

FEEDBACK REPORT

1st Input Session: I-44 / Meramec River Crossing

PROJECT OVERVIEW

During an informational open house in October 2017, the Missouri Department of Transportation (MoDOT) received substantial feedback from the community on their thoughts about a connection between the east and west sides of the Meramec for cyclists and pedestrians. The majority of that feedback was in support of some form of a cyclist/pedestrian crossing near I-44. Since that time, MoDOT has partnered with Great Rivers Greenway and the surrounding municipalities to come to an agreement about constructing a shared-use path across the river.

On March 13, 2018, MoDOT came to a formal agreement with Great Rivers Greenway about a partnership to construct a 12-foot protected path for walking and biking on the bridge. At this time concepts are being explored to guide the design of trail connections and amenities associated with the bridge.

As the project continues toward the start of construction, Great Rivers Greenway, MoDOT, and the cities of Fenton, Kirkwood, and Sunset Hills have continued public engagement by planning two public input sessions in August 2019 and October 2019.

PROJECT OBJECTIVES

This project has several goals:

- Provide people with a safe and accessible way to cross the Meramec River while walking, running or riding a bike.
- Connect to the Meramec Greenway, parks, trails, businesses, neighborhoods and other destinations on either side, including possible new trailheads with amenities like a restroom, benches and parking.
- Allow people to connect to the Meramec River itself; inviting people to enjoy nature leads to ownership and opportunities to be good stewards of these natural resources for the health and long-term sustainability of our watershed and communities.

SUMMARY OF FEEDBACK

BACKGROUND

Residents and stakeholders of Kirkwood, Fenton and Sunset Hills were invited to share their feedback on the initial concepts for the shared-use path along the new Interstate 44 Bridge over the Meramec River. Participants were able to share their feedback with the municipalities of Fenton, Kirkwood and Sunset Hills along with project partners Great Rivers Greenway and the Missouri Department of Transportation (MoDOT) during this early planning phase.

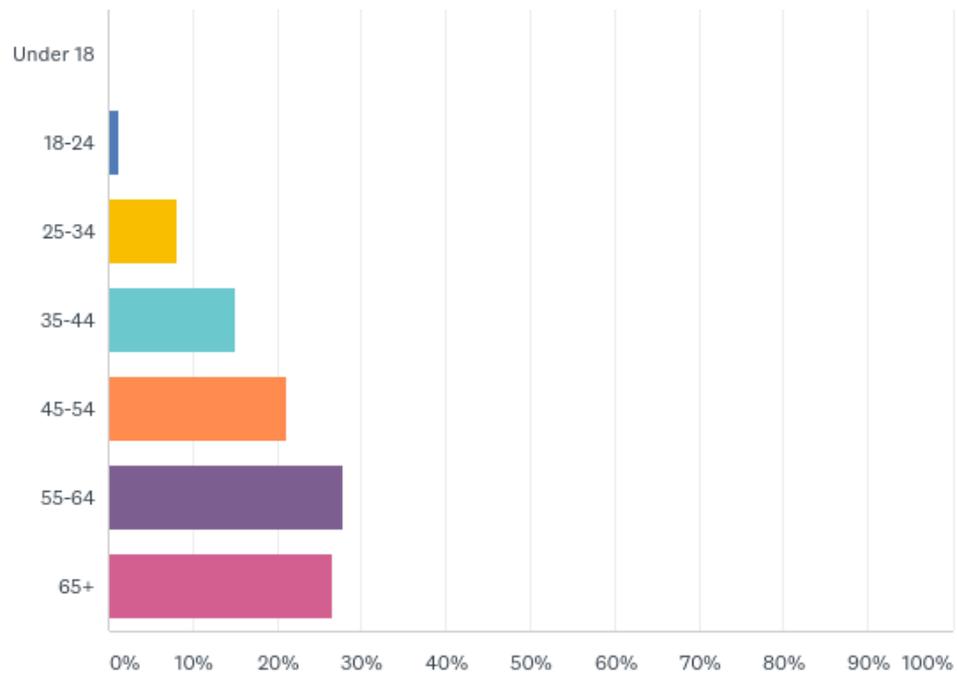
The following report summarizes the feedback that was received from the first input session on August 18, 2019 at Sunset Hills Community Center.

I-44 Bridge Over Meramec For Walking and Biking Online Survey Results – 358 total responses

Friday, September 06, 2019

Q5: Age Range?

Answered: 345 Skipped: 13



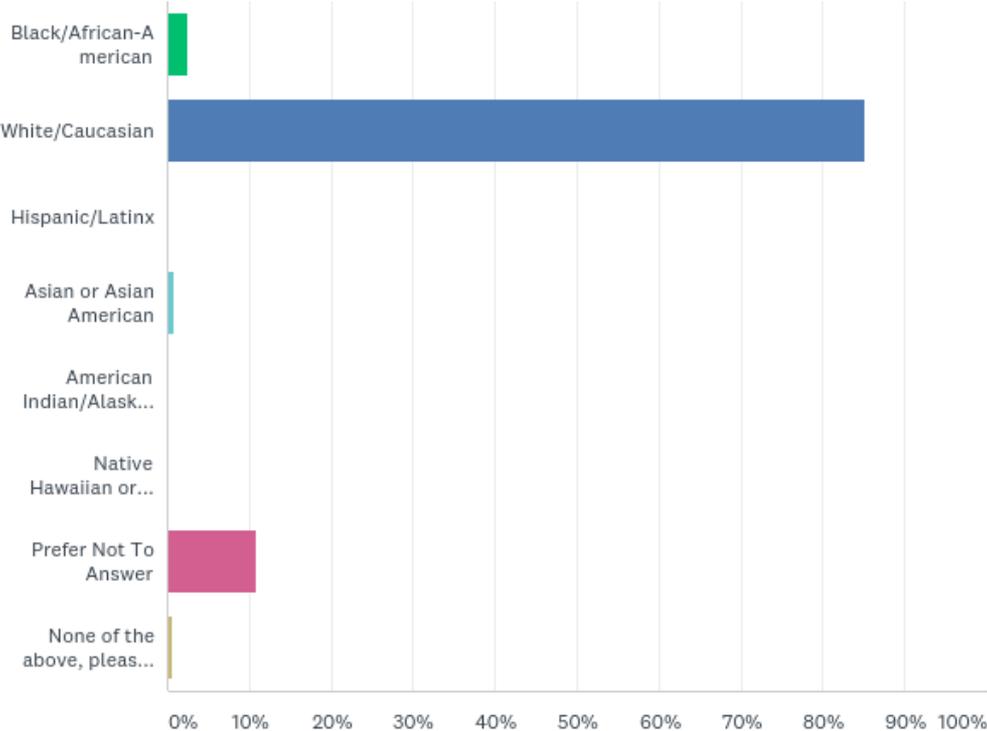
Q5: To help us ensure we're hearing from all residents, please consider this optional question: What is your age range?

Answered: 345 Skipped: 13

ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.16%	4
25-34	8.12%	28
35-44	15.07%	52
45-54	21.16%	73
55-64	27.83%	96
65+	26.67%	92
TOTAL		345

Q6: To help us ensure we're hearing from all residents, please consider this optional question: What is your racial or ethnic identity? (Select all that apply.)

Answered: 348 Skipped: 10



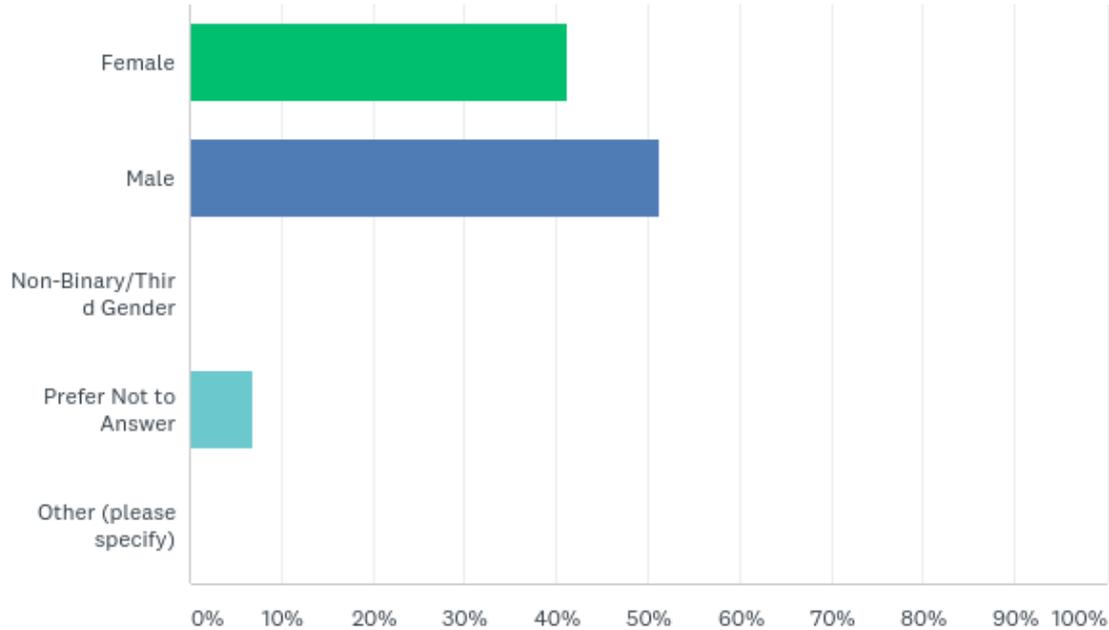
Q6: To help us ensure we're hearing from all residents, please consider this optional question: What is your racial or ethnic identity? (Select all that apply.)

Answered: 348 Skipped: 10

ANSWER CHOICES	RESPONSES	
Black/African-American	2.59%	9
White/Caucasian	85.06%	296
Hispanic/Latinx	0.29%	1
Asian or Asian American	0.86%	3
American Indian/Alaskan Native	0.29%	1
Native Hawaiian or Pacific Islander	0.00%	0
Prefer Not To Answer	10.92%	38
None of the above, please specify...	0.57%	2
Total Respondents: 348		

Q7: To help us ensure we're hearing from all residents, please consider this optional question: What is your gender?

Answered: 347 Skipped: 11



Q7: To help us ensure we're hearing from all residents, please consider this optional question: What is your gender?

Answered: 347 Skipped: 11

ANSWER CHOICES	RESPONSES	
Female	41.21%	143
Male	51.30%	178
Non-Binary/Third Gender	0.29%	1
Prefer Not to Answer	6.92%	24
Other (please specify)	0.29%	1
TOTAL		347

Q8. What motivated you to attend today's input session?

239/358 respondents answered and identified the following as their motivation for attending the first input session. Of all the 358 respondents:

- Interest in Greenway Connectivity – 25%
- Environmental/Wildlife Concerns – 13%
- To Receive Information – 13%
- Online Platform – 7%
- Word of Mouth – 3%
- In Opposition – 3%
- Lives/Work in Close Proximity – 2%

Q9. What and where would you like the greenway to connect to?

233 of 358 respondents answered and commented on the following as their preference for greenway connectivity. Of all the 358 respondents:

- 12% expressed support for the current proposed connections in the project
- 8% mentioned other trails
- 6% referenced Gravois Greenway: Grant's Trail
- 5% mentioned not wanting any connections
- 4% mentioned not connecting to Emmenegger Park
- 4% mentioned destinations in the City of Kirkwood
- 3% mentioned not wanting the spur or future trails
- 3% mentioned other parks and natural areas
- Less than 1% mentioned another bridge linking Unger and Greentree parks, connecting to Route 141, connecting to Eureka and Route 66 State Park or destinations in the City of St. Louis

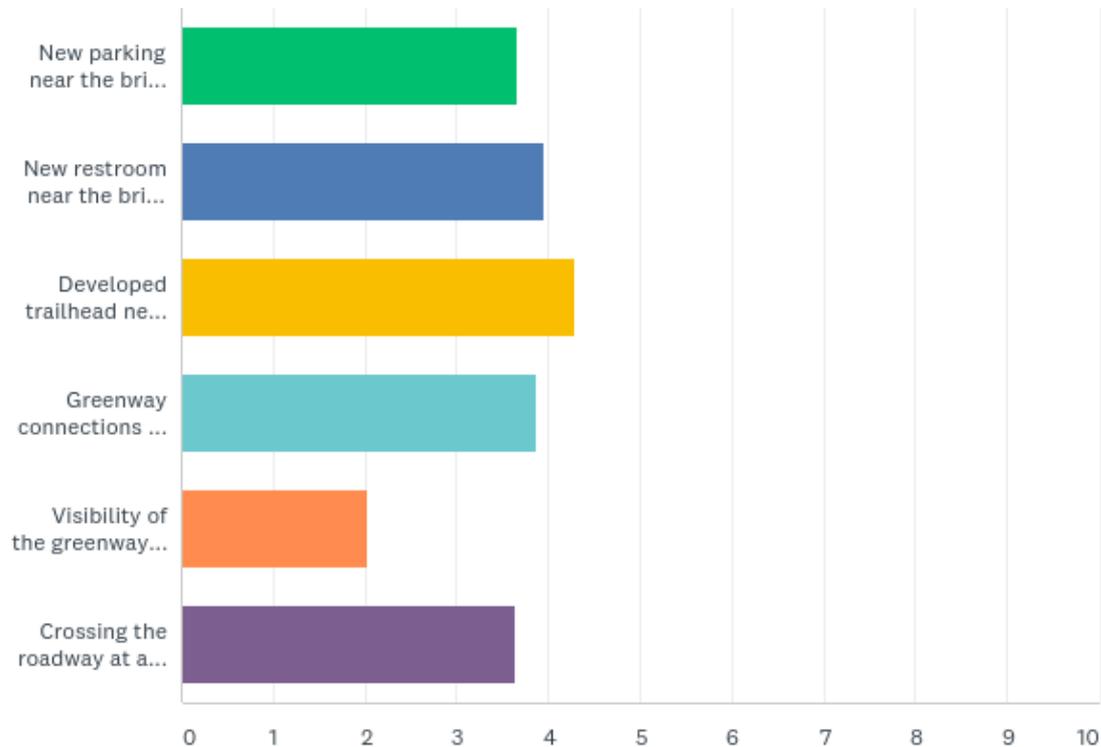
Q10. Any other general comments?

165/358 respondents answered. Of all the 358 respondents:

- 11% expressed questions or concerns about the environmental impact of future projects that may extend trails or greenways further on the east/north side of the Meramec River
- 9% offered general support or future desired connections
- 2% asked informational questions about flooding, cost, bike lanes, etc.

Q11: Please rank your top priorities for the West Bridge Approach from the list below!

Answered: 201 Skipped: 157



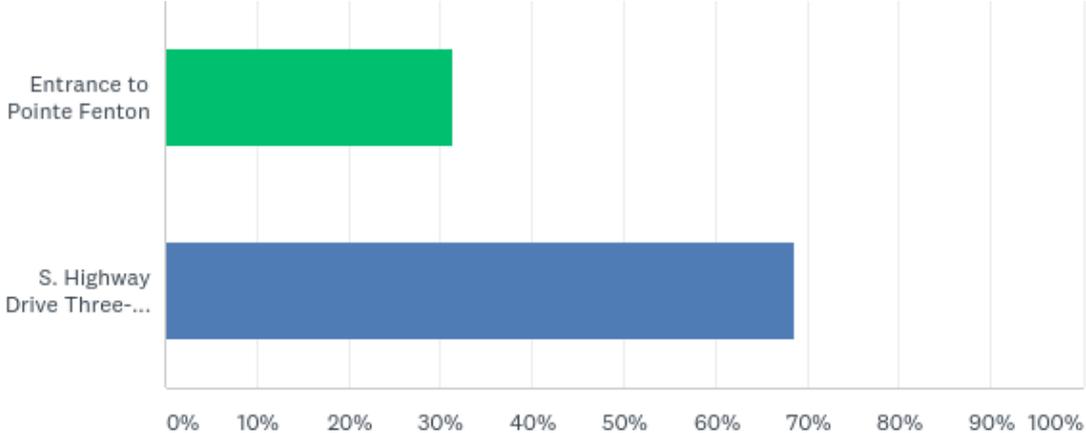
Q11: Please rank your top priorities for the West Bridge Approach from the list below!

Answered: 201 Skipped: 157

	1	2	3	4	5	6	TOTAL	SCORE
New parking near the bridge approach	13.19% 24	20.33% 37	20.33% 37	20.88% 38	17.03% 31	8.24% 15	182	3.67
New restroom near the bridge approach	17.39% 32	22.83% 42	20.11% 37	22.28% 41	13.04% 24	4.35% 8	184	3.96
Developed trailhead near the bridge	26.26% 47	23.46% 42	21.23% 38	14.53% 26	11.17% 20	3.35% 6	179	4.29
Greenway connections to surrounding destinations including: Road Ranger and World Wide Technology Soccer Park, etc.	25.00% 45	17.78% 32	15.56% 28	15.00% 27	13.33% 24	13.33% 24	180	3.86
Visibility of the greenway from Interstate 44	5.78% 10	2.89% 5	6.94% 12	8.67% 15	23.12% 40	52.60% 91	173	2.02
Crossing the roadway at an all-way stop	21.20% 39	17.39% 32	15.76% 29	12.50% 23	16.85% 31	16.30% 30	184	3.65

Q12: Which crossing location along Yarnell Road do you prefer?

Answered: 159 Skipped: 199



Q12: Which crossing location along Yarnell Road do you prefer?

Answered: 159 Skipped: 199

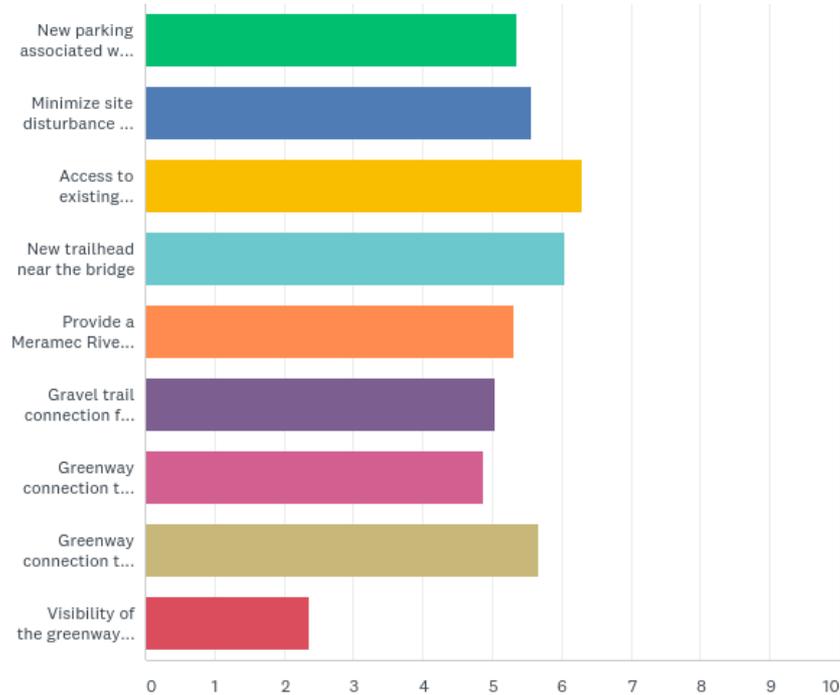
ANSWER CHOICES	RESPONSES	
Entrance to Pointe Fenton	31.45%	50
S. Highway Drive Three-way Stop	68.55%	109
TOTAL		159

Q13 – Q15: West Bridge Approach Feedback

- Respondents identified the following as preferred amenities to include:
 - Water Station
 - Restrooms
 - Betterment to lighting, benches, trash cans
 - Wayfinding (trail maps, signage, etc.)
 - Parking
- Respondents also expressed an interest in:
 - Prioritizing amenities usability over aesthetics.
 - Keeping native vegetation.
 - To consider increasing patrolling if there is added parking.
 - Street congestion and potential speeding

Q16: Please rank your top priorities for the East Bridge Approach from the list below!

Answered: 185 Skipped: 173



Q16: Please rank your top priorities for the East Bridge Approach from the list below!

Answered: 185 Skipped: 173

	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
New parking associated with the bridge approach	17.69% 26	8.84% 13	12.93% 19	10.88% 16	8.16% 12	10.20% 15	12.93% 19	11.56% 17	6.80% 10	147	5.36
Minimize site disturbance for construction	26.95% 45	13.77% 23	4.79% 8	7.19% 12	8.98% 15	3.59% 6	11.38% 19	11.38% 19	11.98% 20	167	5.57
Access to existing facilities	16.34% 25	18.95% 29	20.26% 31	10.46% 16	10.46% 16	11.11% 17	6.54% 10	3.92% 6	1.96% 3	153	6.29
New trailhead near the bridge	16.89% 25	13.51% 20	10.81% 16	18.24% 27	16.89% 25	11.49% 17	5.41% 8	5.41% 8	1.35% 2	148	6.04
Provide a Meramec River overlook	8.90% 13	10.96% 16	11.64% 17	14.38% 21	21.23% 31	10.96% 16	7.53% 11	9.59% 14	4.79% 7	146	5.32
Gravel trail connection from Emmenegger Park	6.49% 10	12.99% 20	13.64% 21	8.44% 13	10.39% 16	22.08% 34	10.39% 16	9.74% 15	5.84% 9	154	5.05
Greenway connection to Meramec River overlook	2.76% 4	13.79% 20	12.41% 18	13.79% 20	6.90% 10	12.41% 18	26.90% 39	6.21% 9	4.83% 7	145	4.87
Greenway connection to Powder Valley Nature Center	17.83% 28	12.10% 19	14.01% 22	12.74% 20	9.55% 15	6.37% 10	7.64% 12	17.83% 28	1.91% 3	157	5.66
Visibility of the greenway from Interstate 44	2.72% 4	2.04% 3	2.72% 4	3.40% 5	4.08% 6	8.84% 13	5.44% 8	13.61% 20	57.14% 84	147	2.37

Q17: Are there any specific amenities you would like to see provided at the East Bridge Approach?

Answered: 111 Skipped: 247

- Respondents identified the following as preferred amenities to include:
 - Water Station
 - Restrooms
 - Updates to lighting, benches, and trash cans
 - Better wayfinding signage to trail maps

Q18: Are there any specific amenities you would not like to see provided at the East Bridge Approach?

Answered: 101 Skipped: 257

- Respondents expressed an interest in:
 - Maintaining the native vegetation and enhancement of Meramec River wildlife corridor
 - Not including an overlook.
 - Paved trail, asphalt, concrete, grading, poles, signs, cables, and chains.

Q19: Do you have any general comments regarding the East Bridge Approach?

Answered: 108 Skipped: 250

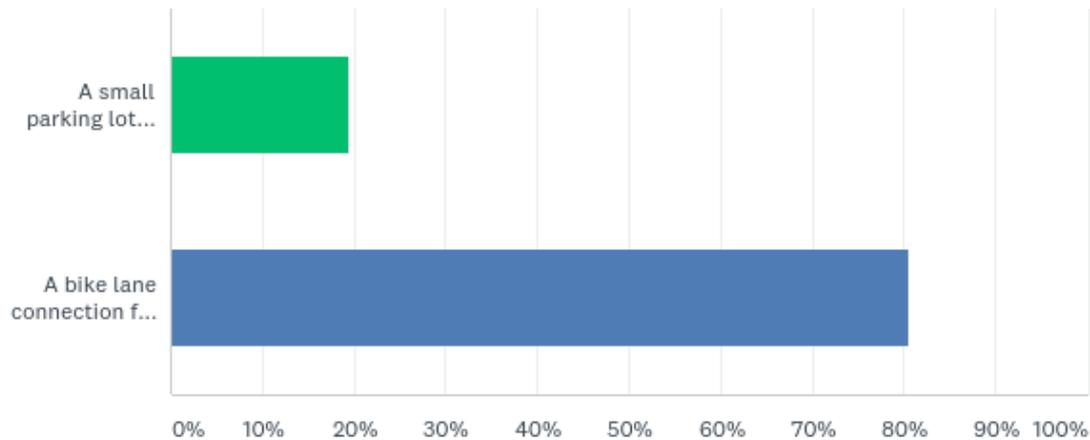
- While greenway connectivity is important to residents, most comments regarding the East Bridge approach reflected a need to maintain the wildlife corridor and preserve Emmenegger Park.

- A respondent stated:

“A trail spur down and underneath the I-44 bridge is a terrible idea. It's a critical wildlife area, a sensitive, unique stretch of the Meramec River that needs no disturbance, no trail development, not even a gravel path. No environmental assessment of such a project will be done. The trail spur is a stepping stone to creating a trail along the environmentally sensitive east side of the Meramec River. It should be part of that proposal, not a bridge approach. And even then, it should not be built; the hillside bluffs are too steep for a trail of any kind. There already is a perfectly good trail to use for hikers and bikers on the west side of the river. Connection Fenton to Sunset Hills is a great idea. A trail spur of any kind, and a trail along the east side of the Meramec, is not a good idea. Bike on the West side. And preserve the east side beauty and nature of one of the last stretches of the Meramec in the urban area around Saint Louis.”

Q20: For the continuation of the trail along Stoneywood from the bridge approach, would you prefer:

Answered: 164 Skipped: 194



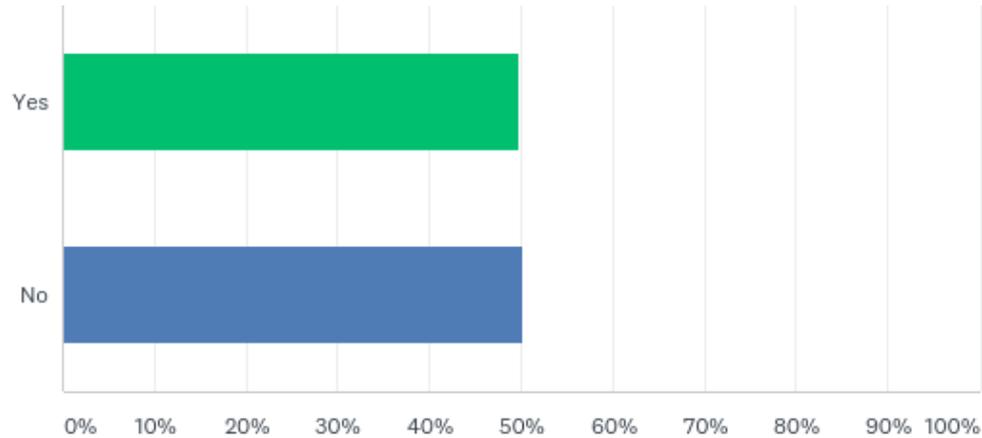
Q20: For the continuation of the trail along Stoneywood from the bridge approach, would you prefer:

Answered: 164 Skipped: 194

ANSWER CHOICES	RESPONSES	
A small parking lot trailhead.	19.51%	32
A bike lane connection from bridge approach to Powder Valley Nature Center on Cragwold Road.	80.49%	132
TOTAL		164

Q21: If you prefer an extended trail connection to Powder Valley Nature Center would you be comfortable with an on-street share the road connection (no striping).

Answered: 173 Skipped: 185



Q21: If you prefer an extended trail connection to Powder Valley Nature Center would you be comfortable with an on-street share the road connection (no striping).

Answered: 173 Skipped: 185

ANSWER CHOICES	RESPONSES	
Yes	49.71%	86
No	50.29%	87
TOTAL		173

Q22: Are there any specific amenities you would like to see provided at the Stoneywood Drive extension?

Answered: 91 Skipped: 267

Respondents identified the following as their preference for amenities at the Stoney Drive extension:

- Most respondents reported to have no preference for specific amenities along Stoneywood Dr.
- Suggestions were made to add signage or lane marker due to the narrowness of the road.

Q23: Are there any specific amenities you would not like to see provided at the Stoneywood Drive extension?

Answered: 85 Skipped: 273

- Respondents stated that they would not like to see any new amenities along Stoneywood Drive extension.
- Respondents detailed bike racks and parking for cars as amenities that were not needed.

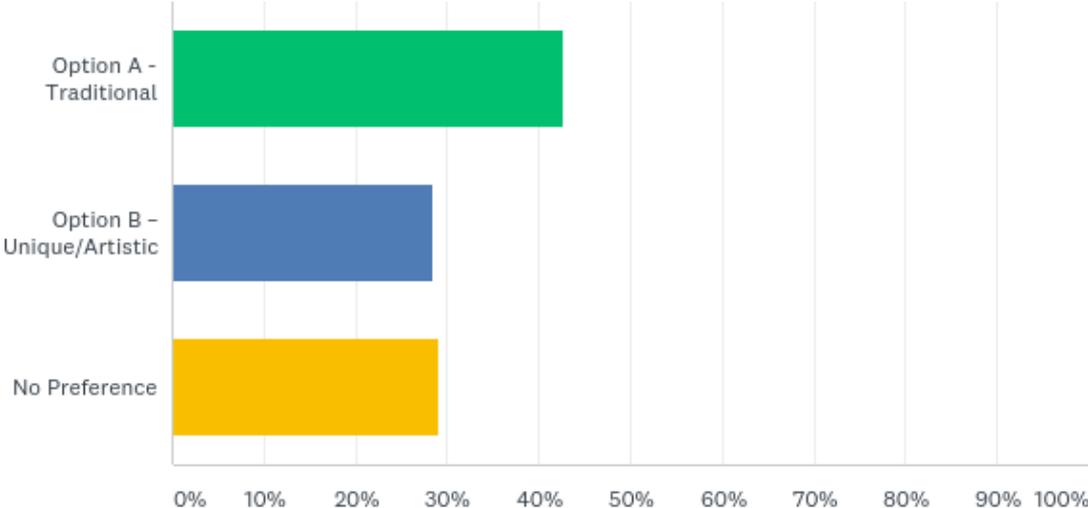
Q24: Do you have any general comments regarding the Stoneywood Drive extension?

Answered: 91 Skipped: 267

- General comments reaffirmed little interest in a separate bike lane along Stoneywood Drive.
 - *“A separate bike path may not be critical as I don't believe that road gets a lot of traffic but at a minimum some signage would help people recognize the continuation of the bike trail otherwise it would simply appear to be the end of the trail.”*
- Concerns about safety for bikers and a greater need for more native plants were also noted.

Q25: Which seating and shade structure do you prefer?

Answered: 176 Skipped: 182



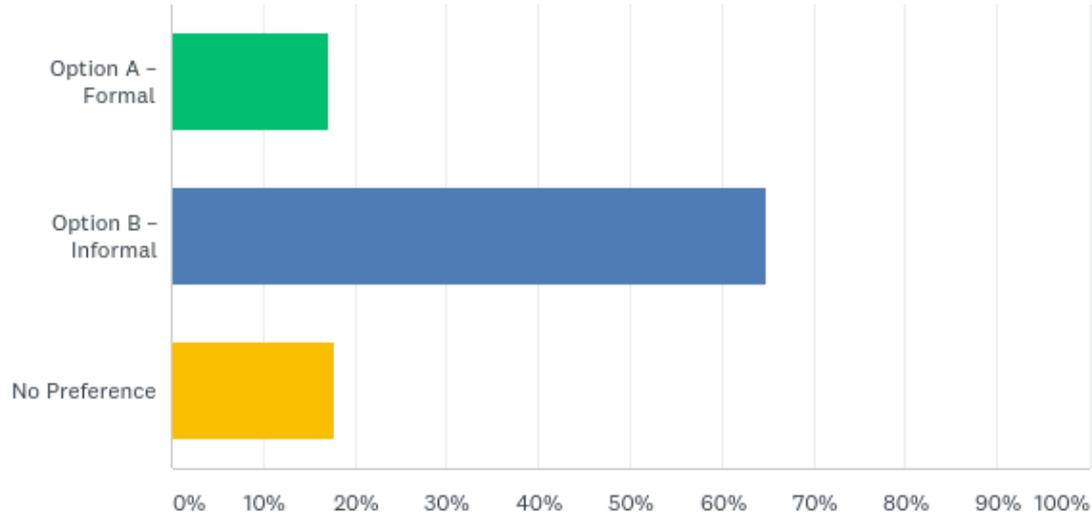
Q25: Which seating and shade structure do you prefer?

Answered: 176 Skipped: 182

ANSWER CHOICES	RESPONSES	
Option A - Traditional	42.61%	75
Option B – Unique/Artistic	28.41%	50
No Preference	28.98%	51
TOTAL		176

Q26: Which trailheads and node characters do you prefer?

Answered: 174 Skipped: 184



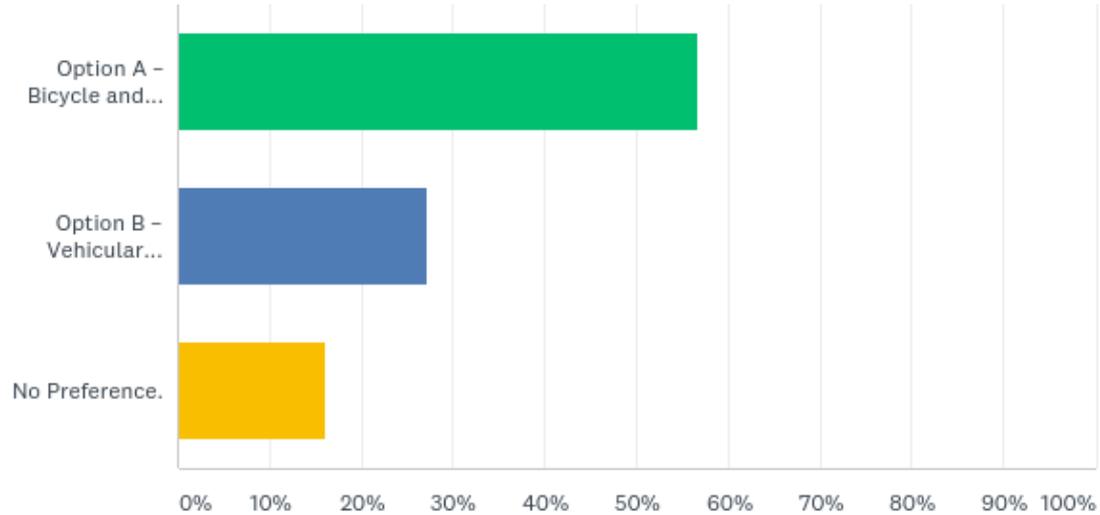
Q26: Which trailheads and node characters do you prefer?

Answered: 174 Skipped: 184

ANSWER CHOICES	RESPONSES	
Option A – Formal	17.24%	30
Option B – Informal	64.94%	113
No Preference	17.82%	31
TOTAL		174

Q27: Which trailhead parking amenities do you prefer?

Answered: 173 Skipped: 185



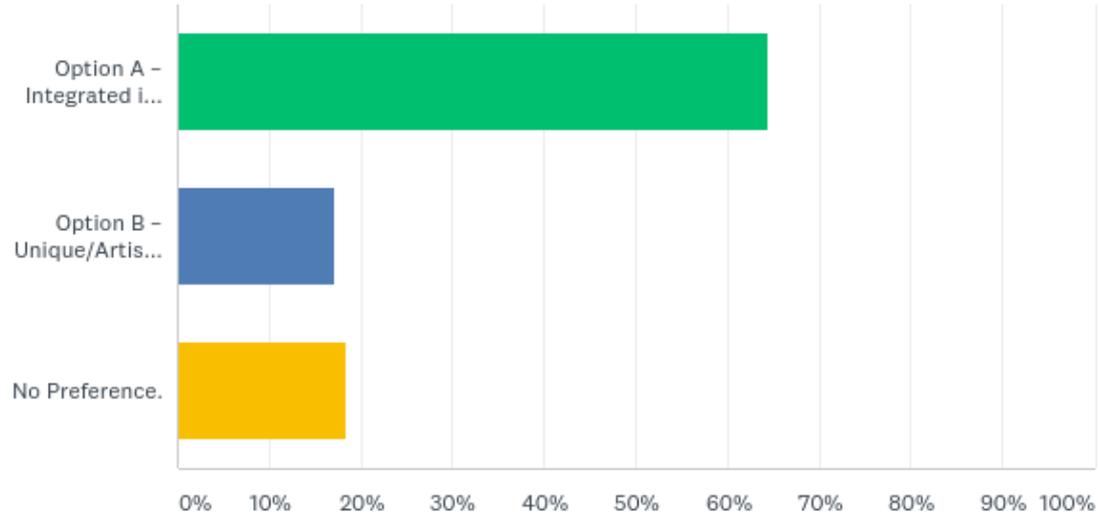
Q27: Which trailhead parking amenities do you prefer?

Answered: 173 Skipped: 185

ANSWER CHOICES	RESPONSES	
Option A – Bicycle and Pedestrian focused amenities only.	56.65%	98
Option B – Vehicular access and group amenities included.	27.17%	47
No Preference.	16.18%	28
TOTAL		173

Q28: Which trail identity elements do you prefer?

Answered: 174 Skipped: 184



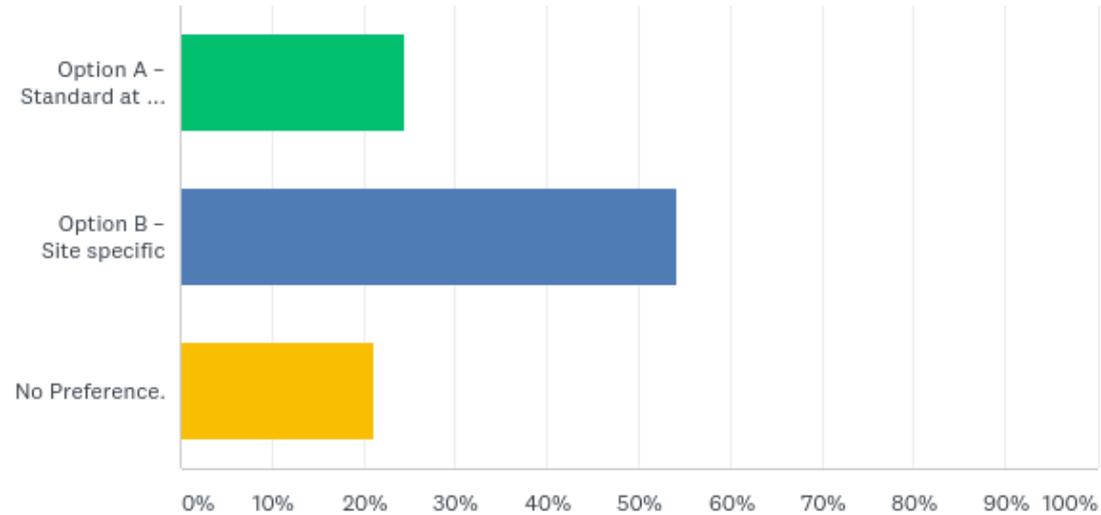
Q28: Which trail identity elements do you prefer?

Answered: 174 Skipped: 184

ANSWER CHOICES	RESPONSES	
Option A – Integrated into the character of the site.	64.37%	112
Option B – Unique/Artistic.	17.24%	30
No Preference.	18.39%	32
TOTAL		174

Q29: Which trail character elements do you prefer?

Answered: 175 Skipped: 183



Q29: Which trail character elements do you prefer?

Answered: 175 Skipped: 183

ANSWER CHOICES	RESPONSES	
Option A – Standard at all locations	24.57%	43
Option B – Site specific	54.29%	95
No Preference.	21.14%	37
TOTAL		175

Q30: Do you have any general comments regarding the image preference boards?

Answered: 88 Skipped: 270

- Most respondents reported to have no preference regarding the image preference boards.
- Many respondent stated the need to prioritize functionality over aesthetics and cost.

Q31: Any other comments about the overall project?

Answered: 94 Skipped: 264

Of all the 358 respondents:

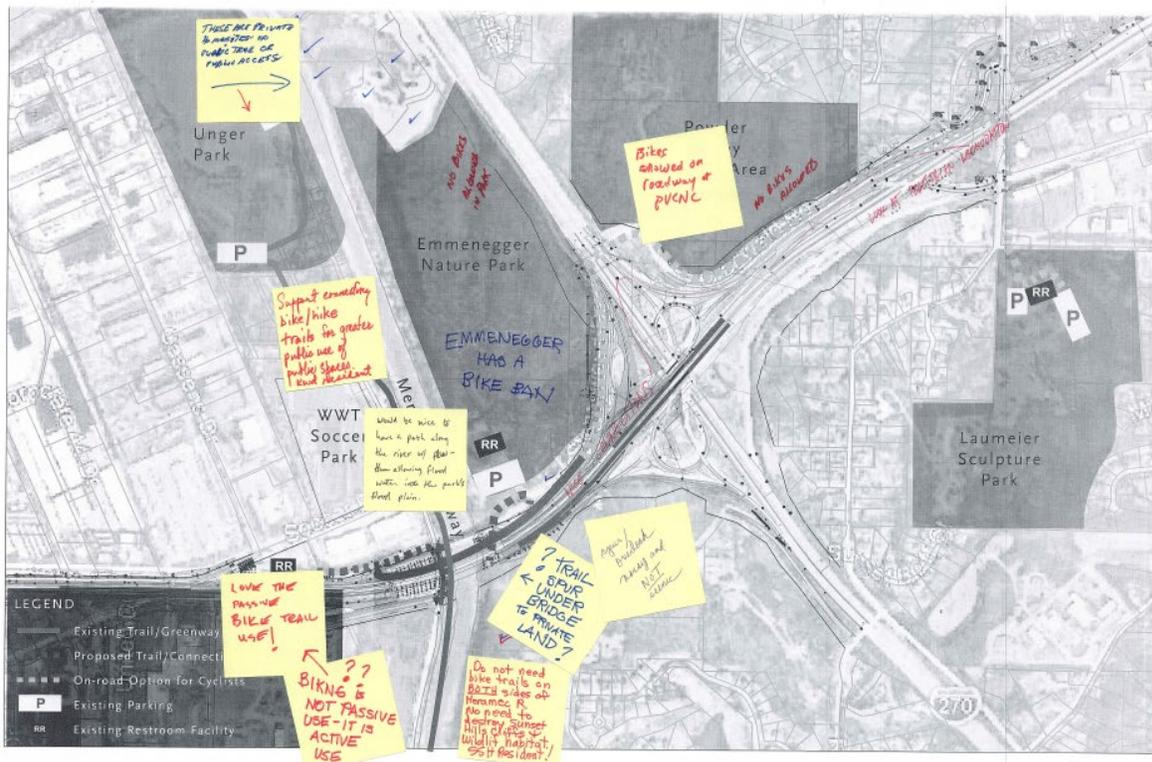
- 8% shared general support for the project
- 5% shared questions and concerns about environmental impacts to wildlife and nature for this and/or future expansions
- 1% asked questions or shared comments about construction process, operations and maintenance
- 1% shared comments about amenities, signage, lighting, etc

Project Area Map

- 2 reaffirmed that no bikes are allowed in Emmenegger Nature Park
- 2 in support of bike trail connections across the Meramec River
- 2 opposed to trail spur south of Emmenegger Nature Park
- 2 reaffirmed no bikes are allowed in Powder Valley Nature Center, only on entrance roadway

Additional Comments:

- No public trails on private home sites (North of Emmenegger Nature Park)
- Request for path along river that allows flood water into the park's floodplain
- Request to study pedestrian connection from Emmenegger Nature Park to Powder Valley



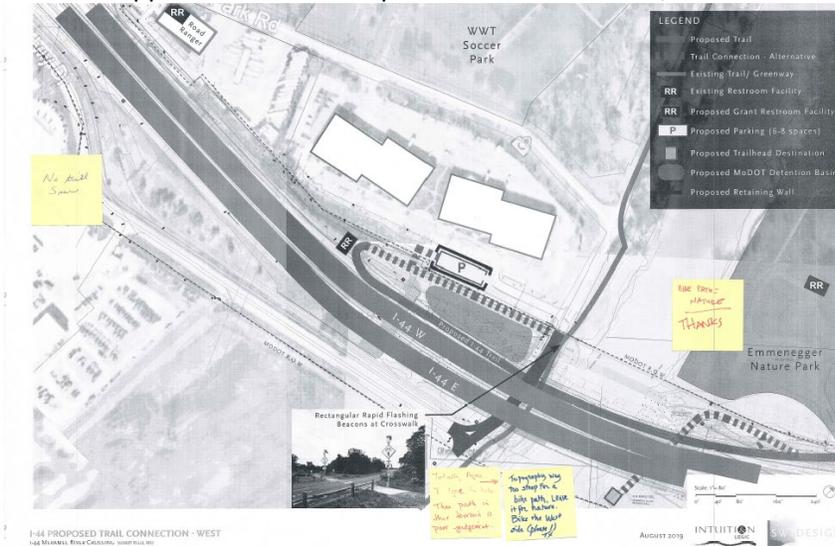
OVERALL SITE PLAN
I-44 MERAMEC RIVER CROSSING, SUNSET HILLS, MD

AUGUST 2019 INTUITION DESIGN

West Connection

1. Crossing North of I-44 and Additional Parking

- 3 opposed to overlook spur on East side of river, concerned about steep terrain

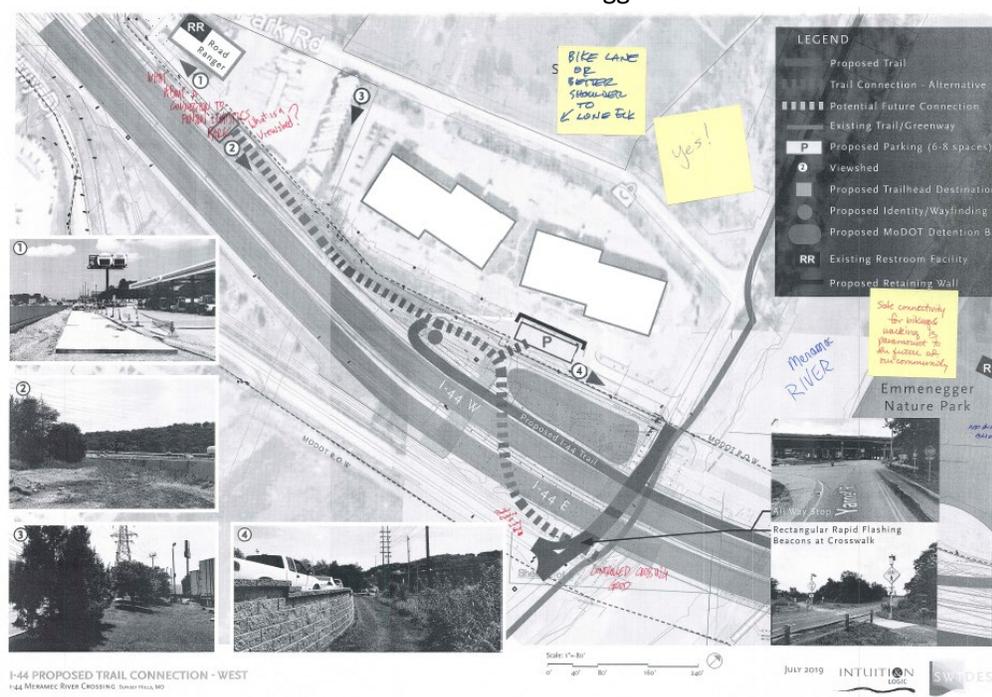


2. Crossing South of I-44 and Spur to Road Ranger

- 2 responded Yes to controlled 3-way stop crossing
- 2 requested a bike lane or shoulder along route to Lone Elk Park (starting at Soccer Park Rd.)

Additional Comments:

- “Safe connectivity for biking and walking is paramount to the future of our community.”
- Suggestion for a connection to Fenton Logistics Park
- Reminder no bikes are allowed in Emmenegger Nature Park



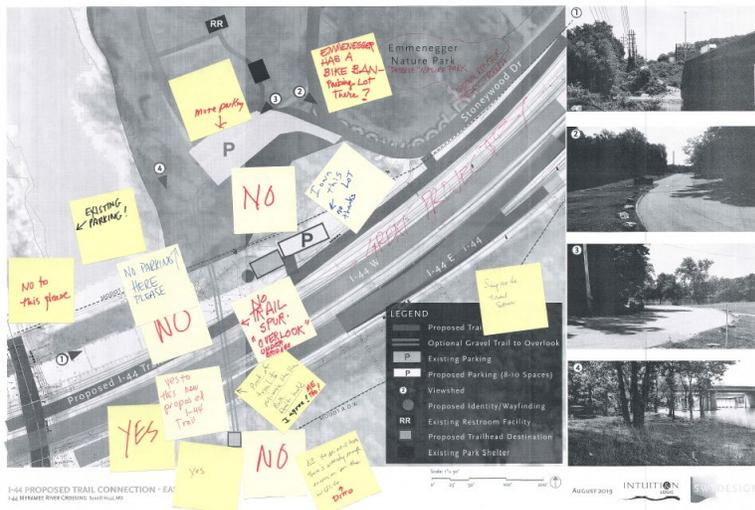
East Connection – Emmenegger Nature Park

1. Gravel Trail to riverside landing/Trailhead with parking

- 2 responded No to trail spur overlook
- 5 responded No to a full connection to Minnie Ha Ha Park
- 3 responded No to general plan
- 4 responded Yes to general plan
- 1 responded Yes to additional parking

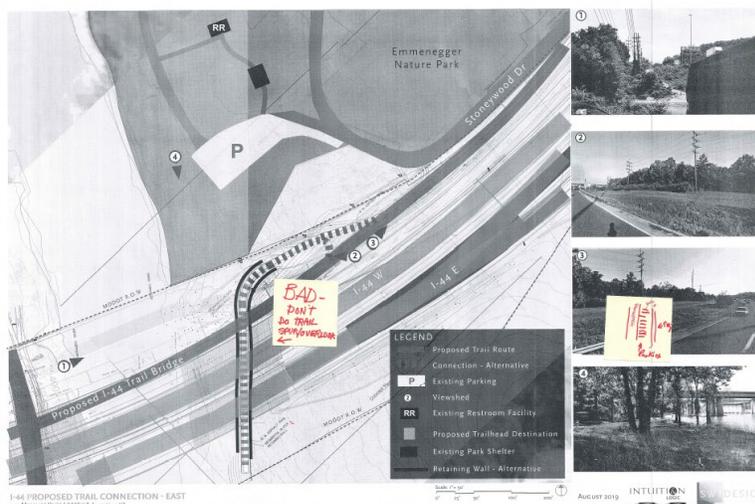
Additional Comments:

- Request for no parking along river’s edge at Emmenegger Nature Park
- Opposition to development from owner of land between MODOT R.O.W. and Emmenegger Nature Park



2. Trail connection in MODOT R.O.W. and overlook

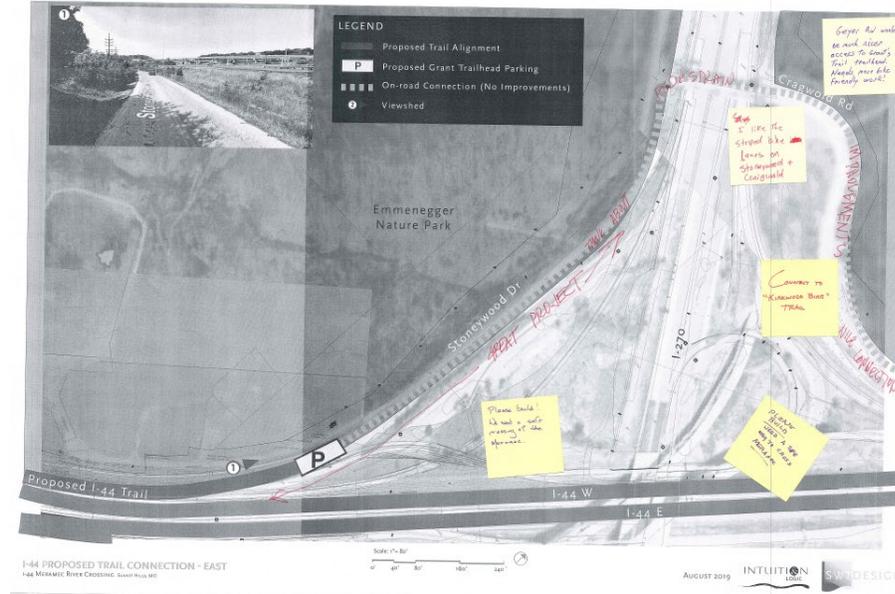
- 1 opposed to trail spur overlook
- Sketch showing head-in parking off of Stonewood Drive



East Connection – Stoneywood Drive Connection

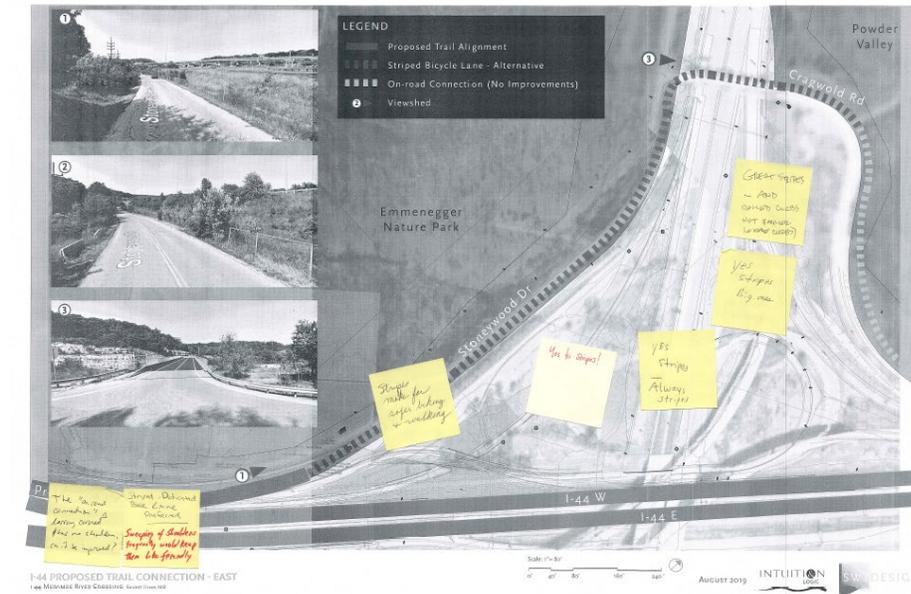
1. Parking/Trailhead and on-road connection

- 2 people in support of project and safe crossing over the Meramec River
- Suggestion to utilize Geyer Road for access to Grant's Trail
- Suggestion to connect to Kirkwood Bike Trail 7
- 1 in favor of striped bike lanes on Stoneywood and Craigwold
- Also consider pedestrian improvements



2. No Trailhead and on-road striping

- 6 responses prefer striping the bike lane
- No-curbs preferred, or rolled curbs instead of barrier
- Request to sweep shoulders frequently to keep them bike friendly



Amenity Character and Material Preferences

1. Seating and Shade Structures - *Traditional: 26, Unique/Artistic: 10
2. Trailheads and Nodes - Formal: 2, *Informal: 28
3. Trailhead Parking + Amenities - *Bicycle & Pedestrian Focused: 21, Vehicular Access & Group Amenities: 19
4. Trail Identity Elements - *Integrated/ Branded: 26, Unique/Artistic: 9
5. Trail Node Character - Standard at all Locations: 17, *Site Specific: 22

Additional Comments

- Please use native plants – less mowing and maintenance
- Water fountains
- Beautiful metal on entrances
- Why do we need any of this? Spend our tax dollars productive
- There’s already a shelter at Emmenegger
- Stone benches don’t rust or move
- Spend funds on adding/expanding the trail system, not on monuments
- This is an excellent use of parks and rec taxes. Would whole-heartedly support!
- Appreciate information/ historical type signs.
- Don’t pave bike trail through east riverfront – no trail spur!
- Great Connection! Great Project!
- Great project – but spend money on more trails – no need for fancy stuff.

AMENITY CHARACTER AND MATERIAL PREFERENCES

PLEASE INDICATE YOUR PREFERENCE USING THE STICKERS PROVIDED

Seating + Shade Structures

Trailheads + Nodes

Trailhead Parking + Amenities

Trail Identity Elements

Trail Node Character

PLEASE COMMENT HERE

please use native plants - less mowing & maintenance
 beautiful metal on entrances
 Why do we need any of this? - spend our tax dollars productive
 There's already a shelter at Emmenegger
 Stone benches don't rust or move
 Spend funds on adding/expanding the trail system, not on monuments

Appreciate information/historical type signs
 DON'T PAVE BIKE TRAIL THROUGH EAST RIVERFRONT - NO TRAIL SPUR!
 GREAT CONNECTION! GREAT PROJECT!
 Great project - but spend money on more trails - no need for fancy stuff



On August 20, 2019 Great Rivers Greenway, the Missouri Department of Transportation, and the cities of Fenton, Kirkwood, and Sunset Hills held the a joint input meeting to receive feedback on the Interstate 44 project to build a greenway connection on the new Interstate 44 bridge over the Meramec River.

Attendees were given the option to share their contact information or remain anonymous when giving feedback. Below are the public comments that were received during the meeting.

Anonymous Comment:	Make sure you consider the flooding in Emmenegger and how the bank is eroding with each storm event. That proposed parking lot will surely be under water.
Anonymous Comment:	The existing wildlife is important – we need alternatives to asphalt. Bikes are legal on roadways, we’ve had enough development. Consider washouts and replacement costs. I’m in favor of the bridge but oppose future trails, oppose Busch development, etc. Long-term sustaining our environment is more important than bike paths.
Name: Contact Information:	██████████ ██████████
Comment:	<ul style="list-style-type: none"> • If possible, add water source. • This is exciting! S someone who lives in Kirkwood, it’s a much closer connection for me to get to the west side of the Meramec greenway. It also provides a start to the idea of connecting Minnie Ha Ha to Emenegger of the Fenton side without going through old Fenton. • Anything we can do to help?

Name: Contact Information:	██████████ N/A
Comment:	<ul style="list-style-type: none"> • I don’t believe the proposed bike trail across the Meramec will significantly benefit the citizens of Fenton or Kirkwood much at all. It’s quite a drive for Kwd. residents to get to. It’s far from where Fentonians bike or walk, usually starting at the City Park. <p>What are the cyclists going to do once they arrive at Laumeier? Turn around, I guess. Its pure fiction to think anybody would ride on-the-road in Sunset Hills to Grant’s Trail without shoulders, see Kennerly Road.</p> <p>The alternative that would benefit many greatly is to build a connector from Unger Park to Greentree, since both the Greentree/Mo141.</p> <p>Once issue that us worth mentioning is that Unger Park is “maintained” by St. Louis County and last I checked the trail from the back parking lit remains covered deeply by sand. The county does a good job maintaining Simpson but appears to have given up on Unger.</p> <p>All of that said, bike/walking trails expansion is important to keep up with other suburban areas in St. Charles County and Madison County, Illinois.</p>

Name:	[REDACTED]
Contact Information:	N/A
Comment:	<ul style="list-style-type: none">• Please build. We need a safe way to cross Meramec River!

Name:	[REDACTED]
Contact Information:	[REDACTED]
Comment:	<ul style="list-style-type: none">• If possible, add water source.• This is exciting! As someone who lives in Kirkwood, it's a much closer connection for me to get to the west side of the Meramec greenway. It also provides a start to the idea of connecting Minnie Ha Ha to Emenegger on the Fenton side without going through old Fenton.• Anything we can do to help?

**Letter
Submitted:**

Aug. 20, 2019

44 Bridge Trail way and Surrounding Conservation Areas:

The new trail link between Fenton River Trail, Powder Valley Conservation Area, Sunset Hills and Emmenegger Park should be a great boost to the peoples disengagement from work and the stresses that goes with living in a developed environment and offer a quiet escape. To that end, it is paramount to protect some of the gems that this area has to offer.

Preserve Emmenegger Park as is - I do not know of any other park in the City of St. Louis, including Forest Park or in St. Louis County that possesses such an undisturbed presence as Emmenegger Park. It is unique in its natural wild terrain. We need to protect this oasis from "civilization", need a true woodland forest experience in an otherwise much manicured and developed state of park areas. To protect this valuable ambiance the following are among the directives that should be followed:

- No new development Emmenegger, no connective trails envisioned, no polishing up entry or trails within this park
- No bicycling into Emmenegger. Beside signage prohibiting cycling within the park, preventative entry bars should be used to discourage people from trying to bring bicycles into the trail area, at the bridge bottleneck for starters
- No staged parking for the new connectivity to the trail system being developed. Parking will be an issue. It is one thing to say parking for Emmenegger use only and another for people to obey signage. Parking is available in Sunset, Fenton and Powder Valley.
- Please do not let Emmenegger get "updated" and lost in a shuffle "for the better good" or we will loose one of the few remaining areas that are isolating when entering, quiet, undisturbed, dark from forest and wild. It can take one out of all the world we normally live and put us into a one on one relation with nature.

Trails and connections should be designed as natural and environment friendly pathways. Designs should not become barriers to the movement of the local animal populations. I have heard that the Sunset Hills trail connection to the 44 Bridge trail connector is just the opposite of what might be considered natural and environmentally friendly. Concrete walkways and walls moves our ambiance back towards our busy civilized world and further away from why most of us go to a trail/park. More importantly, it will disrupt the ecosystems in its proximity.

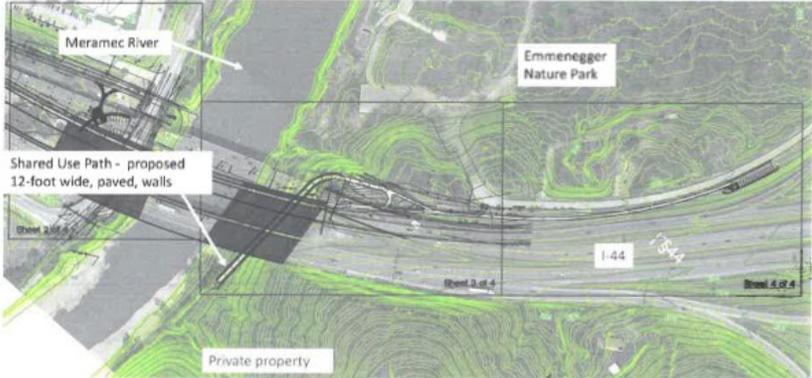
Recommendations:

- Work with conservationists to design the least invasive trails and connectors with an eye to low maintenance, as high maintenance can also be invasive.



Name: Contact Information:	[REDACTED]
Letter Submitted:	<p style="text-align: center;">St. Louis Recreational Cyclists</p>  <p>August 20, 2019</p> <p>To: MoDot, Great Rivers Greenway, Cities of Crestwood, Fenton, Sunset Hills and Valley Park</p> <p>I am writing on behalf of the 170 members of the St. Louis Recreational Cyclists in support of the proposed addition of a shared bike/ped path on the new bridge spanning the Meramec River. This will create more enjoyable, safe and healthy bicycling and walking opportunities.</p> <p>STLRC depends on the region's system of connected bike paths for its ride program. Among the most popular is the path connecting Creve Coeur Lake County Park with the state's Katy Trail and other biking opportunities in St. Charles County. This connection was made possible with the inclusion of a dedicated bike/ped path on the Page Avenue Extension. Other bridge bike pathways popular with our members include the McKinley Bridge, the Old Chain of Rocks Bridge and the new Clark Bridge, all spanning the Mississippi River and linking cyclists to Madison County Transit's 125-mile trail system and other Illinois communities. These bridge connections are essential to our weekly group rides.</p> <p>Missing from these interstate and intrastate bridge links is a bicycle-accessible bridge across the Meramec River. Such a link would greatly improve access to our region's many recreational and cultural attractions along the I-44 corridor such as Koesterling, Simpson, and Lone Elk Parks and Castlewood State Park.</p> <p>Connecting trails and providing new trailheads, restrooms and benches will be a welcome addition. The bridge will allow senior citizens as well as families to more safely enjoy this area of St. Louis County. Other nearby trails such as Grant's Trail are increasing in popularity, demonstrating the need to continue to develop areas for citizens to enjoy.</p> <p>For more information on STLRC's programs and events I invite you to visit our website www.stlrc.org</p> <p>Sincerely, Faye Holdenried, STLRC President</p> 

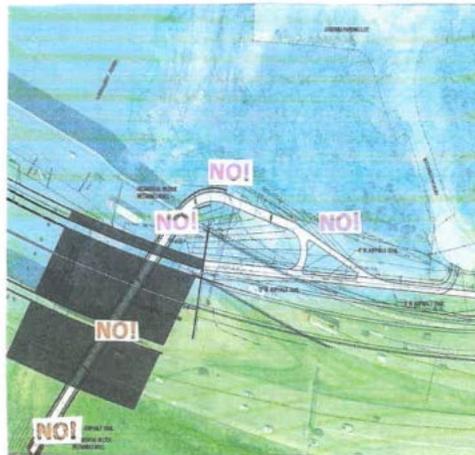
Name: Contact Information:	N/A N/A
Comment:	<ul style="list-style-type: none"> I am strongly opposed to trail development on the east side of the Meramec River. It is one of the last remaining nature bluffs in one area. It is also a waste of public money for a recreational use when public roadways, bridges, and sidewalks are crumbling all around us. The wildlife can't speak but we speak for them. The proposed trail will destroy their habitat. Shame on humans who destroy our natural world so someone can ride their bike to a new area. GRG and MoDOT may have too much money and may need to change.

Name: Contact Information:	[REDACTED]
Letter Submitted: Page 1 of 6	<p>STATEMENT:</p> <p>We have no problem with bike lanes on the new Hwy 44/Meramec River bridges. The project has no environmental liabilities, and we were originally told the bike lanes would help save the east side of the river from bike trail development.</p> <p>When plans were released, we were shocked to see a trail spur underneath the east side bridges:</p>  <p>Also called a "river overlook" or "river access", other planning maps and project RFQ presentations by engineering firms clearly indicated this trail spur is really a Trojan horse or "sleeper cell" to accommodate future east riverfront bike trail construction.</p> <p>Emmenegger Nature Park to the north and the Sunset Hills bluff forest to the south are unique relics of Ozark riparian habitat. 400+ species have been recorded at Emmenegger. Probably more at the Sunset Hills bluff forest, as it has been left undeveloped. The "trail spur" would rob wildlife of the critical link between these two natural areas, which together form the last and only bird-wildlife mobility corridor from the Meramec River to the Mississippi.</p> <p>We would like to see Emmenegger Nature Park and the Sunset Hills bluff forest preserved for nature and passive recreational uses (hiking, bird watching, nature education/appreciation, etc) as a "Meramec River Bird-Wildlife Conservation Corridor." NO RIVERFRONT BIKE TRAIL.</p> <p>[REDACTED]</p>

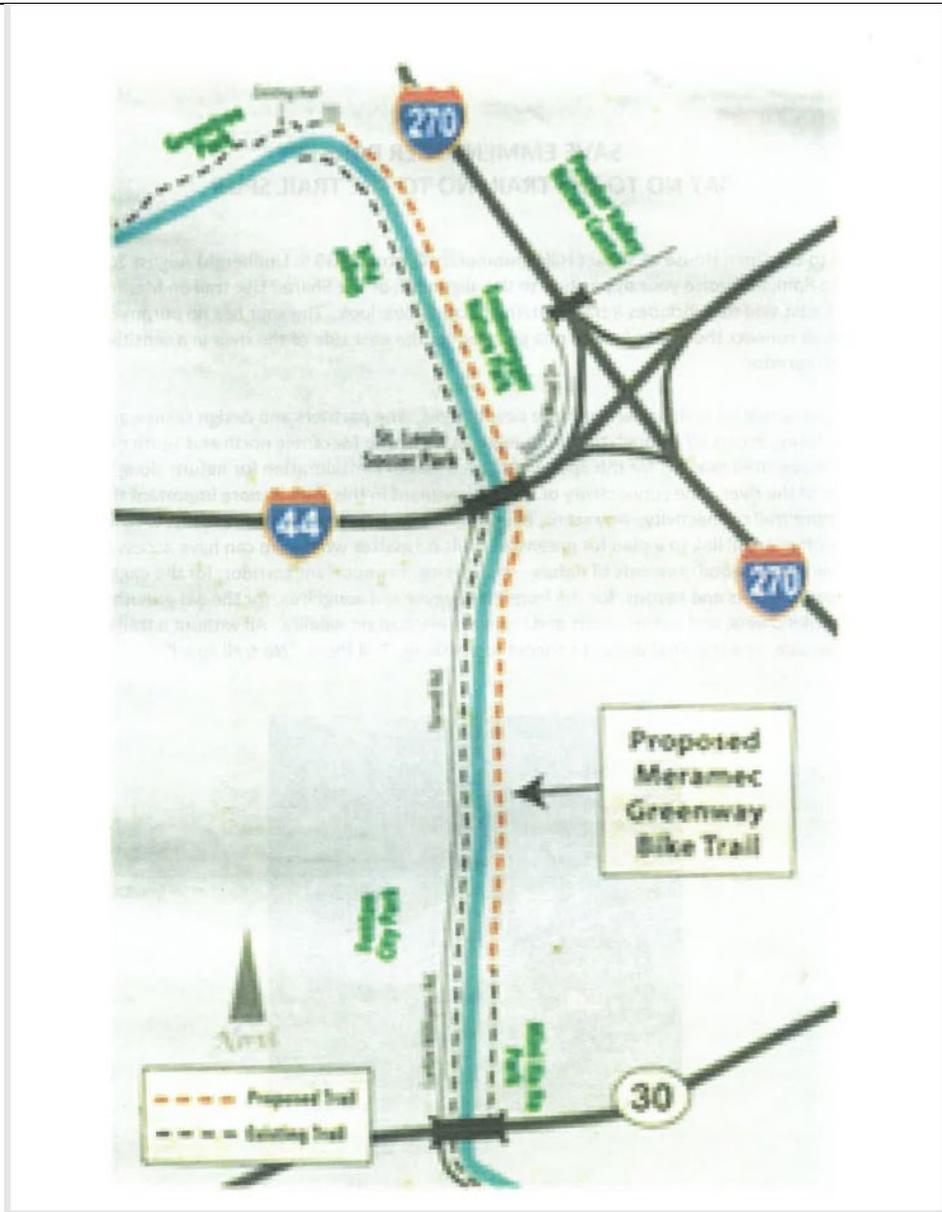
SAVE EMMENEGGER PARK SAY NO TO THE TRAIL, NO TO THE TRAIL SPUR

Come to the Open House at Sunset Hills Community Center (3939 S. Lindbergh) August 20, 6pm to 8pm, and voice your opposition to the alignment of the Shared Use trail on Meramec River's east side that includes a trail spur/river access/overlook. The spur has no purpose except to connect the bridge trail to one planned for the east side of the river in a sensitive wildlife corridor.

That spur would be built underneath the new bridges. The partners and design team want biking/hiking access all through the steep terraces along the Meramec north and south of I-44. They've obscured reasons for this spur and show a lack of consideration for nature along this stretch of the river. The connectivity of the environment in this area is more important than any future trail connectivity. Any scenic overlook or any access to the river are just excuses to add another small link to a plan for greenway trails no matter what. We can have access to the river and be good stewards of nature—by keeping an important corridor: for the eagles and hawks, egrets and herons, for the frogs and beaver and songbirds, for the old growth trees, wildflowers, and native plants and the way they sustain wildlife. All without a trail on the east side, or a trail that doesn't connect to anything. Tell them: **"No trail spur!"**



Page 3 of 6



Page 4 of 6

**NO bike trail through Emmenegger Nature Park and the
Sunset Hills bluff forest!**

Preserve the east riverfront as a "Meramec River bird-wildlife conservation corridor" for native species and healthy, low-impact passive uses - hiking, walking, bird watching, nature education and appreciation. **DON'T BULLDOZE and PAVE OVER this relic of Ozark riverine habitat** - old giant trees, long established wildflower colonies, extensive butterfly host and nectar plants, nests, dens and burrows, habitat for hawks, owls, eagles, kites, egrets, herons, wild turkeys, kingfishers and pileated woodpeckers, bats, turtles, salamanders, snakes, lizards, foxes, muskrats, beaver, woodchucks, mink, deer, migratory songbirds, etc, unique geological features, a natural scenic asset for kayakers and canoeists, and beautiful unspoiled scenic Hwy 44 entry into St. Louis.

---respect Kirkwood's Emmenegger Nature Park mission statement:

"The mission of Emmenegger Nature Park is to provide a place where visitors, utilizing the park's trail system, may respectfully study, observe and learn about birds, wildlife and native species, through preservation and restoration of the park's natural habitats."

---respect voters' trust in Prop C, regional tenth-of-a-cent funding source for Great Rivers Greenway projects and Municipal Parks Grant Commission grants:

Page 5 of 6

Proposition C, November 2000:

Shall there be organized in the County of St. Louis, State of Missouri, a metropolitan park and recreation district for the purposes of improving water quality, increasing park safety, providing community trails, improving, restoring and expanding parks, providing disabled and expanded public access to recreational areas, preserving natural lands for wildlife and maintaining other recreational grounds within the boundaries of such proposed metropolitan district, and shall St. Louis County join such other Counties of St. Charles, Franklin, Jefferson, Lincoln and Warren and the City of St. Louis that approve the formation of such a district in their respective city and counties to form one metropolitan district to be known as the "Metropolitan Park and Recreation District" with funding authority not to exceed one-tenth of one cent sales taxation, subject to an independent annual audit, with fifty percent of such revenue going to metropolitan district and fifty percent being returned to St. Louis County for local park improvements, all as authorized by the County Council of St. Louis County pursuant to Ordinance No. 19,093, erected on the 15th day of June 2000.

Be fair. Bike the west side. Save the east side.

DON'T PAVE BOTH SIDES OF THE RIVER.



SAY NO TO TRAIL SPUR/"RIVER ACCESS"/"RIVER OVERLOOK" UNDERNEATH EAST HWY 44 BRIDGES:



Trail spur/"river overlook" site at 20 ft "moderate" flooding on 5/25/19.
The river crested at 44.5 ft in 2015.

---public access beneath the bridges is a waste of \$420,000+ taxpayer money. It's just an unsightly view of bridge supports and could be subject to flooding liabilities and maintenance.

---it would rob birds and wildlife of the critical corridor LINK between Emmenegger and the Sunset Hills bluff forest, the LAST AND ONLY wildlife mobility corridor from the Meramec to the Mississippi.

---a "river overlook" is unnecessary - river bluffs are more scenic - viewable from the west (Fenton) bike trail and from bike lanes on the new bridges.

---"river access" is unnecessary - the river is accessible at nearby sites upstream, downstream and directly across the river.

---**planning maps show the REAL intent is a trail connect for future riverfront bike trail expansion from Hwy 30 to Greentree Park.**

STOP IT NOW - SAY NO to the TRAIL SPUR!

