering the travel needs of cyclists and pedestrians.

I feel like my government is finally taking the needs of all road users into account, not just private vehicles (many from out of state or outside the city). Thank you for being bold! Keep it up and STL will be a Platinum level bicycle city in a few years.

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

What are the key reasons for your position? St. Louis continues to invest in becoming a more bike-friendly city. I ride my bike on the River des Peres Greenway at least once a week, often more.

I feel much safer when riding on dedicated trails. The next best thing is a cycle track as it provides a far safer means of travel on a road. It will mean that cyclist are not competing with vehicles for road space thereby reducing the risk of collisions.

Additionally, as I begin to ride more frequently with my young children, a cycle track on Broadway will provide a route that I will feel much more comfortable riding with my children. They will continue to fall in love with biking, see the good lifestyle habits, and recognize that you can actually get around the City on a bike as opposed to needing to drive everywhere.

I wholeheartedly endorse this request and plan!

Thank you for your consideration.

cycle track on Broadway would expand that level of safety as it will provide a much safer means to travel on the Broadway

Anything else you'd like us to consider or comments you'd like to share about this project? There is a great future ahead of St. Louis in terms of being biker friendly!

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

What are the key reasons for your position? This project would greatly benefit access to the outstanding trails from the residential areas of South City. Cyclists now must often share city streets for several miles to make it the existing trails. This can be dangerous as there are few dedicated bike routes. Broadway in this area is often hazardous from speeding traffic, a large volume of truck and bus traffic, general disrepair of the street (potholes) and litter (nails, broken glass) along this stretch.

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

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

What are the key reasons for your position? I highly support the cycle track and intersection improvements in this proposal.

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

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

What are the key reasons for your position? A race track for the younger generation will go toward increasing the reputation of the City of St. Louis throughout the biking world and build the number of new cyclists in the metropolitan community.

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

Attachment C – Public Comments

<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I regularly run this stretch of South Broadway and would like to see more investment from the city to improve the conditions. I believe by encouraging bicycling in the area, other, much needed improvements will come.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This is a historical section of the city long neglected by local government. Having more access that is safe and sustainable is very much desired. Hopefully the cycle track will spur other improvements in areas such as trash elimination, vacant buildings, pollution, and lack of green, recreational spaces.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I frequently cycle Broadway. This project would improve safety for cyclists that cycle Broadway.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I guess my first concern, is that connection from the River Des Peres trail with the Mississippi trail going to be completed first? Will this track cross at the River Des Peres on Broadway? If so will there be a protected bike lane? Will the track run along the Mississippi River, like the one through Jefferson Barracks or run along South Broadway? Support this project because riding a bike over the train track bridge is dangerous. On the casino's lower level parking, motorists often do not realize that cyclist use that road as a connection .</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? When the promenade at Belreive first opened it was a wonderful addition to the park. It was a great place to watch the traffic on the river. Since it was not connected it fell into misuse. It would be wonderful to revive it and you may find it maybe a stabilizing addition to the neighborhood.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? That is a needed improvement based on cycle traffic and safety and I strongly support</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I support any increase in protected bike lanes because they make cycling safer and encourage more cycling and improve relations between cyclists and cars (by decreasing contact).</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Just thank you!</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The old, needs replacement and adding bike lanes would enhance the ability to get to SLU and Harris Stowe.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? It is a good use of tax dollars</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Extensions from the Des Peres Greenway to other neighborhoods and parks expands opportunities for both recreational and commuter cycling. Safer pedestrian connections are always a benefit to a neighborhood.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This North/South connector will bring together two very important Greenway's. Currently bikes are forced onto Broadway which has heavy commercial use.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you for considering funding of this project.</p>
<p>Do you live or work in the community where the project is proposed? Yes Yes</p>

Attachment C – Public Comments

<p>What are the key reasons for your position? It would be nice to have more dedicated/ protected bike and pedestrian lanes in the neighborhood.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed?</p> <p>What are the key reasons for your position? I'm interested. In the past, I have commuted to work via bike from Crestwood to downtown via Grant's Trail to Union/Morganford to Holly Hills to Broadway. This proposed route seems much safer. Looking forward to it.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I would like to learn more about the term "cycle track." Protected bike lane? Two bikes going opposite directions? Or see examples. As much as I want my own route without bike lanes, I do have some concerns around road debris in bike lanes. Cars seem to kick everything to the right and into that bike lane which can be unsafe for skinny tires. Not sure if there is a solution. Just mentioning and curious.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Having a safe walking, biking path would greatly improve safety in the area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I frequently bike, for exercise, along the River des Peres greenway and then go north along Broadway to complete the loop. Bellerive Park and Carondelet Park are my frequent stops. While traffic is usually light on S. Broadway, a protected bike track would make this ride safer and more attractive to my city-fearing friends.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Our son & his family work & live on S Broadway. I ride the River trail weekly. Completing this project allows all of us to travel familiar routes on our bikes in a safe manner with kids and allows us to visit each other and the associated venues in a carbon free and safe manner. A beautiful and productive way to teach the next generation to enjoy all of our metro area safely and in an environmentally friendly manner.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Please approve this worthwhile project.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Any project that create more safe riding routes for cyclists in this city, I support!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I've ridden around that area and a cycle track would be a great boon for safety and encouraging riders to add mileage safely. have ridden the St. Vincent Greenway and adding a cycle path would be fabulous. Otherwise, a cyclist would have to take rather unsafe options.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Like the idea.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I commute to work from S.County to downtown using Broadway as one of the main segments. The section of Broadway under proposal is traveled frequently by cars and pedestrians. I feel any improvements will reduce car traffic and put more people on nikes and foot plus bring more people to the area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Recreational rider</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? How long does it normally take from application for funds to completion of a project.</p>

Attachment C – Public Comments

<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? While I feel the current bike route on Broadway is safe and usable, it does go through an industrial area, so the road is not in the best shape. I am assuming that this project is a dedicated, separate bike path? Not clear from the description, but any improvements would be welcome.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Great initiative for protected bike lanes, we need more of this protection!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? A couple years ago, I was riding along the River Des Peres turning left on Broadway...the traffic was horrible. My friend slipped on road gravel and went down...narrowly - by just the slightest of margins - avoided getting hit by a cement truck. This update is critical.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Do it.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I believe this connection would enhance cycling opportunities in St. Louis and connect areas to promote increased business. Following the Compton Proposal, this is my second highest priority.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? I have biked South Broadway before and did not feel safe because of the roadway. Since I use River Des Peres bike path, this connection would give me more options.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? We need to protect bikers and walkers. This project will encourage people to bike and walk improving our neighborhoods and environment.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Before the great Rivers Greenway was begun, I used to bike down to Bellerive Park. I loved sitting on the bench and watching the barges and boats travel down the river. It was such a joy to watch the river with its rising and falling levels, especially when the floods would come.</p> <p>I totally DO SUPPORT this project, it would be a wonderful ride! :)</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? PLEASE MAKE IT HAPPEN, IT WOULD BE A WONDERFUL BIKE RIDE AND WOULD ACQUAINT PEOPLE WITH THE GRANDEUR OF THE MISSISSIPPI RIVER, ONE OF THE MAJOR WATERWAYS ON THE PLANET !</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This is a busy area for car/truck traffic and currently not great for non-motorized traffic. I generally avoid it on my bicycle because of this. A safe route would be a great improvement.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This would assist in increasing bicycle infrastructure and extending an existing bike path to serve more people and connect to several parks including Carondelet park.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? A protected bike lane will be a much safer and better connection between the Greenway and the Park.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p>

Attachment C – Public Comments

<p>What are the key reasons for your position? At present I use S. Broadway, however the painted 'bike lane' is rarely respected by buses, garbage trucks, and some motorists.</p> <p>My bicycle commute to work will be MUCH safer with a dedicated bike trail that parallels South Broadway! From Arsenal St. south to River Des Peres, will save me time, and more importantly, encourage other North-South daily commuters.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? As a bicyclist who frequently rides in this area, anything to improve safety would be much appreciated.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>St. Louis – South Broadway Protected Bike Lane</p> <p>Comments in Support (38)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? There is no question the Compton Bridge needs replacement. I fully support using this opportunity to also add a separate bike and pedestrian path.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The bike and pedestrian adds will be incredibly well received. This is a key connector in the area and will increase safety and quality of life.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you for picking such a worthy project and part of St. Louis.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Will connect me to Midtown better. Safer connections. There are few good options to cross the I64/rr track canyon, this will be a key way to cross in foot or bike.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Please get it done.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Another piece of the puzzle to get to a connected bike/pedestrian network in the city.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I favor lane reductions and traffic calming elements. Permissive design is enabling speeding especially in low-volume conditions.</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? This will improve cyclist safety and replace aging infrastructure.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This bridge is a key N-S connection, and it will be very impactful to add a safe option for biking across without having to go out of the way to another street. I rode across the current bridge once, and did not feel safe enough to ever repeat that feat.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? This bridge is in dire need of replacement and when its replaced, the cycle track needs to be included.</p> <p>Having a safe connection over the railyards is vital for people who walk or bike. The cycle track and pedestrian upgrades in this project are key.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p>

Attachment C – Public Comments

<p>What are the key reasons for your position? I live in St. Louis City and often commute by bicycle. I always avoid the Compton Avenue bridge due to current unsafe conditions. I have also seen pedestrians struggle to cross the bridge safely.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Compton Avenue bridge is long overdue for replacement. Outdate, dangerous, and uncomfortable to use.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? For bicyclists and pedestrians, it can be very hard to transfer from between south side, over 64 to reach midtown, downtown, and the central west end.</p> <p>This project solves a long standing problem. Please consider doing something similar along Jefferson, 18th street, Tucker, Grand, and Vandeventer.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Thank you! Every cyclist I know in St Louis will use this route. The protected bike lane will save lives and decrease vehicular collisions.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Including a protected bike lane will make me feel much safer while commuting downtown to work on my bike.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? The protected bike lane and improved crosswalks will improve safety for pedestrians and bicyclists, ideally slowing motorists as well. That in turn can increase utilization of Compton as a bike thoroughfare.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Bike and pedestrian connectivity from the south side to the central corridor is much needed. The proposed bike lanes would greatly improve access to Downtown / Downtown West / Midtown and all the south side residential neighborhoods. It is now very difficult by bike, and requires going a mile or so east to Jefferson or Tucker, or some distance west (Vandeventer). Compton is impossible on a bike. This would be a safe and long-overdue connection.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? There are no good ways across 40 (I-64) and the train corridor. This has been needed for years. I live in south city and I work in midtown. I have to go fairly far out of my way to find a safe route across that corridor.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Any bike lanes need to be separated from traffic. Otherwise it is safer to not have bike lanes at all. https://www.peoplepoweredmovement.org/study-shows-painted-bike-lanes-arent-enough/#:~:text=No%2C%20according%20to%20a%20new,they%20see%20painted%20bike%20lanes.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I highly support the new bridge due to its inclusion of a better sidewalk and segregated cycle lanes. This will measurably improve safety and transit options in my area.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Compton bridge is a death trap for cyclists (with drivers flying up the hill + Moon surface pothole density), so this project is great and long-overdue.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The same improvements need to be made to the Compton over I-64 bridge ASAP in order to maximize the impact of these improvements.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p>

Attachment C – Public Comments

What are the key reasons for your position? This is a key corridor. I've pedaled over it many times. Inclusion of safe bicycle lanes will have many positive effects, including potential reduction in accidents and increased use of bicycles on the bridge and within the city.

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

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

What are the key reasons for your position? The Compton Bridge is an essential link between south city neighborhoods and mid and down town neighborhoods. The bridge has been dismal for cars, bikes and pedestrians for many years now.

Anything else you'd like us to consider or comments you'd like to share about this project? Please make the bridge safe for all users by enforcing speed limits, it is a large open space that somehow encourages people to speed which has a detrimental effect on the more vulnerable users of the bridge (bikers, runners, walkers).

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

What are the key reasons for your position? I support "cycle tracks" (protected bike lanes) because they are safer for bikes, encourage more biking, and decrease the interactions between bikes and cars, which decreases possibility of road rage and anger toward cyclists.

Anything else you'd like us to consider or comments you'd like to share about this project? Build more protected bike lanes!! Thank you for doing this project!

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

What are the key reasons for your position? Good pedestrian and cycling connections over the interstate highways and rail lines are greatly needed. This project would provide a safer connection north & south, from the neighborhoods in the south to the business districts and universities on the north.

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

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

What are the key reasons for your position? I support this project because it will greatly improve access and safety of cyclists on the streets. Bridges always are a bigger hazard to cyclists as they are usually more narrow and there is no room to escape the road in case of an emergency. As a cyclist myself, I believe that a protected lane on the new Compton bridge will ensure enough space for people choosing to use bikes and improve their experience overall.

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

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

What are the key reasons for your position? South Grand Blvd has become dangerous for those of us who ride to work at Saint Louis University, and travel back and forth between campuses. Glass, debris, drains, speeding motor vehicles, and Metro bus traffic in the cycling lanes hamper safe travel over the rail yards.

Separate cycling lanes will be a welcome change on Compton.

Anything else you'd like us to consider or comments you'd like to share about this project? The only trick with this project is to not turn Compton into a hospital bypass with more traffic than the design can handle. The traffic flow around the new Hospital can be a nightmare at change of shift.

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

What are the key reasons for your position? Proceeding with this project will allow me & groups of friends safe access to venues in the City during our weekly adventures and trips.

Anything else you'd like us to consider or comments you'd like to share about this project? It's a carbon reducing step because it allows more safe cycling & less vehicle use.

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

What are the key reasons for your position? I would bike north-south at midtown more often with a safe way to cross the railroad tracks such as a Compton Ave Bridge bike lane.

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

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

Attachment C – Public Comments

<p>What are the key reasons for your position? Having crossed this bridge frequently when I was a college student, I am happy to see these pedestrian upgrades, this bridge is dangerous in its current form. Thank you!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? No</p> <p>What are the key reasons for your position? Crossing the tracks at grade is virtually impossible on a bike. A bridge is required. Bikes are part of the cities transportation matrix - they will be here longer than the gas-guzzling cars crowding the streets.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? Do it.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I am an avid cyclist and often want or need to go between South City and Midtown and have always thought that Compton would be a very convenient North-South corridor for this, but have always felt unsafe using it. Of the 4 proposals (I love them all) this would be my highest priority.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? There are many people that bike in this area to commute, exercise, etc. This bridge is a pinch point for bikers as they aren't protected at all crossing the bridge. This project will save lives and encourage biking as transportation.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? First, the bridge DEFINITELY needs replacing, as you posted here, it is 110 years old!! Time to tear down the old and build the NEWER SAFER Compton Bridge. I think it would be great to have this divided lane just for bicycles doing toward downtown.</p> <p>I personally do not bike downtown, and I do wonder how many cyclists do bike downtown, but someone would have to do a survey to get data. I don't recall how close Spruce is to Market Street, but if they connect then one could bike down market to the Arch!! GOOD IDEA FOR THIS PROJECT!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? I would suggest you make the speed limit over the new bridge about 35-40 miles per hour. I drive over the existing bridge and sometimes cars are speeding on this narrow bridge- NOT good. SO please take the speed limit into account for the NEW COMPTON BRIDGE.</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? A protected bike lane and pedestrian crossing will be a much improved way for safely getting across this bridge!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Replacement is overdue. As part of a major thoroughfare, the current bridge has been in bad shape for a long time. Its poor condition and design, combined with high auto traffic volume, make it very dangerous for pedestrians and bicyclists.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? We need more bike-friendly infrastructure to make bike commuting safer in St. Louis.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Creating a safer way for pedestrians and bikers to get across the Compton Bridge is vitally needed. As someone who bikes as my main mode of transportation and who uses this bridge to commute between different jobs, crossing the Compton Bridge on bike is always a gamble. Cars are always zooming beside me and there is not even ample sidewalk space in which I could bike separately from the car lanes. I strongly support this project and how it would greatly increase safety for pedestrians and bikers who cross this bridge. I greatly</p>

Attachment C – Public Comments

<p>look forward to when it will be completed so that I may more safely and securely cross this bridge as an avid biker of STL.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I frequently ride my bike and would appreciate more bike lanes.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? The fast cars on Compton make this a perilous route for cyclists, especially those going uphill.</p>
Wentzville – Mexico Road
Have Concerns (2)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? My home backs up to Mexico Road. I'm concerned about the road being widened and being closer to my yard.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? If Mexico is widened, will sound walls be put up for those houses backing up to Mexico Road?</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Where is Wentzville money? Less than 10 days to review and submit concerns?</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? No to more CIDs. Failure to disclose by all parties. Laughable form that doesn't say number of characters to discourage submissions.</p>
Wentzville – Mexico Road
Comments in Support (3)
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? I've seen many cars including buses run off the roadway. I strongly recommend the sidewalks as their is a school nearby. This would allow parents and kids to safely walk to the school without concern.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? A sidewalk stretching from Josephville Rd all the way to Midland Park Drive would be excellent for all of the walkers and joggers in the area. I fully support this project!!</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)</p>
<p>Do you live or work in the community where the project is proposed? Yes</p> <p>What are the key reasons for your position? Road is too narrow for traffic in both directions now as is. I have seen several cars end up in the ditch and stuck. Utility polls are too close already in conjunction to where the street is now and is just waiting to get hit. Road erodes badly at the edge due to no or poor irrigation.</p> <p>Anything else you'd like us to consider or comments you'd like to share about this project? This should be worked along side of O'Fallon as well to include the street all the way to Guthrie to assist in high traffic alleviation.</p>

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: FRANKLIN

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8016-24 New	FRANKLIN COUNTY LITTLE BOONE CREEK ROAD BRIDGE OVER LITTLE BOONE CREEK REPLACE BRIDGE - SHOULDERS (2') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Roadway Shoulders	PE ROW IMPL	\$103,336 \$25,000 \$872,394	\$103,336 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$872,394	\$0 \$0 \$0
			Federal: \$635,914 State: \$0 Local: \$364,816	TOTAL	\$1,000,730	\$103,336	\$25,000	\$872,394	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,000,730					
8017-23 New	FRANKLIN COUNTY LITTLE INDIAN CREEK ROAD BRIDGE OVER GIRARD BRANCH OF INDIA REPLACE BRIDGE - SHOULDERS (2') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Roadway Shoulders	PE ROW IMPL	\$0 \$25,000 \$738,644	\$0 \$25,000 \$0	\$0 \$0 \$738,644	\$0 \$0 \$0	\$0 \$0 \$0
			Federal: \$538,419 State: \$0 Local: \$225,225	TOTAL	\$763,644	\$25,000	\$738,644	\$0	\$0
				ESTIMATED TOTAL PROJECT COST: \$851,137					
8310-22 New	PACIFIC OSAGE ST AT FIRST STREET ADD RIGHT TURN LANE - INTERSECTION IMPROVEMENTS LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Right-turn lanes Intersection Improvement Traffic Signals	PE ROW IMPL	\$110,600 \$150,000 \$854,616	\$110,600 \$0 \$0	\$0 \$150,000 \$0	\$0 \$0 \$854,616	\$0 \$0 \$0
			Federal: \$892,173 State: \$0 Local: \$223,043	TOTAL	\$1,115,216	\$110,600	\$150,000	\$854,616	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,115,216					
8062-23 New	WASHINGTON FRONT STREET, PHASE 2 STAFFORD ST TO JEFFERSON ST RESURFACING - CURB/GUTTER - UPGRADE SIDEWALKS LENGTH (mi): 0.51 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Roadway - Curb & Gutter	PE ROW IMPL	\$90,000 \$5,000 \$962,000	\$0 \$0 \$0	\$90,000 \$0 \$0	\$0 \$5,000 \$0	\$0 \$0 \$962,000
			Federal: \$845,600 State: \$0 Local: \$211,400	TOTAL	\$1,057,000	\$0	\$90,000	\$5,000	\$962,000
				ESTIMATED TOTAL PROJECT COST: \$1,057,000					
8063-23 New	WASHINGTON HIGH STREET, PHASE 2 FIFTH ST TO FRONT ST RESURFACING - CURB/GUTTER - UPGRADE SIDEWALK LENGTH (mi): 0.7 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Roadway - Curb & Gutter Sidewalks	PE ROW IMPL	\$90,000 \$10,000 \$1,093,750	\$0 \$0 \$0	\$90,000 \$0 \$0	\$0 \$10,000 \$0	\$0 \$0 \$1,093,750
			Federal: \$955,000 State: \$0 Local: \$238,750	TOTAL	\$1,193,750	\$0	\$90,000	\$10,000	\$1,093,750
				ESTIMATED TOTAL PROJECT COST: \$1,193,750					

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8000-25 New	ARNOLD LONEDELL ROAD MISSOURI STATE RD TO POMME RD RESURFACING - SIDEWALK (6') LENGTH (mi): 0.85 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks	PE ROW IMPL	\$163,277 \$25,000 \$1,755,228	\$163,277 \$0 \$0	\$0 \$25,000 \$0	\$0 \$0 \$0	\$0 \$0 \$1,755,228
			Federal: \$1,306,216 State: \$0 Local: \$637,289	TOTAL	\$1,943,505	\$163,277	\$25,000	\$0	\$1,755,228
				ESTIMATED TOTAL PROJECT COST: \$1,943,505					
8009-24 New	DE SOTO CLARKE STREET MO 21 TO MAIN ST RESURFACING LENGTH (mi): 1.4 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt	PE ROW IMPL	\$59,498 \$0 \$705,713	\$59,498 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$705,713	\$0 \$0 \$0
			Federal: \$528,871 State: \$0 Local: \$236,340	TOTAL	\$765,211	\$59,498	\$0	\$705,713	\$0
				ESTIMATED TOTAL PROJECT COST: \$765,211					
8012-24 New	FESTUS N. MILL STREET MAIN ST TO CEDAR HEIGHTS DR (CITY LIMITS) RESURFACING - LIGHTING LENGTH (mi): 1.14 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Lighting	PE ROW IMPL	\$79,730 \$0 \$945,682	\$79,730 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$945,682	\$0 \$0 \$0
			Federal: \$708,708 State: \$0 Local: \$316,704	TOTAL	\$1,025,412	\$79,730	\$0	\$945,682	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,025,412					
8022-23 New	JEFFERSON COUNTY FLUCOM ROAD HENCHER RD TO ATHENA SCHOOL RD OVERLAY - SHOULDERS (4') - RUMBLESTRIPS LENGTH (mi): 1.65 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Paving Roadway Shoulders	PE ROW IMPL	\$120,000 \$75,000 \$1,324,000	\$0 \$0 \$0	\$120,000 \$0 \$0	\$0 \$75,000 \$0	\$0 \$0 \$1,324,000
			Federal: \$1,215,200 State: \$0 Local: \$303,800	TOTAL	\$1,519,000	\$0	\$120,000	\$75,000	\$1,324,000
				ESTIMATED TOTAL PROJECT COST: \$1,519,000					
8024-23 New	JEFFERSON COUNTY HARMONY HILLS ROAD BRIDGE OVER POMME CREEK REPLACE BRIDGE LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s)	PE ROW IMPL	\$150,000 \$100,000 \$577,436	\$0 \$0 \$0	\$150,000 \$0 \$0	\$0 \$100,000 \$0	\$0 \$0 \$577,436
			Federal: \$661,949 State: \$0 Local: \$165,487	TOTAL	\$827,436	\$0	\$150,000	\$100,000	\$577,436
				ESTIMATED TOTAL PROJECT COST: \$827,436					

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
 ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: JEFFERSON

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8025-24 New	JEFFERSON COUNTY MARKET STREET FOURTH ST TO FRONT ST RECONSTRUCTION - SIDEWALKS(8') - LIGHTING LENGTH (mi): 0.17 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Drainage Correction Sidewalks Federal: \$1,009,812 State: \$0 Local: \$432,777	PE ROW IMPL TOTAL	\$30,000 \$0 \$1,412,589 \$1,442,589	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$30,000 \$0 \$0 \$30,000	\$0 \$0 \$1,412,589 \$1,412,589
8026-23 New	JEFFERSON COUNTY OLD HIGHWAY M GLENSTONE DR TO CHASTEEN LN REALIGNMENT - SHOULDERS (4') - OVERLAY - RUMBLE STRIP LENGTH (mi): 0.7 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Roadway Realignment Roadway Shoulders Paving Federal: \$1,279,040 State: \$0 Local: \$319,760	PE ROW IMPL TOTAL	\$100,000 \$175,000 \$1,323,800 \$1,598,800	\$0 \$0 \$0 \$0	\$100,000 \$0 \$0 \$100,000	\$0 \$175,000 \$0 \$175,000	\$0 \$0 \$1,323,800 \$1,323,800
8027-24 New	JEFFERSON COUNTY TWIN RIVER ROAD BYRNES MILL RD/MO PP TO OSAGE DR OVERLAY - SHOULDERS (4') - RUMBLE STRIP LENGTH (mi): 0.6 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Safety	STP-S	Paving Roadway Shoulders Federal: \$1,040,000 State: \$0 Local: \$260,000	PE ROW IMPL TOTAL	\$0 \$220,000 \$1,080,000 \$1,300,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$220,000 \$0 \$220,000	\$0 \$0 \$1,080,000 \$1,080,000

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
 ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8300-24 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2024 (A) REPLACE 10 BUSES	CMAQ	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,710,530	\$0	\$0	\$5,710,530	\$0
	LENGTH (mi): 0		Federal:	\$4,568,424	TOTAL	\$5,710,530	\$0	\$0	\$5,710,530
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$5,710,530				
	PROJ PURPOSE: Congestion		Local:	\$1,142,106					
8301-24 New	BI-STATE DEVELOPMENT/METRO BUS REPLACEMENT - 2024 (B) REPLACE 10 BUSES	CMAQ	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$5,710,530	\$0	\$0	\$5,710,530	\$0
	LENGTH (mi): 0		Federal:	\$4,568,424	TOTAL	\$5,710,530	\$0	\$0	\$5,710,530
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$5,710,530				
	PROJ PURPOSE: Congestion		Local:	\$1,142,106					
8002-25 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2025 (A) REPLACE NINE CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,404,801	\$0	\$0	\$0	\$1,404,801
	LENGTH (mi): 0		Federal:	\$1,123,841	TOTAL	\$1,404,801	\$0	\$0	\$1,404,801
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,404,801				
	PROJ PURPOSE: Preservation		Local:	\$280,960					
8003-25 New	BI-STATE DEVELOPMENT/METRO CALL-A-RIDE VAN REPLACEMENT - 2025 (B) REPLACE NINE CALL-A-RIDE VANS	STP-S	Transit Capital Imps.	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$1,404,801	\$0	\$0	\$0	\$1,404,801
	LENGTH (mi): 0		Federal:	\$1,123,841	TOTAL	\$1,404,801	\$0	\$0	\$1,404,801
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$1,404,801				
	PROJ PURPOSE: Preservation		Local:	\$280,960					
8302-22 New	CITIZENS FOR MODERN TRANSIT/BI-STATE BUILDING RIDERSHIP ON TRANSIT STL CITY AND STL COUNTY - EDUCATION & OUTREACH BUILDING BETTER BUS STOPS- NEW FARE MEDIA - EMPLOYER BENEFIT PROGRAM	CMAQ	Education/Marketing Program	PE	\$0	\$0	\$0	\$0	\$0
				ROW	\$0	\$0	\$0	\$0	\$0
				IMPL	\$540,439	\$540,439	\$0	\$0	\$0
	LENGTH (mi): 0		Federal:	\$432,351	TOTAL	\$540,439	\$540,439	\$0	\$0
	AIR QUALITY STAT: Exempt - 93.126		State:	\$0	ESTIMATED TOTAL PROJECT COST: \$540,439				
	PROJ PURPOSE: Congestion		Local:	\$108,088					

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
 ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: MULTI-COUNTY-M

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8305-23 New	JEFFERSON COUNTY PORT AUTHORITY MARINE VESSEL ENGINE REPOWER - 2023 REPOWER TWO MARINE VESSELS SERVING MISSISSIPPI RIVER IN NON-ATTAINMENT AREA LENGTH (mi): 0 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Goods Movement	CMAQ	Miscellaneous	PE ROW IMPL Federal: \$408,144 State: \$0 Local: \$408,144	\$0 \$0 \$816,288 TOTAL \$816,288	\$0 \$0 \$0 \$0	\$0 \$0 \$816,288 \$816,288	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST: \$816,288									
8307-22 New	LOOP TROLLEY TDD LOOP TROLLEY OPERATING ASSISTANCE FUNDING FOR TWO YEARS LENGTH (mi): 2.2 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Congestion	CMAQ	Transit Operating Asst.	PE ROW IMPL Federal: \$1,260,000 State: \$0 Local: \$540,000	\$0 \$0 \$1,800,000 TOTAL \$1,800,000	\$0 \$0 \$900,000 \$900,000	\$0 \$0 \$900,000 \$900,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST: \$1,800,000									

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8303-22 New	DARDENNE PRAIRIE DARDENNE PRAIRIE SIGNAL INTERCONNECT ALONG FEISE RD, TOWN SQUARE AVE AND HANLEY RD FIBER INTERCONNECTION - UPGRADE TRAFFIC CONTROLLERS LENGTH (mi): 2.09 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression	PE ROW IMPL Federal: State: Local:	\$31,423 \$0 \$388,930 \$420,353 \$0 \$84,071	\$31,423 \$0 \$0 \$31,423	\$0 \$0 \$0 \$0	\$0 \$0 \$388,930 \$388,930	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$420,353				
8306-22 New	LAKE SAINT LOUIS FLASHING YELLOW ARROWS & SIGNAL IMPROVEMENTS ALONG RONALD REAGAN DR, TECHNOLOGY DR, LAKE SAINT LOUIS BLVD - UPGRADE SIGNAL CONTROLLERS LENGTH (mi): 0.6 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Traffic Signals	PE ROW IMPL Federal: State: Local:	\$15,000 \$0 \$331,603 \$277,282 \$0 \$69,321	\$15,000 \$0 \$0 \$15,000	\$0 \$0 \$331,603 \$331,603	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$346,603				
8031-23 New	LAKE SAINT LOUIS TECHNOLOGY DRIVE LAKE SAINT LOUIS BLVD TO TECHNOLOGY DR LOOP RESURFACING - SIDEWALK(6') - SHARED USE PATH (8') LENGTH (mi): 1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Sidewalks Bicycle Facilities	PE ROW IMPL Federal: State: Local:	\$150,000 \$150,000 \$1,511,650 \$1,449,320 \$0 \$362,330	\$0 \$0 \$0 \$0	\$150,000 \$0 \$0 \$150,000	\$0 \$150,000 \$0 \$150,000	\$0 \$0 \$1,511,650 \$1,511,650
					ESTIMATED TOTAL PROJECT COST: \$1,811,650				
8035-23 New	O'FALLON MAIN STREET, PHASE 3 ST. JOSEPH AVE TO RR TRACKS (S/O CIVIC DR) RESURFACING - UPGRADE SIDEWALKS - TWTL(LOCAL FUNDED) LENGTH (mi): 0.4 AIR QUALITY STAT: Not Regionally Significant PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmnt Sidewalks Paving	PE ROW IMPL Federal: State: Local:	\$199,000 \$220,000 \$2,578,825 \$2,100,260 \$0 \$897,565	\$0 \$0 \$0 \$0	\$199,000 \$0 \$0 \$199,000	\$0 \$220,000 \$0 \$220,000	\$0 \$0 \$2,578,825 \$2,578,825
					ESTIMATED TOTAL PROJECT COST: \$2,997,825				
8309-22 New	O'FALLON WELDON SPRING ROAD, PHASE 1 TECHNOLOGY DR TO VALLEYBROOK DR ROUNDAABOUT-TWO WAY TURN LN - RECONSTRUCT (LOCAL FUNDS) LENGTH (mi): 0.3 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Intersection Improvement Bi-directional Left-turn Ln. Sidewalks	PE ROW IMPL Federal: State: Local:	\$236,037 \$50,000 \$2,372,368 \$1,041,764 \$0 \$1,616,641	\$236,037 \$0 \$0 \$236,037	\$0 \$50,000 \$0 \$50,000	\$0 \$2,372,368 \$0 \$2,372,368	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$2,658,405				

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8037-23 New	ST. CHARLES DUCHESNE DRIVE DROSTE RD TO W. CLAY ST RECONSTRUCTION - LIGHTING - UPGRADE SIDEWALKS LENGTH (mi): 0.4 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Lighting Sidewalks Federal: \$3,360,000 State: \$0 Local: \$940,000	PE ROW IMPL TOTAL	\$450,000 \$450,000 \$3,400,000 \$4,300,000	\$0 \$0 \$0 \$0	\$450,000 \$0 \$0 \$450,000	\$0 \$450,000 \$0 \$450,000	\$0 \$0 \$3,400,000 \$3,400,000
					ESTIMATED TOTAL PROJECT COST: \$4,300,000				
8038-23 New	ST. CHARLES MUEGGE ROAD MEXICO RD TO OLD MUEGGE RD SLAB REPLACEMENT - DIAMOND GRIND - SHARED USE PATH (10') LENGTH (mi): 0.6 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Bicycle Facilities Pedestrian Facility Federal: \$2,000,000 State: \$0 Local: \$500,000	PE ROW IMPL TOTAL	\$400,000 \$150,000 \$1,950,000 \$2,500,000	\$0 \$0 \$0 \$0	\$400,000 \$0 \$0 \$400,000	\$0 \$150,000 \$0 \$150,000	\$0 \$0 \$1,950,000 \$1,950,000
					ESTIMATED TOTAL PROJECT COST: \$2,500,000				
8039-24 New	ST. CHARLES COUNTY AUGUSTA BOTTOM ROAD BRIDGE OVER TRIBUTARY OF MISSOURI RIVER REPLACE BRIDGE - SHOULDERS (4') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Roadway Shoulders Federal: \$480,000 State: \$0 Local: \$250,000	PE ROW IMPL TOTAL	\$100,000 \$30,000 \$600,000 \$730,000	\$100,000 \$0 \$0 \$100,000	\$0 \$30,000 \$0 \$30,000	\$0 \$0 \$600,000 \$600,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$730,000				
8040-24 New	ST. CHARLES COUNTY FEMME OSAGE CREEK ROAD BRIDGE OVER TRIBUTARY OF FEMME OSAGE CREEK REPLACE BRIDGE - SHOULDERS (4') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Roadway Shoulders Federal: \$504,000 State: \$0 Local: \$256,000	PE ROW IMPL TOTAL	\$100,000 \$30,000 \$630,000 \$760,000	\$100,000 \$0 \$0 \$100,000	\$0 \$30,000 \$0 \$30,000	\$0 \$0 \$630,000 \$630,000	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$760,000				
8311-22 New	ST. CHARLES COUNTY GGL - MEXICO RD SIGNAL PERFORMANCE MODULE BRYAN RD TO CAVE SPRINGS RD AUTOMATED TRAFFIC SIGNAL PERF. - SIGNAL OPTIMIZATION LENGTH (mi): 9.6 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression Federal: \$2,446,523 State: \$0 Local: \$611,731	PE ROW IMPL TOTAL	\$232,600 \$0 \$2,825,654 \$3,058,254	\$232,600 \$0 \$0 \$232,600	\$0 \$0 \$0 \$0	\$0 \$0 \$2,825,654 \$2,825,654	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$3,058,254				

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8312-22 New	ST. CHARLES COUNTY GGL - MUEGGE RD SIGNAL PERFORMANCE MODULE CAVE SPRINGS RD TO OLD 94 AUTOMATED TRAFFIC SIGNAL PERF. - SIGNAL OPTIMIZATION LENGTH (mi): 2.6 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression	PE ROW IMPL Federal: \$880,203 State: \$0 Local: \$220,051	\$118,500 \$0 \$981,754 TOTAL \$1,100,254	\$118,500 \$0 \$0 \$118,500	\$0 \$0 \$981,754 \$981,754	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,100,254				
8043-25 New	ST. CHARLES COUNTY JOSEPHVILLE ROAD MO P TO KERSTING RD OVERLAY - SHOULDERS (4') - BRIDGE REHAB LENGTH (mi): 1.02 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Roadway Shoulders Rehabilitate Bridge(s) Federal: \$1,000,000 State: \$0 Local: \$1,230,000	PE ROW IMPL TOTAL \$2,230,000	\$275,000 \$125,000 \$1,830,000 \$275,000	\$275,000 \$0 \$0 \$275,000	\$0 \$125,000 \$0 \$125,000	\$0 \$0 \$0 \$0	\$0 \$0 \$1,830,000 \$1,830,000
					ESTIMATED TOTAL PROJECT COST: \$2,230,000				
8044-25 New	ST. CHARLES COUNTY WEST MEYER ROAD MO W TO DUENKE RD OVERLAY - SHOULDERS (4') LENGTH (mi): 1.24 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Roadway Shoulders Federal: \$1,000,000 State: \$0 Local: \$1,450,000	PE ROW IMPL TOTAL \$2,450,000	\$250,000 \$125,000 \$2,075,000 \$250,000	\$250,000 \$0 \$0 \$250,000	\$0 \$125,000 \$0 \$125,000	\$0 \$0 \$0 \$0	\$0 \$0 \$2,075,000 \$2,075,000
					ESTIMATED TOTAL PROJECT COST: \$2,450,000				
8055-23 New	ST. PETERS BARKWOOD TRAILS DRIVE JUNGERMANN RD TO MAPLE TREE DR RECONSTRUCTION - UPGRADE SIDEWALK (6') LENGTH (mi): 0.76 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks Federal: \$1,758,718 State: \$0 Local: \$439,680	PE ROW IMPL TOTAL \$2,198,398	\$253,515 \$30,000 \$1,914,883 \$2,198,398	\$0 \$0 \$0 \$0	\$253,515 \$0 \$0 \$253,515	\$0 \$30,000 \$0 \$30,000	\$0 \$0 \$1,914,883 \$1,914,883
					ESTIMATED TOTAL PROJECT COST: \$2,198,398				
8056-23 New	ST. PETERS JUNGS STATION ROAD KINGS CROSSING TO COUNTRY MILL CT SLAB REPLACEMENT - SIDEWALKS (5') - DIAMOND GRIND LENGTH (mi): 0.61 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Sidewalks Intersection Improvement Federal: \$1,595,586 State: \$0 Local: \$398,897	PE ROW IMPL TOTAL \$1,994,483	\$228,505 \$40,000 \$1,725,978 \$1,994,483	\$0 \$0 \$0 \$0	\$228,505 \$0 \$0 \$228,505	\$0 \$40,000 \$0 \$40,000	\$0 \$0 \$1,725,978 \$1,725,978
					ESTIMATED TOTAL PROJECT COST: \$1,994,483				

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: ST. CHARLES

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8057-23 New	ST. PETERS MEXICO ROAD BRIDGE AT DARDENNE CREEK BRIDGE REHABILITATION LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Rehabilitate Bridge(s)	PE ROW IMPL Federal: \$447,036 State: \$0 Local: \$111,759	\$65,331 \$0 \$493,464 TOTAL \$558,795	\$0 \$0 \$0 \$0	\$65,331 \$0 \$0 \$65,331	\$0 \$0 \$493,464 \$493,464	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST: \$558,795									
8313-22 New	ST. PETERS MID RIVERS MALL DR AT ST. PETERS-HOWELL RD TURN LANES - UPGRADE TRAFFIC SIGNAL LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.127 PROJ PURPOSE: Congestion	CMAQ	Left-turn lanes Traffic Signals Right-turn lanes Federal: \$444,408 State: \$0 Local: \$111,102	PE ROW IMPL TOTAL \$555,510	\$60,270 \$40,000 \$455,240 \$555,510	\$60,270 \$0 \$0 \$60,270	\$0 \$40,000 \$0 \$40,000	\$0 \$0 \$455,240 \$455,240	\$0 \$0 \$0 \$0
ESTIMATED TOTAL PROJECT COST: \$555,510									
8060-25 New	ST. PETERS MO 370, PHASE 2 AT SALT RIVER RD NEW INTERCHANGE - EB OFF RAMP LENGTH (mi): 0.9 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Goods Movement	STP-S	New Interchange Federal: \$1,970,000 State: \$0 Local: \$12,109,619	PE ROW IMPL TOTAL \$14,079,619	\$0 \$220,000 \$13,859,619 \$14,079,619	\$0 \$0 \$0 \$0	\$0 \$220,000 \$0 \$220,000	\$0 \$0 \$0 \$0	\$0 \$0 \$13,859,619 \$13,859,619
ESTIMATED TOTAL PROJECT COST: \$15,079,619									
8067-23 New	WENTZVILLE MEXICO ROAD JOSEPHVILLE RD TO MIDLAND PARK DR OVERLAY - SHOULDERS (3') - SIDEWALK (6') - WWPARK DR TO SCHOOL LENGTH (mi): 2.15 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Roadway - Curb & Gutter Sidewalks Federal: \$1,800,000 State: \$0 Local: \$2,700,000	PE ROW IMPL TOTAL \$4,500,000	\$458,074 \$200,000 \$3,841,926 \$4,500,000	\$0 \$0 \$0 \$0	\$458,074 \$0 \$0 \$458,074	\$0 \$200,000 \$0 \$200,000	\$0 \$0 \$3,841,926 \$3,841,926
ESTIMATED TOTAL PROJECT COST: \$4,500,000									

FISCAL YEARS 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM
ATT. D - RECOMMENDED CMAQ & STP-S PROJECTS

COUNTY: ST. LOUIS

ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8001-24 New	BALLWIN RIES ROAD MANCHESTER RD (MO 100) TO BIG BEND RD OVERLAY - CURB RAMPS - LIGHTING LENGTH (mi): 1.8 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Pedestrian Facility Lighting Federal: \$684,618 State: \$0 Local: \$320,915	PE ROW IMPL TOTAL	\$85,577 \$0 \$919,956 \$1,005,533	\$85,577 \$0 \$0 \$85,577	\$0 \$0 \$0 \$0	\$0 \$0 \$919,956 \$919,956	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,005,533				
8006-24 New	CLAYTON BRENTWOOD/CENTRAL/BEMISTON BW: FORSYTH TO MARYLAND; CENTRAL: MARYLAND TO SHAW BEMISTON: BONHOMME TO MARYLAND - RESURFACING LENGTH (mi): 0.76 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility Federal: \$800,000 State: \$0 Local: \$439,600	PE ROW IMPL TOTAL	\$110,000 \$40,000 \$1,089,600 \$1,239,600	\$110,000 \$0 \$0 \$110,000	\$0 \$40,000 \$0 \$40,000	\$0 \$0 \$1,089,600 \$1,089,600	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$1,239,600				
8007-24 New	CREVE COEUR CRAIG ROAD OLIVE BLVD (MO 340) TO OLD BALLAS RD RESURFACING - SIDEWALKS(6-8') LENGTH (mi): 0.43 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Sidewalks Intersection Improvement Federal: \$960,000 State: \$0 Local: \$390,000	PE ROW IMPL TOTAL	\$150,000 \$100,000 \$1,100,000 \$1,350,000	\$0 \$0 \$0 \$0	\$150,000 \$0 \$0 \$150,000	\$0 \$100,000 \$0 \$100,000	\$0 \$0 \$1,100,000 \$1,100,000
					ESTIMATED TOTAL PROJECT COST: \$1,350,000				
8010-23 New	DELLWOOD HUDSON/TRASK HUDSON: W. FLORISSANT TO TRASK; TRASK: HUDSON TO CITY LIM OVERLAY LENGTH (mi): 1.23 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvm Federal: \$573,177 State: \$0 Local: \$143,294	PE ROW IMPL TOTAL	\$85,294 \$0 \$631,177 \$716,471	\$0 \$0 \$0 \$0	\$85,294 \$0 \$0 \$85,294	\$0 \$0 \$631,177 \$631,177	\$0 \$0 \$0 \$0
					ESTIMATED TOTAL PROJECT COST: \$716,471				
8011-23 New	FERGUSON ROBERT AVENUE N. FLORISSANT RD TO N. ELIZABETH AVE RECONSTRUCT - UPGRADE SIDEWALKS (5') LENGTH (mi): 0.49 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks Federal: \$1,117,474 State: \$0 Local: \$279,368	PE ROW IMPL TOTAL	\$155,901 \$55,000 \$1,185,941 \$1,396,842	\$0 \$0 \$0 \$0	\$155,901 \$0 \$0 \$155,901	\$0 \$55,000 \$0 \$55,000	\$0 \$0 \$1,185,941 \$1,185,941
					ESTIMATED TOTAL PROJECT COST: \$1,396,842				

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8015-23 New	FLORISSANT MULLANPHY ROAD, PHASE 1 PATTERSON RD TO FERNBROOK DR RESURFACING - SIDEWALK (5') --VESPER TO FERNBROOK LENGTH (mi): 0.45 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Pedestrian Facility	PE ROW IMPL	\$73,000 \$78,000 \$675,000	\$0 \$0 \$0	\$73,000 \$0 \$0	\$0 \$78,000 \$0	\$0 \$0 \$675,000
			Federal: \$660,800 State: \$0 Local: \$165,200	TOTAL	\$826,000	\$0	\$73,000	\$78,000	\$675,000
				ESTIMATED TOTAL PROJECT COST: \$826,000					
8018-23 New	FRONTENAC GEYER ROAD, PHASE 3 HUNTLEIGH MANOR LN TO HUNTLEIGH TRAILS LN RESURFACING - SIDEWALK (6') LENGTH (mi): 0.63 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Roadway - Curb & Gutter	PE ROW IMPL	\$140,400 \$85,000 \$1,287,000	\$0 \$0 \$0	\$140,400 \$0 \$0	\$0 \$85,000 \$0	\$0 \$0 \$1,287,000
			Federal: \$1,097,600 State: \$0 Local: \$414,800	TOTAL	\$1,512,400	\$0	\$140,400	\$85,000	\$1,287,000
				ESTIMATED TOTAL PROJECT COST: \$1,512,400					
8019-23 New	FRONTENAC SPOEDE ROAD BRIDGE OVER DEER CREEK REPLACE BRIDGE - SIDEWALK (6') LENGTH (mi): 0.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Sidewalks	PE ROW IMPL	\$0 \$15,000 \$837,950	\$0 \$0 \$0	\$0 \$15,000 \$0	\$0 \$0 \$837,950	\$0 \$0 \$0
			Federal: \$682,360 State: \$0 Local: \$170,590	TOTAL	\$852,950	\$0	\$15,000	\$837,950	\$0
				ESTIMATED TOTAL PROJECT COST: \$852,950					
8020-23 New	GLENDALE SAPPINGTON ROAD MANCHESTER RD (MO 100) TO LOCKWOOD AVE RESURFACING - CURB RAMPS LENGTH (mi): 1.35 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Pedestrian Facility	PE ROW IMPL	\$105,600 \$32,000 \$967,900	\$0 \$0 \$0	\$105,600 \$0 \$0	\$0 \$32,000 \$0	\$0 \$0 \$967,900
			Federal: \$884,400 State: \$0 Local: \$221,100	TOTAL	\$1,105,500	\$0	\$105,600	\$32,000	\$967,900
				ESTIMATED TOTAL PROJECT COST: \$1,105,500					
8021-25 New	GREAT RIVERS GREENWAY ST. VINCENT GREENWAY WERLEY AVE TO ST. CHARLES ROCK RD SHARED USE PATH (8-12') LENGTH (mi): 1.74 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	STP-S	Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$716,813 \$91,500 \$6,049,250	\$0 \$0 \$0	\$716,813 \$0 \$0	\$0 \$91,500 \$0	\$0 \$0 \$6,049,250
			Federal: \$2,750,000 State: \$0 Local: \$4,107,563	TOTAL	\$6,857,563	\$0	\$716,813	\$91,500	\$6,049,250
				ESTIMATED TOTAL PROJECT COST: \$6,857,563					

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COUNTY: ST. LOUIS

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8028-23 New	KIRKWOOD S. CLAY AVENUE ADAMS AVE TO WOODBINE AVE - RAISED INTERSECTIONS AT ARGONNE/JEFFERSON RESURFACING - UPGR SIDEWALKS (5') LENGTH (mi): 0.63 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Roadway - Curb & Gutter	PE ROW IMPL	\$139,000 \$125,000 \$1,659,161	\$0 \$0 \$0	\$139,000 \$0 \$0	\$0 \$125,000 \$0	\$0 \$0 \$1,659,161
			Federal: \$1,538,528 State: \$0 Local: \$384,633	TOTAL	\$1,923,161	\$0	\$139,000	\$125,000	\$1,659,161
				ESTIMATED TOTAL PROJECT COST: \$1,923,161					
8029-23 New	KIRKWOOD S. KIRKWOOD RD, PHASE 2 W. MONROE AVE TO BNSF RR RESURFACING - UPGRADE SIDEWALKS LENGTH (mi): 0.68 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmnt Sidewalks Roadway - Curb & Gutter	PE ROW IMPL	\$142,900 \$125,000 \$1,705,849	\$0 \$0 \$0	\$142,900 \$0 \$0	\$0 \$125,000 \$0	\$0 \$0 \$1,705,849
			Federal: \$1,578,999 State: \$0 Local: \$394,750	TOTAL	\$1,973,749	\$0	\$142,900	\$125,000	\$1,705,849
				ESTIMATED TOTAL PROJECT COST: \$1,973,749					
8032-24 New	MANCHESTER HANNA ROAD HANNAFIELD CT TO BROOKVALE TERRACE MICROSURFACING - UPGRADE SIDEWALKS (5-6) LENGTH (mi): 0.66 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Paving Sidewalks	PE ROW IMPL	\$183,000 \$50,000 \$1,297,700	\$0 \$0 \$0	\$183,000 \$0 \$0	\$0 \$50,000 \$0	\$0 \$0 \$1,297,700
			Federal: \$1,010,160 State: \$0 Local: \$520,540	TOTAL	\$1,530,700	\$0	\$183,000	\$50,000	\$1,297,700
				ESTIMATED TOTAL PROJECT COST: \$1,530,700					
8033-23 New	MAPLEWOOD GREENWOOD BOULEVARD SUSSEX AVE TO CANTERBURY AVE RECONSTRUCTION - SIDEWALK (6-12') LENGTH (mi): 0.55 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Roadway Reconstruction Sidewalks	PE ROW IMPL	\$180,000 \$40,000 \$1,530,000	\$0 \$0 \$0	\$180,000 \$0 \$0	\$0 \$40,000 \$0	\$0 \$0 \$1,530,000
			Federal: \$1,400,000 State: \$0 Local: \$350,000	TOTAL	\$1,750,000	\$0	\$180,000	\$40,000	\$1,530,000
				ESTIMATED TOTAL PROJECT COST: \$1,750,000					
8308-24 New	MODOT SIGNAL OPTIMIZATION - 2024 MO 141: I-64 TO GRAVOIS BLUFFS LENGTH (mi): 11.5 AIR QUALITY STAT: Regionally Significant PROJ PURPOSE: Congestion	CMAQ	Signal Timing Progression	PE ROW IMPL	\$0 \$0 \$1,380,300	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,380,300	\$0 \$0 \$0
			Federal: \$1,104,240 State: \$276,060 Local: \$0	TOTAL	\$1,380,300	\$0	\$0	\$1,380,300	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,380,300					

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ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8048-23 New	ST. LOUIS COUNTY BAUMGARTNER ROAD - 2025 TELEGRAPH RD (MO 231) TO OLD BAUMGARTNER RD RESURFACING - CURB RAMPS LENGTH (mi): 0.7 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing Pedestrian Facility	PE ROW IMPL	\$161,400 \$4,400 \$1,220,700	\$0 \$0 \$0	\$161,400 \$0 \$0	\$0 \$4,400 \$0	\$0 \$0 \$1,220,700
			Federal: \$1,105,680 State: \$0 Local: \$280,820	TOTAL	\$1,386,500	\$0	\$161,400	\$4,400	\$1,220,700
				ESTIMATED TOTAL PROJECT COST: \$1,386,500					
8049-23 New	ST. LOUIS COUNTY BENNINGTON PLACE - 2025 MARINE AVE TO FEE FEE RD RESURFACING - CURB RAMPS LENGTH (mi): 0.71 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmt Pedestrian Facility	PE ROW IMPL	\$205,700 \$19,700 \$1,556,600	\$0 \$0 \$0	\$205,700 \$0 \$0	\$0 \$19,700 \$0	\$0 \$0 \$1,556,600
			Federal: \$1,409,840 State: \$0 Local: \$372,160	TOTAL	\$1,782,000	\$0	\$205,700	\$19,700	\$1,556,600
				ESTIMATED TOTAL PROJECT COST: \$1,782,000					
8050-23 New	ST. LOUIS COUNTY CHARBONIER ROAD - 2025 HOWDERSHELL/SHACKELFORD TO LINDBERGH (US 67) RESURFACING - CURB RAMPS - SIDEWALK:SCHOOL TO SIGNAL LENGTH (mi): 1.29 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmt Pedestrian Facility Sidewalks	PE ROW IMPL	\$257,900 \$18,600 \$1,951,700	\$0 \$0 \$0	\$257,900 \$0 \$0	\$0 \$18,600 \$0	\$0 \$0 \$1,951,700
			Federal: \$1,546,720 State: \$0 Local: \$681,480	TOTAL	\$2,228,200	\$0	\$257,900	\$18,600	\$1,951,700
				ESTIMATED TOTAL PROJECT COST: \$2,228,200					
8051-23 New	ST. LOUIS COUNTY DORSETT ROAD (EAST) - 2025 PROGRESS PKWY TO OLD DORSETT RD RESURFACING - CURB RAMPS LENGTH (mi): 1.08 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmt Pedestrian Facility	PE ROW IMPL	\$393,100 \$32,800 \$4,378,100	\$0 \$0 \$0	\$393,100 \$0 \$0	\$0 \$32,800 \$0	\$0 \$0 \$4,378,100
			Federal: \$2,624,160 State: \$0 Local: \$2,179,840	TOTAL	\$4,804,000	\$0	\$393,100	\$32,800	\$4,378,100
				ESTIMATED TOTAL PROJECT COST: \$4,804,000					
8053-23 New	ST. LOUIS COUNTY HANLEY-LACLEDE STATION ROAD - 2025 MANCHESTER RD (MO 100) TO NEWPORT AVE RESURFACING - CURB RAMPS LENGTH (mi): 1.04 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmt Pedestrian Facility	PE ROW IMPL	\$261,700 \$53,500 \$1,980,500	\$0 \$0 \$0	\$261,700 \$0 \$0	\$0 \$53,500 \$0	\$0 \$0 \$1,980,500
			Federal: \$1,793,760 State: \$0 Local: \$501,940	TOTAL	\$2,295,700	\$0	\$261,700	\$53,500	\$1,980,500
				ESTIMATED TOTAL PROJECT COST: \$2,295,700					

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ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8054-23 New	ST. LOUIS COUNTY LACLEDE STATION ROAD - 2025 WEIL AVE TO WATSON RD RESURFACING - CURB RAMPS LENGTH (mi): 1.45 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 4 Lane Pvmnt Pedestrian Facility	PE ROW IMPL	\$382,700 \$32,800 \$2,895,800	\$0 \$0 \$0	\$382,700 \$0 \$0	\$0 \$32,800 \$0	\$0 \$0 \$2,895,800
			Federal: \$1,967,100 State: \$0 Local: \$1,344,200	TOTAL	\$3,311,300	\$0	\$382,700	\$32,800	\$2,895,800
				ESTIMATED TOTAL PROJECT COST: \$3,311,300					
8061-23 New	UNIVERSITY CITY PERSHING AVENUE LINDEN TO FOREST PARK PKWY - LINDEN TO N HANLEY LOCAL FUNDS RESURFACING - UPGRADE SIDEWALKS - CURB RAMPS LENGTH (mi): 0.7 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Resurfacing 2 Lane Pvmnt Sidewalks Pedestrian Facility	PE ROW IMPL	\$174,000 \$38,000 \$1,277,000	\$0 \$0 \$0	\$174,000 \$0 \$0	\$0 \$38,000 \$0	\$0 \$0 \$1,277,000
			Federal: \$1,119,728 State: \$0 Local: \$369,272	TOTAL	\$1,489,000	\$0	\$174,000	\$38,000	\$1,277,000
				ESTIMATED TOTAL PROJECT COST: \$1,489,000					

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ID	ORGANIZATION NAME/PROJECT TITLE/DESC	FUNDING CAT	IMPROVEMENTS		2022-2025 TOTAL	2022	2023	2024	2025
8004-24 New	BI-STATE DEVELOPMENT/METRO FOREST PARK-DEBALIVIERE METROLINK STN IMPROVEMENTS STATION ACCESSIBILITY IMPROVEMENTS - PLATFORM CANOPY - LIGHTING - CPDES LENGTH (mi): 0 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Access to Opportunity	STP-S	MetroLink Improvements	PE ROW IMPL	\$0 \$0 \$1,240,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,240,000	\$0 \$0 \$0
			Federal: \$992,000 State: \$0 Local: \$248,000	TOTAL	\$1,240,000	\$0	\$0	\$1,240,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,240,000					
8304-24 New	GREAT RIVERS GREENWAY BRICKLINE GREENWAY SARAH ST TO GRAND AVE SHARED USE PATH (12-14') - BRIDGE OVER VANDEVENTER LENGTH (mi): 0.75 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	CMAQ	Bicycle Facilities Pedestrian Facility Bridge(s)	PE ROW IMPL	\$0 \$215,000 \$12,863,400	\$0 \$0 \$0	\$0 \$215,000 \$0	\$0 \$0 \$12,863,400	\$0 \$0 \$0
			Federal: \$4,000,000 State: \$0 Local: \$9,078,400	TOTAL	\$13,078,400	\$0	\$215,000	\$12,863,400	\$0
				ESTIMATED TOTAL PROJECT COST: \$13,858,400					
8047-23 New	ST. LOUIS COMPTON AVENUE BRIDGE OVER MILL CREEK RAILYARD REPLACE BRIDGE - CYCLETRACK - SIDEWALK (6') LENGTH (mi): 0.41 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Preservation	STP-S	Replace Bridge(s) Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$0 \$0 \$20,000,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$20,000,000
			Federal: \$16,000,000 State: \$0 Local: \$4,000,000	TOTAL	\$20,000,000	\$0	\$0	\$0	\$20,000,000
				ESTIMATED TOTAL PROJECT COST: \$20,000,000					
8314-22 New	ST. LOUIS S. BROADWAY CYCLE TRACK DOVER ST TO RIVER CITY CASINO BLVD CYCLE TRACK (10') - CURB RAMPS LENGTH (mi): 2.1 AIR QUALITY STAT: Exempt - 93.126 PROJ PURPOSE: Sustainable Development	CMAQ	Bicycle Facilities Pedestrian Facility	PE ROW IMPL	\$150,000 \$0 \$1,050,000	\$150,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,050,000	\$0 \$0 \$0
			Federal: \$960,000 State: \$0 Local: \$240,000	TOTAL	\$1,200,000	\$150,000	\$0	\$1,050,000	\$0
				ESTIMATED TOTAL PROJECT COST: \$1,200,000					