



**EAST-WEST GATEWAY**  
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

**MEMORANDUM**

**TO: Missouri Transportation Planning Committee**  
**FROM: East-West Gateway Staff**  
**DATE: Wednesday September 27, 2023**  
**SUBJECT: Wednesday, October 4, 2023 meeting**

The next meeting of the Missouri subcommittee of the Transportation Planning Committee (TPC) is scheduled for Wednesday, October 4, 2023 at 2:00 p.m at East-West Gateway Council of Governments (EWG) offices. Reminder parking is available at Stadium-East Garage.

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

**AGENDA**

1. Call to Order
2. Climate Pollution Reduction Grant Update – Anna Chott, EWG
3. 2024 Local Project Applications Schedule – Alex Hartig, EWG
4. MoDOT Local Public Agency Policy – Rachael Pawlak, EWG
5. Section 5310 – 2023 funding round project recommendations – **ACTION ITEM** – Melissa Theiss,EWG
6. Transportation Alternatives – 2023 funding round project recommendations – Alex Hartig, EWG – **ACTION ITEM**
7. FY 2024 Reasonable Progress – Jason Lange, EWG
8. Other Business
  - Next meeting scheduled for Wednesday, November 1, 2023 at 2 PM

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**To:** Missouri Transportation Planning Committee

**From:** East-West Gateway Council of Governments Staff

**Date:** September 27, 2023

**Subject:** FY 2024-2027 TIP – Section 5310

**Project Solicitation**

East-West Gateway Council of Governments (EWG) announced a call for project applications for federal funding through the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program on April 21, 2023. The Section 5310 program provides funding to help improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the available transportation options. An informational workshop providing details on the project application process and program requirements took place virtually on April 27, 2023. Project applications were due on June 21, 2023.

**Submitted Projects**

Sponsors submitted nine (9) Traditional project applications, requesting sixteen (16) vehicles at a cost of approximately \$1.1 million in federal funds. Six (6) New Freedom Type applications were received requesting approximately \$1.4 million in federal funds, for a total federal request of approximately \$2.5 million.

**Available Funding**

Section 5310 funds are apportioned to the St. Louis, MO-IL Urbanized Area (UZA). Approximately \$2.7 million is available for this solicitation in FY 2023 and remaining FY 2022 New Freedom funds. Traditional projects include the acquisition of accessible vehicles and related equipment. New Freedom Type projects include 1) public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (ADA), 2) public transportation projects that improve access to fixed-route service, and 3) alternatives to public transportation. The Section 5310 program requires a 20 percent local match for capital and mobility management projects and a 50 percent local match for operating projects. Eligible sponsors include non-profit organizations, local public entities, and operators of public transportation services.

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### Evaluation of Submitted Projects

Section 5310 projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. EWG’s Coordinated Human Services Transportation Plan (CHSTP) identifies the transportation needs of seniors and individuals with disabilities and provides strategies for meeting those needs. The CHSTP was updated and approved by the Board of Directors in May 2020 in accordance with the federal requirements. Projects proposed for funding were reviewed by EWG staff and evaluated based on the criteria established in the CHSTP. Projects must score a minimum of 55 points to be considered for funding. **Table A** shows the project scores and federal funding amounts for the recommended Section 5310 projects. The total amount of federal funds requested through the Traditional program was less than the amount available to program, leaving \$170,571 to be programmed during the next Section 5310 call for projects.

**Table A: Section 5310 Projects Recommended for Funding**

Section 5310 Traditional Projects				
Service Provider (vehicles requested/recommended)	Score (100)	Federal Cost	Total Project Cost	Cumulative Federal Cost
City Seniors (1/1)	84	\$ 56,587	\$ 70,734	\$ 56,587
Society for the Blind & Visually Impaired (2/2)	84	\$ 112,238	\$ 140,298	\$ 168,825
Bridgeton (1/1)	80	\$ 82,489	\$ 103,112	\$ 251,314
Cardinal Ritter Senior Services (2/2)	77	\$ 162,561	\$ 203,202	\$ 413,875
Pony Bird (1/1)	76	\$ 76,776	\$ 95,970	\$ 490,651
Southside (3/3)	75	\$ 256,442	\$ 320,553	\$ 747,093
St. Charles (1/1)	73	\$ 99,121	\$ 123,902	\$ 846,214
Willow's Way (4/4)	66	\$ 232,936	\$ 291,170	\$ 1,079,150
Maryland Heights (1/1)	60	\$ 76,776	\$ 95,970	\$ 1,155,926
<b>New Freedom Type Projects</b>				
Service Provider (project description)	Score (100)	Federal Cost	Total Project Cost	Cumulative Federal Cost
ITN - St. Charles County (Operating - Volunteer Driver Program 3 years)	88	\$ 177,918	\$ 355,836	\$ 177,918
Metro (Capital - Bus Stop ADA Improvements)	87	\$ 500,000	\$ 625,000	\$ 677,918
ITN - St. Louis County (Operating - Volunteer Driver Program 3 years)	86	\$ 95,773	\$ 191,546	\$ 773,691
OATS (Operating - Department of Mental Health Service Contract 1 year)	86	\$ 150,000	\$ 300,000	\$ 923,691
Independence Center (Operating - Rehab Program Transportation 3 years)	82	\$ 204,577	\$ 409,154	\$ 1,128,268
Southside Senior Citizens Center (Operating - Service Expansion 3 years)	75	\$ 286,185	\$ 572,370	\$ 1,414,453

### Project Recommendations

Staff recommends approval of the projects identified in **Table A** by the Transportation Planning Committee. The recommended projects will be open for public comment from October 27 to November 16, 2023. Following the public comment period, the recommended projects will be presented to the Board of Directors on January 31, 2024 for final approval and amendment into the FY 2024-2027 TIP.



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**To:** Missouri Transportation Planning Committee  
**From:** East-West Gateway Council of Governments Staff  
**Date:** September 27, 2023  
**Subject:** FY 2024-2027 TIP – Missouri Local Program – Transportation Alternatives Program

**Project Solicitation**

East-West Gateway Council of Governments (EWG) announced a call for project applications for federal funding through the Transportation Alternatives Program (TAP) on April 21, 2023. A Project Development Workshop took place virtually on April 28, 2023 and in Maryland Heights on May 2, 2023. The Workshop provided additional information on the project application process and requirements to complete an application. EWG hosted five Project Review Meetings, which gave project sponsors an opportunity to present their projects to EWG staff. EWG staff offered feedback to project sponsors on their proposed applications. The project solicitation process concluded on July 21, 2023 when project applications were due.

**Submitted Projects**

Missouri sponsors submitted 27 project applications, requesting approximately \$28.9 million in federal funds for funding consideration through the TAP. **Table A** shows the breakdown of submitted projects by county.

<b>Table A</b>			
<b>FY 2024-2027 TIP – Missouri Local Program – TAP</b>			
<b>Submitted Projects – By County</b>			
<b>County</b>	<b># of Projects</b>	<b>Total \$</b>	<b>Federal \$</b>
Franklin	3	\$2,830,872	\$2,032,457
Jefferson	3	\$2,736,210	\$2,091,199
St. Charles	11	\$28,757,595	\$13,559,223
St. Louis	7	\$9,457,041	\$5,962,633
St. Louis City	3	\$7,162,492	\$5,249,993
<b>Total</b>	<b>27</b>	<b>\$50,944,210</b>	<b>\$28,895,505</b>

### Available Funding

Based on current estimates, EWG staff has estimated that approximately \$25 million is available to program through fiscal year (FY) 2027.

### Evaluation of Submitted Projects

Projects submitted for funding through the TAP are evaluated using the criteria based on the principles in the long-range transportation plan. Scoring criteria were included in the TAP Project Development Workbook. A team of three EWG staff evaluated and scored each project, and the outcome was an average final score for each project. Projects were ranked by the final score, and recommendations are being presented for inclusion in the FY 2024-2027 Transportation Improvement Program (TIP).

The TAP Project Development Workbook indicated that the maximum federal reimbursement was \$2.5 million for a project.

**Attachment A** shows the project scores for the TAP projects and EWG staff's recommendations for which projects should receive funding. **Table B** shows the breakdown of recommended projects by county.

<b>Table B</b>			
<b>FY 2024-2027 TIP – Missouri Local Program – TAP</b>			
<b>Recommended Projects – By County</b>			
<b>County</b>	<b># of Projects</b>	<b>Total \$</b>	<b>Federal \$</b>
Franklin	3	\$2,830,872	\$2,032,457
Jefferson	2	\$1,880,000	\$1,504,400
St. Charles	7	\$24,690,274	\$10,562,082
St. Louis	7	\$9,457,041	\$5,962,633
St. Louis City	3	\$7,162,492	\$5,249,993
<b>Total</b>	<b>22</b>	<b>\$46,020,679</b>	<b>\$25,311,565</b>

### Public Comment

Project information from the 27 applications was posted on EWG's website for public comment. The public comment period was from August 11 through August 24, 2023. A total of 164 comments were received on project applications. **Table C** shows a summary of comments received. **Attachment B** provides a detailed listing of comments.

<b>Table C</b>				
<b>FY 2024-2027 TIP – Missouri Local Program – TAP</b>				
<b>Summary of Public Comments</b>				
<b>Project</b>	<b># Support</b>	<b># Oppose</b>	<b># of Concerned</b>	<b>Total # of Comments</b>
Bi-State Development/Metro – ADA Bus Stop Enhancements	9	0	0	9
Chesterfield – Pathway on the Parkway	1	0	0	1
Crystal City – Missouri Avenue Sidewalks	3	0	0	3
Festus – Festus School Sidewalks, Phase 1	1	0	0	1
Great Rivers Greenway – Dardenne Greenway	25	2	1	28
Hillsboro – Hillsboro School Sidewalks, Phase 1	1	0	0	1
Ladue – South Outer 40 Shared Use Path	3	0	0	3
Lake Saint Louis – Lake Saint Louis Blvd I-64 Bridge Ped Improvements	1	0	0	1
Manchester – Manchester Road (MO 100) Sidewalks	2	0	0	2
O’Fallon – Dardenne Greenway	8	0	0	8
St. Charles County Hwy Dept – Hepperman Road Sidewalk	1	0	0	1
St. Louis – 4th & Washington Multimodal Improvements	73	0	1	74
Sullivan – North and South Rd Sidewalks to Schools	1	0	0	1
Town and Country – Topping Road Sidewalk, Phase 2A	16	2	0	18
Trailnet – STL Safe Routes to School Non-Infrastructure	12	0	0	12
Union – Union School Sidewalks	1	0	0	1
<b>Total</b>	<b>158</b>	<b>4</b>	<b>2</b>	<b>164</b>

**Project Recommendations**

Staff recommends approval of the projects identified in **Attachment A** by the Transportation Planning Committee. The recommended projects will be submitted for public comment. The public comment period will be from October 27 to November 16, 2023. Following the public comment period, the recommended projects will be presented to the Board of Directors on January 31, 2024 for final approval and amendment into the FY 2024-2027 TIP.

**Attachment A - Missouri Local Program: Transportation Alternatives Program (TAP)  
2023 Funding Cycle**

**Projects Recommended For Funding**

ID no.	County	Sponsor	Title	Description	Score	Federal Cost	Total Project Cost	Cumulative Federal Funds
7323-25	St. Louis City	Bi-State Development/Metro	ADA Bus Stop Improvements	Bus Stop Improvements On Three Bus Routes - 70 (Grand), 97 (Delmar), 32 (Dr Martin Luther King)	80.33	\$2,400,000	\$3,000,000	\$2,400,000
7337-26	St. Louis City	St. Louis	4th & Washington Multimodal Improvements	4th: Chouteau To Convention, Convention - Bike Ln (10') - Washington: 3rd To 14th - Calming, Intersection Improvements	78.67	\$2,500,000	\$3,725,000	\$4,900,000
7334A-26	St. Charles	St. Charles	N. Main Street Extension Sidewalks	Montgomery Street To Clark Street - Sidewalks (5') - Curb Ramps - Pedestrian Lighting	69.33	\$2,500,000	\$8,000,000	\$7,400,000
7331-25	St. Louis	Ladue	South Outer 40 Shared Use Path	Clayton Road To Rolling Rock Lane - Shared Use Path (10') - Pedestrian Crossings	68.00	\$999,540	\$1,249,425	\$8,399,540
7330-25	Jefferson	Hillsboro	Hillsboro School Sidewalks, Phase 1	Hillsboro High School and Primary School To Business 21 - Sidewalk (6') - Xing At Business 21	66.00	\$711,200	\$889,000	\$9,110,740
7341-25	Franklin	Union	Union School Sidewalks	Christina, West End, Delmar, Water, Park, State, And Springfield Near Union Middle School - Sidewalk (5')	65.00	\$960,997	\$1,201,246	\$10,071,737
7342-25	St. Louis City	Trailnet	STL Safe Routes To School Non-Infrastructure	Bike Safety Courses, Walking/Biking To School Education At Patrick Henry, Henry, Oak Hill, Froebel, Hickey, Walbridge, City Garden	64.00	\$349,993	\$437,492	\$10,421,730
7335-27	St. Charles	St. Charles County	Interstate Drive Shared Use Path	Schaper Road To 0.4 mi East Of S Point Prairie Road - Shared Use Path (10') - Crosswalks	60.00	\$1,396,000	\$2,245,000	\$11,817,730
7329-26	St. Charles	Great Rivers Greenway	Dardenne Greenway	East Of Dardenne Park To South Of Mexico Road - Upgrade Shared Use Path (12') - Ped Lighting	59.33	\$1,500,000	\$4,268,000	\$13,317,730
7327-25	St. Charles	Dardenne Prairie	Henning Road Shared Use Path	McCluer Road To Weldon Spring Road - Shared Use Path (10') - Curb Ramps - Ped Xings	58.00	\$567,602	\$873,234	\$13,885,332
7326B-25	St. Louis	Creve Coeur	New Ballas Sidewalk, Phase 3	Rocky Drive To 315 ft South Of Magna Carta Drive - Sidewalk (5') - Curb Ramps - Bus Stop Improvement	55.33	\$448,000	\$610,000	\$14,333,332
7328-25	Jefferson	Festus	Festus School Sidewalks, Phase 1	Various Locations Along Midmeadow Ln, St Mary's Ln, And W Main St Near Festus Schools - Sidewalk (5' To 6')	55.33	\$792,800	\$991,000	\$15,126,132
7332-25	St. Louis	Manchester	Manchester Road (MO 100) Sidewalks	MO 141 To 150' West Of Knollhaven Lane - Sidewalks (6') - Crosswalk	55.33	\$1,152,860	\$2,882,150	\$16,278,992
7325-25	St. Louis	Chesterfield	Pathway On The Parkway (Chesterfield Pkwy East)	Clarkson Rd To Schoettler & Chesterfield Pines - Sidewalk (6') - Curb Ramps	52.67	\$1,832,000	\$2,290,000	\$18,110,992
7334B-25	St. Charles	St. Charles	Riverwalk (Katy Trail) Path Improvements	South Of Ameristar Blvd To North Of Monroe St (Foundry) - Paved Shared Use Path (20') - Crosswalks	52.67	\$2,500,000	\$5,000,000	\$20,610,992
7333-26	St. Charles	O'Fallon	Dardenne Greenway	Bluebird Meadow Park To Sportspark Dr - Shared Use Path (12')	52.00	\$900,000	\$2,698,740	\$21,510,992
7324-25	St. Louis	Breckenridge Hills	Rex Avenue Sidewalks	St. Charles Rock Rd To Baltimore Ave - Sidewalk (5') - Crosswalks - Speed Humps - Ped Lighting	49.67	\$515,000	\$710,000	\$22,025,992
7336-26	Franklin	St. Clair	Walton & Jean Sidewalks	Walton: Springfield To Gravois, Jean: Bardot To Main - Sidewalk (5') - Curb Ramps	49.00	\$398,866	\$590,821	\$22,424,858
7340-26	St. Louis	Town & Country	Topping Road Sidewalk, Phase 2A	Topping Estates Drive To Old Colony Lane - Sidewalk (5') - Curb Ramps	47.33	\$315,233	\$720,466	\$22,740,091
7339-25	Franklin	Sullivan	North & South Road Sidewalks	Messa Drive To MO 185 - Sidewalk (6') - Crosswalks - Curb and Gutter	47.00	\$672,594	\$1,038,805	\$23,412,685
7326A-25	St. Louis	Creve Coeur	Fernview Drive Sidewalk, Phase 1	Olive Blvd To Gallagher Road and Side Streets - Sidewalks (5' To 6') - Curb Ramps - Striped Crossings	45.00	\$700,000	\$995,000	\$24,112,685
7338-25	St. Charles	St. Peters	Spencer Road Shared Use Path, Phase 1	Executive Centre Pkwy - Spencer Pkwy South To Mexico Rd - Shared Use Path (10')	44.67	\$1,198,480	\$1,605,300	\$25,311,165

**Projects Not Recommended Due To Funding Constraints**

ID no.	County	Sponsor	Title	Description	Score	Federal Cost	Total Project Cost	Cumulative Federal Funds
8518	St. Charles	St. Charles County	Hepperman Road Sidewalk	Interstate Drive To Golf Club Drive - Sidewalk (5') - Paved Shoulder (5')	43.33	\$735,000	\$1,050,000	\$26,046,165
8522	St. Charles	St. Peters	Spencer Road Shared Use Path, Phase 2	Spencer Road: I-70 Bridge To Executive Centre Pkwy - Shared Use Path (10') - Crosswalk Improvements	41.67	\$883,484	\$1,294,000	\$26,929,649
8505	Jefferson	Crystal City	Missouri Avenue Sidewalk	Flagship Drive To 11th Street - Sidewalk (5') - Curb Ramps	40.67	\$587,199	\$856,210	\$27,516,848
8512	St. Charles	Lake Saint Louis	Ronald Reagan Drive Traffic Calming	Lake Saint Louis Blvd To Waterford Villas Drive - Pedestrian Crossings - Medians - Refuge Islands	38.33	\$394,560	\$493,200	\$27,911,408
8511	St. Charles	Lake Saint Louis	Lake Saint Louis Blvd I-64 Bridge Ped Improvements	500' North Of I-64 Bridge To 1500' South Of I-64 Bridge - Shoulder Path (10') - Ped Lighting	31.33	\$984,097	\$1,230,121	\$28,895,505

## Attachment B - Summary of Public Comments - Missouri

Bi-State Development/Metro – ADA Bus Stop Enhancements
Comments in Support (9)
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This is such an important development, especially considering how unpredictable the bus service has been lately. When citizens who rely on the bus don't know if their ride will be coming, it's essential that there at least be shelter for them to wait.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> There are so few benches, let alone comfortable shelters at St. Louis bus stops. This is long overdue.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Bus usage is high in this area and bus stop infrastructure improvements are desperately needed.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> The bus system is a core service for many people of the city especially those with disabilities.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Many bus stops are not safe or sheltered- we need improvements. I routinely ride the bus to work and have seen cars jump the curb near bus stops. Any improvements are sorely needed.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I share this comment as Manager of Public Policy and Advocacy for Paraquad, the independent living center for St. Louis City and County. Paraquad champions equity and independence for people with disabilities through services, partnerships, education, and advocacy. We envision an integrated society free of barriers and discrimination where disability is viewed as a natural part of human diversity. To reach that barrier-free society, the St. Louis region must become completely accessible for people living with disabilities. Many area residents depend on either Call-A-Ride or accessible features on Metro's fixed routes to get to work, to medical appointments, to communities of faith, to shopping centers, and to simply visit friends and family. We support the ADA improvements to this bus stop that serves the 70 (Grand), 97 (Delmar), and 32 (Dr. Martin Luther King) bus routes. It can be very difficult for people with disabilities to access bus stops, especially when using mobility aids such as wheelchairs, canes, and walkers. Addressing this situation also helps all members of the public since those currently living without disability may also use a baby stroller, a rolling cart, or a suitcase on wheels and find accessibility features of value. The more we think in terms of "universal design" so that EVERYONE can use our pedestrian and transit infrastructure in St. Louis the better!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> About twenty-five percent of the population lives with a disability, so the benefit of this project will be significant. Virtually all of us develop some form of disability if we live long enough. Investing in accessibility is an investment in a shared better future.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Accessible public transit is desperately needed in St. Louis. So many riders depend on the system, and many of the current stops are not consistently accessible. These improvements will make it possible for people using mobility aids, carrying roll carts or strollers, or with general mobility challenges to more easily access the bus stops. In addition, this is an important step to improving the pedestrian infrastructure across the City of St. Louis.</p>



## Attachment B - Summary of Public Comments - Missouri

<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> The Community Mobility Committee of the City of St. Louis has been calling for improved pedestrian and accessibility access across the City, and this funding would benefit those asks substantially.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Last year I started working at a nonprofit located at 5600 Delmar, and I was using public transit to get back and forth to work. I caught the bus at stop 2103, I didn't particularly appreciate that it was in the sun and there was nowhere to sit. I am one of many people who would prefer not to stay in the elements and wait for the bus. At least once a week, I see people standing at my workplace's entrance, waiting on the bus so they can utilize the shade or not be in the rain. A stop about a block away, going in the opposite direction, had a bus shelter with a bench. Since working here, I have observed elderly and disabled people board the bus at stop 2103. The bus top at 2103 will receive ADA improvements, improving the rider experience for everyone.</p>
<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> This bus route serves a number of communities, many of the residents within which cannot afford to drive. I support this project as it will make transportation from these communities into downtown safer and more comfortable, and as a result will increase connectivity and contribute to the overall livability of the metro and region.</p>
<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>See end of Attachment B for comment (1) emailed in for Bi-State Development/Metro – ADA Bus Stop Enhancements. Page B-23</b></p>
<p><b>Chesterfield – Pathway on the Parkway</b></p>
<p><b>Comment in Support (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> The proposed sidewalk would connect the apartments on Schoettler to the Dierberg's on Clarkson which is vital for the walkability of Chesterfield. I support making Chesterfield more accessible for more people, especially folks who cannot drive.</p>
<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Crystal City – Missouri Avenue Sidewalks</b></p>
<p><b>Comments in Support (3)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Trailnet has been working with Jefferson County to activate more walking and biking. This project will add to the momentum and commitment to add more bike ped facilities.</p>
<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> The key reason for this project is for public safety. Currently Missouri Ave does not have sidewalks. This forces pedestrians to walk in the street which puts them danger of being struck.</p>
<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Missouri Avenue connects two high-density residential areas to a significant commercial district in an area of Crystal City that does not have off-street safe, walkable options. With a large apartment complex on the west side of Missouri Avenue, and the large single-family Williamsburg subdivision on the east side, many residents would benefit from the opportunity to reach Truman Boulevard and its diverse business offerings.</p>
<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>

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<b>Festus – Festus School Sidewalks, Phase 1</b>
<b>Comment in Support (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Trailnet is working with Jefferson County to help them activate more walking and biking. This project addresses a key barrier to safe walk to school.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<b>Great Rivers Greenway – Dardenne Greenway</b>
<b>Comments in Support (25)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I just this portion of the trail often. Any improvement to encourage recreation and exercise in our community, I will almost always support. Thank you!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> The trail is in awful shape but in a great area</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> It's not safe for anyone on wheels (bike, wheelchair, etc.) so anything to make the trailer wider, safer and easier to access) so anything to make it more accessible would be great. And also if it could connect us to trails north of I70 that would be wonderful</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I would like to be able to ride trails as far as Lakeside Park.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Not at this time.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I use that trail a lot.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Continued connectivity throughout St. Charles as dedicated greenways will be great asset for all communities.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> We bike this trail occasionally but would bike it more if this project is completed. It will be much safer after completion.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Promoting alternative modes of commuting or light leisure transport will overall safety and health of the community living and working there, lift the local economy, and visibly increase the vibrancy of the area.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> The shared lane should be a protect lane so there is a less stressful bicycle network to make bicycling more appealing to a broader segment of the population</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Safe trail connections are needed for outdoor enjoyment. I love to cycle on all the greenway trails and look forward to the day when they are all connected and I can ride for hours and hundreds of miles.</p>

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<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I will say though that once greenway trails are built it is equally important to maintain them for safe usage.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> I love using the trail for exercise and transportation reasons.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I am looking forward to the project being complete.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> I use the Dardenne Greenway for exercise and for visiting businesses and shopping. The proposed extension will be greatly beneficial for both of these purposes.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Please fund this Dardenne Greenway!</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Currently ride the trail that goes under Mexico. Current trail north towards golf course is too steep and riding by Mexico is hard. This will be great.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> No  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> I ride the existing trail several times a year from Cottleville and believe the proposed changes will be safer and allow more people to access the trail.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Need more trails for recreational biking away from cars in this area. Cars and bikes do not mix well.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> it will help get rid of invasive species and aid in storm water removal without flooding, plus help grandchildren bike safely!! YES  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> greenways promote healthy economic and spiritual growth is people and our environment.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> No  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> I'm a bike rider. Need more trail's in St. Peter's. Would like to see it accessible from Salt Lick rd.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> The bike bath needs to continue to improve to promote a healthy society.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Thank you all who take the time to work on this project. Your efforts are appreciated.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> I think this will be an improvement to the current trail.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> My husband, a biker, and myself, a walker, use the existing route all the time. In its current state, it's unsafe, overgrown and unsightly. Years ago I broke my ankle on a steep grade of this trail. Also the current tunnel under Mexico Road is in shambles and covered with graffiti. It scares me to go under there alone. Also I've had to go through thick mud there many times. It's an embarrassment to our city. Please make the proposed improvements! Thank you.</p>

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<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Please sooner than later! Thanks for all you do. --Kathie McCord</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Having used the trail often, I have encountered mud from flooding  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> This area of the trail needs these improvements for the safety of pedestrians and cyclists and anyone else using the path  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> I live very close to this Greenway and use it twice a day: biking and walking/jogging every morning and afternoon. I love it!  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I'm excited to see that it will be extended by the golf course and we will have access to bathrooms and the snack shop on the golf course!</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> That area is in very bad shape and the path adjacent to the Mexico Rd bridge becomes muddy and slippery after a rain.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> When my wife and I first moved to St. Peters over a decade ago, we would walk on this trail fairly regularly, starting out at Rabbit Run Park and continuing to this stretch. Even back then, it was in rough shape right near the creek. Even though we have kids now (ages 10 &amp; 7), we've stopped using it because that stretch isn't especially pleasant, especially in light of the other upgrades to trails nearby, both St. Peters city-owned trails and those added or improved by Great Rivers Greenway. The trees and undergrowth are horribly overgrown, and the condition of the pavement generally sucks because it's not level and seems like it could wash out with just one heavy rain that floods the creek.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> I walk the paths daily and have been happy with all previous improvements. The trail on the north side of Mexico is frequently muddy. Please be sure to keep as much of the natural setting as possible.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> My only concern is that too many people do not pick up after their dogs. People can and should do better. St. Peters, thank you for making this a great place to live.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> This would improve the existing trail near a heavily populated residential area which is very vulnerable to flooding.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> This will be a great addition to the existing trails  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> The existing trails (especially from Woodland Sports Park) are getting pretty rough and could use some repaving or repair.</p>

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<b>Opposing Comments (2)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Oppose</p> <p><b>What are the key reasons for your position?</b> The new path should be put on the east side of the creek and put the new bridge where the creek makes the bend. You would not need to make a boardwalk then, just use asphalt because elevation is higher on east side. The boardwalk would be very expensive and needed to be maintained. Current plan is a big waste of tax payers money .</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Oppose</p> <p><b>What are the key reasons for your position?</b> I think it is a waste of money to extend the trail to salt lick rd. It would be nice to improve the trail from Mexico rd to Darlene Park.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<b>Having Concerns (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>Do you support, have concerns, or oppose this project?</b> Have concerns</p> <p><b>What are the key reasons for your position?</b> I enjoy riding my bike on the Dardenne Greenway and am concerned by the large number of motorized vehicles, especially golf carts, using the trail. This greatly interferes with the enjoyment of those who want to use the trail for outdoor exercise and other health benefits which should take priority. As golf carts and e-bikes increase in popularity along with use of the trail a safety risk is imposed. I have very much enjoyed riding this trail in the past but may not in the future because of the danger imposed by motorized vehicles and I , therefore, cannot support the development of this greenway.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> If so many members of the community can afford a recreational toy that costs between \$5,000 and \$10,000 then they should get together, combine their resources and build their own roads and trails, or ride around the golf course. A healthy community is a better community and the greenways should be used by those who want to enjoy outdoor exercise.</p>
<b>Hillsboro – Hillsboro School Sidewalks, Phase 1</b>
<b>Comment in Support (1)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Jefferson County has been working to address better access to walking and biking. Trailnet is seeking private funding to help address the safety issues at this intersection. The students need safe access to walk to school.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<b>Ladue – South Outer 40 Shared Use Path</b>
<b>Comments in Support (3)</b>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I think it is crucial to make Ladue even more walkable and pedestrian friendly place. It's important to integrate roads, sidewalks, and bike paths all together. It would be so nice to be able to easily ride a tandem bike in this area. Also, all the proposed pedestrian crossings and sidewalks would be a huge benefit. I am a resident of Ladue and also blind. It would be great to have more access to sidewalks, pedestrian crossings, including audio pedestrian signals as well as bike paths, and trails.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> We need more pathways in Ladue to connect the community.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p>

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<p><b>What are the key reasons for your position?</b> This project is an important segment in a future GRG Deer Creek Greenway. It is critical to take advantage of the of current and on-going MSD major infrastructure project for Deer Creek where the shared use path can coordinate with site restoration.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Lake Saint Louis – Lake Saint Louis Blvd I-64 Bridge Ped Improvements</b></p>
<p><b>Comment in Support (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This will be a good connectivity to cross the barrier of I64 safely for both bikes and pedestrians.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Manchester – Manchester Road (MO 100) Sidewalks</b></p>
<p><b>Comments in Support (2)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> The Manchester Road corridor is in desperate need of safe and well-designed pedestrian pathways. The roads history as a key farm to market route deserves a much better pedestrian experience.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Manchester could use more accommodations for pedestrians to hopefully reduce traffic on the congested road.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>O'Fallon – Dardenne Greenway</b></p>
<p><b>Comments in Support (8)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Our community needs more trail and walking path options. Connecting these locations would provide many more opportunities for us to get outside and explore the area.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This project will be a huge regional connection segment for the St. Charles County area that has been talked about for decades.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This would be an awesome addition to the City of O'Fallon. It would open up more connectivity and open up the potential to tie in future trail systems in the future.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I live in the area and walk and bike at both Sports Park and Bluebird Park. I am also a volunteer member of the O'Fallon Public Works Advisory Committee, so I am familiar with the details of this project. Adding a connection between the two parks and connecting to the larger Greenway system will enable me and many others to more easily and frequently access them. Walking and biking opportunities near my home are limited by the speed and traffic on Highway K. This project will enhance the quality of life of residents of the south end of O'Fallon.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p>

## Attachment B - Summary of Public Comments - Missouri

<p><b>What are the key reasons for your position?</b> The connectivity of a trail system throughout St. Charles County is a terrific opportunity for residents and visitors alike. It will give recreational and business opportunities throughout the region.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> The need for greenway.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This project will provide a much-needed connection to existing trails, promoting regional connectivity on paved trails for families.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> A much-needed connection that will bridge the gap in GRG through St. Charles County.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> O'Fallon is the second largest City in the Metro area but has not yet had a GRG project come through. This TAP grant will go a long way to finally making that a reality!</p>
<p><b>St. Charles County Hwy Dept – Hepperman Road Sidewalk</b></p>
<p><b>Comment in Support (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This area is in need of additional connectivity especially since the roadways are now connected with Interstate Dr and the improvements St Charles County wants to completed along that corridor</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>St. Louis – 4<sup>th</sup> &amp; Washington Multimodal Improvements</b></p>
<p><b>Comments in Support (73)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Poor traffic conditions are dangerous. Every day passing through similar streets, traffic lights are ignored and cyclists and pedestrians go every which way. A comprehensive plan of attack for each area of Downtown would be great, but even better is an actual step to do something. This is needed to make this City something special again.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> We need more protected bike lanes in the city.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> The Washington Ave improvements should also incorporate a cycle track, not just traffic calming.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I support the downtown traffic project due to its role in enhancing public safety, improving multimodal transportation, and creating a more pedestrian-friendly environment for both Downtown residents and visitors.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Walkable cities are key to having safe and accessible communities</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>

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<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> As a landscape designer, I understand the importance of protecting the pedestrians from vehicles. This area has a history of vehicular incidents that have resulted in injuries. These measures will improve the health and safety of the public.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Safety, bringing more people in to recreate downtown, and providing alternatives for commuters</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Safety and functionality for the downtown St. Louis area.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> We desperately need safer ways to bike downtown to lessen commute traffic and pollution downtown!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> public safety and economic growth. This corridor is entrance to downtown. It is so important to the financial stability we provide visitors to downtown a safe, inviting entrance into the downtown area,</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Please assist the city with the funds to assist in providing us with a safe entrance to the center of our region</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I work on 4th Street and 100% support this project. We need to provide more safe opportunities for folks to bike to work and I feel this project will also improve walking safely from my building to the parking garage, restaurants, a baseball games, etc... Great cities provide for alternative means of transpiration besides cars. This will also help to encourage young people to move to our city center where they want to "live/work/play" without driving their cars.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> We also need a way to slow down traffic in downtown in St. Louis to discourage drivers from running redlights.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> St. Louis needs to become more bike and pedestrian friendly and less car dependent</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Do similar projects across the city, and make the buses run more often. Also, please make the north south rail happen sooner rather than later.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Streets have had barricades to slow down traffic. They look bad and cause congestion.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p>



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<p><b>What are the key reasons for your position?</b> 4th Street is way too wide. St. Louis City needs more protected bike lanes, road diets, and traffic calming implementations. See the hideous jersey barriers that are still present all around Downtown as Band-Aids. Anywhere we see those, it's obvious we have a problem.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> This should hopefully kick things into gear for a safer place for pedestrians and cyclists downtown and help connect Soulard and Kosciusko to Downtown. My only hope is that whomever is leading this project could coordinate with utility providers to make those repairs BEFORE we start fixing things. It would be nice to have a clean street for a few years. Also, anything to keep cars from parking in the bike lanes (see Chestnut). Flimsy floppy plastic bollards do nothing. Pour some concrete or install real metal bollards. And lots of them. Overall, would like the same treatment to Market, Broadway, Tucker, Olive, etc. All are urban planning disasters.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Downtown St Louis dreadfully needs infrastructure improvement as well as greening projects. This moves the meter in the correct direction.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Green roofs and bike infrastructure!!</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I strongly support the addition of a bike lane on 4th street and traffic calming on Washington Avenue. This would make the area much safer for those traveling downtown via bike, foot, and even those who drive. I feel unsafe being downtown because of the overwhelming dominance of cars, and these projects would be a much needed step toward improving the area and decreasing St. Louis's dependence on cars.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Downtown St. Louis needs to greatly improve pedestrian and bicycle access, minimizing wide, multi-lane vehicular streets that ultimately allow for cars to speed through downtown. Our downtown needs to reclaim space to make the city more a more walkable, pedestrian-forward and not vehicular dominant.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I do feel the city needs to improve pedestrian and biking accessways throughout downtown. I would recommend separation of bicycle lanes by means of bollards, pavement heights, etc. to avoid vehicles blocking and driving within designated bike lanes. I propose eliminating vehicular traffic lanes before eliminating parking since many businesses benefit from on-street parking spots. I also would advocate for parking spots and parked cars to separate the bike lane(s) from vehicular traffic. Bike lanes on these streets should also consider including designated traffic lights for increased multimodal traffic safety. Lastly, I feel the city should consider building raised crosswalks at this intersection specifically, which would act as speed bumps, creating visual bottlenecks, which would reduce speeds both Northbound and Westbound.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> An added bike lane would not only increase biker safety but would also help regulate traffic as right-most lanes downtown are often wrongfully used as temporary parking. At times I've seen this cause congestion and also accidents. A bike lane would help establish the distinction, as they cannot be parked in.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This project would bring much-needed investment to the Downtown infrastructure. It will calm traffic on wide corridors and create a safe bike route that connects existing and popular bike corridors along Chouteau Avenue and the Mississippi Greenway. The safety and</p>

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<p>connectivity of Downtown streets has long been a concern for residents, employees and visitors and this project is a critical step in the right direction.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Increased bicycle safety downtown will be crucial for lower income workers in downtown establishments who much use alternate modes of transportation</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> 4th st in Downtown has become a dangerous area for many pedestrians, creating a better multimodal environment in the downtown area is a large key to success of increasing pedestrian count and economic growth in the area.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> CHOUTEAU is a critical route for bike access in the area, but is currently unsafe and needs traffic calming and improved cycling lane infrastructure.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This stretch of road has had so many issues with traffic management. There is no where safe for bikes, plus it is in dire need of good traffic calming measures. These funds would allow for one of the most important parts of downtown St. Louis to become much safer to both vehicle and non-vehicle traffic.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Pedestrian and Bicycle Safety would be improved and better connections to the remainder of existing and planned routes through the city. Safety And Security are major concerns about St. Louis for residents and non-residents. Any and all measures taken to improve these characteristics of the area, as well as any new investments would benefit the area greatly.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Traffic calming and multi-modal improvements will increase the overall safety and health of the community living and working there, lift the local economy, and visibly increase the vibrancy of the area.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> 4th should be a two way street with traffic calming and bike lanes. Washington should also have a bike lane.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> The city, and especially downtown, should make streets safer for pedestrians and cyclists. Downtown needs to play to its strengths and unique charm - an urban environment where folks can actually bike places is one of those strengths. That area is in constantly threatened by menacing cars coming over the bridge or off the highway and running through downtown like it's a racetrack. There are thousands of miles of highways and suburban roads dedicated to cars - keep downtown urban and pedestrian-safe.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p>

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<p><b>What are the key reasons for your position?</b> Traffic calming measures and increased access to bike lanes would make the area by my office much more accessible to riders.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I greatly support this project. Having a bike and walk friendly street design from my neighborhood of soulard to the convention area would be an enormous improvement. I hope the the bike lane is protected lane and not just paint. Paint doesn't protect people.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Providing a safe and pedestrian-friendly alternative to car transit in our downtown core will incentivize greater variety of transit in St. Louis, while enabling both downtown residents and commuters greater incentive to use public transit, bikes, or walking to better engage with the City at large</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I would love more bike and pedestrian safe zones. Especially bicycle safe zones. I'm yelled at a lot on the street to get eh "Eff" out of the road. St. Louis is NOT safe for cyclists.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I work downtown very close to the proposed project site. I strongly support any measures that would make downtown a safer and more convenient place to walk and bike. I also strongly support any measures to make our city more sustainable. As it stands, the traffic downtown can be very chaotic. There are a lot of long, uninterrupted strips of road and the length of the stoplights motivates people to try to speed through them. I think that downtown has the potential to be a nice place for people to walk and bike, but right now there are a lot of safety concerns with the traffic. When I've had friends from out of town visit St. Louis, they've commented on the great cycling culture we have in this city - I think it's something that sets us apart, and it's good to foster it!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I would like to know more about how construction on this project might impact downtown and how long it will take. I would support the project regardless, but it would be good to know!</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Many people bike to work around this area and this would improve safety.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This area has incredible potential to be one of the best downtown walking areas in our country. With investments like this, downtown can be revitalized to be more people friendly to the great benefit of our businesses and citizens.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I currently work on 4th street and at times downtown seems like a bit of a raceway for vehicle traffic. I whole-heartedly support doing what we can to address this while adding bike lanes in our city.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>

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<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Gateway Arch National Park supports the Transportation Alternatives Program (TAP) grant that has been applied for by the City of St. Louis for construction of a bike lane on 4th Street between Chouteau Avenue and Convention Plaza. This project, part of a larger street redesign effort for 4th and Broadway, will improve safety for pedestrians and cyclists in that area of downtown, a portion of which is within Gateway Arch National Park.</p> <p>Gateway Arch National Park administers approximately 91 acres of federal land in downtown St. Louis, including portions of 4th Street and S. Broadway adjacent to the Old Courthouse and Luther Ely Smith Square. The National Park Service is committed to visitor and employee safety, including improving the safety of visitors and employees who walk and ride bicycles within the park on 4th Street. We support the city's proposed improvements to these areas to enhance safety and reduce the potential for collisions between vehicles and cyclists. We also emailed a formal letter of support for this project.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Downtown STL traffic is dangerous for bikers (and pedestrians). This project appears able to help change that.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> With more bike lanes available, many more people will bike. As is, without bike lanes, it is simply considered too dangerous to bike on public streets.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This project would be very beneficial for the commuters.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This project would bring much-needed investment to the Downtown infrastructure. It will calm traffic on wide corridors and create a safe bike route that connects existing and popular bike corridors along Chouteau Avenue and the Mississippi Greenway. The safety and connectivity of Downtown streets has long been a concern for residents, employees and visitors and this project is a critical step in the right direction.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> safety</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Downtown St. Louis has fallen behind the other major cities in proper infrastructure to support safety for bicyclists, pedestrians, and even motorists. St. Louis roads currently allow for high-speed travel through highly dense neighborhoods and communities. It is time that St. Louis invests in the future of transportation. This future must not focus on single-passenger cars traveling at high speeds, but instead, on pedestrians, cyclists, and public transit. Study after study shows the importance of limiting single-passenger vehicles on the environment, public safety, and overall happiness. It is necessary for St. Louis to channel investments into sustainable transportation, thereby extending its commitment to invest in the betterment of its residents.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> 4th street really needs a new design and layout, and this sounds like it would clean things up a ton.</p>

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<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p> <p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This project would enhance safety for pedestrians and bikers downtown, which is much needed.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Downtown is in need of additional investment. This will help with the safety for downtown workers and residents.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> We really need more protected bicycle infrastructure downtown! This is a path I have regularly ridden in the past, and have been avoiding in recent years because it is too dangerous. Many visitors to our city walk down 4th, and this is a huge opportunity to improve connection by SAFE walking and biking. I can't wait for this cycletrack to be built!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Work downtown everyday</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I often visit downtown for sports events, cultural programs, and dining on a personal level, and also visit clients downtown in this area frequently during business hours. The speed at which some cars travel is unnerving both as a fellow car driver and then as a pedestrian after I am parked and walking to my destinations. A traffic calming investment would save lives, cars, and the reputation of downtown St. Louis!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Safety should be our highest priority. The lack of it ruins any other positive element.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Traffic calming and people helping measures are needed to help our downtown continue its renaissance. We need safer streets.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Cyclists need safe, dedicated lanes to ride throughout the city.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> We need more safe places to ride bikes and safer streets everywhere</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> All roads in this project should have protected bike lanes.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Infrastructure and road improvements are needed and important to our city and its residents.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Yes, I feel safe protected bike lanes is a must for this project. It would be a great disservice to the downtown community if they</p>

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<p>were not considered an important part of the planned infrastructure updates. Our city is very behind in this area compared to other cities of our size.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> I work on 4th and Locust in the Security Building. This project would bring much-needed investment to the Downtown infrastructure. It will calm traffic on wide corridors and create a safe bike route that connects existing and popular bike corridors along Chouteau Avenue and the Mississippi Greenway. The safety and connectivity of Downtown streets has long been a concern and this project is a critical step in the right direction. Thank you!  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Downtown is central to the economy of the region and state. Washington Avenue is central to downtown's success.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Is there any information on the project to be able to have comment on? I see a few lines of description. Renderings?</p>
<p><b>Do you live or work in the community where the project is proposed?</b> No  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Bicycle safety needs to be improved in St Louis.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Please use a hard barrier for the protective bike lane as cars run over the soft posts or use the bike lane as a passing lane</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Biking is healthy and better for the environment. Our city should support this and offer more BICYCLE FACILITIES. When biking becomes safer, I will grab my bike more often. Thanks!  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Any road downtown that we can reduce road lanes and increase sidewalks and bike lanes are a good thing to me. Being able to get around downtown by walking or biking is great for me living downtown. 4th Street (and Broadway if we can work on that one next) are like highways cutting through downtown and the sooner we can cut down the crazy traffic on these roads, the better and safer we will all be. Tucker is the same way and fortunately we are getting that corrected soon (hopefully?). If people need to get around downtown faster, then they can use the highways. Make downtown slower for vehicles please.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Please include trees and beautification as part of the specification. Also, please make sure it is a dedicated bike lane and not like what you have on Chestnut where vehicles constantly park in the bike lane. A curb between vehicles and bikes would be a huge help. (Sorry for my rant but I am very much in favor of this project!)</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Safety and increase to pedestrian mobility and access  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Safety  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> As an avid bike rider, bike lanes, the GRG trail system, etc. raise the value of STL as a whole.</p>

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<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p> <p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Full support for traffic calming and multi-modal transportation.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Downtown streets are on the whole too wide for the amount of car traffic. We should encourage the construction of more bike lanes.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Go Downtown!</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> As the leader of a business that strives to create a vibrant and safe visitor experience in Downtown St. Louis, I fully support this project. I support this on behalf of our organization, Gateway Arch Park Foundation, and as a resident of the City of St. Louis.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Anything to help downtown traffic and keep people safe.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This project would bring much-needed investment to the Downtown infrastructure. It will calm traffic on wide corridors and create a safe bike route that connects existing and popular bike corridors along Chouteau Avenue and the Mississippi Greenway. The safety and connectivity of Downtown streets has long been a concern for residents, employees and visitors and this project is a critical step in the right direction.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I travel 4th street everyday and I believe this would be a tremendous improvement to one of the most traveled and critical streets in St. Louis.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> 4th street fronts the Gateway Arch. It is a street that sees all kinds of traffic, vehicular, pedestrian and bike. Given its location and heavy use, by both residents and tourists, I believe this investment would have a significant positive impact on St. Louis and its transportation quality.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This project would bring much-needed investment to the Downtown infrastructure. It will calm traffic on wide corridors and create a safe bike route that connects existing and popular bike corridors along Chouteau Avenue and the Mississippi Greenway. The safety and connectivity of Downtown streets has long been a concern for residents, employees and visitors and this project is a critical step in the right direction.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> This project would dramatically impact and improve 4th Street. This thoroughfare is too wide, needs a refresh and desperately needs traffic calming. If we want to reinvision downtown as a walkable residential friendly city this project will support that effort.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I strongly support protected bike lanes on this thoroughfare. Otherwise, it doesn't do much to calm traffic or provide safe</p>

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<p>transportation for bicyclists as this is a heavily traveled section of roadway. Separate it with a median, add trees and make it look good.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Our downtown needs more investment to increase and retain travel, holiday, and vacation travel to St. Louis. Additionally, we need to beautify our downtown which is severely lacking in comparison to other Midwest cities.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I hope the city can afford to hire enough staff to maintain this beautiful project</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> The proposed project would greatly improve the car and truck traffic conditions. The current lanes are oversized and there is no bike lane for safe travel.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> This is an opportunity to invest much needed resources in this key section of downtown St. Louis</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> More and safer bike lanes allows and invites more people to enjoy multiple modes of transportation downtown.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> St Louis severely lacks North/South connectors on bike, with the 64/40 interstate placements leaving only fast, unsafe roads. I bike commute frequently to Downtown East/West but I avoid the Chouteau bike lane because the last mile connections from Chouteau back into Downtown are dangerous. This lane would make that existing lane usable and connect the historic neighborhoods directly south of Downtown.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b>  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> These streets and the experience along them are critical for both downtown workers, residents, and visitors. Reckless driving not only creates a physical danger to all those constituents, but also a nuisance to the quality of life to those living and working downtown. Alternate modes of transportation, including bike infrastructure, will support less congested streets, safer transportation options, and less demand on parking infrastructure. As a downtown resident and worker, I strongly support this project.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Safety for those using bikes and pedestrians, reduced noise pollution, more inviting downtown.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>See end of Attachment B for comment (1) emailed in for St. Louis – 4<sup>th</sup> &amp; Washington Multimodal Improvements. Page B-24</b></p>
<p><b>Having Concerns (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Have concerns  <b>What are the key reasons for your position?</b> I am concerned this project will not go far enough to prioritize safer and more sustainable forms of transit.</p>



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The Downtown portions of Washington Avenue and 4th Street should be entirely free from private vehicles permanently. They should be converted to plazas for walking and cycling (allowing only emergency vehicles and potentially buses). Furthermore, wide protected bike lanes are needed on all downtown roads.

The MetroLink and multiple bus lines already connect downtown without adding greatly to the air pollution and vehicular traffic. Anyone coming downtown should consider those options instead of making the streets dangerous for people who actually live downtown.

We need to give more space back to people Downtown.

**Anything else you'd like us to consider or comments you'd like to share about this project?** I have been nearly hit by drivers multiple times who either failed to pay attention to the road or did not care about my safety when attempting to enter my apartment on 4th Street.

Furthermore, many drivers engage in drag racing along the nearby streets at night which disrupts my sleep. Making 4th St and Washington Ave free from personal vehicles would definitely reduce the drag racing issues.

### Sullivan – North and South Rd Sidewalks to Schools

#### Comment in Support (1)

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

**Do you support, have concerns, or oppose this project?** Support

**What are the key reasons for your position?** A sidewalk at the proposed location would be a great benefit to the Sullivan Community. Subdivisions on North and South Rd have grown tremendously over the last 15 years. This proposed sidewalk would connect 4 existing subdivisions and a fifth that is currently under construction. I have been advocating for a sidewalk down North and South for sometime. There are many children including my son who would be able to walk to and from the middle school if a sidewalk was added.

**Anything else you'd like us to consider or comments you'd like to share about this project?** By adding a sidewalk from Messa drive all the way to 185, the town of Sullivan would be creating a safe walking path on a busy road for many children within the multiple subdivisions to walk to and from the middle school. Along with the children many adults walk to sidewalks and walking paths created on this side of the highway. This sidewalk would be a great connection to continue walking in safe areas!

### Town and Country – Topping Road Sidewalk, Phase 2A

#### Comments in Support (16)

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

**Do you support, have concerns, or oppose this project?** Support

**What are the key reasons for your position?** The ability to take family walks with my husband and 3 young girls. Currently it's not safe to walk on Topping Road where our home resides.

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

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

**Do you support, have concerns, or oppose this project?** Support

**What are the key reasons for your position?** I support the sidewalk extension as a Town and Country resident. The more sidewalk/trail connections we can make for walkers and bikers, the more exercise-friendly our community will be.

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

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

**Do you support, have concerns, or oppose this project?** Support

**What are the key reasons for your position?** Topping is a nice street to walk on and connects with many individual neighborhoods, but walking on the street is really not a good option. Sidewalks are needed.

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

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

**Do you support, have concerns, or oppose this project?** Support

**What are the key reasons for your position?** As a lifelong resident, I've seen T&C grow into community around the Clayton road corridor just through the addition of the sidewalk. This project will continue that mission as well as promote a healthy and safe option for exercise. It will also contribute to the overall safety of Topping Rd by moving pedestrian traffic off the main thoroughfare.

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<p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p> <p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> I have been a resident of Town and Country for 37 years. For decades, this community has had a continuing commitment to creating outdoor environments such as trails and parks that invite community activity and connectivity and this project is a needed and logical extension of that effort.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Sidewalk now abruptly ends. You have begun the project. Let's get it finished.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Topping Road really needs a sidewalk the entire length from Clayton Road to at least the last subdivision to the south to ensure safe dog walking, baby stroller walking, jogging, young children biking, etc. Currently, after the phase one sidewalk ends, residents to the south are forced back on the road, with some areas almost impossible to get out of the way of traffic, when necessary, forcing a very unsafe situation. Please give Town and Country the grant to complete the next phase of this very necessary project for the livability of Topping Rd residents. Thank you!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> The Phase 1 sidewalk project along Topping has been a tremendous improvement for the residents along Topping. Many of my neighbors and I feel it has had a positive impact on our quality of life. It has bolstered safety and neighborly connections. Neighbors on nearby streets are meeting each other for the first time thanks to the ability to walk from street to street, it's so much easier to get outdoor exercise and walk pets, and neighborhood children can safely visit their friends on neighboring streets.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> All of the above items have been such a perk for those near Phase 1 of the project, and our neighbors further down Topping will also get to experience these benefits once additional phases are complete. On the other hand, our neighbors on the south portion of Topping who do not have the benefit of a sidewalk, are putting themselves at risk by walking on Topping Road where there is no shoulder and many drivers drive too fast on Topping.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> My husband and I are very excited about the extension of the existing Topping Trail. We live on Topping Road and the trail would proceed through our front yard. The existing trail is well constructed and well used. It would connect the subdivisions along Topping and expand the sense of community. Many people walk on Topping now to reach the current trail, which is extremely unsafe.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> These walk ways are needed and very important. The first phase is well used and increases safety. There are so many walkers and runners that use them and topping is a road that often sees speeding cars. So the walk way will really help with safety, exercise and natural enjoyment of that wonderful street.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> This project is so needed. Thanks for considering!</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p>

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<p><b>What are the key reasons for your position?</b> The large sidewalk along Clayton Road is used extensively. All of the North / South and East / West main thoroughfares in Town &amp; Country should have walkable sidewalks. The lack of foresight streets when approving subdivisions along South Mason Road is a shame. The City of Town &amp; Country should have required developers to grant easements and construct sidewalks as a condition to granting approval.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>See end of Attachment B for comments (6) emailed in for Town and Country – Topping Road Sidewalk, Phase 2A. Pages B-32 to B-30</b></p>
<p><b>Opposing Comments (2)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Oppose  <b>What are the key reasons for your position?</b> Cost: over \$700K for slightly more than a 1/3 of a mile sidewalk. This is too expensive for the low number of people it will serve.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I live in the vicinity of the terminus of the existing sidewalk, which this proposed project will extend, and so am familiar with the small number of existing walkers coming from the south that could utilize the new path. Currently some of the few walk through the Topping Estates subdivision to access the existing first phase Topping sidewalk, which relieves them from having to traverse as much of Topping Rd..</p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Oppose  <b>What are the key reasons for your position?</b> This neighborhood made due without a sidewalk at this location for generations. The difference between then and now, is that when this area was originally built out, it was expected that people could walk and exercise common sense and be aware of their surroundings. But now, brain dead nincompoops can't go for a walk without talking on, or looking at, their cell phones. So walking along the side of a suburban street is suddenly dangerous because they can't pay attention to their surroundings. Spending this money so rich people have a more convenient way to walk their dogs in a fancy, isolated suburb is a waste of money that could be spent on projects that provide more benefit. Nobody will use this new section of sidewalk to get to a job, or walk to a grocery store. This sidewalk will only be used by people who are local to this subdivision and walking by choice or walking to exercise their pets. It would be a poor use of limited funding and would just reinforce unsafe behavior by self-absorbed, entitled people who want to walk while engrossed in talking and/or texting on their phones. Instead of an expensive new section of sidewalk, put in some cheap speed bumps to slow the brain dead drivers down so they don't run over the brain dead walkers.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I am a Town and Country resident and US tax payer. I feel there are more important projects for my tax dollars.</p>
<p><b>Trailnet – STL Safe Routes to School Non-Infrastructure</b></p>
<p><b>Comments in Support (12)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> There have been far too many pedestrian and cycling injuries and fatalities in our area. Kids especially need safer access to schools.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> A wonderful program! Fully support even though I don't have kids.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> This would bring the joys and possibilities of bike education and engineering to hundreds of students over three years at these six schools. From Earn-A-Bike programs, to reviewing physical infrastructure around these schools, to even coordinating walking and biking school buses for students and families. Bike infrastructure is more than what's on the road, it's what is in our heads and is</p>

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<p>taught. This education is a step in moving toward a more sustainable, safer, healthier and more prosperous community.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> Building a city that supports cycling for utility starts with the infrastructure and the children. I strongly support any program that helps get kids out, exercising as part of their daily life.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> On this first day of school for so many children and teens in our region, I biked to work wishing that the many students and families I saw out and about (mostly getting in cars or waiting long minutes for delayed buses on a brutally hot day) had more options for actively and safely getting to school. This proposed project would be a huge step toward making that dream reality, enabling a significant increase in bike education programming (plus actual bikes, helmets, locks and lights!) for the upcoming generation across St. Louis. As climate and traffic violence issues continue to affect our shared city and people's quality of life, there are few more pressing needs that safe, active, affordable mobility, particularly for young people. Let's do this!!</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> I'm so excited about how the BWorks and Trailnet teams have come together to dream big. Please help us do even bigger things on behalf of St. Louis children and teens.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> SRTS has not been active for too many years. Please restore funding to this important program.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> In the years since Trailnet last received Safe Routes to School funding, students and children across the St. Louis region have suffered more than ever from traffic violence. The number of vulnerable road users (people walking, people biking, children waiting for the bus, people using mobility devices, etc..) affected by violent crashes reached all-time highs across the country in 2022. No road user is more vulnerable than a child on the way to and from school during rush hour. Now that Safe Routes to School funding is once again available for non-profits, I'm encouraged to see that St. Louis Bicycle Works and Trailnet have partnered together with a plan to improve walking and biking infrastructure, encouragement and education for students at area schools. A vision of zero serious injuries or fatalities on St. Louis roads must begin with our children—our neighbors who are most vulnerable, and who will grow into the pedestrians, cyclists and drivers of tomorrow. We must create an environment where they can be safe, active, healthy and happy.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> St. Louis Bicycle Works and Trailnet bring vast experience to their respective roles in this collaboration. Between Bicycle Works' commitment to youth bicycle education and Trailnet's infrastructure-first, Vision-Zero influenced approach to safer streets for all in the region, I trust that this collaboration will be transformative, and I'm hopeful that it could become a launch point for further efforts to make our region safer for young walkers, bikers and bus users.</p>
<p><b>Do you live or work in the community where the project is proposed?</b> No</p> <p><b>Do you support, have concerns, or oppose this project?</b> Support</p> <p><b>What are the key reasons for your position?</b> We really need to make the street &amp; roads safer for students at these St Louis City Schools. My understanding is that some of these schools don't have school crossing signs, painted crosswalks or other info that schools are close by. this should be a top priority.</p> <p><b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes</p>

Attachment B - Summary of Public Comments - Missouri

<p><b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> This is a critical program that we have been missing in St. Louis City. Trailnet and it's partners are well position to deliver this educational programming, and would be substantial in supporting more youth and adults to get around the city by walking and biking. We need these efforts immediately!  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> We need more education programs related to transportation  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Keeping kids safe should always be a priority  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> Yes  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> I have 3 kids. 9, 6 and 4. They all LOVE riding their bikes. Their school, City Garden, is about 1.25 miles from our house. The perfect distance. But there is basically no way to get to their school safely on a bike. They need protected lanes. Oh and this school? Essentially ALL of the students live within 2 miles of the school. All of them could ride. We need protected bike lanes so that kids can safely get to school.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b> Every day I worry my kids will be hit by a car crossing a street. We need education and we need infrastructure. It needs to happen now. Yesterday. The day after tomorrow. I'm sick of cars and more cars. We need to break the cycle and end car dominance in our cities.</p>
<p><b>Union – Union School Sidewalks</b></p>
<p><b>Comment in Support (1)</b></p>
<p><b>Do you live or work in the community where the project is proposed?</b> No  <b>Do you support, have concerns, or oppose this project?</b> Support  <b>What are the key reasons for your position?</b> Children need safe access to walk to school. Funding has been allocated for schools and should be awarded.  <b>Anything else you'd like us to consider or comments you'd like to share about this project?</b></p>

**Feedback on PROJECT SUMMARY: ADA BUS STOP IMPROVEMENTS, TIP# 8500-2**

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**From:**

**To:** <TIP@ewgateway.org>

**Date:** 08/24/2023 4:23 PM

**Subject:** Feedback on PROJECT SUMMARY: ADA BUS STOP IMPROVEMENTS, TIP# 8500-2

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Hello,

Accessible sidewalks are essential to the successful use of any bus stop. Assuming most of these are at or near intersections, the usual features need to be included like ramps and textured surfaces. There needs to be a safe way to reach the intersection. Example if there are separate right-hand turn lanes, these can be difficult to cross safely due to the speed of vehicles. One place I encountered was a highway ramp on one side of the street. This forced me to only use the opposite side to avoid this ramp and high-speed traffic. If there is a busy driveway or other surface barriers, it can make use of the bus stop difficult to impossible even if the intersection itself is constructed well. What I am getting at is that the entire walking routes of most bus passengers needs to work.

Obviously, the bus stop needs to be designed so the bus can pull up to the curb. I do not want to walk into the street to reach the bus.

Traffic signals need to have audio signals, so those with vision loss can safely cross to get to the opposite side to catch the bus going the opposite direction. It does not work if you can only take the bus in only one direction.

I hope you can plan for successful bus stops along these routes.

## Attachment B - Summary of Public Comments - Missouri

**From:**  
**To:** <TIP@ewgateway.org>  
**Date:** 08/22/2023 12:38 PM  
**Subject:** TAP Application Comment

Hi there,  
I fully support this project. I work on 4th street and would utilize bike lanes daily. Please bring this to downtown!!!

## Attachment B - Summary of Public Comments - Missouri

**From:**  
**To:** "TIP@ewgateway.org" <TIP@ewgateway.org>  
**CC:**  
**Date:** 08/20/2023 6:57 PM  
**Subject:** Topping Road

Please continue the sidewalk down Topping Road. It will be wonderful to be able to connect to existing sidewalks, parks and neighborhoods. Currently, Topping Road has a sidewalk on northern half of the street. It will be a much safer option for pedestrians to stay off such a busy street. I am very grateful to be able to express my positive remarks about this improvement to our area.



**Re: Topping Road**

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**From:**

**To:**

**Date:** 08/20/2023 7:04 PM

**Subject:** Re: Topping Road

**Cc:** "TIP@ewgateway.org" <TIP@ewgateway.org>

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I echo \*\*\*'s comments. The Topping Road sidewalk extension is a very positive improvement for our City/Community. Too many walkers are at risk of injury while walking along the edge of Topping Road.

**Topping road sidewalk**

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**From:**  
**To:** "TIP@ewgateway.org" <TIP@ewgateway.org>  
**Date:** 08/16/2023 10:37 AM  
**Subject:** Topping road sidewalk

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The section of the Topping Road sidewalk project looks great. It was well designed to fit into the current neighborhood. We look forward to the next phase moving south on Topping. Looking forward to connecting to Thornhill Drive in the future. Keep up the great work.

## Topping Road Sidewalk

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**From:**

**To:** <TIP@ewgateway.org>

**Date:** 08/14/2023 7:26 PM

**Subject:** Topping Road Sidewalk

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I am a resident of Town and Country and reside in a home off Topping Road. I am the head trustee of the subdivision I live in, and on behalf of my subdivision want to express our support the completion of the sidewalk on Topping.

T&C is a very desirable place to live, and offers families many parks and other public places to enjoy the outdoors. There is constant foot and bicycle traffic throughout our City to reach these amenities. Topping road is a well-traveled road and is hilly with many blind spots. Currently pedestrians and cyclists travel on this no-shoulder road to reach other areas that have sidewalks. This is extremely dangerous. It is unfortunate there is no alternative other than using a car. Half of the sidewalk was completed recently and I can attest there are constantly individuals using this sidewalk. Completing the sidewalk will provide safe access to the entire population of Topping Rd, and we are asking for your help to fund this project to completion.

Thank you.

## Attachment B - Summary of Public Comments - Missouri

**From:**  
**To:** <TIP@ewgateway.org>  
**Date:** 08/14/2023 4:00 PM  
**Subject:** Phase 2 Topping Road

I want to support the extension of the sidewalk along Topping Road. Since the construction of Phase 1 of the sidewalk, there has been considerable use and enjoyment of the new sidewalk by walkers, joggers, families. The added layer of safety created by the sidewalk has resulted in greater outdoor use. The quality of sidewalk construction and landscaping is much appreciated.

**Topping Road Phase 2**

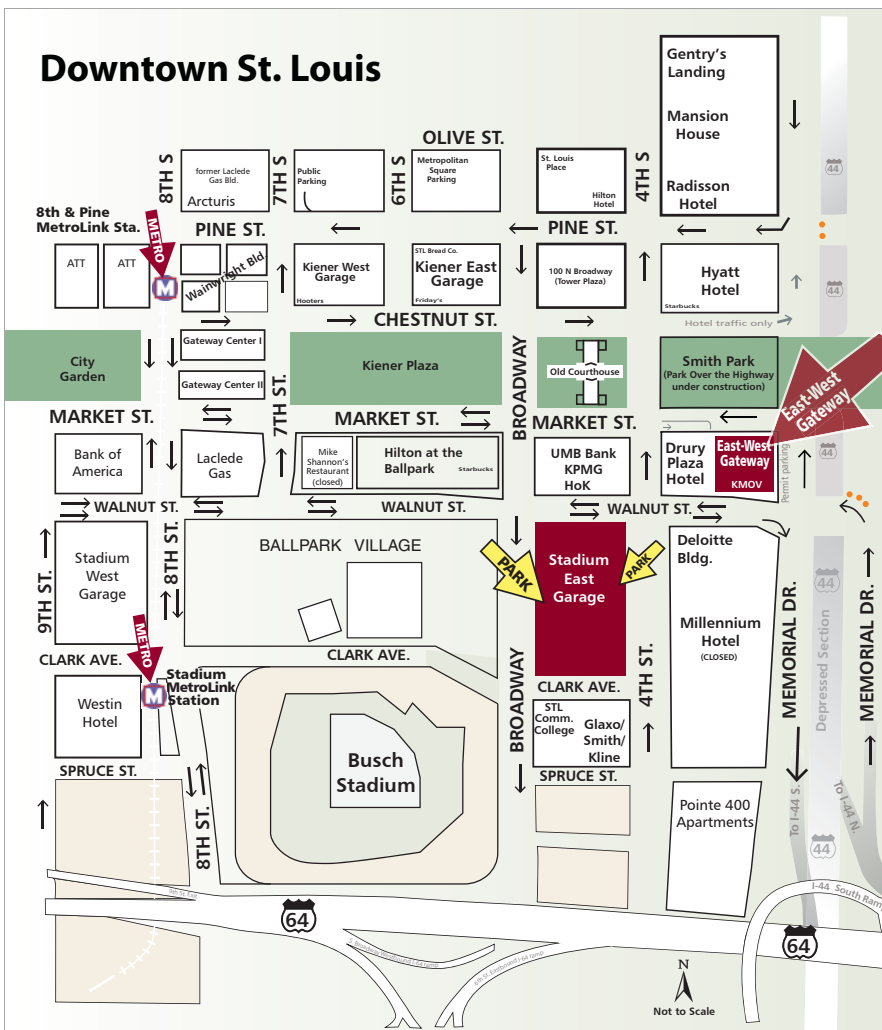
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**From:**  
**To:** "TIP@ewgateway.org" <TIP@ewgateway.org>  
**Date:** 08/14/2023 1:44 PM  
**Subject:** Topping Road Phase 2

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Please continue to extend the side walk access next year as per the plan. I am in agreement with this change.

## Downtown St. Louis



## EAST-WEST GATEWAY Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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

314-421-4220 or 618-274-2750

## General Directions from Missouri to parking garages

### From I-70

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

### From I-64

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

### From I-44

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

### From I-55

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

## General Directions from Illinois to parking garage

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

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

### From Martin Luther King Bridge

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

### From Eads Bridge

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