



2022

**GRAVOIS GREENWAY/  
GRANT'S TRAIL  
EXTENSION  
REPORT**

**APPROVED:  
JANUARY 20,  
2022**



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# ACKNOWLEDGMENTS

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# CONTENTS

<b>1. INTRODUCTION</b> . . . . .	<b>1</b>
Study area . . . . .	2
<b>Plan Purpose</b> . . . . .	<b>2</b>
<b>Planning Process</b> . . . . .	<b>3</b>
<b>Vision and Goals</b> . . . . .	<b>4</b>
<b>2. EXISTING CONDITIONS</b> . . . . .	<b>6</b>
<b>Summary of Plan &amp; Policy Review</b> . . . . .	<b>7</b>
Planning Documents . . . . .	7
City of Kirkwood Code of Ordinances . . . . .	7
<b>Railroads in Kirkwood</b> . . . . .	<b>8</b>
The Spur/Kirkwood Cut-off . . . . .	9
Railroad Crossings . . . . .	9
<b>General Transit Conditions</b> . . . . .	<b>11</b>
<b>Existing Conditions Maps</b> . . . . .	<b>12</b>
Property Ownership . . . . .	12
Topography . . . . .	13
Environmental . . . . .	14
Average Daily Traffic . . . . .	15
Speed Limits . . . . .	16
Crash Data . . . . .	17
Key Destinations . . . . .	18
<b>3. COMMUNITY ENGAGEMENT</b> . . . . .	<b>19</b>
<b>Introduction</b> . . . . .	<b>20</b>
<b>Community Engagement Plan</b> . . . . .	<b>20</b>
<b>Engaging Key Stakeholders and Property Owners</b> . . . . .	<b>20</b>
Influencer Group . . . . .	20
Property Owner Mailing and Meetings . . . . .	21
<b>Engaging the Public</b> . . . . .	<b>21</b>
<b>Engagement to Identify Potential Alignments</b> . . . . .	<b>21</b>
Community Survey . . . . .	21
Interactive Online Mapping Tool . . . . .	21

---

<b>Public Meeting 1 (Virtual)</b> .....	<b>22</b>
What We Heard .....	22
<i>About the Trail</i> .....	22
<i>Vision and Goals</i> .....	23
<b>Engagement to Identify Potential Alignments</b> .....	<b>23</b>
Route Alternatives Survey .....	23
Interactive Online Mapping Tool .....	23
<b>Public Meeting 2 (Virtual)</b> .....	<b>24</b>
What We Heard .....	24
Communications .....	24
<b>4. RECOMMENDATIONS</b> .....	<b>25</b>
<b>Alternatives and Evaluation</b> .....	<b>27</b>
Alternative 1 – Green .....	31
Alternative 2 – Blue .....	32
Alternative 3 – Yellow .....	33
Alternative 4 – Orange .....	34
Preferred Route .....	35
<b>Design and Experience</b> .....	<b>37</b>
Greenway Experience .....	37
Trail-Oriented Design .....	37
Trail Concept .....	38
<b>A Tour of the Route</b> .....	<b>40</b>
<b>5. IMPLEMENTATION</b> .....	<b>44</b>
<b>Cost Estimate</b> .....	<b>45</b>
Major Cost Components .....	47
Moving Forward .....	48
<b>6. APPENDICES</b> .....	<b>49</b>
<b>Surveys</b> .....	<b>Appendix A</b>
<b>Preferred Route Concept Plan sheets</b> .....	<b>Appendix B</b>



# 1. INTRODUCTION



# INTRODUCTION

Through adoption of the *Kirkwood Pedestrian and Bicycle Plan* in 2015 and the current *Vision Zero Action Plan development*, the City of Kirkwood is committed to the implementation of safe bicycle and pedestrian infrastructure that is essential to the vibrancy of its neighborhoods and historic downtown. The city is fortunate to have direct access and connection to two greenways in the Great Rivers Greenway's network of greenways, parks and trails – Gravois Greenway and Meramec Greenway. A feature of the Gravois Greenway is Grant's Trail, a 12.14 mile paved shared-use path, built on the former Kirkwood-Carondelet Branch of the Missouri Pacific Railroad. Trailnet facilitated its construction in the 1990s and now it is the most widely used greenway in the region with over 560,000 users each year. It was named for the former President Ulysses S Grant, the trail follows the Gravois Creek and provides access to Grant's home, White Haven, Grant's Farm and its Clydesdales, and other historic homes and sites.

Today, the Grant's Trail northern-most trailhead stops just inside the Kirkwood city limits but short of downtown Kirkwood. Located at the BNSF railroad crossing at Holmes, it is only one more mile to downtown Kirkwood, the Kirkwood Farmers Market, the historic Kirkwood Station, and downtown neighborhoods. But this is not an easy connection to make. Established patterns of development, elevation change, and the crossings of multiple active railroad lines are physical and technical barriers to connectivity. Through this study, a safe, low stress route for users of all ages and abilities was determined.

## Study area

The study area includes just under a half a square mile area south and east of downtown. The south end of the study area is at the Kirkwood trailhead near S Homes Avenue, Leffingwell Avenue, Interstate 44 and the BNSF rail corridor. The north end of the study terminates at the Kirkwood Market, downtown Kirkwood, the Historic Kirkwood Train Station, and the Kirkwood Performing Arts Center. In between, the study area includes light industrial uses, residential neighborhoods, schools, parks and an inactive rail spur owned by Union Pacific.



Figure 1.1 - Study Area

## PLAN PURPOSE

The importance of this project to the community has been demonstrated by its inclusion in the Kirkwood Pedestrian and Bicycle Plan, the *EnVision Kirkwood Comprehensive Plan*, and Great Rivers Greenway's *River Ring Plan*. The city hosts a "Street are for Everyone" webpage where information on this project and many others are posted for the community. It is acknowledged that the trail extension will not only connect Downtown Kirkwood to regional trails, but it will also connect regional trail users to Downtown Kirkwood. The benefits that this extension can provide are multi-pronged – economic, health, quality of life, access, transportation, and many others. This study identified, evaluated, and recommended the location of a feasible and desirable trail extension that meets the community's needs and goals and results in a trail that people will be excited to use.



## PLANNING PROCESS

The planning process was designed to tackle design and technical challenges in logical steps that build on one another toward logical conclusions, but was rooted in engaging the public and property owners throughout the entire planning process. The process started with asking the public what and where they wanted the extension to be and used that feedback for the identification of all potential trail options within public rights of way, public properties, private properties, and railroad properties. These were documented as distinct trail segments that could be mixed and matched to make up a trail alternative. The planning identified alternative options that optimize best management practices for sustainable urban design and greenway design. Many of the project challenges stem from connectivity barriers created by the active rail lines of Union Pacific and BNSF railroads. The planning process engaged railroad representatives from the beginning to start a dialog around feasibility and logistics. Through an evaluation and engagement process, the challenges and merits of each segment could be vetted.

The planning methodology had the following steps with public input integrated at multiple points:

1. Identification and mapping of all trail segment options.
2. Evaluation of segment options to omit segments that do not meet vision and goals vetted through the public.

3. Assembly of multiple alignment alternatives from multiple segments.
4. Evaluation and analysis of alignment alternatives by consultant team.
5. Selection of the four preferred alignment alternatives.
6. Review of alignment alternatives and evaluations with community input and the railroads.
7. Preparation of detailed costs for the preferred alignments.
8. Selection of one preferred alignment that can be supported by city, stakeholders, community, and the railroads.
9. Completion of a Federal grant funding application in February of 2022.
10. Document the findings in a detailed report.

The outcome of this method revealed not only the preferred alignment but a feasible alignment. The other key benefit of this methodology is that other viable trail segments are identified during the planning process that can provide a short-term route if a segment of the preferred route has longer-term timing or other constructability constraints.

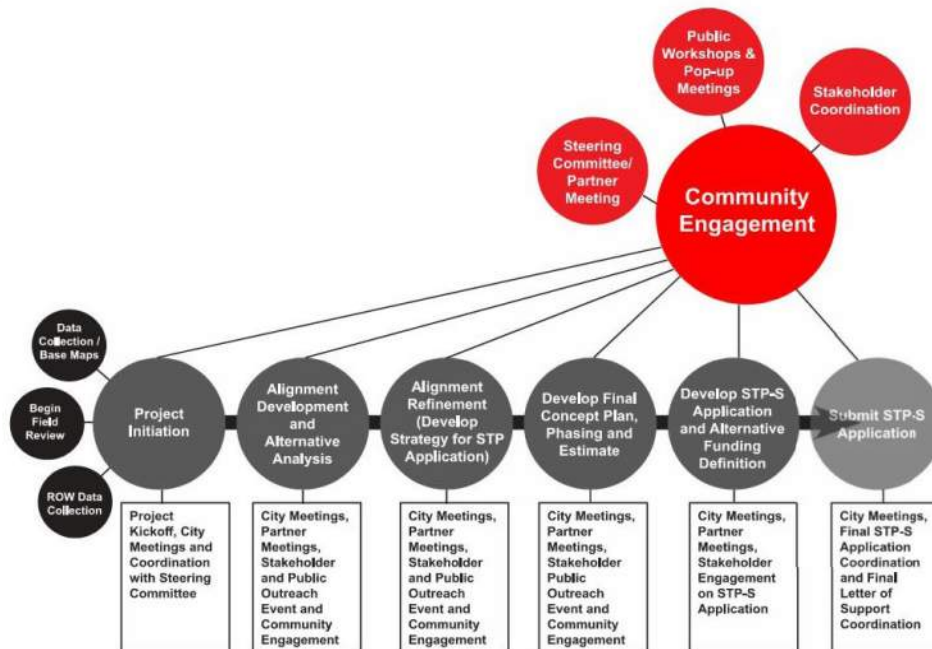


Figure 1.2 -Planning Process Graphic

## PLAN COMPONENTS

The report is comprised of four chapters and the appendices. Each chapter builds on the previous chapter and documents the methodology and steps of the project.

**Chapter I - Existing Conditions** – this chapter describes the physical, social, and policy context of the project study area in addition to the community and regional context conditions. The chapter discusses the analysis of the existing land uses, community context, transportation systems, and the railroads.

**Chapter II - Community Engagement** – the planning process used a variety of engagement methods to reach people within the study area and in the community as a whole. This chapter discusses the methods of outreach and the outcomes of each engagement.

**Chapter III - Recommendations** – this chapter documents how the information gathered in the previous chapters developed into recommendations for the trail. The recommendations include evaluation of alignment segments, development of four alternative, feasibility, strategy, and illustration of the proposed improvements.

**Chapter IV - Implementation** – this chapter outlines the priority recommendations, associated costs, funding strategies, and an action plan for implementation.

**Appendices** – maps and data collected during the planning process that provide context for the report will be provided in various appendices.

## VISION AND GOALS

Through meetings with the City staff and a steering committee of bicycle and pedestrian advocates (named the Influencer Committee), a vision for the project was formed. It was confirmed that the project is not simply focused on getting from the trailhead to downtown in the most efficient way possible. It is about accommodating users with less experience and less mobility and creating a quality user experience. With this framework for development, the other benefits of the trail can be realized. The vision statement for the project expresses the purpose for the extension of the trail.

The community recognizes that there are untapped benefits of the proximity of the Gravois Greenway/Grant's Trail that can be realized with the implementation of this project.

### VISION STATEMENT

*The Gravois Greenway/Grant's Trail Extension to Historic Downtown Kirkwood provides safe bike and pedestrian connections to community destinations, neighborhoods, schools, and businesses for people of all ages and abilities to increase recreational activity and transportation options, encourage economic development opportunities, and enhance the vibrancy of downtown.*

Through the planning process and engagement of the committee and the community, a list of goals was developed for the project:

### PROJECT GOALS

**Goal 1** - provide connectivity to key destinations around and in the vicinity of downtown Kirkwood

**Goal 2** - develop a trail extension and future connections that are safe and comfortable for users of all ages and abilities

**Goal 3** - increase viable walking and bicycling opportunities for recreation and transportation

**Goal 4** - provide facilities that encourage trail usage by users from around the region

**Goal 5** - develop trail infrastructure that is low-maintenance and respects public and private resources

**Goal 6** - accommodate future connections to other regional trails and destinations

**Goal 7** - encourage trail-oriented development



# SCHEDULE

The project started in mid July 2021 and was completed on January 14, 2022. Through engagement with the community during city events, two virtual community meetings, and two working meetings with the influencer group, the project took shape. The project culminated with City approval of the plan and the submission of the

Federal funding application on February 10, 2022 to East West Gateway Council of Governments.

## Kirkwood, MO - Grants Trail Conceptual Design

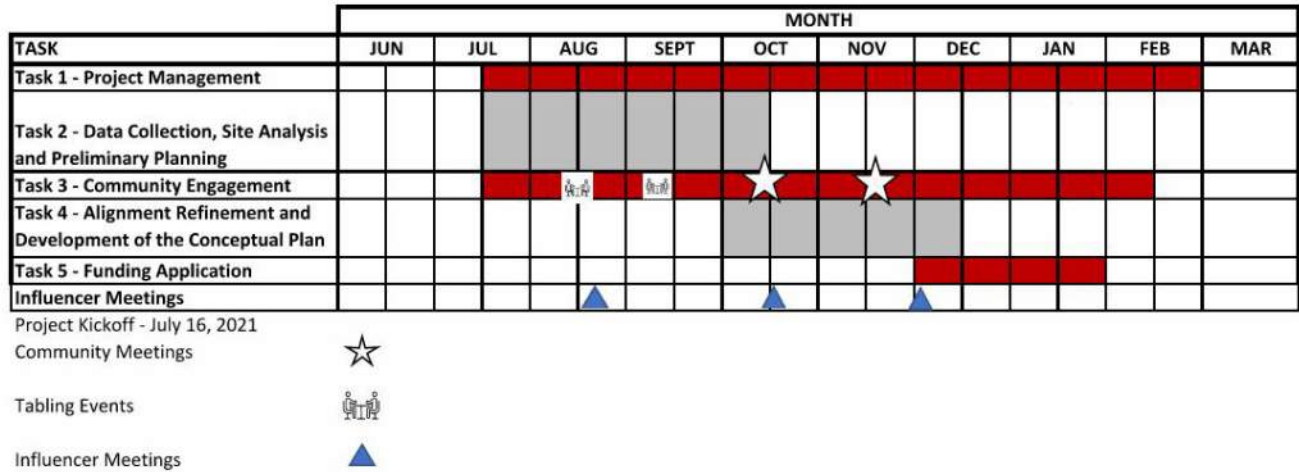


Figure 1.3 - Project Schedule

# 2. EXISTING CONDITIONS





# EXISTING CONDITIONS

## SUMMARY OF PLAN & POLICY REVIEW

The City of Kirkwood has ordinances and plans in place to reinforce its cyclist and pedestrian community focus. The following is a brief summary of these documents:

### Planning Documents

**Vision Zero Action Plan, 2021+** – this planning process is currently on-going. The goal of the initiative is to increase safety, health, and equitable mobility by putting policies, education, and design solutions in place to reduce traffic-related fatalities and severe injuries in Kirkwood to zero. Safe walking and biking will be the priority of Vision Zero in the city.

**Kirkwood Pedestrian and Bicycle Master Plan 2015** – a 15-year plan to enhance walking and biking throughout Kirkwood by prioritizing investments in walking and biking, routine maintenance and upgrades as opportunities to improve the network. The city will use local funding, as well as state and federal grant funding to build the network and promote education/encouragement of walking and biking in the community. Much of the implementation is integrated with capital improvement projects for street improvements that include recommendations from this plan.

**Envision Kirkwood 2035/Comprehensive Plan, 2017-** the City has significant goals for a more walkable and bikeable community in the comprehensive plan. These goals are outlined primarily under the *Mobility & Infrastructure and Active Living & the Environment* chapters of the plan and with a focus on creating opportunities for active and healthy lifestyles for its citizens.

**Downtown Plan & Parking Study, revised 2021** – a comprehensive look at downtown’s conditions and opportunities including parking. A key recommendation included an increase in bike parking and improvements of the walking and biking environment. The project study area falls within the Downtown and Midtown areas identified in the plan. The Midtown redevelopment area is proposing multi-family and single-family infill in and around the areas of the trail route.

**Downtown Commercial Market Study, 2019** – recommendations for Kirkwood’s economic future with a focus on Downtown. The plan identified short and

long-term redevelopment potential in and around the trail alignment.

**St. Louis County Action Plan for Walking and Biking, 2020** – in the project study area, the Action Plan documents regional bikeway initiatives that include local connections identified in the 2015 Pedestrian and Bicycle Master Plan, and include the following segments in the study area of the Gravois Greenway/Grant’s Trail Extension: 1) extension of the Gravois Greenway along the Union Pacific railroad right of way or an alternative route along Homes, Scott, Woodlawn, and Argonne, 2) shared lane markings on a short segment of Monroe and 3) calm street on Holmes north of the trailhead. Refer to Figure 2.1

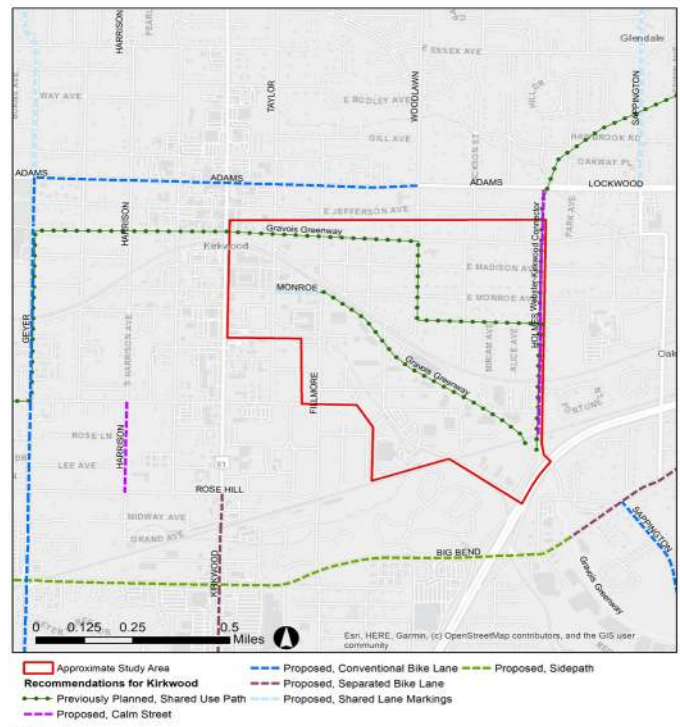


Figure 2.1 - St. Louis County Action Plan for Walking and Biking

### City of Kirkwood Code of Ordinances

Chapter 14 Article I, General: Riding bicycle, coaster, toy vehicle or similar device on sidewalks

- No person shall ride a bicycle, coaster, toy vehicle or similar device upon a sidewalk within a business district. For this project, a dismount zone will be identified with “Dismount Zone” signing and pavement changes will signify the

areas at the appropriate location entering the Downtown business District

#### Chapter 25 Article IX: Parking, Access, and Mobility Standards

- Addresses public sidewalks, bike trails and bike path requirements in subdivisions.
- Addresses requirement for bike rack at each building and/or use. They must provide at least one bicycle rack. Independently operated parking structures and parking lots must provide at least three bicycle racks. For this project, bike parking will be added at key locations to address this standard.
- Addressed bike rack design, quantity, and placement. Bike rack should be an inverted-U-type, A-type, and post-and-loop-type bicycle racks with creative styles to be approved by the Director of Public Services. The project will have the city-standard bike rack and covered bike parking will be provided in key area.

## RAILROADS IN KIRKWOOD

The City of Kirkwood is a railroad town. Originally known as the “Queen of the Suburbs,” Kirkwood is thought to be the first planned suburb west of the Mississippi River. It is named for the Chief Engineer for the Missouri Pacific Railroad, James Pugh Kirkwood, who secured the land, a solid rock ridge geography, from St Louis and an established market crossroad, for the Pacific Railroad rights of way. Hiram Leffingwell and Richard Elliott formed an association of investors and purchased 240



Historic Photo of Kirkland Train Station  
Source: <https://condrenrails.com/MP-Barriger-Photos/Kirkwood-MO.html>

acres of land on either side of the Pacific Railroad line for development. During this time, there was growing concerns about the safety, cleanliness, and morality of the cities. Those who could, moved to what was considered the wholesome countryside and commuted



Historic Photo of Kirkwood Road

Source: <https://patch.com/missouri/kirkwood/lindbergh-links-one-road-two-names-the-difference-is-5c8d5b33a8>

to the cities by rail. In 1853, the Queen of the Suburbs, received its first train at the station with people coming for the auction of suburban lots .

There are two active rail lines running northwest though Kirkwood with Union Pacific crossing near the mid-point of downtown and BNSF at the south end of downtown. Today, there are quite a few street (grade) crossings, undercrossing and overcrossing of the railroads in Kirkwood. A railroad bypass route for Kirkwood Road travelers’ detours traffic to Clay to help with these barriers. Residents and other savvy travelers know what roads to take to avoid crossings that are blocked by a moving train. This is a part of daily life in Kirkwood. Residents and other savvy travelers know what roads to take to avoid crossings that are blocked by a moving train. This is a part of daily life in Kirkwood.

The two active rail lines include the following characteristics:

**Union Pacific – St. Louis Division, Jefferson City Sub and Amtrak Missouri River Runner Service**

*Freight service* – approximately 40 trains per 24 hours including Amtrak.

*Amtrak service* – 4 stops per day (2 trains in each direction)

**BNSF – Springfield Division, Cuba sub**





*Existing Condition of Kirkwood Cutoff*

*Freight service – approximately 22 trains per 24 hours*

## The Spur/Kirkwood Cut-off

There is an existing inactive rail corridor, owned by Union Pacific, that branches off of the main line to the southeast. This spur has not been used in many years and is overgrown with trees and volunteer vegetation. Because of its condition, many people in Kirkwood perceive the rail corridor to be abandoned. In fact, Union Pacific did not abandon the northern portion of the right of way when abandoning the southern 8-mile section for Gravois Greenway/Grant's Trail. In addition, a section of right of way just north of the BNSF rail crossing was sold to Roton Products Incorporated and is now private property. This spur and the rail line to the south that contains Gravois Greenway/Grant's Trail was originally called the Kirkwood Cut-off.

The Kirkwood Cut-Off was built around 1920/1930 for the former Missouri Pacific Railroad (current Union Pacific Railroad) as an east-west main line out of St. Louis to Kansas City to relieve rail congestion in the

City of St. Louis. The route went southeast out of Kirkwood and turned north near Reavis Barracks Road to Carondelet and to enter the City of St. Louis from the south. The line was finished around 1930 and was used as a freight train by-pass until the early 1990s.

For both Union Pacific and BNSF Railroads, any rail crossing by vehicle, bike and pedestrian or pedestrian trespass in their rights of ways and are critical safety concerns. The railroads are not amenable to any new grade crossings along their line and encourage communities to take them out. With these conditions, the rail lines are significant physical barriers to bicycle and pedestrian connectivity. The challenge of working in or near railroad rights of way is exacerbated by detailed and restrictive design standards that preclude any flexible solutions. The location and configuration of the railroad rights of way in the study area are important design drivers. Ideally, any trail segments considered for the trail extension would avoid interaction with the railroad, if possible due to the complications of and length of potential approvals. However, this planning process was comprehensive and looked at all the options including the potential to obtain easements for the trail in the railroad right of way and grade-separated (under or over) crossings.

## Railroad Crossings

City streets cross railroad tracks at seven rail crossings in the study area. Due to safety concerns, the railroads and the Federal Railroad Administration are not approving new at-grade crossings without the consolidation or elimination of existing grade crossings. If a new crossing is required for vehicles, pedestrians or cyclists, they are encouraging communities to consider grade separated crossings. The Union Pacific's website states:

*Because of safety concerns, every effort must be made to obtain alternative access using grade separations, parallel or other roads leading to existing crossings, and access from other directions must first be considered.*

Therefore, it cannot be overstated that the railroad and their requirements influenced the outcomes of the project. The project has the following railroad crossings:

## Burlington Northern Santa Fe (BNSF)

### GRADE CROSSINGS

**South Holmes Avenue at Grant's Trail Trailhead** – crosses the 2-track BNSF rail corridor with a travel lane in each direction. There are vehicular gates on both sides of the tracks and a sidewalk on the west side of Holmes. South Holmes is a Bike St. Louis bike route band is shown on the St Louis County Action Plan for Walking and Biking as a “Calm Street” but also indicates it on the Great Rivers Greenway River Ring Network for the Gravis Greenway and for a Webster-Kirkwood Connector off Street facility



### UNDER CROSSINGS

**Leffingwell Avenue** – curves west and then north to cross under the 2-track BNSF rail corridor within two-span concrete arch bridge that was built in 1917. There is a travel lane in each direction. Each lane occupies a single lane closed-spandrel arch with 13'-6" and 14' clearances. It is understood that the two-arch structure was originally designed for vehicular traffic in the east arch and storm water drainage in the west arch. In the current condition, the storm swale is buried under the road on the west side of the western arch. This is a low point in the area and it frequently floods. There is no existing pedestrian or bicycle accommodation under this structure.



## Union Pacific (UP)

### AT-GRADE CROSSINGS

**Kirkwood Cut Off at Leffingwell** - crosses the single track of the Kirkwood Cut off with a travel lane in each direction. There are no vehicular gates at this crossing.



**Leffingwell Avenue** – at the north end, Leffingwell tees into Scott Avenue after crossing the 2-track UP rail corridor with a travel lane in each direction. There are vehicular gates on both sides of the tracks. Sidewalks on Scott terminate at the curb ramps.



**South Taylor Avenue** – crosses the 2-track UP rail corridor with a travel lane in each direction. There are vehicular gates on both sides of the tracks and sidewalks on both sides and a bike lane on the east side of Taylor at this crossing for northbound bicycle traffic.





**South Kirkwood Road** - crosses the 2-track UP rail corridor with two travel lanes in each direction. There are vehicular gates on both sides of the tracks and sidewalks on both sides of Kirkwood Road.



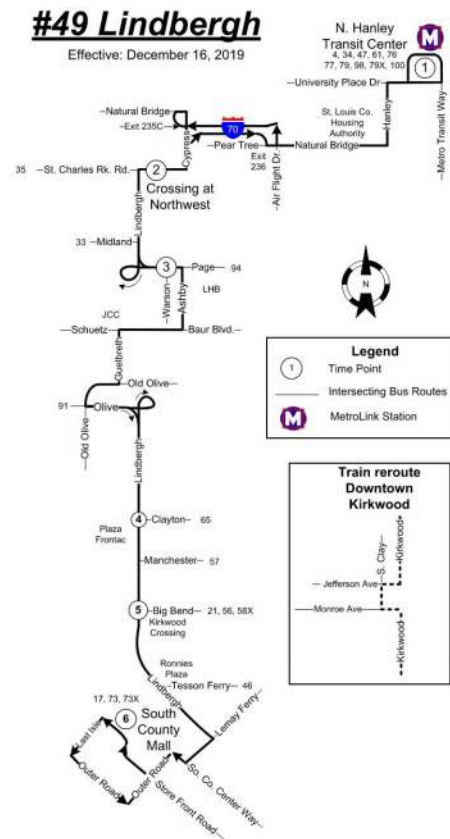
## UNDER CROSSINGS

**South Fillmore Avenue** - at the north end, Fillmore tees into Scott Avenue after crossing under the 2-track UP rail corridor with a travel lane in each direction. There are sidewalks and bike lanes on both sides of Fillmore.



## GENERAL TRANSIT CONDITIONS

The City of Kirkwood is serviced by Metrobus routes 49, 57, 56 and 58X. The only bus route that crosses through the study area is the 49 Route. The closest bus line to the trail extension is Route 49 on Kirkwood Road. A unique feature of Kirkwood is the Historic Train Station (Amtrak) for transit connections. The Historic Kirkwood Train Station is still an active station with stops four times a day. From the Kirkwood station, the Missouri River Runner service goes east to St Louis and West to Kansas City. The railroad bypass for the 49 Bus route detours from Kirkwood Road at W. Jefferson, to Clay, then back to Kirkwood Road on W. Monroe.



Metro Bus Route



## EXISTING CONDITIONS MAPS

During the existing conditions and analysis phase, features of the site that inform the trail design were observed and mapped. The following is the outcome of these explorations:

### Property Ownership

This map illustrates the extent of the Union Pacific and BNSF railroad properties in the area in yellow. The Union Pacific spur that branches off from the main line is still owned by Union Pacific despite its overgrown condition. The existing trailhead at Gravois Greenway/Grant's Trail is owned by Great Rivers Greenway with a lease to the City of Kirkwood. There are city-owned properties located in the study area as indicated by the blue areas. These public properties are assets that can be used to enhance the trail alignment by providing space for trail amenities and parking.

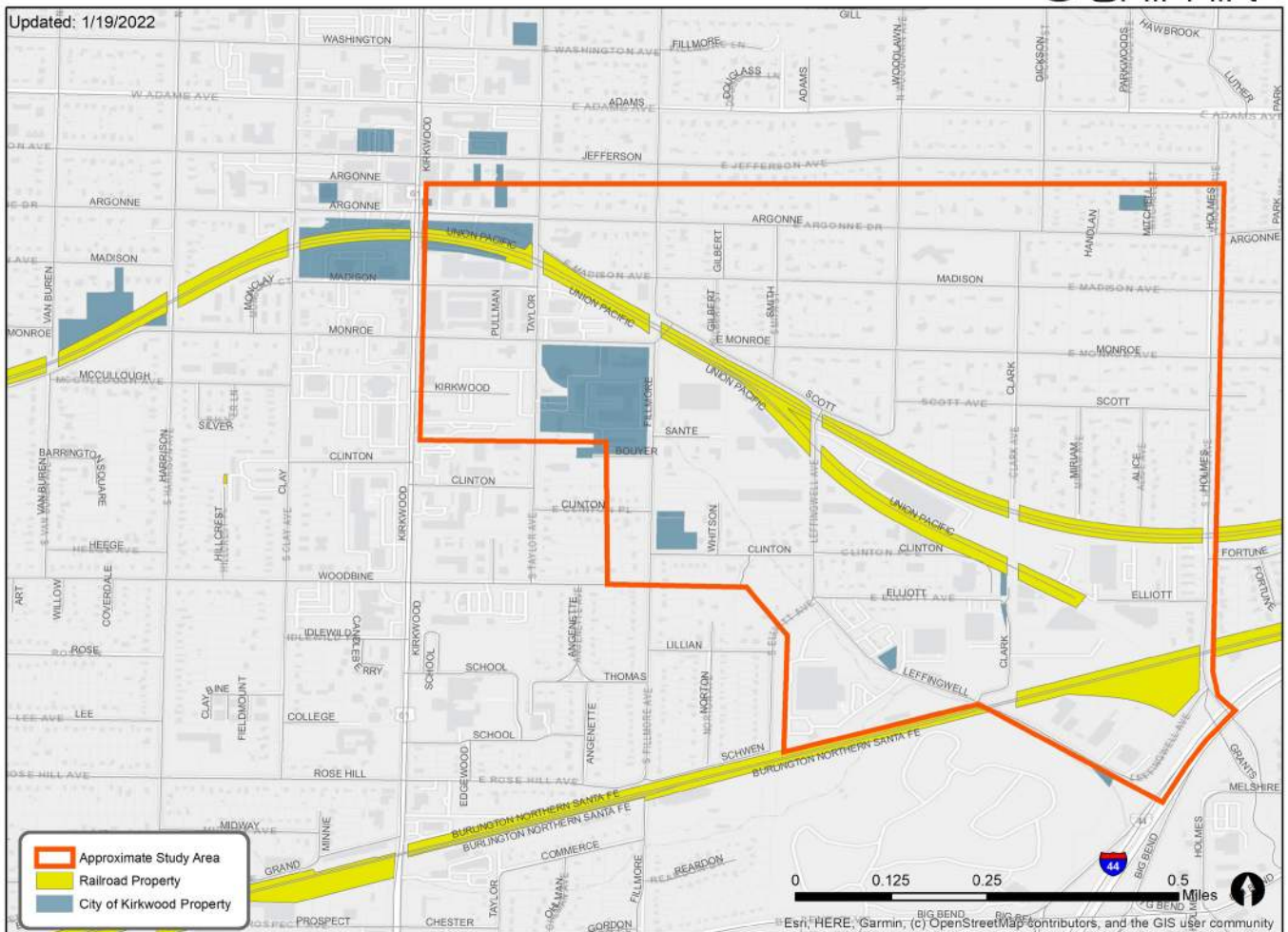


Figure 2.2 - Property Ownership

# Topography

Aerial photography, physical features and topography was obtained for the study area using LiDAR technology mounted on a drone. The study area was flown by a Horner & Shifrin drone pilot in June 2021. The topographic contours obtained by LiDAR have been used by the designers to analyze the existing topography and design slopes for each of the potential trail alignments in order to study options and alternative alignments to meet ADA accessibility requirements and the needs of users of all ages and abilities.

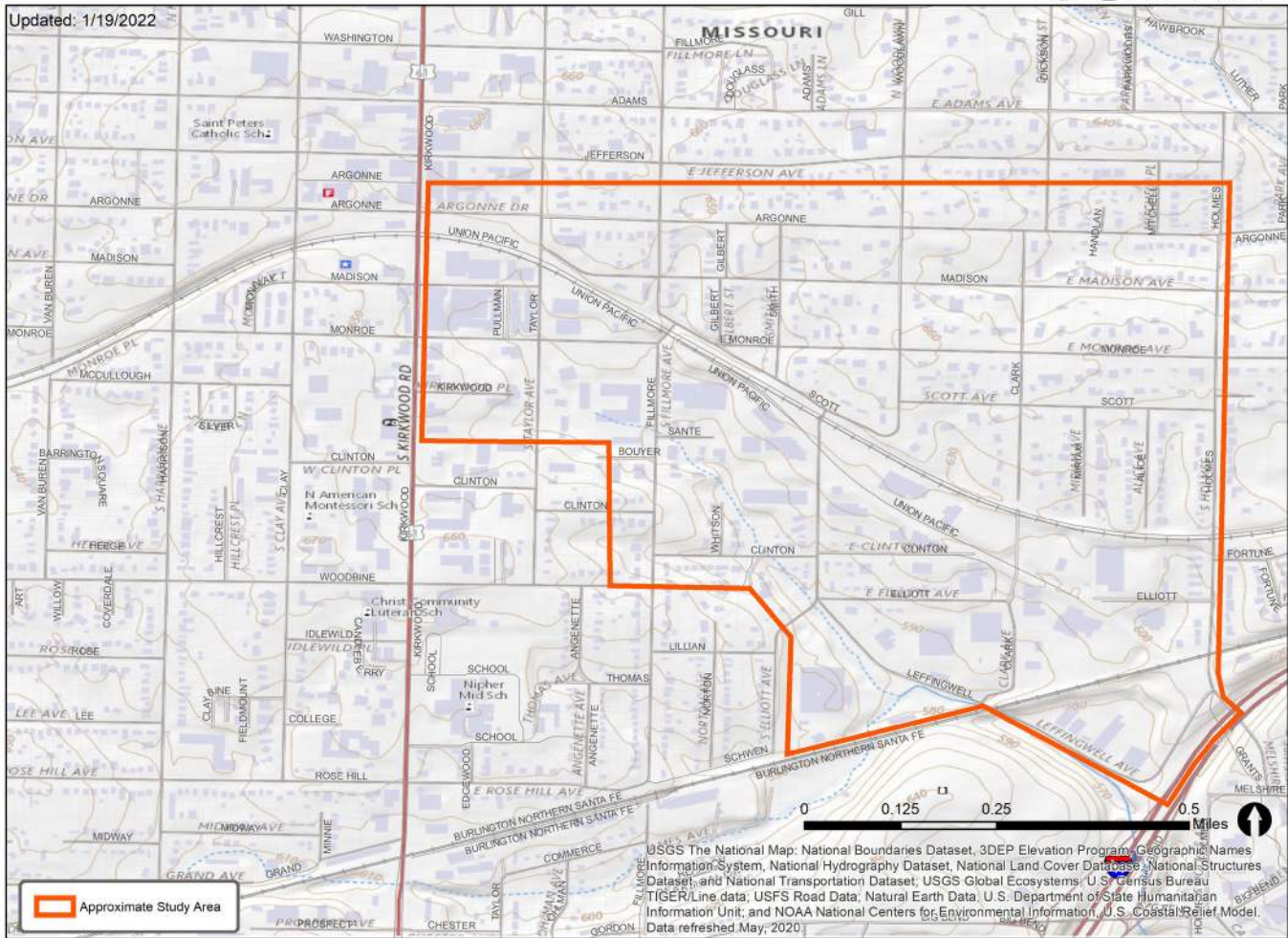


Figure 2.3 - Topography



## Environmental

The environmental assessment involves research into the documented physical, environmental, and historic conditions of a site prior to its disturbance to determine if there are any significant features that would preclude the future use or development. Due to the industrial land uses and railroad infrastructure of the study area, regulated petroleum and hazardous substance tanks are present in addition to areas of hazardous substance investigation. Another feature of the study area is the creek and the surrounding floodplain. The potential for Leffingwell as a trail alternative was studied. The potential for flooding is a factor in the suitability of the route for the trail extension. For the proposed trail project, there appears to be no environmental feature that is a barrier to the trail development.

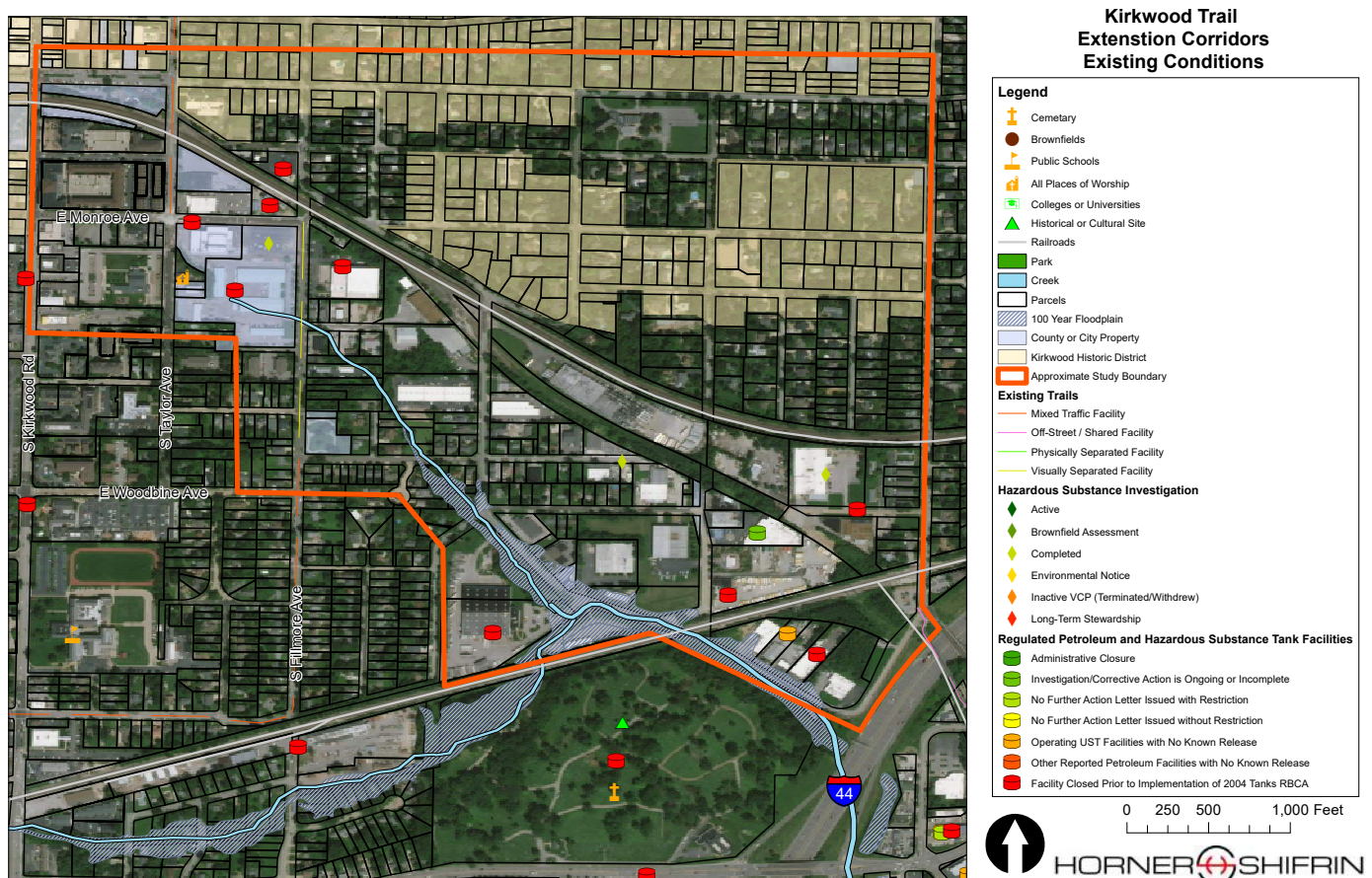


Figure 2.4 - Environmental Conditions



## Average Daily Traffic

Detailed average daily traffic (ADT) were not available for most streets in the study area. ADT is the volume of traffic passing a specific location on a road during the study period of time divided by the days in the study period. The ADT is used to determine the density of vehicular use of the street. For the Kirkwood study area, a threshold of 3,000 cars per day was used to determine which streets were most appropriate to share the right of way with a bike lane or facility although such facilities can be included on roadways that exceed an ADT of 3,000. The mapping of ADT revealed that most of the streets in the study area are below 3,000 ADT with the exception of Fillmore and Holmes being 3,000 ADT or more. The City completed a traffic count in early December of 2021 on Leffingwell with the ADT being 2,588

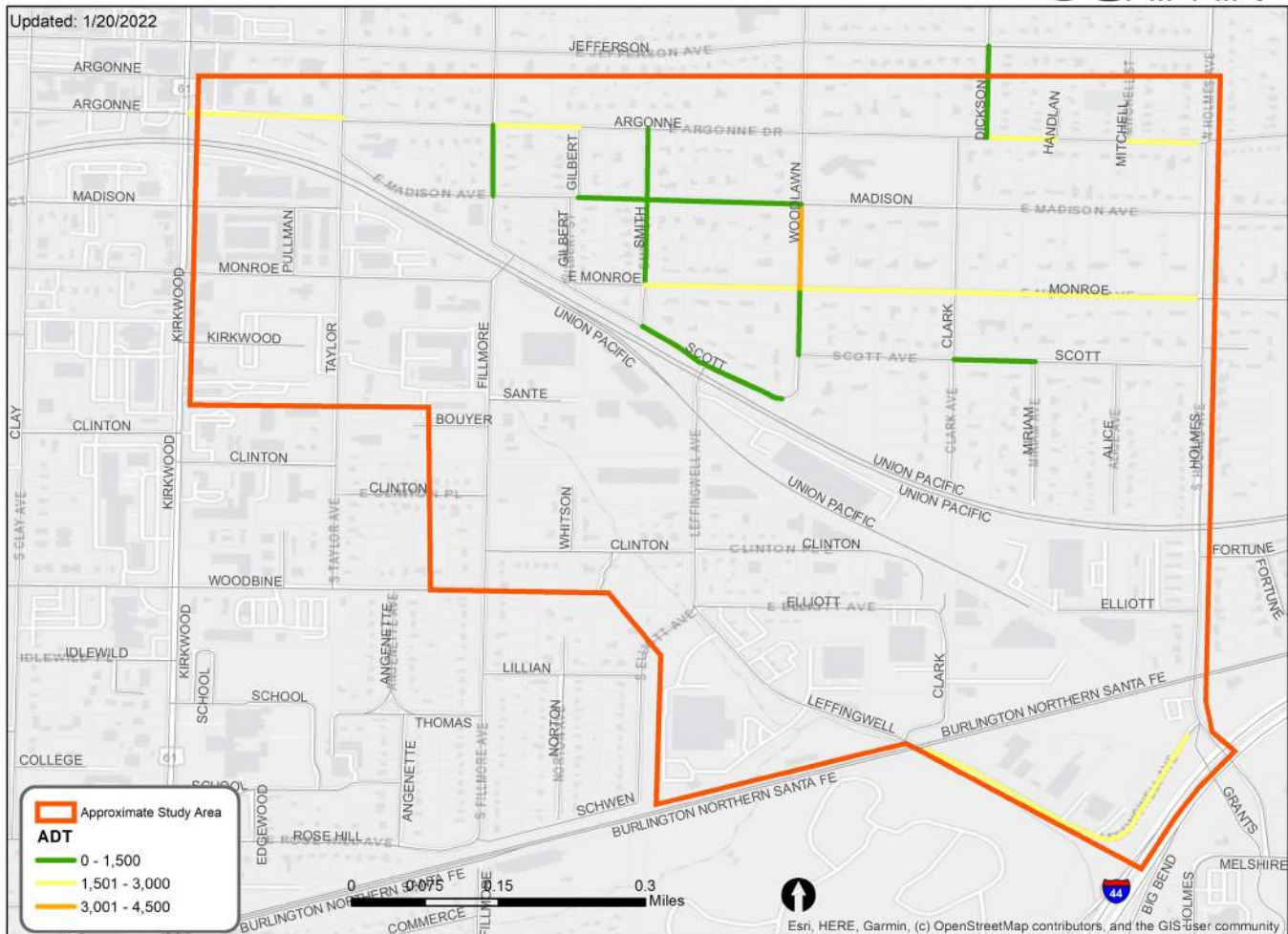


Figure 2.5 - Average Daily Traffic

## Speed Limits

Combined with ADT, existing speed limits on streets help determine which streets are conducive to the addition of additional bike and pedestrian facilities. The map indicates that most of the streets in the study area are posted 20 miles per hour and 25 miles per hour with Leffingwell at 30 miles per hour. From the traffic analysis on Leffingwell in early December of 2021, only 5% of vehicles exceeded the speed limit southbound, and 0.29% northbound. It is typical for drivers to exceed the speed limit by at least 5 miles per hour. In any case, the posted speed and design speed are 30 miles per hour or below which is appropriate for bike and pedestrian facilities.

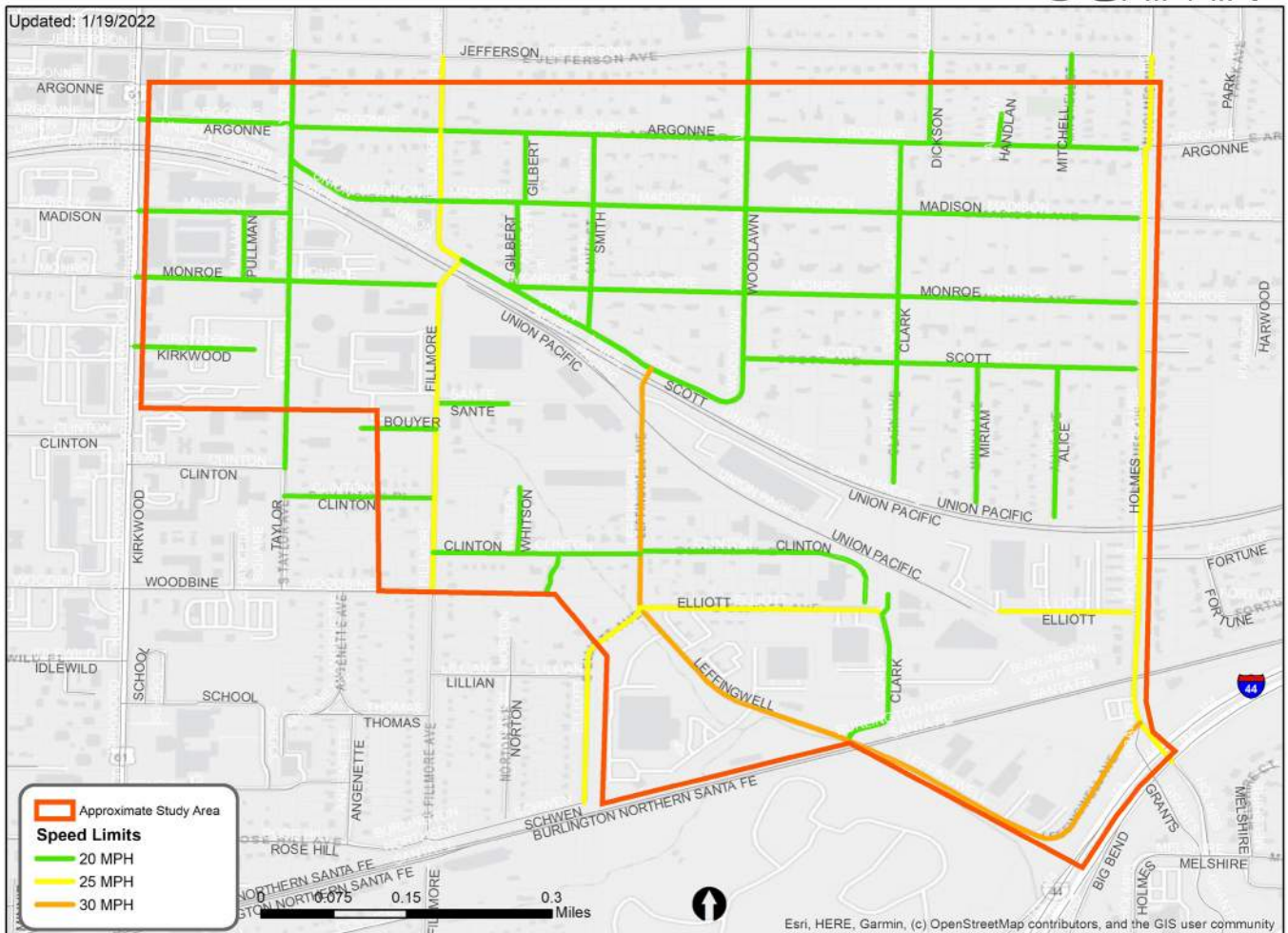


Figure 2.6 - Speed Limits

## Crash Data

This map documents the incidents/crashes in the area that involved a pedestrian or a cyclist for the last 10 years - 2011 to 2021. The severity of the incident and frequency of the accidents happening in similar locations can be clues that aspects of the street environment are unsafe for cyclists and pedestrians. In the study area, most of the accidents occurred at street intersections and involved a disabling or minor injury. There were ten incidents between 2013 to 2020 and all but one, occurred during the daylight hours with good weather and roadway conditions.

There are opportunities to address safety conditions during the design of trail alignments that engage with these intersections.

YEAR	SEVERITY	ACCIDENT TYPE	TIME	ON/OFF ROADWAY	ROAD ALIGNMENT	ROAD PROFILE	LIGHT CONDITIONS	WEATHER CONDITIONS	ROAD CONDITION	ROAD	DRIVER AGE	DRIVER GENDER
2014	DISABLING INJURY	PEDESTRIAN	3:21 PM	On Roadway	Straight	Level	DAYLIGHT	CLOUDY	DRY	LEFFINGWELL AVE	45.19644079	M
2016	DISABLING INJURY	BICYCLIST OR PEDALCYCLIST	2:25 PM	On Roadway	Straight	Level	DAYLIGHT	CLEAR	DRY	ARGONNE AVE	64.10677618	F
2019	MINOR INJURY	BICYCLIST OR PEDALCYCLIST	7:45 AM	On Roadway	Straight	Downhill	DAYLIGHT	CLEAR	DRY	S FILLMORE AVE	41.09240246	F
2017	MINOR INJURY	BICYCLIST OR PEDALCYCLIST	4:52 PM	On Roadway	Curve	Level	DAYLIGHT	CLEAR	DRY	FILLMORE AVE	18.13278576	F
2014	DISABLING INJURY	PEDESTRIAN	5:41 PM	On Roadway	Straight	Level	DAYLIGHT	CLEAR	DRY	S TAYLOR AVE	79.04175222	F
2019	MINOR INJURY	BICYCLIST OR PEDALCYCLIST	2:55 PM	On Roadway	Straight	Level	DAYLIGHT	CLEAR	DRY	MONROE AVE	30.21218344	M
2013	MINOR INJURY	PEDESTRIAN	12:10 PM	On Roadway	Straight	Level	DAYLIGHT	CLEAR	DRY	61	56.14510609	M
2013	DISABLING INJURY	PEDESTRIAN	5:20 PM	On Roadway	Straight	Level	DAYLIGHT	CLOUDY	DRY	61	31.68514716	M
2018	MINOR INJURY	PEDESTRIAN	4:17 PM	On Roadway	Straight	Level	DAYLIGHT	CLEAR	DRY	61	79.91512663	M
2020	MINOR INJURY	BICYCLIST OR PEDALCYCLIST	11:22 AM	On Roadway	Straight	Level	DAYLIGHT	CLEAR	DRY	MADISON AVE	67.96167009	F

Figure 2.7 - Crash Data

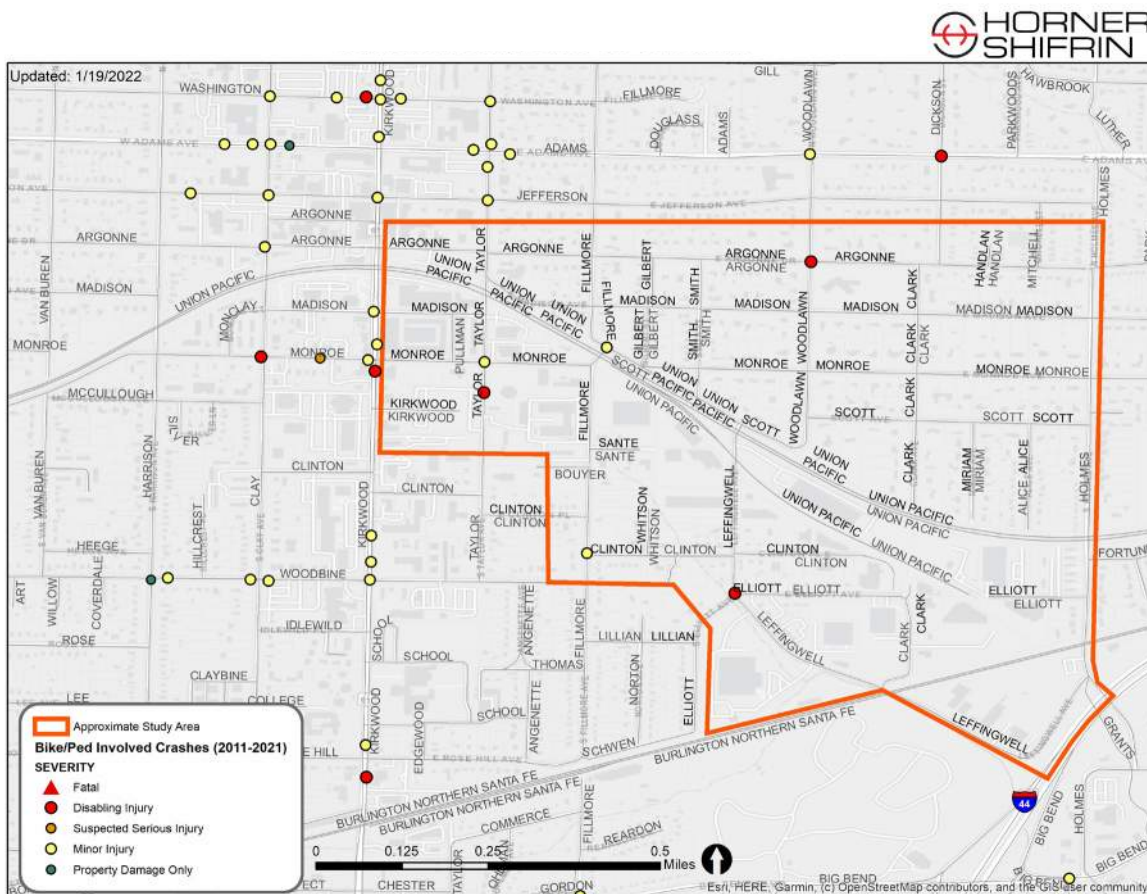


Figure 2.8 - Crash Locations



## Key Destinations

The primary goal of the extension project is to connect the Gravois Greenway/Grant's Trail to Downtown Kirkwood/Kirkwood Farmer's Market. Within the study area, there are other key destinations that are proximate to the trail alignment including Fillmore Park, the Kirkwood Performing Arts Center and the retail mixed use development at Station Plaza. When the primary extension is determined, secondary connections to these destinations and schools such as The Magic House, Nipher Middle School, and Ursuline Academy can be connected to the greenway.

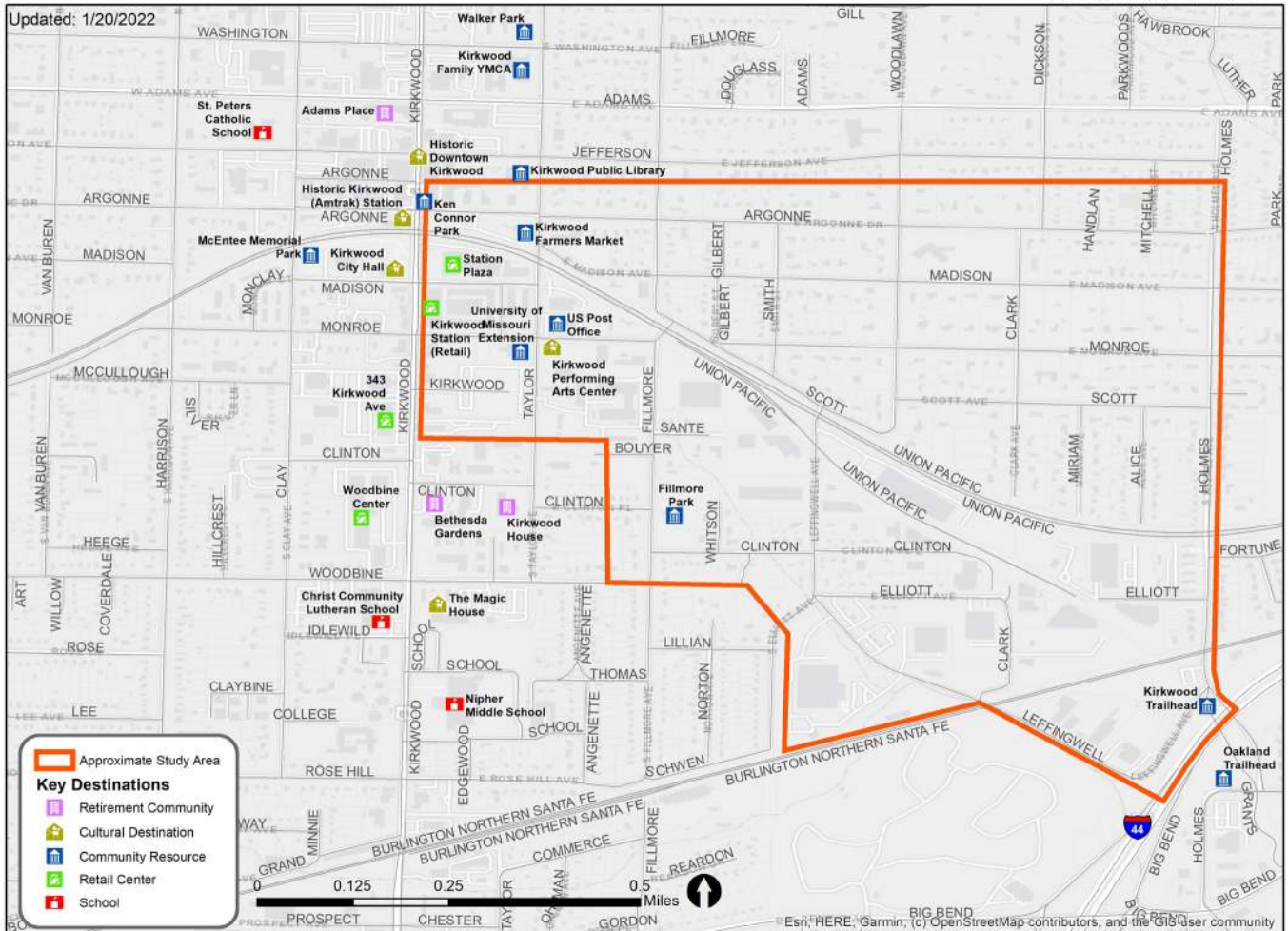


Figure 2.9 - Key Destinations

# 3. COMMUNITY ENGAGEMENT





# COMMUNITY ENGAGEMENT

## INTRODUCTION

Community engagement was critical to the Gravois Greenway/Grant's Trail Extension Project because it worked in tandem with technical work throughout the planning process so public input could be applied in real-time to support decision-making of trail route alternatives. The project team engaged an expansive range of audiences, including property owners where potential routes could be located, Kirkwood residents and stakeholders, and regional trail users. Public input, particularly that from property owners was sought early in the project before any alignments had been identified so it could be applied along with technical evaluation criteria to develop alignment alternatives.

## COMMUNITY ENGAGEMENT PLAN

The engagement plan was organized to be executed in sync with the trail planning activities and coordinated between the City of Kirkwood and the consultant team. Engagement for this project was also coordinated with ongoing engagement activities for the Kirkwood's Vision Zero and Complete Streets project.

The goals of the engagement plan are as follows:

1. Help the community imagine Grant's Trail extending into Downtown Kirkwood
2. Communicate the relationship of the project to other adopted plans and the on-going Vision Zero Planning.
3. Identify the community's concerns and opportunity ideas.
4. Build community consensus on a preferred trail route.

The engagement plan had the following components:

**Key Messages** – a boiler plate of important information that provide basic information about the project. Once defined, key messages serve as a foundation for all written pieces such as website content, newsletter articles, and social media.

**Social Media and Newspapers** – project information City's "Streets are for All" website and posting of the meeting announcements and project outcomes on social media and newspaper platforms.

**Critical Questions** – the questions asked of the public must be relevant to the planning process and timely so the project team can use public input to shape recommendations.

*Where would users like to go? (destinations)*

*Where would users like to access the trail?*

*What amenities are desired?*

*What are the questions and concerns about various alignments?*

**Tabling Events** – information about the project was provided some of Kirkwood's community events. City representatives hosted a table at the event and talked to attendees.

**Influencer Meetings** – an advisory committee of bicycle and pedestrian advocates were assembled to provide guidance to the project.

**Mailings and Surveys** – a community survey was sent to the community through the Survey Monkey platform. The project also hosted a virtual mapping tool through GIS that asked participants to comment of potential route alternatives.

**Public Meetings** – two public meetings were held virtually to update the community during the project after obtaining input during the surveys.

## ENGAGING KEY STAKEHOLDERS AND PROPERTY OWNERS

### Influencer Group

A committee of Kirkwood stakeholders, bicycle and pedestrian advocates, and representatives of regional agencies met two times during the planning process to identify issues and opportunities, determine the project's vision and goals, develop evaluation criteria, and review technical deliverables prior to sharing with the general public. This focus group of stakeholders included St. Louis County Parks and Recreation, Great Rivers Greenway, Trailnet, Kirkwood City Council, Kirkwood Parks Board, Downtown Kirkwood Special Business District, as well as City of Kirkwood staff from several departments- Planning and Development Services, Public Works, and Parks and Recreation. The group was kept small and though well-informed, convened only two times to minimize effort of participants, several of whom were also serving on a steering committee for another Kirkwood project.



## Property Owner Mailing and Meetings

The engagement with the property owners began with a mailing of 335 surveys to property owners in the broadly defined project area in southeast Kirkwood. The letter informed residents the City was conducting a study that could impact their property depending on the final route selected and invited them to meet with the project team if they had questions or comments. Twenty-eight (28) property owners met with the project team as a result of the mailing. This group was kept informed throughout the project with invitations to public meetings and phone calls afterwards to offer additional opportunities for meeting.

### Property Owner Feedback

- ✔ Potential safety issues particularly truck traffic on Leffingwell
- ✔ Insight regarding future plans for property ownership
- ✔ Preferred alignment segments
- ✔ Less preferred segments, including some organized property owner opposition to use of South Holmes

## ENGAGING THE PUBLIC

The community was engaged through community surveys and two public meetings. The meetings were held virtually due to on-going COVID-related public health concerns with gatherings. This engagement had two parts: 1) engagement to identify potential alignments and 2) engagement to select a preferred alternative.

## ENGAGEMENT TO IDENTIFY POTENTIAL ALIGNMENTS

### Community Survey

The community survey, completed by 606 respondents, was administered during October 2021. Almost all survey respondents, 96%, had visited Grant's Trail and 79% had visited in the last six months. The respondents were a balanced mix of residents and non-residents with 65% of respondents reporting that they live in zip code 63122 and 35% that live elsewhere. Age and gender demographics of respondents were similar to the Census figures for City of Kirkwood. The race of respondents was more likely to be White and less likely to be African-American compared to Census.

## Interactive Online Mapping Tool

As a companion to the Community Survey, an interactive online mapping tool was created to allow the public to make geographically specific comments regarding the potential alignment. A link was provided on the City's "Streets are for All" website which took participants to a GIS based site that was open for 2 weeks from October 5, 2021 to October 19, 2021. There was a total of 21 respondents with 49 comments. Comment Summary:

**Argonne/Farmer's Market** – a couple respondents said that Argonne provides a good bike ride but has vehicle/bike tension. The area is a good place for a second trail head and amenities. The existing park could be used.

**Elliot** – could be used to connect the spur since the south portion of the spur is private property.

**Filmore** – stop signs at cross streets are ignored. Need safety improvements.

**Gilbert** – not considered a good route due to steep grade, potential for increase in traffic and potential for property damage.

**Holmes** – not considered good route due to steep grade, narrow width, limited visibility, conditions of railroad crossing, and too much traffic including large trucks. Respondents do not like the idea or think there is enough room for a wider sidewalk to be used as a bike facility.

**Leffingwell** – considered a preferred route into Downtown Kirkwood that has adequate capacity for bike and car traffic by some respondents. Others do not think it is a good main route. All respondents have safety concerns such as bad visibility, large truck and bus traffic and as well as day to day traffic operations in the two narrow tunnels under the viaduct. Comments included ideas for dedicating a bike tunnel and a car tunnel or stopping vehicular traffic with a signal when bikes are present. The bike trail could be elevated to keep the facility open during flooding.

**Madison** – could use Madison as an east-west route to connect to the market.

**Monroe** – could be a route for people that live south of Argonne and west of Kirkwood Road. Others east of the market do not want a trail in their front yard.

**Scott** – roadway conditions are not currently good for cycling.

**Union Pacific Railroad Spur** – is the preferred route and recognized as the opportunity to create separated bikeway by most respondents. They consider this route safer than other options such as Holmes. Some respondents indicated that a pedestrian bridge over the railroad tracks is ideal. Many respondents were aware that the spur has not been abandoned by Union Pacific and that the southern end is private property. Others are not aware of the status of the right of way.

**Woodlawn** – indicated by a respondent to be too narrow for both bike and car traffic but could be used for the bike trail if widened.

## PUBLIC MEETING 1 (VIRTUAL)

A virtual meeting for The Grant’s Trail Extension was held on Tuesday, October 12th, 2021. Several opportunities for public input were built into the virtual meeting and its on-line counterpart including survey questions and comments, questions and answers with the project team, a mapping tool, and post-meeting correspondence. A total of eighty-nine (89) people participated.



## What We Heard

### About the Trail

The results of the Community Survey indicated that the top future uses of trail were cycling (82%), walking (54%), and running (30%). The top destinations by a significant amount, were shops and restaurants in Downtown Kirkwood (78%) and the Kirkwood Farmer’s Market (73%). The amenities desired by more than 50% of respondents include: restrooms (61%), trash receptacles (60%), benches and drinking fountains (both 52%). The top safety concerns were interactions with motor vehicles (63%) and crossings at railroad tracks (31%). About a fourth (26%) said they did not have any safety concerns.

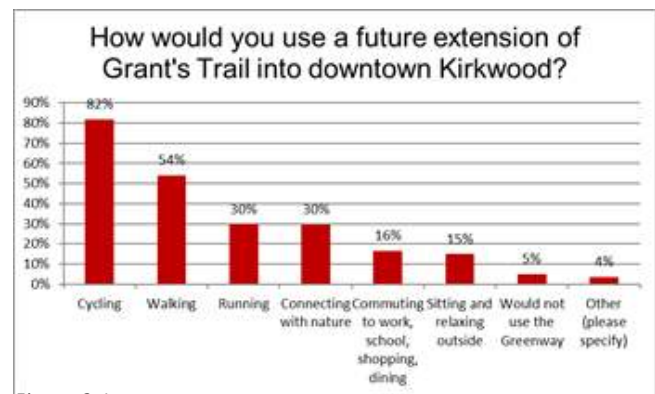


Figure 3.1

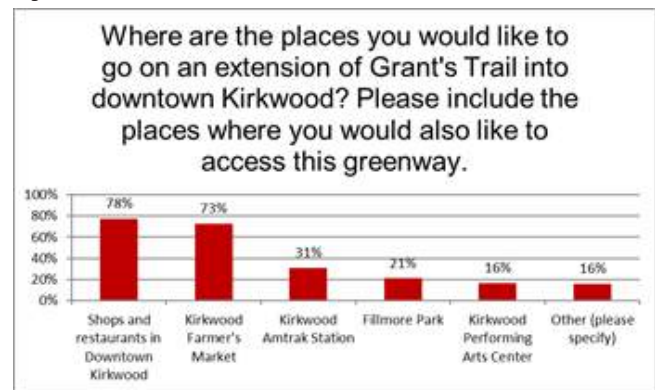


Figure 3.2

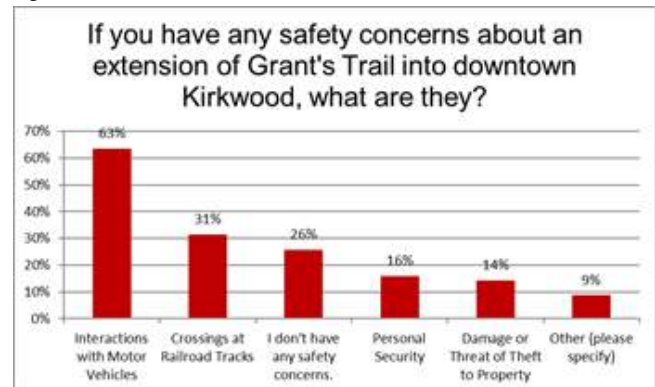


Figure 3.3

## Vision and Goals

Based on the Community Survey, a significant majority of respondents (87%) said the vision was on the right track. There were several comments regarding safety, prompting a revision to the Vision Statement to include the word “safety” in the statement. Most goals received similar levels of support. Two goals received less support than others – “Encourage economic development” and “Provide facilities that encourage trail usage by users from around the region.”

GOAL	Percentage
Safe and comfortable for users of all ages and abilities.	89%
Increase pedestrian and bicycling opportunities for recreation and transportation.	86%
Accommodate future connections to other regional trails and destinations.	73%
Respect public and private resources.	72%
Connect to key destinations in/around the downtown Kirkwood.	69%
Provide facilities that encourage trail usage by users from around the region.	56%
Encourage economic development	46%

## ENGAGEMENT TO IDENTIFY POTENTIAL ALIGNMENTS

### Route Alternatives Survey

The Route Alternative Survey was completed by 331 respondents and was conducted during November, 2021. The survey presented four alternatives and asked respondents to select which one they preferred and the reason for their selection. The survey presented maps of each alternatives and detailed descriptions.

A mix of residents and non-residents took the survey with 85% of respondents reporting that they live in zip code 63122 and 15% living elsewhere. Most of the people who took the survey were 31 and older (95%) with more males (63%) than females (32%) respondents taking the survey. Most of the survey respondents (88%) were white or Caucasian.

### Interactive Online Mapping Tool

As a companion to the Route Alternative Survey, an interactive online mapping tool allowed the public to make geographically specific comments regarding the four alternatives. A total of 15 comments were received. Comments were varied by location and issue, touching on safety and conflicts with personal property most often.

**City of Kirkwood, MO (Government)**  
November 30, 2021 · 🌐

Today is the **LAST DAY** to take the Grant's Trail Extension Survey: Which Route Do You Prefer?

Learn about the four alternative routes and tell us what you think. There are two ways to provide feedback via the survey or interactive mapping tool.

The survey includes maps and descriptions for each option. The mapping tool allows you to provide location-specific feedback on the options.

Learn more here: <https://conta.cc/2ZGmNda>

### POSSIBLE ALTERNATIVES

15 likes · 8 Comments · 5 Shares

Like · Comment · Share



## PUBLIC MEETING 2 (VIRTUAL)

A virtual meeting for The Grant's Trail Extension Project was held on November 16, 2021.

Several opportunities for public input were built into the virtual meeting and its on-line counterpart including survey questions and comments, questions and answers (Q/A) with the project team, a mapping tool, and post-meeting correspondence. A total of one hundred and three (103) people participated.

### What We Heard

The survey respondents were asked two basic questions: 1) what is your preferred route? and 2) which route best meets the goals for the project? The two questions yielded different results. Based on the location alone, Alternative 1 – Green Route was preferred by a significant majority. See Figure 3.4.

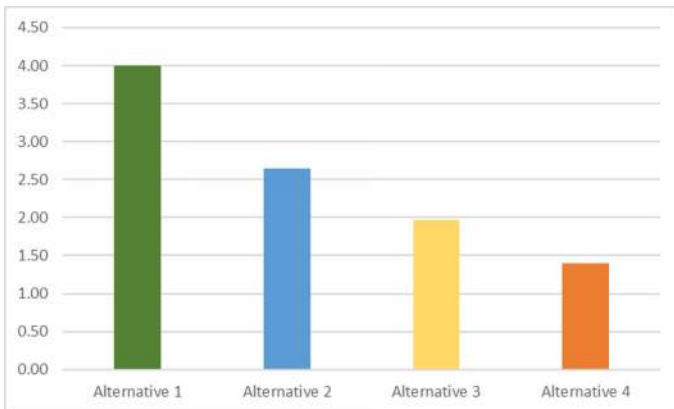


Figure 3.4 - Route Alternative Survey: Preferred Alternative

When looking at the alternative that met the project's goals, Alternative 2 – Blue Route was considered to best meet the project's goals with Alternative 1 – Green Route and Alternative 3 – Yellow Route close behind.

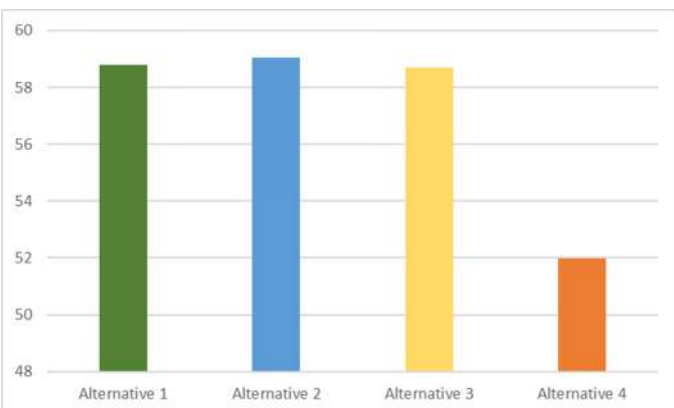


Figure 3.5 - Route Alternative Survey: Alternatives, Evaluated by Project Goal

The survey also asked respondents to explain why they selected their top choice. Not surprisingly, as a group, the respondents gave the top consideration to which route was the most direct and separated from vehicle traffic. Other top considerations related to the experience of being on the greenway (more varied scenery, connections to points of interest) and practicality (cost and community acceptance).

## COMMUNICATIONS

The community engagement process benefited greatly from coverage of the project in local and regional media, all of which reported project details accurately and were unbiased. The local newspaper, the Webster-Kirkwood Times, published articles in October and November. The St. Louis NBC affiliate, KSDK-Channel 5 aired two stories as well featuring interviews with Kirkwood staff. Survey participation in particular benefited from the coverage and allowed the project to reach a regional audience. Broader coverage from these sources was completed by consistent updates to residents via the City of Kirkwood's social and digital media.

### Grant's Trail extension to downtown Kirkwood narrowed down to 4 pathways



It will give bikers and pedestrians a direct path from the Kirkwood Trailhead to downtown Kirkwood.

Author: ksdk.com  
Published: 9:06 PM CST November 18, 2021  
Updated: 9:32 PM CST November 18, 2021

# 4. RECOMMENDATIONS





# RECOMMENDATIONS

Since the start of the study in July of 2021 and immediately before the beginning of this study, Horner & Shifrin had been helping the City of Kirkwood research and develop options for the Grant's Trail/Gravois Greenway connection from the Holmes/Leffingwell trailhead to downtown Kirkwood. Early options resulted from walking and biking inventories and a drone video. The resulting Route Segment map contained many short segments that could be considered for the alignment.

The map in Figure 4.4 set the stage for the inquiry into all the available routes segments to ensure that any segment was not discounted too early before all the interrelated conditions where known. Through the public planning process, additional opportunities were revealed, and additional segments considered. This process yielded a method by which individual segments could be evaluated independently to inform the development of preferred route alternatives for further evaluation.



Figure 4.1 - Route Segment Map and Study



## ALTERNATIVES AND EVALUATION

Early meetings with the steering committee and stakeholders determined the vision and the goals and the types of data collection that was needed for the project. Both qualitative (look and feel) and quantitative (data and measurements) evaluation measures were determined by the committee and stakeholder input. Other feasibility criteria were determined by the design team. This resulted in an evaluation tool that allow for an overall assessment of route segments, as well as alternatives that combined segment options.

The criteria were assembled under main themes of evaluation and into an Evaluation Matrix and used to rank the alignments to determine which will move forward into further development.

Segments and alignments were evaluated among four (4) main categories, each containing at least one subcategory. Each criterion was rated from 0-4 (sometimes 3), with 0 being a rating that did not achieve benefits for that criterion very well to a rating of 3/4, where the segment or alternative achieved the best result per the goals and vision of the project.

### Feasibility

#### *Space availability:*

- A rating was assigned for the space available in each segment or alignment to accommodate a design that reflects best practice for a trail type. (A rating of 4 meant the alternative had room to achieve best practice *and* had additional room for open space.)

#### *Technical Complexity:*

- Assessment of at-grade crossings, including intersection/street crossings, railroad crossings and driveway crossings. (A rating of 4 meant there were no crossings of the given type.)
- Structures (A rating of 4 meant there were no at-grade or grade separated crossings to build as part of a segment or alternative.)
- Utilities (A rating of 4 meant there were no utility impacts to build the segment or alternative.)
- Operations (A rating of 4 meant there is an expectation of low maintenance costs and those costs can be accommodated in the budget of the Parks department.)
- Physical Constraints (A rating of 4 meant there were no infrastructure impediments to the alternative.)
- Ability to meet NACTO, Traffic Calming, Vision Zero and GRG guidance. (A rating of 4 meant the alternative can include design practice that is consistent with best practice.)

#### *Time and process involved:*

- Ownership (A rating of 4 meant an alternative includes parcels where there is willingness of adjacent property owners to donate property or easement or to adopt a trail segment.)
- Property Acquisition (A rating of 4 meant there is a low number of properties needed to construct an alternative and the alternative uses the most public property possible.)
- Railroad Coordination (A rating of 4 meant the alternative does not touch railroad right-of-way.)
- Time for alignment development, permitting and implementation. (A rating of 4 meant the alternative can be coordinated with related projects to reduce time and effort and City Costs.)

#### *Cost and Affordability*

- Construction Costs (A rating of 4 meant the alternative had the lowest construction costs of each alternative scored.)
- Funding Opportunities (A rating of 4 meant only local funding is needed for the alternative, a rating of 0 means that there are limited funding options to construct the project.)

### Connectivity

#### *Mobility options and networks*

- Pedestrian and bicycle Network connectivity and mobility (A rating of 4 means that the alternative connects to an existing low stress network for users.)
- Population Density (A rating of 3 (highest for this category) meant the alternative will serve a high density of households.)

#### *Destinations*

- Businesses connected (A rating of 4 meant there are 15 or more businesses that can be connected by the alternative.)
- Commuting ability (A rating of 4 meant there is a high likelihood the alignment will serve as a commuter route.)
- Connections to open space, Fillmore Park and YMCA (A rating of 4 meant the alternative provides a direct connection to existing open space.)
- Connections to institutions, the performing arts center and the library (A rating of 4 meant there is a direct connection to institutions, the performing arts center, or the library.)
- Connection to city attractions like the Magic House and Station Plaza (A rating of 4 meant the alternative provides a direct connection to

attractions.)

- Connection to schools and educational resources (A rating of 4 meant the alternative connects to schools or other educational resources.)

## **Impact (Environmental and Economic)**

### *Environmental*

- Emission reduction and reduction of heat island effect. (A rating of 4 meant the alternative has a high likelihood of opportunities for reducing emissions and the heat island effect.)
- Tree removal required for the alternative or segment (A rating of 4 meant there is limited to no removal of trees, and invasive species will be eliminated.)
- Biodiversity, Productive Landscapes and Habitat (A rating of 4 meant that opportunities for conservation can be maximized.)
- Contaminated or Hazardous Waste Site Remediation (A rating of 4 meant there are no identified contamination areas along the alternative's alignment.)
- Stormwater Features and Best Management Practices (A rating of 4 meant there is available open space that can be used for stormwater BMPs.)

### *Development and Security*

- Adjacent to existing and/or planned commercial developments/investment (A rating of 4 meant the alternative will directly support existing and/or planned commercial development.)
- Adjacent to planned residential developments/investment (A rating of 4 meant the alternative is adjacent to planned development that it will significantly enhance.)
- Ability to address security for residents and private enterprises (A rating of 4 meant the alternative can enhance security of adjacent private property.)
- Ability to provide a safe and secure environment for trail users and neighbors (A rating of 4 meant that design can exceed CPTED guidelines and best practices.)

## **Safety and Comfort**

### *Level of Stress*

- Level of Stress at street crossings (Qualitative) (A rating of 4 meant the alternative has only low stress street crossings.)
- Number of at-grade rail crossings (Quantitative) (A rating of 4 meant the alternative eliminates at-grade rail crossings.)
- Level of travel stress on alignment (Quantitative) (A rating of 4 meant that the alternative has an overall stress level of 1- a very low stress facility)
- Ability to address negative interactions between cars and active transportation in the study area (A rating of 4 meant the alternative eliminates all interaction between trail users and cars.)
- User Experience (A rating of 4 meant the alternative has a user experience exceeding that of the existing Gravois Greenway/Grants Trail)

Each evaluation category and subcategory included detailed evaluation criteria that directly related to the vision and goals defined by the Influencer Committee. Through the evaluation process, individual segments that were deemed to be effective in accomplishing the goals of the project were combined into four route alternatives. Four alternatives were formed out of the route segments that achieved the goals and achieved a unique route character. It should be noted that three of the four alternatives included the Union Pacific railroad spur/Kirkwood Cut off at the southern end of the study corridor.



Grants Trail Extension Evaluation Matrix

Alternatives	Total % of Score	Feasibility					Connectivity		Impact			Safety & Comfort	
		Space Available Category Result	Technical Complexity Category Result	Time and Process Category Result	Cost and Affordability Category Result	Total Feasibility	Connection to Destination Category Result	Total Connectivity	Environmental Results	Development and Security Results	Impacts Category Results	Level of Stress Results	Comfort Category Results
<b>Alternative 1:</b> assume grade separations at BNSF, Leffingwell and Fillmore	66%	Red	Yellow	Red	Red	Red	Orange	Red	Green	Yellow	Green	Green	Green
<b>Alternative 2:</b> assume at-Grade Rail Crossings	53%	Yellow	Green	Orange	Green	Yellow	Red	Orange	Red	Red	Red	Red	Red
<b>Alternative 3:</b> assume Undercrossing of BNSF	68%	Yellow	Yellow	Yellow	Yellow	Orange	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow
<b>Alternative 4:</b> assume BNSF Under Crossing on Leffingwell	67%	Green	Red	Green	Yellow	Green	Green	Green	Green	Orange	Orange	Orange	Orange

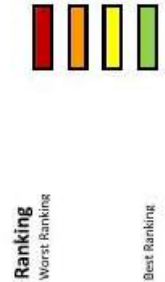


Figure 4.2 - Evaluation Matrix

The four route alternatives are shown in Figure 4.3-  
Vetting Alignments

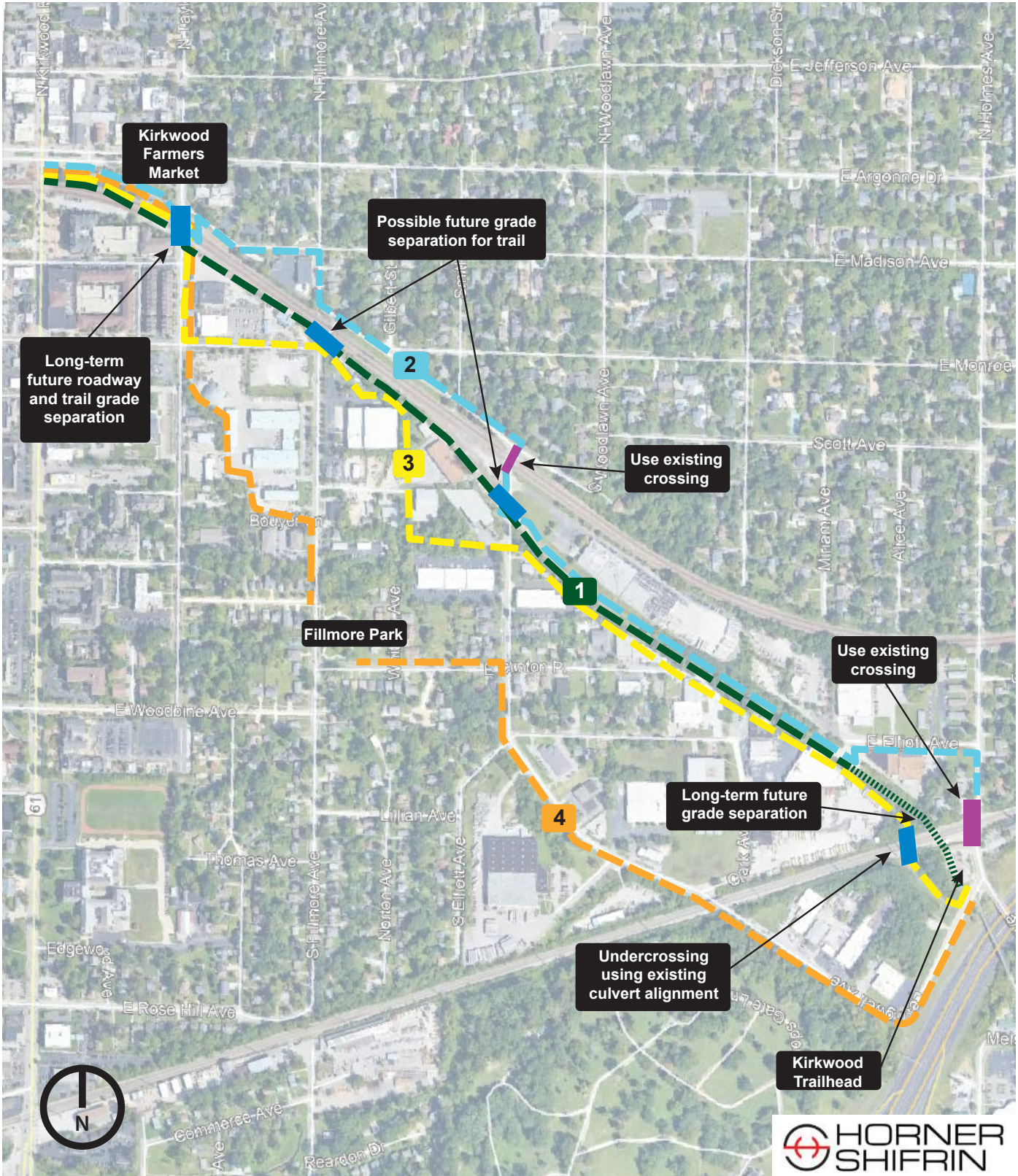


Figure 4.3 - Vetting Alignments



The four routes alternatives have the following opportunities and constraints:

## Alternative 1 – Green

### Opportunities

- The preferred route identified by the evaluation matrix
- Uses Kirkwood Cut off and railroad right of to make a direct connection between downtown and trailhead
- No at-grade street crossings or driveway crossings with proposed grade separated crossings.
- Low number of private properties to secure
- Good options for emission reductions and conservation opportunities
- The most desirable alignment based on public input
- Compatible with existing and future businesses
- Involves improvement of railroad right of way to meet safety standards
- Leverages public property at downtown entry

### Constraints

- Highest project cost
- Limited opportunities for full funding – a phased approach is needed
- Limited connectivity to population density and neighborhoods
- Significant coordination with both railroads required for permitting and ROW purchase
- Union Pacific was unwilling to consider locating the the proposed trail alignment west of Leffingwell in their active right-of-way
- High number of bridges and high ongoing maintenance costs
- Significant utility relocation costs for overcrossing of BNSF
- Expensive property costs

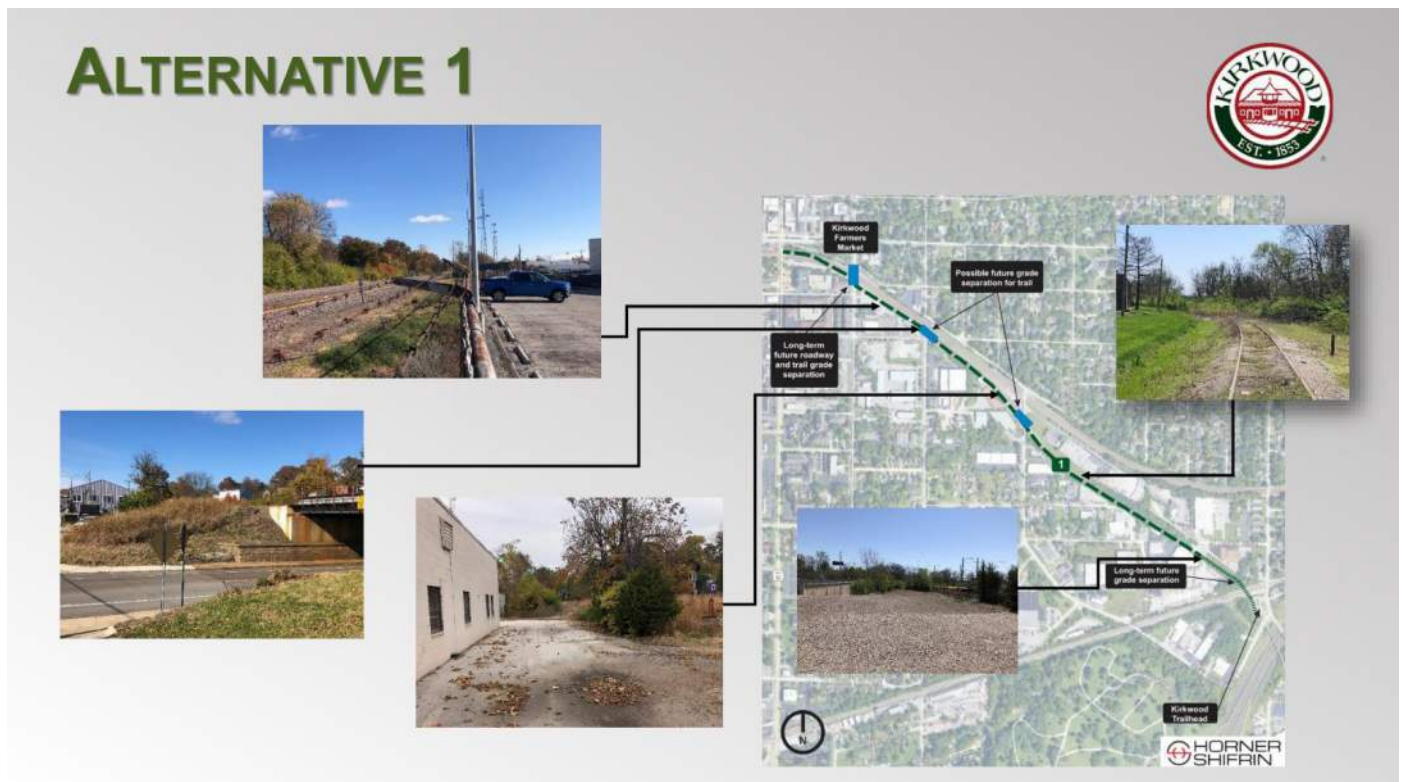


Figure 4.4

## Alternative 2 – Blue

### Opportunities

- Good connection to population density and neighborhoods
- Lowest overall project cost
- Uses Kirkwood Cut off and railroad right of to make a direct connection between downtown and trailhead
- No structures such as bridges are needed, only retaining walls
- Leverages public property for route

### Constraints

- Two at-grade rail crossings are required
- Most limited options for trail design best practice and open space opportunities
- High number of street and driveway crossings
- Moderate stress route due to adjacency to streets
- User experience is inconsistent with existing Gravois Greenway/Grant's Trail

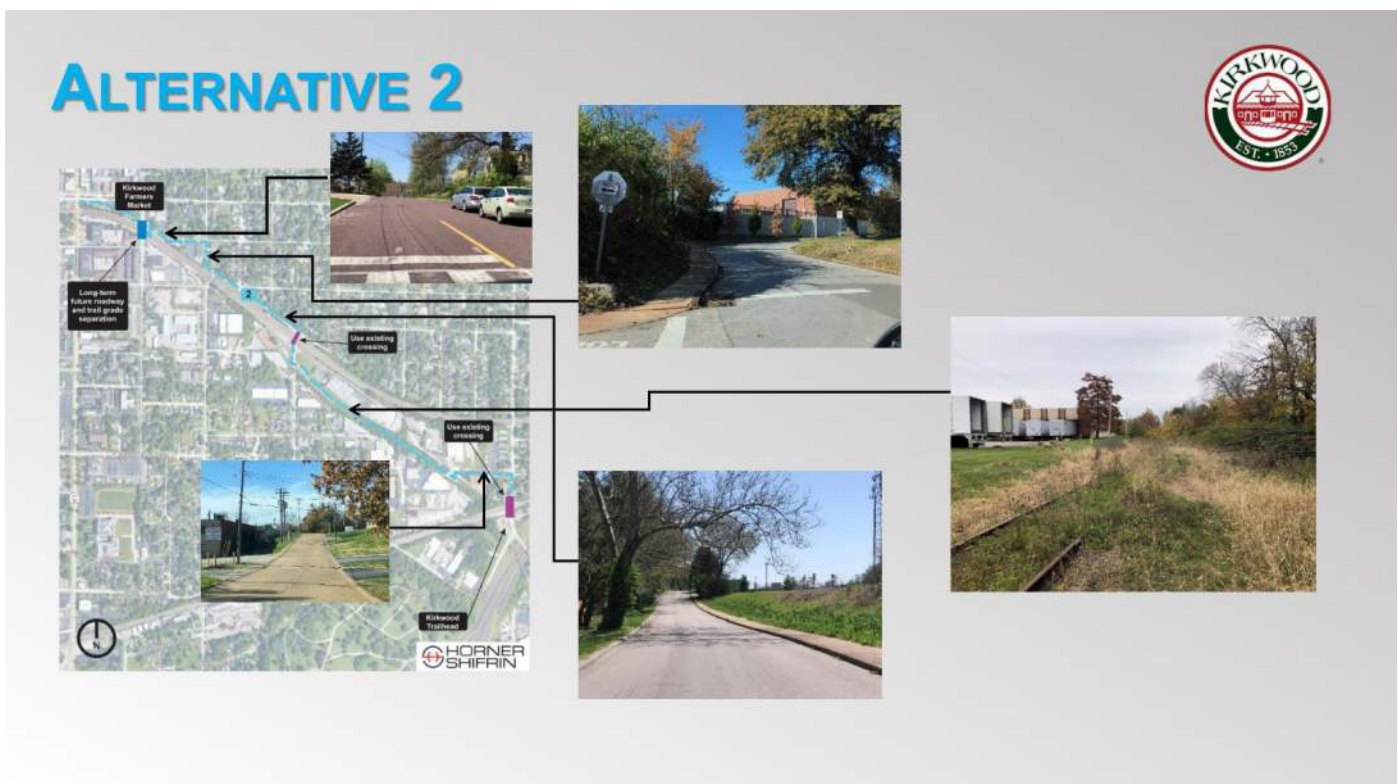


Figure 4.5

## Alternative 3 – Yellow

### Opportunities

- Good options for best practice trail design
- Moderate project cost compared to other routes
- Direct connection to performing arts and downtown
- Good options for emission reductions and conservation opportunities
- Compatible with existing and future businesses
- Minimizes rail crossings needed
- Upgrades the existing bike lane on Taylor to a separated facility
- Low stress route due to off road location

### Constraints

- Large amounts of private property needed
- High cost for private and railroad property needed for route
- High cost for undercrossing of BNSF right of way
- Permitting process with BNSF for undercrossing
- Multiple street crossings at grade
- Potential flooding of undercrossing at BNSF due to low elevations required
- Requires more tree removals than all other options



Figure 4.6



## Alternative 4 – Orange

### Opportunities

- Uses the existing roadway connection but upgrades to separation of the side path
- Uses Interstate 44 and city street rights of way
- Creates a side path next to an existing creek
- Connects directly to Fillmore Park
- Uses the City maintenance and performing arts center properties
- Route on Fillmore provides a walking route to Nipher Middle School
- Minimizes rail crossings
- Potential connection to Meramec Greenway along I-44

### Constraints

- Requires a signalized one-way vehicular configuration under the BNSF bridge on Leffingwell
- Most indirect route to downtown
- Moderate stress route due to adjacent to roadways for most of the route
- Minimal ability to secure private property since it is along a roadway
- Potential flooding of undercrossing at BNSF due to location in a floodplain/floodway



Figure 4.7

## Preferred Route

The evaluation matrix was employed a second time to evaluate the four route alternatives. From the evaluation, Alternative Route 1- Green rose to the top with the highest percentage of applicability with all the evaluation criteria. The primary benefits of the green route is the directness of the route between downtown and the trailhead, use of the Kirkwood Cut off, easement in the railroad right of way and grade-separated crossings over the railroads and the streets. Meetings with BNSF and Union Pacific were held with railroad technical and real estate representatives. It was determined in a meeting with Union Pacific that the railroad would not allow the trail to be placed within the railroad right of way. Due to the prohibitively expensive grade separated crossings and the decision by the railroad not to allow the trail and easement to interfere with their active rail line, the green route was omitted from consideration during the December 9, 2021 City Council meeting.

During the meeting, the City Council selected Alternative Route 3 – Yellow to be developed into a Federal funding application for the February 10, 2022 submission deadline. The selection of the yellow route over the green route is not settling for an inferior solution but was rather decided as the best solution that could be practically achieved. The benefits of the Yellow Route are as follows:

1. Uses the Spur/Kirkwood Cut off property for the southern segment of the alignment like the Green Route.
2. Includes a new underpass under the BNSF railroad west of the trailhead.
3. Follows the tributary of Kirkwood Creek and weaves through private property in the center of the alignment for a greenway experience unlike the more industrial Green Route.
4. Has direct connections to the Kirkwood Performing Arts Center and future redevelopment sites along Monroe and Taylor to encourage trail-oriented development opportunities.

5. Can leverage the City's Purchasing & Utilities building property for weekend trail parking and trail amenities.
6. Uses existing bike lane space and the right of way on Taylor to upgrade to a separated bike/ped facility.
7. Connects into the east side of Kirkwood Farmers Market to create new trailhead park with market and bike/ped amenities.
8. Has only one grade crossing at Union Pacific railroad at Taylor where there is an existing bike lane.
9. Connects directly to the existing Gravois Greenway/Grant's Trail and trailhead with a wrap-around trail design.

Following the City Council work session additional detailed engineering of the yellow route into a concept plan defined issues relative to drainage in the project area near the BNSF rail crossing, including definition of methods for accommodating a bored crossing of the trail under BNSF, while keeping the active line operations. Solutions were defined for these issues and costs were applied to address the under crossing, drainage, as well as reconstruction of the Gravois Greenway/Grants Trail Kirkwood trail head. All of the additional improvements were necessary for a constructible project. The costs for these key elements was significant to achieve the grade separation, and these costs were deemed not acceptable, based on direction provided by the Council at the work session for the project.

The final preferred route was revised on the far east end of the route revised the undercrossing across the BNSF railroad, to a sidepath from the trailhead along the west side of Holmes Avenue to Elliott Avenue, then a sidepath on Elliot to the rail spur right of way and the proposed turnaround at the end of Elliott Avenue. The revision to the preferred route allowed the overall route/alternative to meet budget expectations approved by the City Council.

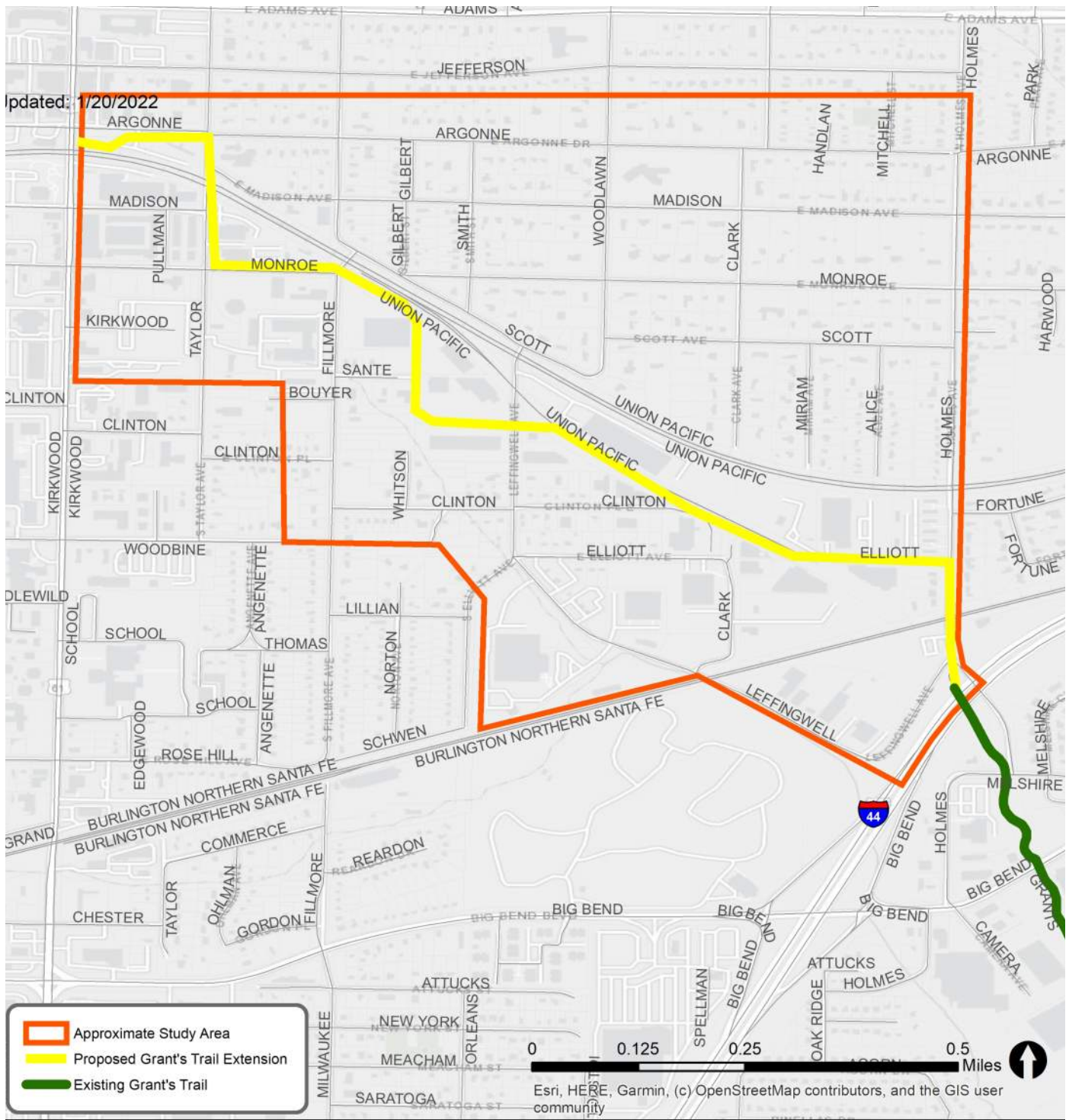


Figure 4.8 - Preferred Route: Alternative 3 - Yellow



## DESIGN AND EXPERIENCE

### Greenway Experience

The existing Gravois Greenway/Grant's Trail travels through 12 miles of varied experiences. From railroad bridges, historic sites, Grant's Farm and the iconic Clydesdale horses, the Gravois Greenway has set a standard for greenways in the region. Like Grant's Trail, the preferred route for the extension will continue to follow the railbed of the former Kirkwood-Carondelet Branch of the Missouri Pacific Railroad. The tracks still remain along the rail bed and are surrounded by trees on both sides. The central section of the trail runs along the north side of the tributary of Kirkwood Creek and through the business park along Sante Avenue. Both the south and central sections of the trail have a greenway experience with the potential to preserve trees, use existing lawn areas, provide habitat, and integrate native landscapes.



*Kirkman cut off tracks are still visible*



*Existing Creek*

short term and long-term development opportunities within the project study area. Most notably, the multi-family and single-family development potential along Monroe, Fillmore and Taylor. Another opportunity for trail-oriented design is the synergy that will be created between the Kirkwood Farmers Market and the trail. As the northern-most end of Gravois Greenway/Grant's Trail, the market and Downtown will be key destinations from southern trailheads and a whole host of current and future trail users.

### Trail-Oriented Design

The trail project involves a new enhanced bike/ped crossing at Fillmore Avenue and Monroe Avenue. The trail crossing in this location is a great place to connect into the Historic neighborhoods east and north of Downtown under the railroad bridge. The trail along Monroe will be a side path along the north side of Monroe Avenue. This configuration makes a direct connection to the Kirkwood Performing Arts Center on the South side of Monroe but does not disrupt the drop-off function for the center on the south side of the road. There is potential for the north side of Monroe to be redeveloped into mixed use projects. The *Downtown Plan* and subsequent commercial market study identified



*Downtown Plan & Parking Study*



A concept plan has been created for the preferred route that considers the conditions of the site including grade change, drainage considerations, connections to existing conditions, and the locations of street and railroad crossings. The preferred route was refined using an AutoCAD drawings of the physical features and topography obtained by the LiDAR drone. This

information allowed the designers to do conceptual engineering, respond to engineering challenges, and prepare detailed cost estimates.

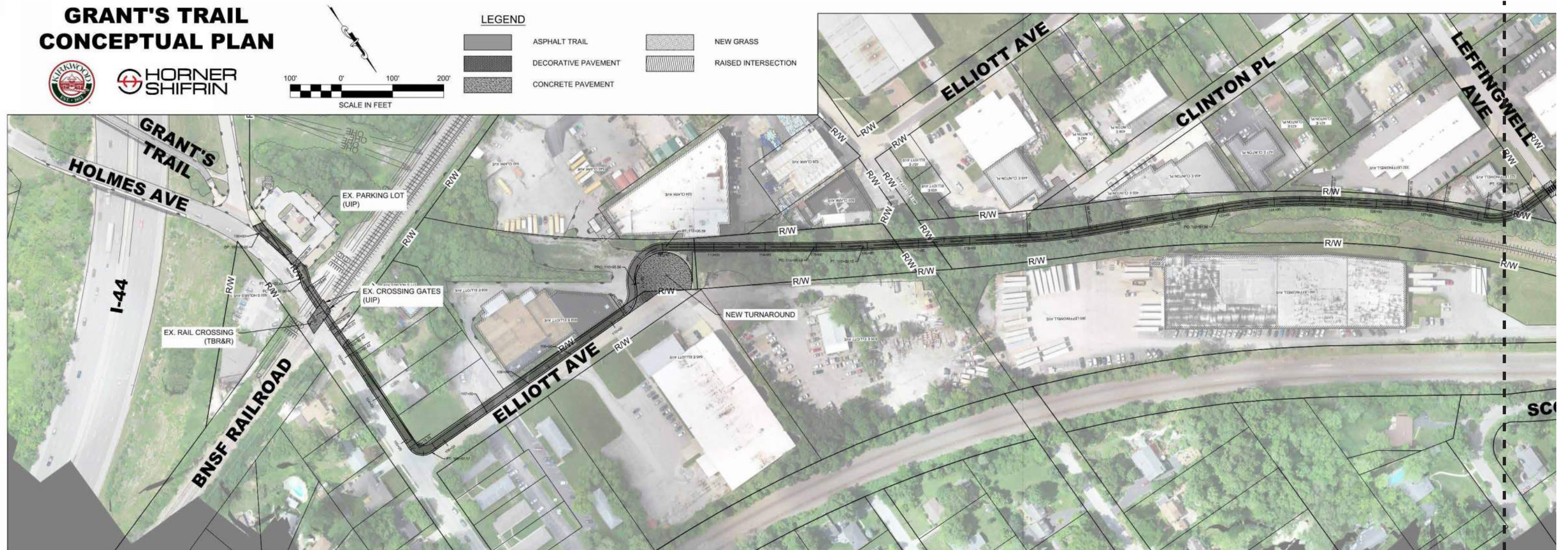
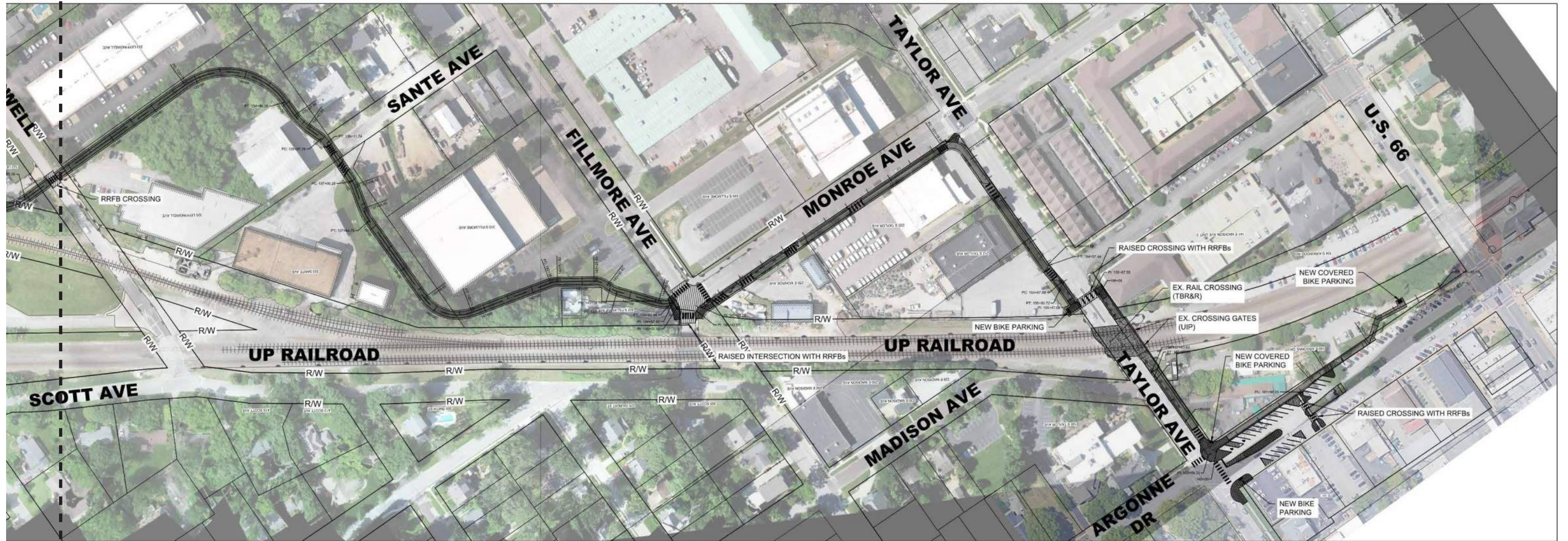


Figure 4.9







## A TOUR OF THE ROUTE

Each section of the alignment has unique features that create opportunities for a dynamic user experience. This is not a trail that just accomplishes a connection from point A to point B. It is integrated into the community and downtown fabric, is conveniently located near many residential neighborhoods, and offers its users a chance to experience Kirkwood's railroad history and industry. Features include:

**Holmes Crossing** - from the trailhead at Holmes and Leffingwell, the trail will cross the BNSF railroad tracks at grade and go north on Holmes. The trail will turn west on Elliot on the south side of the roadway and enter the rail spur.

**Ride the Rails** - from there, the trail continues along the rail spur where the existing train tracks are still present. The tracks and other elements can be used to create an interpretive landscape that build on the story of Kirkwood's train history showcased in the Historic Kirkwood Station. This section of the trail will be a multi-use path that will be generally follow Great Rivers Greenway's guidelines.

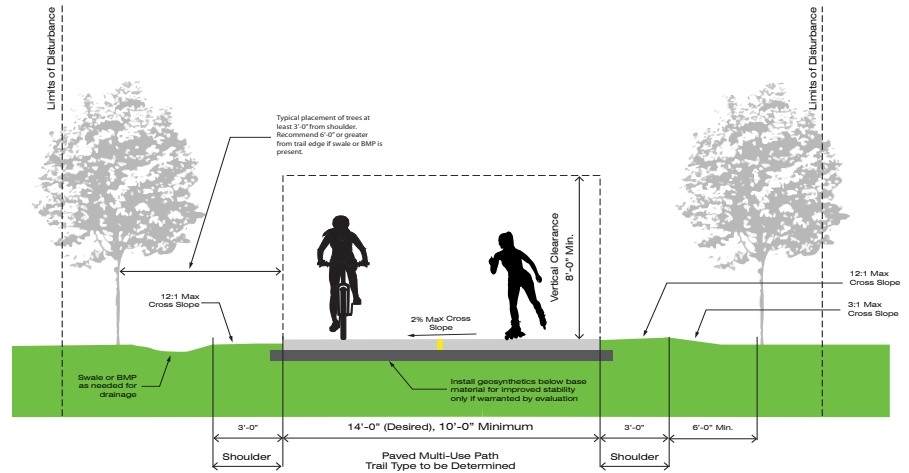
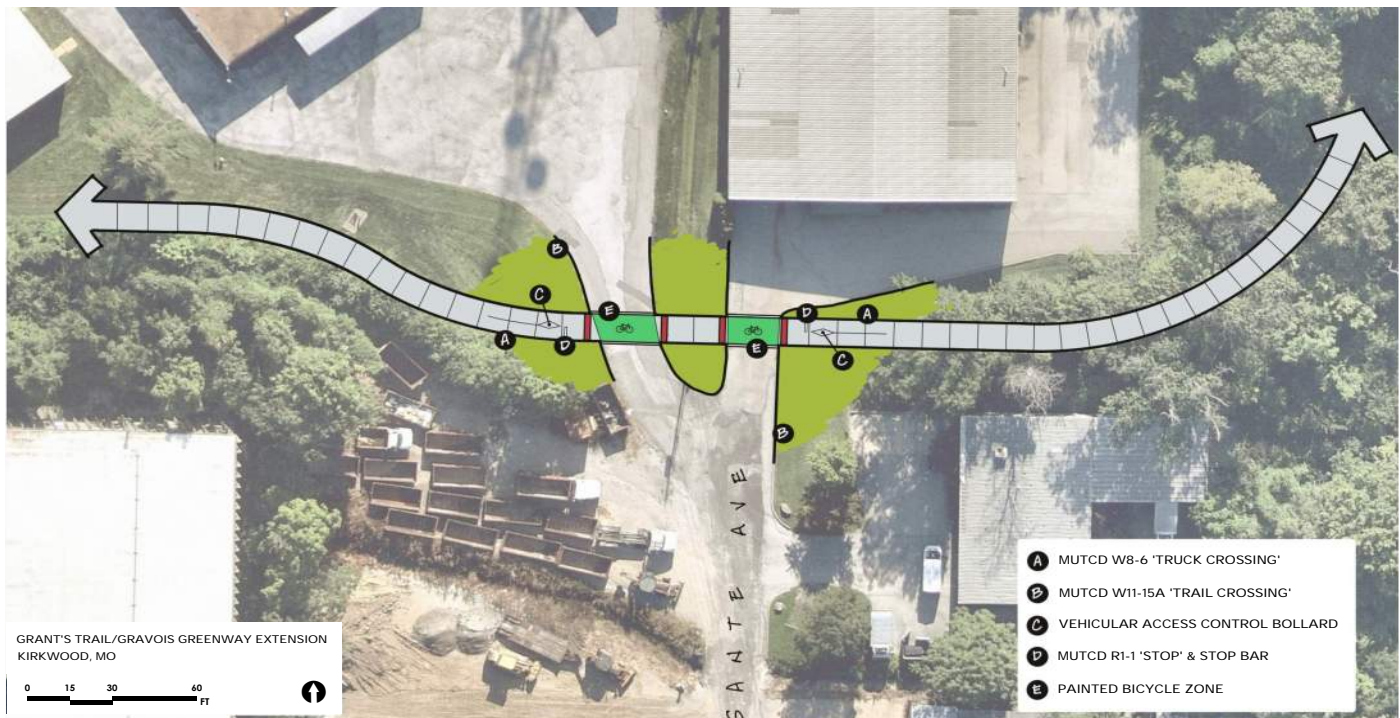


Figure 4.10 - Greenway Trail Section

**Creek View** - at Leffingwell Avenue, the trail crosses the street at a new crosswalk. It enters the business park area along the Sante corridor and has the potential to interact with the creek and follow a wooded path. The trail will cross over the end of Sante Avenue at the entrances to two businesses with truck docks. With modifications to the vehicular entrance and trail safety features, the trail can coexist with the businesses in this area.



Sante Crossing



**Fillmore Crossing** - after crossing the end of Sante Avenue, the trail extends behind the buildings to parallel the Union Pacific railroad and the existing cellular tower site. A new raised intersection and enhanced crossing is planned at Fillmore and Monroe and the trail crosses Fillmore on the north side of the intersection to align with a side path trail on the north side of Monroe.



Fillmore and Monroe Intersection

**City Trail** - at the existing raised intersection at Monroe and Taylor, the sidepath goes north on the east side of Taylor, crosses to the west side just south of the tracks, then heads north towards the Kirkwood Market. The side path construction requirements will also generally follow Great River’s Greenway guidelines. At Monroe, there are utility poles in the tree lawn and on-street parking along the street. The side path will be located at the edge of the existing sidewalk and extend beyond the right of way to provide a 10’ wide minimum to 12’ ideal trail width. The existing utility poles will remain in the trail buffer and tree lawn. On Taylor, the side path buffer will begin at the eastern edge of the existing parking lane and extend east towards the right of way to create a 5’ wide buffer and 10’ wide minimum to 12’ ideal trail width. North of the Union Pacific tracks, the trail will be on west side of Taylor at the Kirkwood Market.

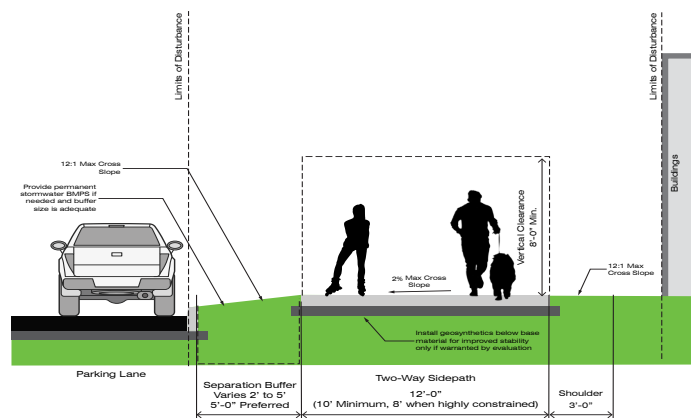
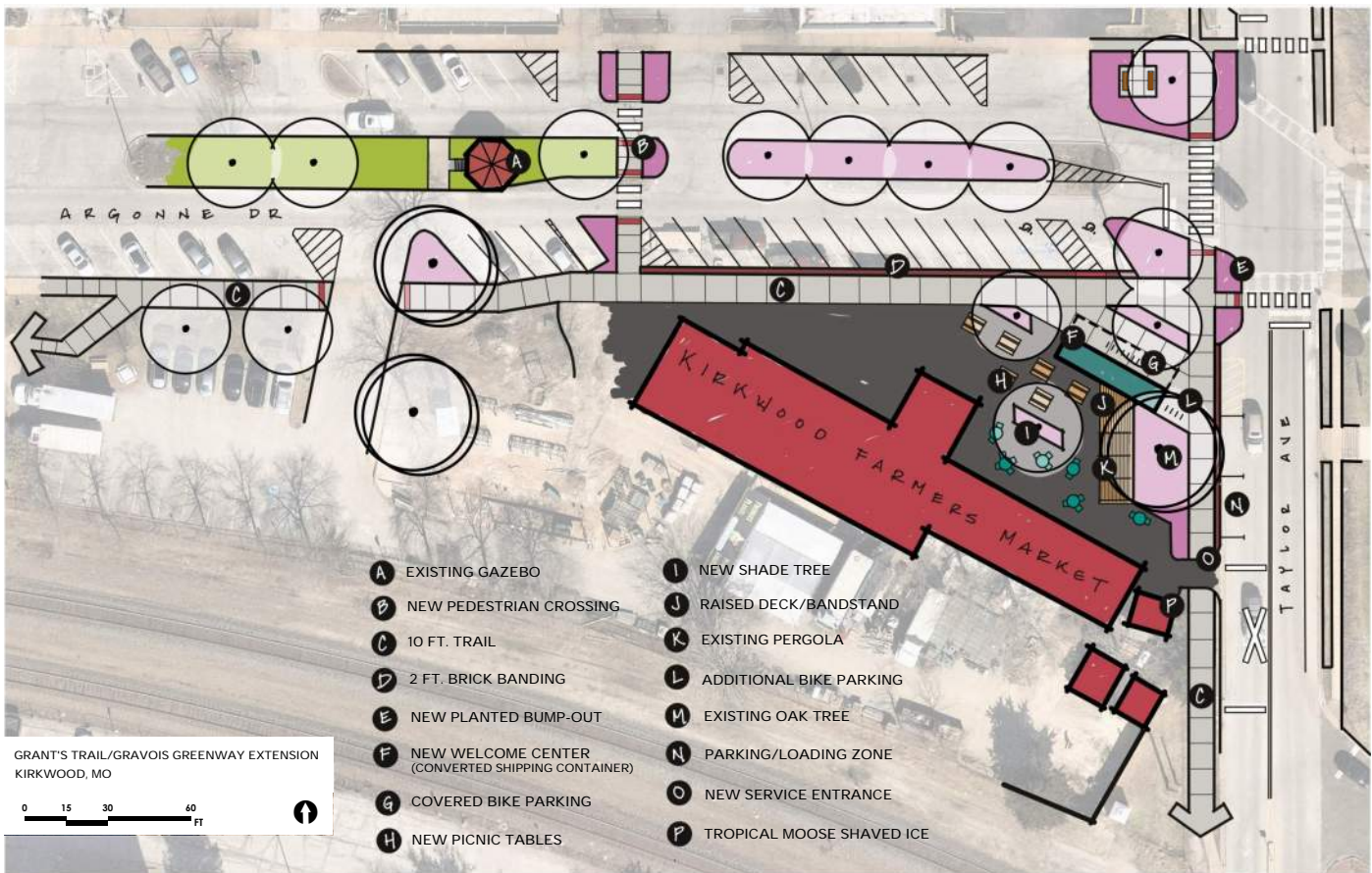


Figure 4.11 - Sidepath Section

**Destination Downtown** - on the east side of the Kirkwood Farmers Market at Taylor, there is a park-like space that houses Tropical Moose Shaved Ice, the visitor/market office building, picnic tables, and other user amenities. The proposed conceptual plan for the area shows how the southwest corner of Taylor and Argonne can be reconfigured for a northern destination point, new facilities for the market office and visitors, entertainment programming, amenities, and covered bike parking.

There are many current pressures on the parking supply in the Argonne/market area. The plan reconfigures the east end of Argonne to create a parking court for the market and improved pedestrian safety by shortening crossings from the north to the trail and the market. The termination of the trail in this location is not intended to provide a trailhead, but rather an appealing place to ride a bike, park your bike and access downtown amenities. This bike/ped oriented visitor's center for Downtown will help address parking in the area. Due to the limited parking supply, pressure from other uses, and the limit on the parking duration in the Central Business District, it is anticipated that Gravois Greenway users that need parking will use the Holmes or Oakland trailheads and other parking areas outside of downtown, or ride from their homes.



Kirkwood Farmers Market Integration Plan



**Market Walk** - The plan reconfigures the roadways and parking on the east end of Argonne to create room for the trail to extend along the face of the market while only taking limited space (2') from the market area. The trail will be a dismount zone and a bike parking zone. The section of the trail along the market frontage will be signed as a "Dismount Zone." East of the market parking lot entrance, a new north-south mid-block crosswalk is proposed to facilitate safe pedestrian movements between existing public parking and the market.



*Sidepath at Kirkwood Market*



# 5. IMPLEMENTATION



## COST ESTIMATE

The cost of each route alternative was a factor in the scoring matrix. Order of magnitude cost estimates were prepared for all the route alternatives in order to understand the magnitude of the construction needed to realize the potential of each option. Alternative 1 – Green was initially the preferred option due to its direct route and grade separated Sidewalk crossings over streets and

the railroad. When the detailed estimate was complete, Alternative 1 was prohibitively expensive and was disconnected to the neighborhoods. Alternative 2 – Blue was the least expensive but did not meet the all the project vision and goals which was similar to Alternative 4- Orange. Alternative 3 – Yellow, scored well and the costs were commensurate with the benefits that the route provided.

<b>Gravois Greenway/Grant's Trail Extension COST ESTIMATE</b>					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	SUBTOTAL
					
<b>GENERAL ITEMS</b>					
1	Mobilization	1	L.S.	\$ 300,000.00	\$300,000.00
2	Site Clearing & Grubbing (includes clearing of misc trees)	2.50	Acre	\$ 7,500.00	\$18,750.00
3	Tree Protection	1	L.S.	\$ 15,000.00	\$15,000.00
4	Sawcut, Full-Depth (concrete pavement)	4,500	L.F.	\$ 10.00	\$45,000.00
5	Concrete Sidewalk Removal (assume 4-inches thick)	650	S.Y.	\$ 24.70	\$16,053.70
6	Concrete Pavement Removal (assume 8-inches thick)	6,500	S.Y.	\$ 40.05	\$260,305.50
7	Concrete Curb Removal	3,500	L.F.	\$ 10.85	\$37,971.50
8	Adjust to Grade Existing Manhole	12	EACH	\$ 533.96	\$6,407.52
9	Remove Railroad Rails	2,000	L.F.	\$ 4.00	\$8,000.00
10	Construction Stakeout	1	L.S.	\$ 30,000.00	\$30,000.00
11	Staging Area Site Restoration	1	L.S.	\$ 10,000.00	\$10,000.00
12	Material Testing (subgrade compaction, aggr base compaction, conc cylinders, ac pvmt cores)	200	HOURS	\$ 135.00	\$27,000.00
13	Burlington Northern Railroad Permit Allowance	1	L.S.	\$ 30,000.00	\$30,000.00
14	Union Pacific Railroad Permit Allowance	1	L.S.	\$ 30,000.00	\$30,000.00
15	Burlington Northern Railroad Flagging (Contractor under contract with BNSF, reimbursed by City)	50	DAY	\$ 1,500.00	\$75,000.00
16	Union Pacific Railroad Permit & Flagging (Contractor under contract with BNSF, reimbursed by City)	50	DAY	\$ 1,500.00	\$75,000.00
17	RR Xing Allowance (Double Track on Taylor and Holmes)	2	L.S.	\$ 150,000.00	\$300,000.00
18	MSD Permit for Storm Sewers	1.0	L.S.	\$ 1,500.00	\$1,500.00
19	Excavation Permit	1.0	L.S.	\$ 1,000.00	\$1,000.00
20	Concrete Permit	1.0	L.S.	\$ 1,000.00	\$1,000.00
<b>General Sub-Total =</b>					<b>\$1,287,988.22</b>
<b>EARTHWORK &amp; EXCAVATION</b>					
21	Class A Excavation (Cut)	18,197	C.Y.	\$ 10.00	\$181,966.67
22	Embankment (Fill)-In Place	8,530	C.Y.	\$ 8.00	\$68,240.00
23	Disposal of Excess Excavation (Cut)	9,667	C.Y.	\$ 20.00	\$193,333.33
24	Class C Excavation for Drainage	800	C.Y.	\$ 34.70	\$27,758.40
25	Compacting pavement subgrade	8,889	S.Y.	\$ 4.97	\$44,217.78
<b>Earthwork &amp; Excavation Sub-Total =</b>					<b>\$ 515,516.18</b>
<b>CONCRETE PAVEMENT ITEMS</b>					
26	6-Inch Concrete Trail	7,900	S.Y.	\$ 70.00	\$553,000.00
27	6-Inch Type 1 Aggregate Trail Shoulder	1,580	S.Y.	\$ 12.00	\$18,960.00
28	4-Inch Type 5 Aggregate Base	9,085	S.Y.	\$ 8.00	\$72,680.00
<b>Concrete Pavement Sub-Total =</b>					<b>\$644,640.00</b>
<b>CONCRETE ITEMS</b>					
28	Concrete Curb Ramp	40	EACH	\$ 3,000.00	\$120,000.00
29	Reinforced Concrete Sidewalk (4000 psi compressive strength At Trail Head)	400	S.Y.	\$ 40.05	\$16,018.80
30	Concrete Pavement Replacement (assume 8-inches thick)	1,511	S.Y.	\$ 47.27	\$71,422.73
31	Type B Concrete Gutter (1'-8" X 12" with 10" X 6" Gutter Section) Used on Retaining Walls	400	L.F.	\$ 40.00	\$16,000.00
32	Pavers Within Concrete Plaza	96	L.F.	\$ 20.00	\$1,920.00
33	Pavers Adjacent to Planting Bed	50	L.F.	\$ 20.00	\$1,000.00
34	Decorative Aluminum Fencing Parallel to Railroad	5,000	L.F.	\$ 75.00	\$375,000.00
<b>Concrete Sub-Total =</b>					<b>\$601,361.53</b>
<b>RETAINING WALL NUMBERS: 6 &amp; 7 (along UPRR)</b>					
35	MSE Modular Block Retaining Wall	775	S.F.	\$ 40.00	\$31,000.00
36	Structural Backfill (granular)	5	C.Y.	\$ 32.95	\$164.74
37	Pedestrian Guard Rail Decorative Fence (4-ft high)	437	L.F.	\$ 38.35	\$16,758.51
38	Free Draining Aggregate	33	C.Y.	\$ 47.20	\$1,557.53
39	Retaining Wall Drainage System (Geotextile & 4" Underdrain)	1	L.S.	\$ 1,779.80	\$1,779.80
<b>Retaining Wall Total =</b>					<b>\$51,260.59</b>
<b>RETAINING WALL NUMBERS: 8 &amp; 9 (East of Leffingwell)</b>					
40	MSE Modular Block Retaining Wall	185	S.F.	\$ 40.00	\$7,400.00
41	Structural Backfill (granular)	1	C.Y.	\$ 32.95	\$32.95
42	Free Draining Aggregate	10	C.Y.	\$ 47.20	\$472.00
43	Pedestrian Guard Rail Decorative Fence (4-ft high)	22	L.F.	\$ 38.35	\$843.68
44	Retaining Wall Drainage System (Geotextile & 4" Underdrain)	1	L.S.	\$ 817.92	\$817.92
<b>Retaining Wall Total =</b>					<b>\$9,566.53</b>



ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	SUBTOTAL
<b>RETAINING WALL NUMBERS: 10 &amp; 11 (South of Santa Fe)</b>					
45	MSE Modular Block Retaining Wall	775	S.F.	\$ 40.00	\$31,000.00
46	Structural Backfill (granular)	5	C.Y.	\$ 32.95	\$164.74
47	Free Draining Aggregate	33	C.Y.	\$ 47.20	\$1,557.53
48	Retaining Wall Drainage System (Geotextile & 4" Underdrain)	1	L.S.	\$ 1,779.80	\$1,779.80
<b>Retaining Wall Total =</b>					<b>\$34,502.07</b>
<b>RETAINING WALL NUMBERS: 12 &amp; 13 (at Post Office)</b>					
49	MSE Modular Block Retaining Wall	185	S.F.	\$ 40.00	\$7,400.00
50	Structural Backfill (granular)	1	C.Y.	\$ 32.95	\$32.95
51	Free Draining Aggregate	10	C.Y.	\$ 47.20	\$471.98
52	Pedestrian Guard Rail Decorative Fence (4-ft high)	22	L.F.	\$ 38.35	\$843.68
53	Retaining Wall Drainage System (Geotextile & 4" Underdrain)	1	L.S.	\$ 817.92	\$817.92
<b>Retaining Wall Total =</b>					<b>\$9,566.53</b>
<b>STORM DRAINAGE</b>					
54	15-Inch Class III RCP	222	L.F.	\$ 68.49	\$15,204.32
55	24-Inch Class III RCP	336	L.F.	\$ 136.32	\$45,802.01
56	15-Inch Pre-cast Concrete Flared End Section	9	EACH	\$ 650.38	\$5,853.38
57	24-Inch Pre-cast Concrete Flared End Section	18	EACH	\$ 1,365.73	\$24,583.20
58	Concrete Encasement	30	C.Y.	\$ 375.47	\$11,264.10
59	Granular Backfill	111	C.Y.	\$ 32.95	\$3,657.23
60	MSD Area Inlet (Pre-cast Concrete includes Excavation & Granular Backfill)	4	EACH	\$ 4,035.84	\$16,143.36
61	MSD Manhole (Pre-cast Concrete includes Excavation & Granular Backfill)	4	EACH	\$ 2,890.84	\$11,563.36
62	4-Inch Perforated PVC Underdrain (with 2-ft x 2-ft clean stone wrapped with Geotextile)	255	L.F.	\$ 4.84	\$1,234.10
63	Concrete Headwall	4	C.Y.	\$ 615.71	\$2,462.82
64	Slotted Drain	4	EACH	\$ 4.84	\$19.36
65	Clean Out	8	EACH	\$ 266.98	\$2,135.84
66	Bioretention Soil Mixture	84	C.Y.	\$ 7.52	\$632.06
67	Mulch (2-inches thick)	81	S.Y.	\$ 20.00	\$1,620.00
68	Sand (ASTM C-33 Fine Aggregate)	20	C.Y.	\$ 14.10	\$281.98
69	3/8-inch Gravel (ASTM C-33 No. 8)	20	C.Y.	\$ 14.10	\$281.98
70	3/4-inch Gravel (ASTM C-33 No. 6 or 67)	52	C.Y.	\$ 14.35	\$746.15
71	Rip-rap Revetment (MSD #8 heavy limestone)	5,400	C.Y.	\$ 20.85	\$112,584.60
72	Street Drainage Modification Allowance (Bump-outs, Raised Intersections)	8	EACH	\$ 18,000.00	\$144,000.00
73	Geotextile (MSD Type 4 Fabric)	474	S.Y.	\$ 2.73	\$1,296.34
<b>Storm Drainage Sub-Total =</b>					<b>\$401,366.19</b>
<b>EROSION CONTROL</b>					
74	Silt Fence (St. Louis County Type Fence w/ Welded Wire Fabric)	8,000	L.F.	\$ 3.00	\$24,000.00
75	Inlet Protection	25	EACH	\$ 275.00	\$6,875.00
76	Rock Ditch Checks	30	C.Y.	\$ 111.75	\$3,352.35
77	Concrete Wash-out Station (Straw Bales w/ Plastic Liner)	2	EACH	\$ 1,167.92	\$2,335.84
78	Truck Wash Station	1	EACH	\$ 10,000.00	\$10,000.00
<b>Erosion Control Sub-Total =</b>					<b>\$46,563.19</b>
<b>LANDSCAPING</b>					
79	Deciduous Trees	40	EACH	\$ 300.00	\$12,000.00
80	Shrubs - Small (1 gallon)	30	EACH	\$ 20.00	\$600.00
81	Shrubs - Medium (3 gallon)	20	EACH	\$ 35.00	\$700.00
82	Shrubs - Large (7 gallon)	14	EACH	\$ 50.00	\$700.00
83	Ground Cover	400	S.F.	\$ 10.00	\$4,000.00
84	Seeding	8,889	S.Y.	\$ 2.00	\$17,777.78
85	Mulching-Straw by power mulcher	8,889	S.Y.	\$ 1.00	\$8,888.89
86	Stormwater BMP Allowance (assume sheet flow to buffer stormwater credit)	1	L.S.	\$ 60,000.00	\$60,000.00
87	Soil Preparation (add topsoil and fertilizer to existing)	8,889	S.Y.	\$ 10.00	\$88,888.89
<b>Landscaping Sub-total =</b>					<b>\$193,555.56</b>
<b>SITE FURNISHINGS</b>					
88	Bike Rack	20	EACH	\$ 800.00	\$16,000.00
89	Covered Bike Parking Structure	3	EACH	\$ 20,000.00	\$60,000.00
90	Deluxe Public Workstand Station	2	EACH	\$ 3,000.00	\$6,000.00
91	Bike Counter	1	EACH	\$ 6,000.00	\$6,000.00
92	Bike Counter (Display)	1	EACH	\$ 27,000.00	\$27,000.00
93	Project Identification Signs	4	EACH	\$ 2,250.00	\$9,000.00
94	Bench	4	EACH	\$ 2,000.00	\$8,000.00
95	Solar Powered Compactor Litter Receptacle	4	EACH	\$ 3,166.98	\$12,667.92
96	Solar Powered Recycling Container	2	EACH	\$ 3,166.98	\$6,333.96
97	Wayfinding Signage Allowance	1	L.S.	\$ 20,000.00	\$20,000.00
<b>Site Furnishings Sub-Total =</b>					<b>\$171,001.88</b>

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	SUBTOTAL
<b>ELECTRICAL</b>					
98	Remove & Relocate Existing Light Pole <i>(includes concrete foundation-but no new circuit)</i>	10	EACH	\$ 1,501.88	\$15,018.80
99	Trail - Street Crossing Lighting <i>(2 luminaires per Location)</i>	6	EACH	\$ 5,000.00	\$30,000.00
100	Rapid Flashing Beacons <i>(2-Sided)</i>	8	EACH	\$ 18,000.00	\$144,000.00
101	Trail Accent Lighting Allowance for trailhead	1	L.S.	\$ 80,000.00	\$80,000.00
<b>Electrical Sub-Total =</b>					<b>\$269,018.80</b>
<b>REAL ESTATE</b>					
102	Permanent Underground Easement <i>(Parcel ID OL0807008, no address - existing BNSF ROW)</i>	13,100	S.F.	\$ 10.00	\$131,000.00
103	Permanent Easement Along Holmes from Residential Parcels	6,000	S.F.	\$ 3.00	\$18,000.00
104	Land Purchase for Trail ROW <i>(Parcel ID 24M610773, 658 E Elliott Ave, 63122)</i>	56,500	S.F.	\$ 10.00	\$565,000.00
105	Land Purchase for Trail ROW <i>(Parcel ID OL0807013, no address - former UPRR ROW)</i>	39,251	S.F.	\$ 10.00	\$392,510.00
106	Land Purchase for Trail ROW <i>(Parcel ID OL0807007, no address - former UPRR ROW)</i>	125,100	S.F.	\$ 10.00	\$1,251,000.00
107	Permanent Easement <i>(Parcel ID 24M520733, 322 Leffingwell Ave)</i>	1,500	S.F.	\$ 3.00	\$4,500.00
108	Permanent Easement <i>(Parcel ID 24M531023, 325 LEFFINGWELL AVE)</i>	24,000	S.F.	\$ 3.00	\$72,000.00
109	Permanent Easement <i>(Parcel ID 24M531056, 333 Sante Ave, 63122)</i>	25,000	S.F.	\$ 3.00	\$75,000.00
110	Permanent Easement <i>(Parcel ID 24M531090, 310 S Fillmore, 63122)</i>	32,000	S.F.	\$ 3.00	\$96,000.00
111	Permanent Easement <i>(Parcel ID 24M531100, 302 S Fillmore, 63122)</i>	2,500	S.F.	\$ 3.00	\$7,500.00
112	Permanent Easement <i>(Parcel ID 24M530462, 255 E Monroe Ave, 63122)</i>	6,000	S.F.	\$ 3.00	\$18,000.00
113	Permanent Easement from Post Office	10,000	S.F.	\$ 3.00	\$30,000.00
114	Land Purchase for Trail ROW <i>(Parcel ID 24M530583, 212 S Taylor Ave, 63122)</i>	61,000	S.F.	\$ -	\$0.00
115	Easement from Kirkwood Farmer's Market <i>(Parcel ID 23M121470, 140 E ARGONNE DR)</i>	8,000	S.F.	\$ -	\$0.00
<b>Real Estate Sub-Total =</b>					<b>\$2,660,510.00</b>
<b>TRAFFIC</b>					
115	Temporary Traffic Control Plan	1	L.S.	\$ 10,000.00	\$10,000.00
116	Temporary Traffic Control	1	L.S.	\$ 40,000.00	\$40,000.00
117	Street Markings Intersection Thermoplastic Striping Allowance <i>(safety based enhancements)</i>	6	L.S.	\$ 8,000.00	\$48,000.00
118	Bollards	30	EACH	\$ 1,500.00	\$45,000.00
119	4-Inch Wide Single White Pavement Marking <i>(Acrylic Base Paint)</i>	800	L.F.	\$ 2.00	\$1,600.00
120	4-Inch Wide Single Yellow Pavement Marking <i>(Acrylic Base Paint)</i>	400	L.F.	\$ 2.00	\$800.00
121	12-Inch Wide Single White Pavement Marking <i>(Acrylic Base Paint)</i>	60	L.F.	\$ 15.00	\$900.00
122	Roadway Signage	6	EACH	\$ 800.00	\$4,800.00
123	Trail Signage	8	EACH	\$ 600.00	\$4,800.00
124	Remove & Relocate Street Signage	3	EACH	\$ 186.98	\$560.94
<b>Traffic Sub-Total =</b>					<b>\$156,460.94</b>
<b>Project Sub-Total =</b>					<b>\$ 7,052,878.19</b>
<b>Professional Service Fees (surveying, engineering, geotechnical, real estate acquisition (10%)) =</b>					<b>\$ 705,287.82</b>
<b>Construction Phase Professional Services (inspection, QA material testing (5%)) =</b>					<b>\$ 352,643.91</b>
<b>Inflation (3-years at 3% per year) =</b>					<b>\$ 634,759.04</b>
<b>Contingency (10%) =</b>					<b>\$ 705,287.82</b>
<b>TOTAL =</b>					<b>\$ 9,450,856.78</b>

## Major Cost Components

**Greenway Trail** – the greenway trail is located within the Kirkwood Cut Off right of way and on the private property areas. The trail will be a 0 to 12’ wide concrete trail designed per the Great River’s Greenway construction guidelines. Concrete is durable and highly accessible. The smooth concrete surface provides the best user experience for all users includes those with wheelchairs, walkers, and powerchairs. Construction of the trail to maintain current ADA guidance will be much easier using concrete pavement.

**Side Path** – the side paths are located along the public streets of Monroe, Taylor, and Argonne. The side path will be 10’ wide concrete trail, with a 2’ buffer of pavers in place of the standard sidewalk up to 5’ using tree lawn. Concrete is also used within the right of way to be consistent with the city sidewalk network.

Some retaining walls will be needed in key locations to integrate the trail into existing conditions.

**Site Amenities and Landscaping** – the cost estimate includes bike parking, benches, compactor trash/recycle receptacles, wayfinding signage, crosswalk lighting, and native plantings.

**Holmes and Taylor Railroad Crossings** – the project has two at-grade crossing of the railroad- one at Holmes and one at Taylor. The trail will cross the BNSF Railroad tracks on the west side. The existing width of the concrete between the western most edge of the road and the end of the concrete is not wide enough for the trail and the required pavement buffer. A new concrete crossing will be provided as part of the project in addition to other trail safety measures such as fencing to direct trail users along the trail, and away from the tracks.



**Leffingwell At Grade Trail Crossing** - as the trail exits the rail spur, it will cross Leffingwell at-grade. We will add signing and enhanced trail markings, as well as rectangular rapid flash beacons (RRFB) for driver and trail safety. We will not use a raised crossing in this location due to significant truck usage at this crossing location. Lighting will be added for this crossing location.

**Fillmore Crossing** – a raised intersection is proposed at Fillmore and Monroe to provide traffic calming and a safe trail crossing. The crossing will be similar to the raised intersection at Taylor and Monroe to the west. The trail will remain at sidewalk grade while crossing the intersection which will give trail users more visibility to motorists. We will also include a RRFB for the trail crossing on the north leg of the intersection. Lighting will be added to this crossing location.

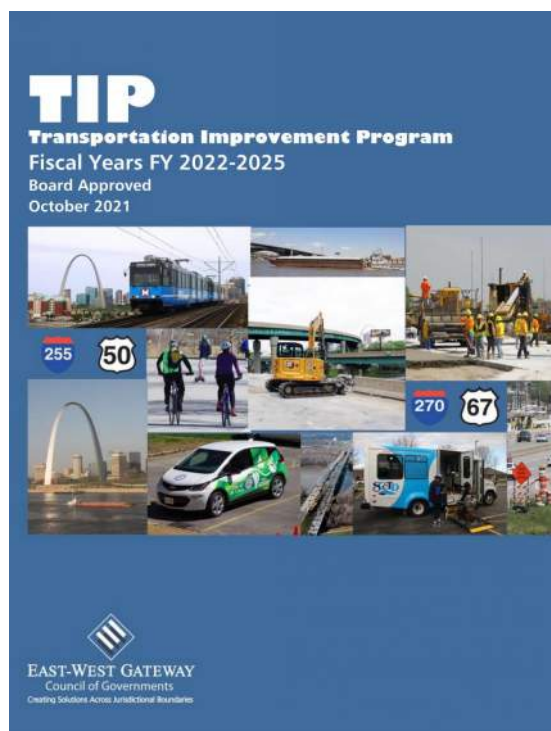
**Taylor Crossing** – a raised crossing will be provided for the trail crossing Taylor from the east side of Taylor to the west side of Taylor. This crossing will include signing, enhanced trail crossing markings and RRFB signals. Bump outs will be included to narrow the crossing to 24', reducing exposure of trail users at the crossing. Lighting will be added at this crossing location.

**Real Estate** – the project will involve the purchase of easements for the trail within private properties and permanent easements for the greenway trail segments that are not within the public right of way. The project does not involve the purchase of entire properties except for the rail spur, which will be purchased from the Union Pacific Railroad through their right of way process.

**Railroad Permitting and Safety Provisions** – the project will involve extensive railroad coordination and permitting during the preparation of final engineering design. The trail construction adjacent to the railroads and the two proposed crossings will require safety provisions to be in place at all times by the contractor

## FUNDING

Horner & Shifrin completed a Surface Transportation Program (STP-S) funding application on the City's behalf in February of 2022. During the conceptual plan development, the evaluation criteria from the 2021 call for projects by East West Gateway Council of Governments (EWG) was used to refine and tailor the project to be a competitive active transportation/ multi-modal project that meets the needs of the Kirkwood community and the regional connectivity goals. Depending upon the outcome the grant selection



project, additional funding, including private funds may be needed to enhance the trail.

## PHASING

Depending on available federal funding, a phased approach to implementation can be taken if a segment of the preferred alignment will take too long to move through the right of way acquisition process. In this case, a shorter-term solution may be used for the initial project approved for a grant to provide flexibility and ability to meet the reasonable progress policy administered by the East-West Gateway Council of Governments within the guidelines of MoDOT administration of the grant program.

## Moving Forward

Through a detailed planning process, a trail alignment has been defined that meets the community's vision and goals of the project with features and an estimated cost that is in-line with the City's expectations. The project has both technical design challenges and property acquisition complications. As a technically complex project, it is anticipated that challenges could arise during implementation that require adjustments or phasing. The alignment has flexibility to adjust to adjust around physical barriers and has the flexibility to be connected by short-term temporary connections if necessary. These options make the concept resilient and adaptable over time.

# 6. APPENDICES





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## **APPENDIX CONTENTS**

### **APPENDIX A - SURVEYS**

**Grant's Trail Community Survey – October 14, 2021**

**Community Survey**

**Grant's Trail Route Alternatives Survey – November 16, 2021**

**Route Alternative Survey Results**

### **APPENDIX B - PREFERRED ROUTE CONCEPT PLAN SHEETS**



# Grant's Trail Community Survey

The City of Kirkwood is exploring routes for an extension of Grant's Trail from its trailhead on Holmes Avenue in southeast Kirkwood to downtown Kirkwood.

For this survey, the term "Grant's Trail Extension" is used to describe a future route that connects the current terminus of Grant's Trail (which is also known as the Gravois Greenway) from the trailhead on Holmes to downtown.

Your responses to these questions will be used to help determine where a future route should go and what features it will include.

- 1. Have you ever visited Grant's Trail?**
  - Yes
  - No (skip to Question 3)
- 2. Have you visited Grant's Trail in the last six months?**
  - Yes
  - No
- 3. How would you use a future extension of Grant's Trail into downtown Kirkwood?**
  - Cycling
  - Walking
  - Connecting with nature
  - Sitting and relaxing outside
  - Running
  - Would not use the Greenway
  - Other (please specify) \_\_\_\_\_
- 4. Which amenities would you use and/or enjoy on an extension of the Grant's Trail into downtown Kirkwood?**
  - Trash Cans
  - Benches
  - Native Plants
  - Restrooms
  - Directional Signs
  - Drinking Fountains
  - Informational Signs
  - Shade Structures
  - Lighting
  - Public Art
  - Bike Repair
  - Bike Racks
  - Parking Lots
  - Picnic Shelters
  - Other (please specify) \_\_\_\_\_
- 5. Think about your favorite outdoor space such as a park, trail, or greenway. What makes this place special to you?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_
- 6. Where are the places you would like to go on an extension of Grant's Trail into downtown Kirkwood? Please include the places where you would also like to access this greenway.**
  - Shops and restaurants in Downtown Kirkwood
  - Kirkwood Farmer's Market
  - Kirkwood Amtrak Station
  - Fillmore Park
  - Kirkwood Performing Arts Center
  - Other (please specify) \_\_\_\_\_
- 7. If you have any safety concerns about an extension of Grant's Trail into downtown Kirkwood, what are they?**
  - Personal Security
  - Damage or Threat of Theft to Property
  - Crossings at Railroad Tracks
  - Interactions with Motor Vehicles
  - I don't have any safety concerns.
  - Other (please specify) \_\_\_\_\_
- 8. Please read the draft vision statement for the Grant's Trail Extension below and answer the question that follows.**

*Vision: The Gravois Greenway/Grant's Trail Extension to Historic Downtown Kirkwood provides bike and pedestrian connections to community destinations, neighborhoods, schools, and businesses for people of all ages and abilities to increase recreational activity, encourage economic development opportunities, and enhance the vibrancy of downtown.*

**Would you say this vision statement is:**

  - On the right track
  - Not on the right track
  - I'm not sure



9. (Optional) Please provide any comments you have to the draft vision statement.

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10. How important are each of the goals to the success of the Grant's Trail Extension?

	Absolutely essential	Very important	Of average importance	Of little importance	Not important at all
The Trail will connect to key destinations around and in the vicinity of downtown Kirkwood.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Trail extension and future connections to the Trail are safe and comfortable for users of all ages and abilities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase viable pedestrian and bicycling opportunities for recreation and transportation.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide facilities that encourage trail usage by users from around the region.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Trail infrastructure will respect public and private resources.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accommodate future connections to other regional trails and destinations.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encourage economic development.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. (Optional) Please provide any comments you have to the draft goals.

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12. (Optional) Please provide any additional comments you would like to share with the project team.

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The next series of questions will help us understand who we are hearing from and how we can improve our outreach efforts.

**13. What is your zip code?**

\_\_\_\_\_

**14. What is your age?**

- 17 years or younger
- 18-30 years
- 31-45 years
- 46-60 years
- 61 years or older
- Prefer not to answer

**15. To which gender identity do you most identify?**

- Female
- Male
- Non-binary
- Prefer not to answer
- Prefer to self-describe

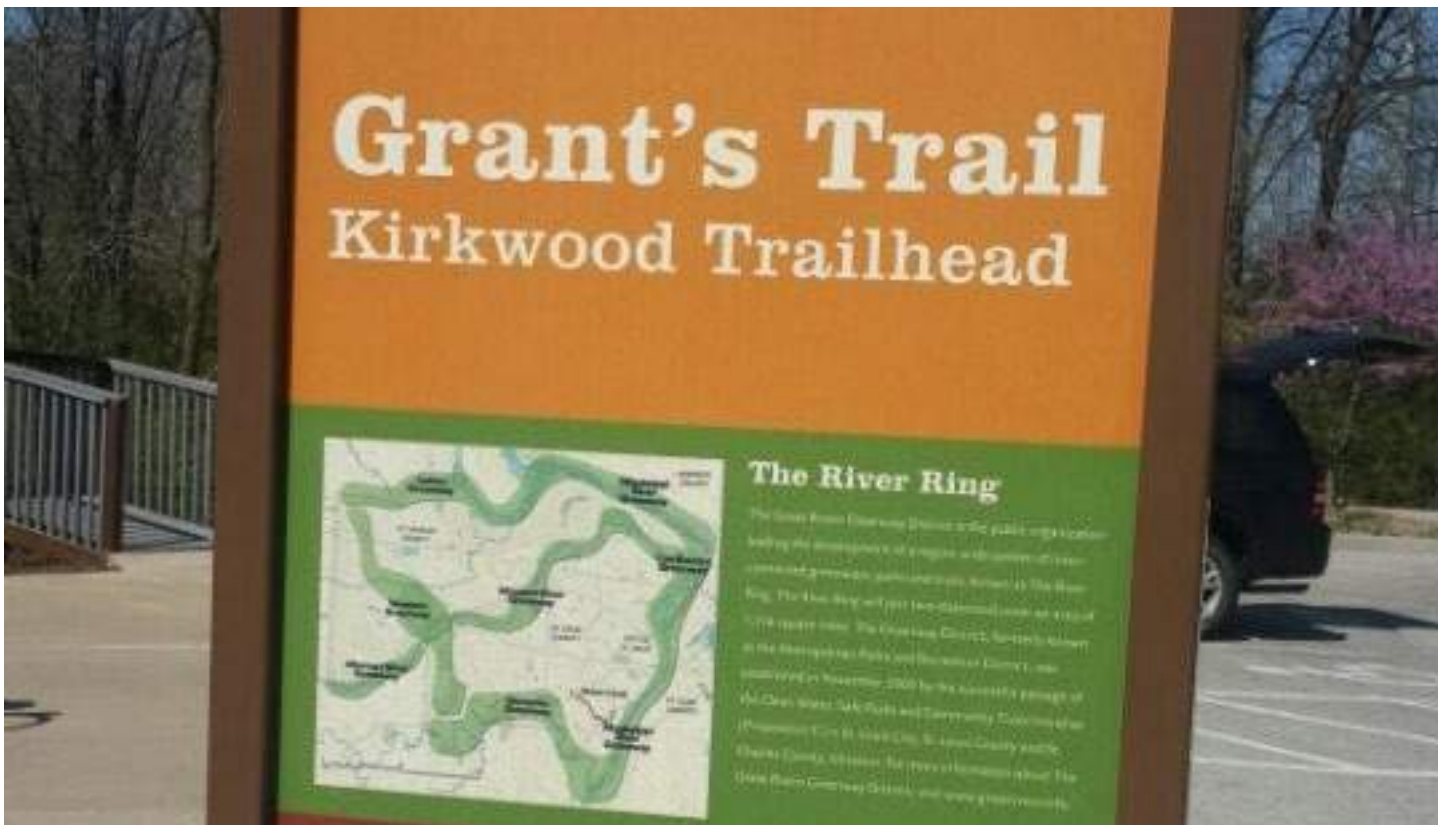
\_\_\_\_\_

**16. What is your race or origin?**

- White
- Hispanic or Latinx
- Black or African American
- Asian
- American Indian or Alaskan Native
- Native Hawaiian or Pacific Islander
- Some other race
- Prefer not to answer

**17. Would you like to receive more information about the Grant's Trail Extension in Kirkwood, MO? If so, please share your email address to receive project updates and notifications.**

\_\_\_\_\_



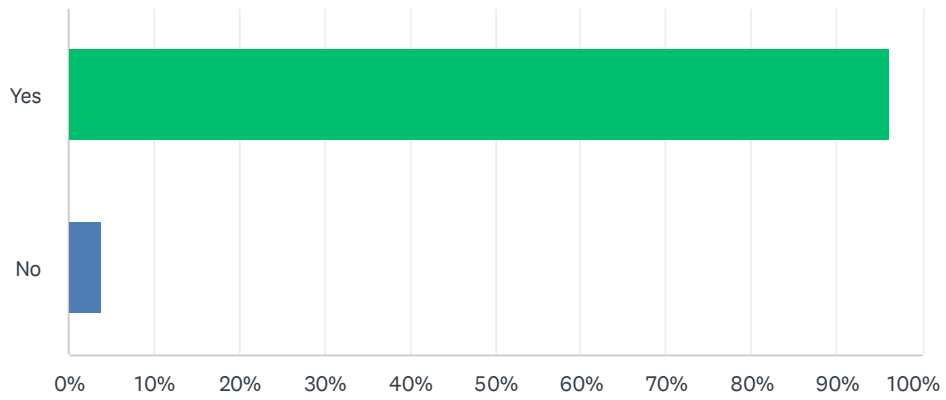
Thank you for participating in the Grant's Trail Extension Project and for sharing your insights and ideas in this survey.



RESULTS

Q1 Have you ever visited Grant's Trail?

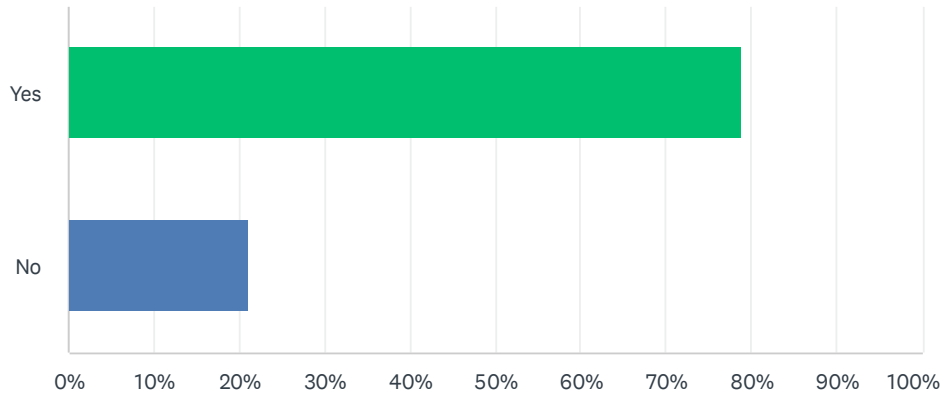
Answered: 607 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	96.21%	584
No	3.79%	23
TOTAL		607

## Q2 Have you visited Grant's Trail in the last six months?

Answered: 582 Skipped: 27

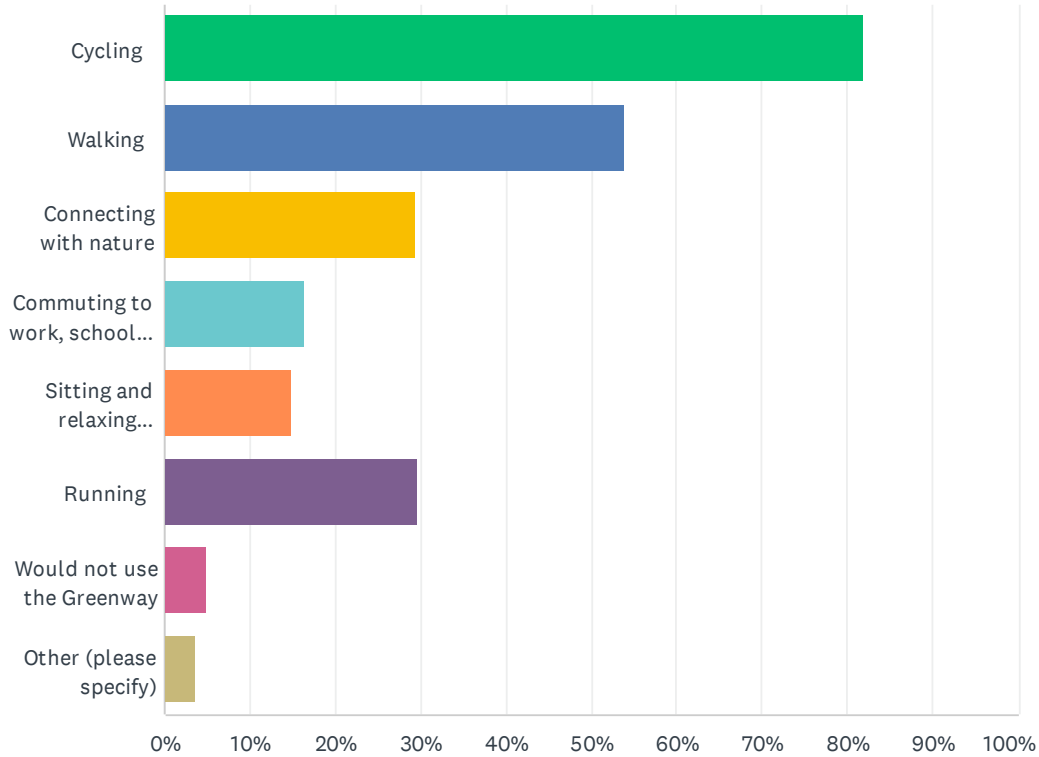


ANSWER CHOICES	RESPONSES	
Yes	78.87%	459
No	21.13%	123
TOTAL		582



### Q3 How would you use a future extension of Grant's Trail into downtown Kirkwood?

Answered: 552 Skipped: 57



ANSWER CHOICES	RESPONSES
Cycling	81.88% 452
Walking	53.99% 298
Connecting with nature	29.53% 163
Commuting to work, school, shopping, dining	16.49% 91
Sitting and relaxing outside	14.86% 82
Running	29.71% 164
Would not use the Greenway	4.89% 27
Other (please specify)	3.62% 20
Total Respondents: 552	

#	OTHER (PLEASE SPECIFY)	DATE
1	Cycling if a separate trail is provided	10/26/2021 12:03 PM
2	Please don't extend	10/22/2021 10:42 AM
3	Drive - need more parking	10/22/2021 5:34 AM

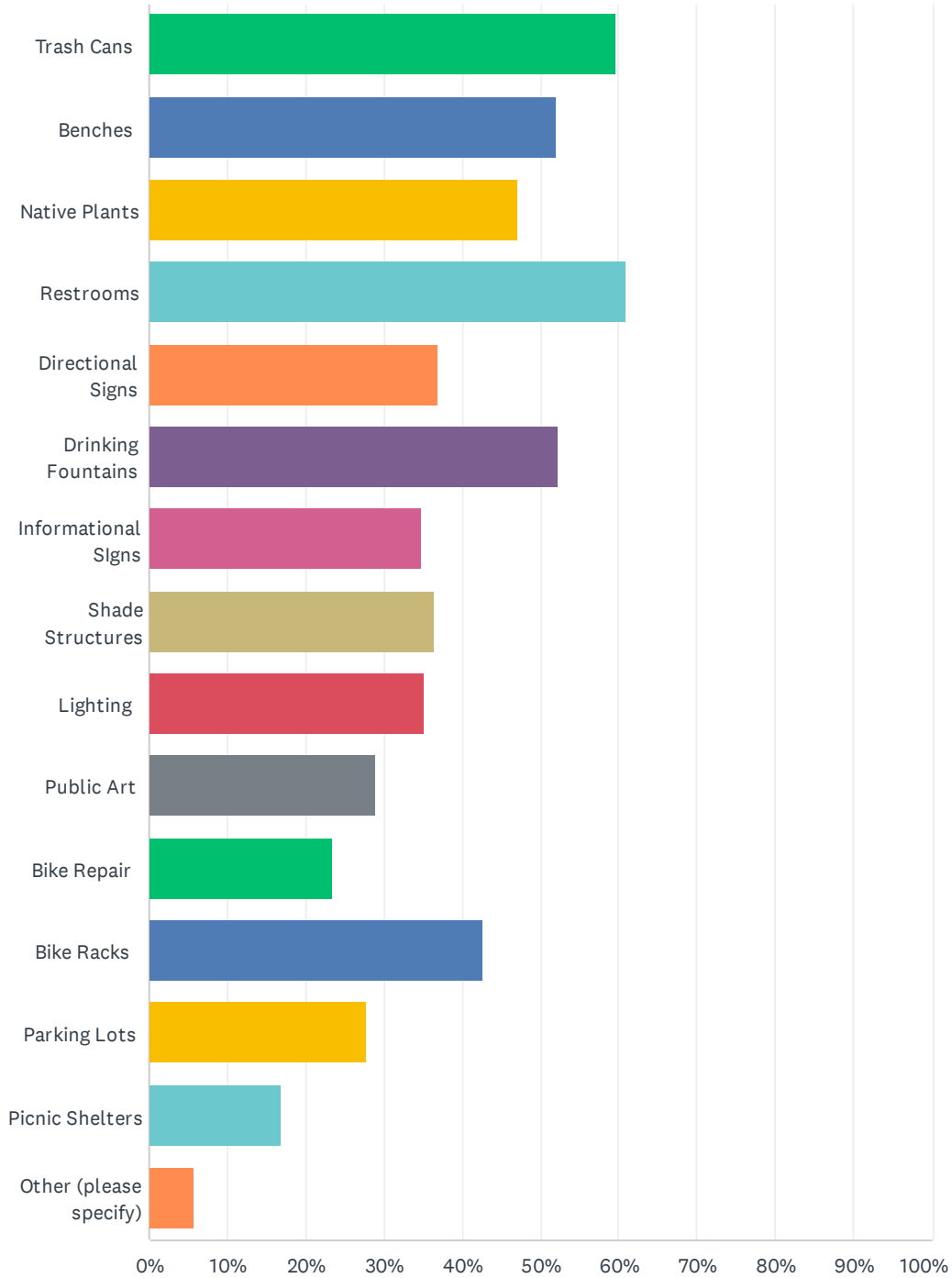
## Grant's Trail Community Survey

4	Getting to shopping, dining for pleasure	10/19/2021 2:48 PM
5	your survey is worded to get the response you want. Shame on you.	10/18/2021 12:08 PM
6	and other walkers,runners avoid for same reason	10/17/2021 2:31 PM
7	Personally I would not use it but other members of my family, including an elementary age child would use it to bike.	10/16/2021 9:51 AM
8	Eating out	10/14/2021 9:26 AM
9	Rollerblading	10/13/2021 7:43 PM
10	Kirkwood has lots of great places to eat or drink would love to pop into Kirkwood after a run!	10/13/2021 7:28 PM
11	Commenting to family members' homes	10/13/2021 1:22 PM
12	I use the trail to get to my job at Kirkwood schools as well as to reach entertainment & dining on the weekends	10/13/2021 12:33 PM
13	Playground	10/12/2021 7:50 PM
14	As a way to engage with the world without needing a car.	10/11/2021 3:54 PM
15	Keeping safe on a designated trail while exercising.	10/11/2021 8:29 AM
16	I am not in favor of extending it to DT Kirkwood	10/10/2021 8:58 PM
17	geocaching	10/8/2021 10:38 PM
18	Coffee to start my day maybe with some breakfast on the run.	10/8/2021 11:42 AM
19	N/A	10/6/2021 1:23 PM
20	I live in Kirkwood, so I would use the Greenway to leave Kirkwood	10/5/2021 2:50 PM



### Q4 Which amenities would you use and/or enjoy on an extension of the Grant's Trail into downtown Kirkwood?

Answered: 548 Skipped: 61



## Grant's Trail Community Survey

ANSWER CHOICES	RESPONSES	
Trash Cans	59.67%	327
Benches	52.01%	285
Native Plants	47.08%	258
Restrooms	60.95%	334
Directional Signs	36.86%	202
Drinking Fountains	52.19%	286
Informational Signs	34.85%	191
Shade Structures	36.50%	200
Lighting	35.22%	193
Public Art	29.01%	159
Bike Repair	23.36%	128
Bike Racks	42.70%	234
Parking Lots	27.74%	152
Picnic Shelters	16.79%	92
Other (please specify)	5.84%	32
Total Respondents: 548		

#	OTHER (PLEASE SPECIFY)	DATE
1	Please don't extend	10/22/2021 10:42 AM
2	Restaurants and snack shops	10/19/2021 7:26 PM
3	Filtered water bottle filler	10/18/2021 10:09 PM
4	Scam	10/18/2021 12:08 PM
5	Restaurants	10/18/2021 8:13 AM
6	Would not use	10/17/2021 5:32 PM
7	Have current rr available year round: Bike rack in plaza	10/17/2021 2:31 PM
8	recycling bin	10/17/2021 9:21 AM
9	Given the short distance between to downtown no amenities are needed	10/16/2021 10:32 PM
10	none of the above	10/16/2021 5:04 PM
11	none	10/16/2021 2:54 PM
12	None of this. This is going through neighborhoods.	10/14/2021 9:41 PM
13	I would not use.	10/14/2021 10:53 AM
14	Not having to ride on road from grants trail to Kirkwood	10/13/2021 8:51 PM
15	restaurants and bars near the trail	10/13/2021 7:28 PM
16	Security Cameras connected to Kirkwood Police Dept.	10/13/2021 4:28 PM
17	Crossing point for bikes where the trail will cross streets, and signage to cars warning them of the crossing trail.	10/13/2021 3:13 PM

## Grant's Trail Community Survey

18	Bike or scooter rental	10/13/2021 2:59 PM
19	Dog waste bags and water features	10/13/2021 11:38 AM
20	No artificial light	10/13/2021 11:29 AM
21	I am not in favor the extension - users will use parking spaces and not frequent Kirkwood businesses.	10/13/2021 9:41 AM
22	Playground	10/12/2021 7:50 PM
23	how about an actual trail. The trail ends, and Holmes Avenue narrows into Kirkwood, its too narrow for bikes.its too narrow	10/11/2021 9:32 PM
24	I am not in favor the extension - users will use parking spaces and not frequent Kirkwood businesses.	10/10/2021 8:58 PM
25	A covered bike rack would be great	10/10/2021 8:07 PM
26	Not use	10/10/2021 12:01 PM
27	Stop signs at street crossings	10/9/2021 2:17 PM
28	More charging stations for phones, on-trail air conditioned snack stations	10/8/2021 11:42 AM
29	Traffic signs to be obeyed!	10/6/2021 6:36 PM
30	Would make trail easier & safer to get to from our house.	10/6/2021 3:28 PM
31	None. I'd rather people not lose their homes so people can ride their bikes.	10/6/2021 2:56 PM
32	Over/underpasses to not have to stop to cross roads	10/6/2021 1:10 PM



## Q5 Think about your favorite outdoor space such as a park, trail, or greenway. What makes this place special to you?

Answered: 462 Skipped: 147

#	RESPONSES	DATE
1	Separation from the streets	10/26/2021 12:03 PM
2	Easy access and safe way to get there (protected from cars and traffic. Nice landscaping and places to sit and relax.	10/22/2021 2:12 PM
3	it is off roads/away from congestion. Native plants and greenway/creeks foster wildlife & viewing. Signs that tell me how far I've gone/ distances to next major point.	10/22/2021 1:54 PM
4	Solitude	10/22/2021 10:42 AM
5	Wide shady trails for walking, surrounded by woods; quiet places to rest	10/22/2021 8:53 AM
6	park	10/22/2021 5:34 AM
7	The open space, fresh air and nature.	10/22/2021 3:19 AM
8	ecological quality, relaxing pace, NO BIKES	10/21/2021 10:44 PM
9	Quiet, clean	10/21/2021 10:24 PM
10	It's beautiful	10/21/2021 6:27 PM
11	Ease of access. Fewer people than other places.	10/21/2021 12:29 PM
12	Clean	10/21/2021 8:31 AM
13	scenery and quietness sitting in the park	10/20/2021 10:52 PM
14	Feel like I am in nature even in the city	10/20/2021 9:19 PM
15	Natural settings including native flowers and trees.	10/20/2021 8:33 PM
16	Quiet, peaceful.	10/20/2021 4:31 PM
17	Peace, quiet, ability to connect with nature	10/20/2021 12:43 PM
18	Green space, activities, attractive surroundings	10/20/2021 9:57 AM
19	Not being in a neighborhood.	10/20/2021 9:32 AM
20	Easy to access and be in nature.	10/20/2021 6:19 AM
21	Safe passage for extended distance for biking and running.	10/19/2021 7:43 PM
22	The peace and quiet along with the beauty of nature.	10/19/2021 7:26 PM
23	Plenty of places to stop & sit along the trail, trash/recycling receptacles and drinking fountains. I also appreciate directional signage toward area landmarks.	10/19/2021 4:54 PM
24	Trees	10/19/2021 4:17 PM
25	The Katy Trail, it's shaded and connects me to places without having to worry about people driving cars.	10/19/2021 2:48 PM
26	Well-maintained but natural spaces.	10/19/2021 1:39 PM
27	a place to escape concrete and get in touch with nature	10/19/2021 11:58 AM
28	Relaxing place to getaway	10/19/2021 11:38 AM
29	The presence of wildlife.	10/19/2021 8:46 AM

## Grant's Trail Community Survey

30	Safe to ride	10/19/2021 7:40 AM
31	No vehicle traffic! Beautiful and tranquil setting. Safe.	10/19/2021 7:32 AM
32	Tower Grove Park has such a wonderful variety of trees & plants, walking & cycling paths, picnic tables & benches, tennis & pickleball courts, the farmers market and many other public events.	10/19/2021 6:58 AM
33	Native plants, shade, someplace calming	10/19/2021 6:16 AM
34	Beautiful scenery.	10/19/2021 5:58 AM
35	A place I can visit and enjoy with my kids	10/19/2021 3:40 AM
36	Just being outside	10/19/2021 12:20 AM
37	Safe for cycling, beauty of nature, places to sit and enjoy that beauty	10/18/2021 11:33 PM
38	Can enjoy being outdoors	10/18/2021 10:36 PM
39	People, and the culture that active living represents in my community.	10/18/2021 10:34 PM
40	Being surrounded by nature	10/18/2021 10:23 PM
41	Landscaping such as in parts of forest park	10/18/2021 10:09 PM
42	no cars, away from traffic, pedestrian/bike friendly, shade, trees/native plants	10/18/2021 10:08 PM
43	Balance	10/18/2021 10:05 PM
44	Safety, shade, kid friendly	10/18/2021 9:10 PM
45	Location	10/18/2021 9:05 PM
46	Great place to get some exercise, be in nature and relax!	10/18/2021 8:37 PM
47	Connecting with nature.	10/18/2021 7:40 PM
48	Solitude	10/18/2021 7:20 PM
49	nature, variation in view and terrain, flowers, diversity, historic	10/18/2021 7:00 PM
50	Peace, quiet, solitude	10/18/2021 6:59 PM
51	being off the road.	10/18/2021 6:46 PM
52	Amenities and nature	10/18/2021 5:51 PM
53	Large growth trees that provide great shade	10/18/2021 5:41 PM
54	Trees and a bit of nature.	10/18/2021 5:38 PM
55	Grants farm	10/18/2021 4:58 PM
56	Good landscaping: trees, flowers, etc.	10/18/2021 3:14 PM
57	Easy access and space to enjoy the outdoors: Trees, flowers, landscaping, etc.	10/18/2021 2:57 PM
58	Feeling safe and welcome. Feeling like some one expected me to be there- water, restrooms, shade, lighting	10/18/2021 2:37 PM
59	safe for running and cycling	10/18/2021 2:24 PM
60	Length	10/18/2021 2:20 PM
61	Peace. Relaxing	10/18/2021 1:00 PM
62	Stop wasting our tax dollars	10/18/2021 12:08 PM
63	SAFETY	10/18/2021 11:51 AM
64	The ability to have safe pedestrian and bicycle access to greenspace in an urban/suburban environment	10/18/2021 10:46 AM
65	Lots of trees and native plants.	10/18/2021 10:16 AM

## Grant's Trail Community Survey

66	Quiet and nature	10/18/2021 8:14 AM
67	I'm a cyclist	10/18/2021 8:13 AM
68	Nature	10/18/2021 7:57 AM
69	Na	10/17/2021 9:31 PM
70	Not in my front yard	10/17/2021 5:32 PM
71	little human interference, eg signs, and lots of trees	10/17/2021 4:33 PM
72	Lots of green space- native plants and trees. Even pavement for multiple use.	10/17/2021 4:11 PM
73	I love Grant's Trail because it's safe from cars and allows me to commute by bike or foot. The trees along the route male it a suburban oasis	10/17/2021 3:43 PM
74	Ease of access	10/17/2021 3:34 PM
75	,ble to walk slowly,relaxing, able to walk dog ;welcome to all walkers, children, strollers, with trees, greenery safe	10/17/2021 2:31 PM
76	Rolling party at 8:00 on a Saturday morn 8 months a year.	10/17/2021 2:26 PM
77	The view	10/17/2021 9:59 AM
78	Trails are great places for exercise and especially if in nature areas	10/17/2021 9:21 AM
79	seclusion & nature beauty	10/17/2021 9:00 AM
80	Ability to enjoy the outdoors actively without fear of traffic or other impediments	10/17/2021 8:58 AM
81	Clean, peaceful, natural surroundings, feeling safe, brings people in the community together	10/17/2021 8:10 AM
82	Convenient access to nature, quiet, and fresh air.	10/17/2021 7:43 AM
83	Ease of use	10/17/2021 7:04 AM
84	Safe riding space. Meaning low traffic interactions.	10/17/2021 4:17 AM
85	Nature driven yet safe	10/17/2021 3:38 AM
86	It's outdoors and clean	10/17/2021 12:02 AM
87	Functional addition to existing infrastructure that impacts people positively, increases healthily living opportunities, and reduces carbon footprints by offering car free alternatives.	10/16/2021 11:04 PM
88	Feeling connected to nature.	10/16/2021 11:02 PM
89	Safe well lit	10/16/2021 11:02 PM
90	To ride out of traffic on a smooth surface	10/16/2021 10:41 PM
91	Easy access	10/16/2021 10:32 PM
92	Accessibility	10/16/2021 10:10 PM
93	Seeing nature, not houses, electric lines, benches, etc.	10/16/2021 8:23 PM
94	The trees and wildlife on the trail	10/16/2021 8:00 PM
95	No cars	10/16/2021 7:41 PM
96	Being outdoors; attraction of butterflies and birds to flowers/planting.	10/16/2021 7:34 PM
97	Nice place to walk or sit, with plants and trees, and hopefully a quiet space.	10/16/2021 6:31 PM
98	Safety comfort ease of using	10/16/2021 6:19 PM
99	Free from car traffic, exercise, nature.	10/16/2021 5:35 PM
100	Trail	10/16/2021 5:27 PM
101	the natural setting	10/16/2021 5:04 PM
102	It is usually a safe place to walk without vehicle traffic.	10/16/2021 4:22 PM



## Grant's Trail Community Survey

103	Connecting to nature. Large trees.	10/16/2021 4:12 PM
104	Trail	10/16/2021 3:52 PM
105	Vicinity, size of trail - great for runners and bikers.	10/16/2021 3:45 PM
106	Relaxation	10/16/2021 3:31 PM
107	That it not be on crowded local roadways	10/16/2021 2:54 PM
108	Walking	10/16/2021 2:45 PM
109	quiet, no interruptions from bicycles	10/16/2021 2:43 PM
110	Green space, calmness and serenity a place to feel away from it all	10/16/2021 2:08 PM
111	Enough space for both runners/walkers and cyclists. Nice landscaping.	10/16/2021 1:54 PM
112	Calm environment, plenty of green space.	10/16/2021 9:51 AM
113	Quiet escape from concrete and steel.	10/16/2021 7:18 AM
114	People and activities	10/16/2021 6:07 AM
115	Scenery, other people	10/16/2021 5:54 AM
116	Natural. Quiet.	10/16/2021 3:44 AM
117	Space to get away yet with things to see	10/16/2021 12:43 AM
118	Scenic	10/15/2021 10:25 PM
119	The smoothness of the trail and the great nature	10/15/2021 10:00 PM
120	I enjoy being outside.	10/15/2021 9:52 PM
121	Green spaces	10/15/2021 9:38 PM
122	I love the outdoors and spend much of my time out doors building wonderful, fun and happy, healthy memories with my family and friends.	10/15/2021 7:50 PM
123	Safe, accessible, and near local amenities	10/15/2021 4:39 PM
124	access and maintenance and up keep	10/15/2021 4:06 PM
125	Being able to access from my house without having to get into my car. This extension would make that possible for even more people!! I love being able to use the trail to bike or walk to coffee shops, breakfast and see beautiful outdoor scenery!	10/15/2021 3:10 PM
126	Nature, benches and the ability to work on my bike if I have a need for air or water.	10/15/2021 3:03 PM
127	Quiet, very little traffic—foot or vehicle	10/15/2021 1:37 PM
128	Plants, animals and nature in general	10/15/2021 11:51 AM
129	The ease of access for my kids. A safe place to play and be without a fear of cars.	10/15/2021 9:33 AM
130	Separation from traffic and city activity.	10/15/2021 8:25 AM
131	Accessible and safe	10/15/2021 7:10 AM
132	freedom from car traffic	10/15/2021 6:51 AM
133	Mature trees, green space, well maintained trails/bike paths	10/14/2021 11:46 PM
134	The visuals, and support for cycling. Water, restrooms, and a place where I can change clothes.	10/14/2021 11:41 PM
135	Katy trail, or MCT trail system, lots of open non stop cycling. Would be incredible to see Grants trail to go longer.	10/14/2021 10:51 PM
136	Opportunities to feel alone — even if it's just a bench behind a bush or a few feet away from the path	10/14/2021 10:45 PM

## Grant's Trail Community Survey

137	Plants and trees; shade; calm	10/14/2021 10:18 PM
138	Enjoying the sights and sounds of nature and getting exercise.	10/14/2021 10:06 PM
139	Safe and quiet	10/14/2021 9:46 PM
140	Green trees and open space	10/14/2021 9:41 PM
141	I like to be able to exercise in a natural setting — plants, birds, etc.	10/14/2021 9:19 PM
142	Quiet, peacefully, no cars	10/14/2021 8:45 PM
143	Variety! A little play, a little exercise, a little scenery (we love the spot near Oak Bend library!) other favorite spots are Mini Haha and Sunset Hills Athletic Fields	10/14/2021 8:43 PM
144	Safety, natural beauty, safe crossings for pedestrians and cyclists	10/14/2021 8:38 PM
145	Easy to get to and use.	10/14/2021 8:10 PM
146	Safe, wide enough for walkers, runners, bikers and roller bladers	10/14/2021 7:54 PM
147	The ability access the park by bike and feel safe.	10/14/2021 7:48 PM
148	-	10/14/2021 7:36 PM
149	Serene, calming space	10/14/2021 7:15 PM
150	Flat, paved trail. Ability to access shops and restaurants from the trail by bike or walking.	10/14/2021 7:07 PM
151	The ability to do what you want, at your own pace, on your own time. No restrictions	10/14/2021 7:03 PM
152	Easy to access, not crowded	10/14/2021 6:44 PM
153	It's relatively quiet, is clean and you feel connected to nature but are in the middle of the city.	10/14/2021 6:16 PM
154	I go there on walks with my husband.	10/14/2021 5:51 PM
155	It's a nice, well kept trail. Beautiful scenery and safe.	10/14/2021 5:41 PM
156	Greenway. Running trail	10/14/2021 5:40 PM
157	A feeling of being in nature, but also the convenience of being in the city	10/14/2021 5:15 PM
158	Parking, safety, access	10/14/2021 4:01 PM
159	Relaxing, love riding	10/14/2021 3:58 PM
160	Ease of access between recreational use and social enjoyment. (Cycle + meal at a restaurant)	10/14/2021 3:55 PM
161	Cleanliness, well paved trail, interesting scenery	10/14/2021 3:53 PM
162	Easy parking, no traffic to watch for when I walk	10/14/2021 3:52 PM
163	Accessible, green, shaded	10/14/2021 3:50 PM
164	Not being able to see buildings or hear traffic, feeling like I'm far away from everything and just with nature	10/14/2021 2:37 PM
165	Safety. No traffic lights.	10/14/2021 2:29 PM
166	MTB trails	10/14/2021 2:24 PM
167	Having a safe space to exercise. The greener the better.	10/14/2021 1:58 PM
168	Accessibility to other areas	10/14/2021 1:45 PM
169	Good pavement to ride on. Access to nature.	10/14/2021 1:40 PM
170	Various amenities that I want and need... like the ones pointed out in my answers to question #4	10/14/2021 1:35 PM
171	beautiful scenery	10/14/2021 1:03 PM
172	Being off the main roads	10/14/2021 12:55 PM
173	The space is protected from cars. Distracted drivers are getting worse for walkers and bikers.	10/14/2021 12:54 PM

## Grant's Trail Community Survey

174	Peaceful natural beauty, bike/hike trail, accessibility to other places	10/14/2021 12:49 PM
175	Native plants and trees that attract a variety of birds	10/14/2021 12:10 PM
176	great scenery	10/14/2021 12:02 PM
177	as a cyclist, wide pathways or designated walking and biking lanes are always great! Love large tree cover and sound dampening from traffic	10/14/2021 11:57 AM
178	Quiet, shade, trees	10/14/2021 11:52 AM
179	It is special because it allows me to get away from traffic noise and stress.	10/14/2021 11:26 AM
180	Quiet beauty.	10/14/2021 11:23 AM
181	Accessibility, nicely paved - wide path.	10/14/2021 11:18 AM
182	Place to entertain kids	10/14/2021 10:35 AM
183	No cars.	10/14/2021 10:22 AM
184	Safe, clean and beautiful area to walk or ride a bike.	10/14/2021 10:12 AM
185	Quiet, safe	10/14/2021 9:53 AM
186	Convenient, safe, feel isolated in the middle of a urban/suburban setting	10/14/2021 9:31 AM
187	Scenic, peaceful ambiance	10/14/2021 9:31 AM
188	Hides away the urban surroundings	10/14/2021 9:26 AM
189	Being out in green space	10/14/2021 9:16 AM
190	Fresh air, views	10/14/2021 9:09 AM
191	Integration with nature Ability to hike or bike	10/14/2021 9:06 AM
192	Tranquility of no cars	10/14/2021 9:00 AM
193	Space, accessibility	10/14/2021 8:41 AM
194	Ample safe and well lit parking which is inviting. Well maintained amenities such as benches or a pavilion, bathrooms that are maintained. In the cost analysis bike racks are a nicety but not a necessity (cost consideration) because I bring my bike and never leave my bike, when sitting or resting. Water fountains should go with restrooms as MO is hot and MO is humid and we can run out. Logistics aside. We ride, walk, hike, to become better attuned to nature and the beauty that it holds. Please put that at the forefront of your considerations. There is NOTHING enjoyable about a trail that goes past a landfill, or a water treatment facility. Please allow for the trail to be as their aesthetically pleasing so that the money you spend is well used. Thanks for allow us to comment. Good Luck.	10/14/2021 8:39 AM
195	It's somewhere that I have memories from throughout most of my life— somewhere I went as a child and now take my own daughter to.	10/14/2021 8:38 AM
196	An unexpected oasis close to home and easily accessible	10/14/2021 8:32 AM
197	A place to recreate.	10/14/2021 8:26 AM
198	Central Park is one of my favorite parks because of the water, trees, flowering plants, art, and access to attractions. it encompasses everything that I want from the outdoors. beautiful foliage, shade for hot days and waterways.	10/14/2021 8:21 AM
199	The connection with nature is what brings me to trails. Do not want amenities interfering with that, although an occasional restroom would be nice.	10/14/2021 8:19 AM
200	Safe place,traffic free	10/14/2021 8:12 AM
201	Nature and the ability to ride my bike far distances (safely) and not on the streets	10/14/2021 8:07 AM
202	safety and views	10/14/2021 8:05 AM
203	I like long distance bike rides. I want to be able to do as many miles as I can out of direct traffic. Trails provide this for me	10/14/2021 7:54 AM



## Grant's Trail Community Survey

204	Keeping the natural surroundings intact but making them accessible.	10/14/2021 7:52 AM
205	Nature	10/14/2021 7:31 AM
206	Safe	10/14/2021 7:27 AM
207	No car traffic!	10/14/2021 7:27 AM
208	The ability to have a safe place for exercise or just relaxing and enjoying the space	10/14/2021 7:27 AM
209	Beauty & convenience	10/14/2021 7:22 AM
210	Connecting with nature and getting exercise	10/14/2021 7:16 AM
211	History, amenities	10/14/2021 7:16 AM
212	This is a great asset to St. Louis. Expanding irT will connect residents and local destinations and businesses	10/14/2021 7:08 AM
213	Location and access	10/14/2021 6:06 AM
214	The quiet of cars and sounds of nature heard	10/14/2021 5:55 AM
215	Dedicated bike/walk path, Wide trail, shaded with trees,	10/14/2021 5:17 AM
216	Easy of Access	10/14/2021 5:07 AM
217	Accessibility/ plants / trees / view	10/14/2021 4:48 AM
218	Seclusion from the busyness of everyday life	10/14/2021 4:34 AM
219	The ability to ride my bike without worrying about being hit by a car.	10/14/2021 3:28 AM
220	It outside and nearby	10/14/2021 3:04 AM
221	Easy access and integration with the community	10/14/2021 12:41 AM
222	Ease of access	10/14/2021 12:15 AM
223	Well paved trail.	10/14/2021 12:12 AM
224	A well maintained, trash free shelter is always welcoming.	10/13/2021 11:55 PM
225	Natural beauty, feeling safe while alone in that place to enjoy some peace	10/13/2021 11:34 PM
226	Biking through where I grew up. History along the way	10/13/2021 11:07 PM
227	Clean safe and easy to get to. I like to cycle and then grab a bite to eat.	10/13/2021 11:03 PM
228	A safe and convenient way to get from point a-b without always using public roads exclusively.	10/13/2021 10:54 PM
229	Green space, calmness and serenity, safety.	10/13/2021 10:34 PM
230	Safe from road traffic, native plant gardens, and public art.	10/13/2021 10:31 PM
231	no cars	10/13/2021 10:26 PM
232	Being woven within nature yet close to home	10/13/2021 10:20 PM
233	Safe way to be out in nature.	10/13/2021 10:17 PM
234	Wildlife/nature and proximity via cycling/walking	10/13/2021 10:13 PM
235	Safety	10/13/2021 10:08 PM
236	It's a beautiful trail plus Clydesdales	10/13/2021 9:59 PM
237	Traffic free spaces to cycle, walk, run. Nature	10/13/2021 9:54 PM
238	Safe , attractive place to bike	10/13/2021 9:53 PM
239	Being with friends Exercise Safety Trees and water Accessible	10/13/2021 9:52 PM
240	Having a clean space in nature away from highways and noisy traffic to just enjoy breathing fresh air.	10/13/2021 9:48 PM

## Grant's Trail Community Survey

241	Upkeep, cleanliness, space, nature	10/13/2021 9:43 PM
242	Design, beauty and ease of access	10/13/2021 9:35 PM
243	Convenience and location near to home	10/13/2021 9:28 PM
244	Riding long distances on my bike without the worry of distracted drivers.	10/13/2021 9:25 PM
245	I love that the greenways offer a direct connection between communities as well as a quieter ride experience	10/13/2021 9:25 PM
246	Biking is great	10/13/2021 9:21 PM
247	The serenity if it.	10/13/2021 9:20 PM
248	Ease of access, cleanliness	10/13/2021 9:17 PM
249	solitude, scenery	10/13/2021 9:15 PM
250	Beauty. Nature.	10/13/2021 9:14 PM
251	Quiet, peaceful.	10/13/2021 9:13 PM
252	Beautiful scenery and natural habitat. Also close to destinations I want to visit	10/13/2021 9:12 PM
253	Bringing people together	10/13/2021 9:08 PM
254	Accessible	10/13/2021 9:07 PM
255	Ability to enjoy the outdoors	10/13/2021 9:04 PM
256	Connection with nature	10/13/2021 8:59 PM
257	Not have to worry about cars	10/13/2021 8:51 PM
258	One of the few trails in StL that actually go somewhere.	10/13/2021 8:41 PM
259	No cars	10/13/2021 8:35 PM
260	The trail itself, and the ability it grants me to enjoy cycling separated from vehicular traffic.	10/13/2021 8:28 PM
261	Lots of nature with access to resources such as drinking fountains and restrooms	10/13/2021 8:20 PM
262	Easy access by bike. Good connections to other trails and cycling routes.	10/13/2021 8:19 PM
263	Views	10/13/2021 8:05 PM
264	The scenery	10/13/2021 7:59 PM
265	Car free space	10/13/2021 7:57 PM
266	Being close to nature in a convenient setting	10/13/2021 7:56 PM
267	Accessibility, well maintained, decorative features along the route.	10/13/2021 7:53 PM
268	Local uniqueness - art- and a peaceful atmosphere for the community to come together	10/13/2021 7:49 PM
269	Nature	10/13/2021 7:48 PM
270	A peaceful and preferably shady spot	10/13/2021 7:46 PM
271	Closeness to nature	10/13/2021 7:45 PM
272	Forest park. It is just such a beautiful place with so many different paths	10/13/2021 7:44 PM
273	It's peaceful, wide open, par Paths roads are in good condition	10/13/2021 7:43 PM
274	Surrounding nature	10/13/2021 7:33 PM
275	Lots of tree shade, lots of scenery, lots of people	10/13/2021 7:28 PM
276	Connection time with family	10/13/2021 7:26 PM
277	The nearby scenery	10/13/2021 7:21 PM
278	Convenience.	10/13/2021 7:17 PM

## Grant's Trail Community Survey

279	Green space	10/13/2021 7:12 PM
280	It is for non motorized vehicles. Like bikes and waling tec	10/13/2021 7:09 PM
281	safe path to cycle without cars	10/13/2021 7:01 PM
282	It's outdoors and away from day to day pressures	10/13/2021 6:55 PM
283	Being able to walk, run or ride without the worry of traffic	10/13/2021 6:55 PM
284	Wide quality paving. Something to look at; plants, art, people.	10/13/2021 6:55 PM
285	Lots of trees. Easy access to the towns amenities especially eateries	10/13/2021 6:55 PM
286	Its ability to connect my communities to other communities in the region.	10/13/2021 6:54 PM
287	Interesting/refreshing to visit throughout the year. As seasons change, the park or greenway changes with it	10/13/2021 6:42 PM
288	Cycling safely	10/13/2021 6:36 PM
289	Variety of plants, trees, and water.	10/13/2021 6:32 PM
290	Its a place to get away	10/13/2021 6:30 PM
291	Greenery and smooth pavement	10/13/2021 6:29 PM
292	Safe place to bike	10/13/2021 6:25 PM
293	Close to me	10/13/2021 6:25 PM
294	Seeing native flora and fauna in a quiet, relaxed environment.	10/13/2021 6:24 PM
295	The feeling you are in nature and not the city.	10/13/2021 6:03 PM
296	Scenery and water	10/13/2021 5:45 PM
297	Being one with nature and it having enhanced its surroundings with trees, shrubs, plants, flowers and art.	10/13/2021 4:28 PM
298	Safe, easy to access	10/13/2021 4:25 PM
299	Separation from auto traffic. Sense of community. Green space. Ease of access.	10/13/2021 4:09 PM
300	The scenery changes. Smooth and wide enough pavement.	10/13/2021 4:00 PM
301	Well maintained and beauty	10/13/2021 3:48 PM
302	greenspace	10/13/2021 3:46 PM
303	Good maintenance	10/13/2021 3:43 PM
304	Nature	10/13/2021 3:27 PM
305	Grassy spaces and nature Spaces for dog walking	10/13/2021 3:24 PM
306	atmosphere	10/13/2021 3:22 PM
307	The combination of utility for hiking, biking, walking or running and outdoor beauty along with some basic amenities like water fountains	10/13/2021 3:22 PM
308	Clean and quiet	10/13/2021 3:21 PM
309	Off-street trails for bikes where you don't have to merge with car traffic. Safety.	10/13/2021 3:13 PM
310	The length.	10/13/2021 3:11 PM
311	Nature	10/13/2021 3:06 PM
312	I love just being out in nature away from the city, lots of people and roads. It's nice to go on a peaceful walk in nature, but also be safer on a paved road.	10/13/2021 2:59 PM
313	Flowers, places to rest	10/13/2021 2:43 PM
314	greenery	10/13/2021 2:35 PM



## Grant's Trail Community Survey

315	Safety and native plants	10/13/2021 1:59 PM
316	Scenic and easy to get to.	10/13/2021 1:28 PM
317	Well kept grounds	10/13/2021 1:27 PM
318	Lots of shade, peacefulness, quiet	10/13/2021 1:24 PM
319	The trees and the lake (Kirkwood Park)	10/13/2021 1:22 PM
320	Close to home	10/13/2021 1:20 PM
321	Peaceful, easy access, nature, fresh air, smooth pavement.	10/13/2021 1:20 PM
322	Safe access protected from vehicles, clean, patrolled.	10/13/2021 1:15 PM
323	Nothing, I see this extension as a terrible idea that takes away from the neighborhoods it would cut through.	10/13/2021 1:13 PM
324	Ability to be away from traffic / quiet.	10/13/2021 1:13 PM
325	a close, accessible place to get out into nature and get some exercise	10/13/2021 1:09 PM
326	Forest Park! It has paths for both walkers and bikers, the landscaping is beautiful, and it encourages people to get outside!	10/13/2021 12:58 PM
327	Ease of use, safety, ability to utilize as a family	10/13/2021 12:41 PM
328	the railroad bed part of Grant's Trail because it's so flat. Tower Grove Park because of the landscaping and pavilions.	10/13/2021 12:33 PM
329	well paved, safe for bikes, not overcrowded	10/13/2021 12:32 PM
330	Well maintained	10/13/2021 12:22 PM
331	safety from traffic is the biggest plus	10/13/2021 12:20 PM
332	Natural setting	10/13/2021 12:15 PM
333	I like spaces my kids can enjoy with play structures and pretty scenery. It needs to feel safe and not too isolated.	10/13/2021 12:11 PM
334	It's nice to escape and just spend time in nature relaxing.	10/13/2021 12:07 PM
335	trees, grass, flowers, quiet	10/13/2021 12:07 PM
336	It provides a safe area for riding bikes, especially for kids, without having to worry about cars.	10/13/2021 12:00 PM
337	Close to home. Live in kirkwood	10/13/2021 11:58 AM
338	The peacefulness and quiet time spent in nature.	10/13/2021 11:50 AM
339	Large trees, nature.	10/13/2021 11:46 AM
340	Relaxing, community oriented space	10/13/2021 11:44 AM
341	Takes you away from everyday	10/13/2021 11:43 AM
342	Connection with outside, place to safely exercise away from cars and side walk intersections	10/13/2021 11:43 AM
343	Remoteness and being able to disconnect from the hustle and bustle of the city	10/13/2021 11:39 AM
344	Sounds of water	10/13/2021 11:38 AM
345	Plants, trees, animals and good trails.	10/13/2021 11:36 AM
346	Solitude	10/13/2021 11:29 AM
347	Lack of road crossings/ stop lights	10/13/2021 11:24 AM
348	great place to spend with my family	10/13/2021 11:19 AM
349	Ease of access, cleanliness, safety, upkeep	10/13/2021 11:10 AM
350	Safe connection to outside on bike or walking	10/13/2021 11:08 AM

## Grant's Trail Community Survey

351	Ease of use	10/13/2021 10:25 AM
352	opportunity to bike	10/13/2021 9:41 AM
353	The ability to explore	10/13/2021 9:33 AM
354	Away from traffic. Safe to walk.	10/13/2021 9:24 AM
355	Presence and usability	10/13/2021 8:14 AM
356	Safety - separated from vehicular traffic	10/13/2021 8:02 AM
357	Experiences	10/13/2021 6:29 AM
358	Shaded spot available for picnics	10/13/2021 12:23 AM
359	It's paved, away from the pollution, traffic, and noise of major roads, wide enough to have no issues passing people, free of all motorized vehicles, no vegetation encroaching the trail, and easily accessible.	10/13/2021 12:09 AM
360	Feeling of nature away from the bustle of cars and busy roads.	10/12/2021 11:15 PM
361	Having nature, trees, feeling safe, kids friendly and a relax play to enjoy a picnic and enjoy being outside.	10/12/2021 11:14 PM
362	Cycling.	10/12/2021 10:02 PM
363	Safe Access	10/12/2021 9:51 PM
364	Trees	10/12/2021 9:37 PM
365	Easy to get to, well maintained, scenic	10/12/2021 9:21 PM
366	Quick and easy access near my home	10/12/2021 9:16 PM
367	Natural landscape, safety	10/12/2021 8:56 PM
368	Natural habitats	10/12/2021 8:51 PM
369	Accessibility to amenities and businesses/parks	10/12/2021 8:44 PM
370	Shade	10/12/2021 8:40 PM
371	Shaded trail, connecting with nature. Easily accessible, places to park	10/12/2021 8:26 PM
372	Scenic, whether greenery or interesting architecture, with a minimum of cross traffic interruptions	10/12/2021 7:50 PM
373	Multi-generational usage - kids to old folks. We like to use our WeeHoo on grants trail - having a trail that's wide enough to pass a ground of walkers is nice. Shaded trail too!	10/12/2021 7:50 PM
374	Accessible. It's outside. Many trees.	10/12/2021 7:47 PM
375	n/a	10/12/2021 7:17 PM
376	The fact that it's not in a crowded, tiny city impeding traffic, and is out in the open air instead	10/12/2021 7:14 PM
377	Being in nature	10/12/2021 6:55 PM
378	ease of access, natural beauty, welcoming to all	10/12/2021 6:33 PM
379	Serene, green, quiet, ability to decompress from rigors of modern life.	10/12/2021 5:16 PM
380	The sense of awyeness. That I am not in my normal routine.	10/12/2021 1:25 PM
381	Inclusive, accessible, connects different neighborhoods and groups	10/12/2021 1:13 PM
382	Ability to immerse oneself in nature. Beautiful scenery. Trees and native plants. Walkability and/or bikeability	10/12/2021 12:11 PM
383	Ability to connect to different places of a mixed nature.	10/12/2021 9:14 AM
384	safe and away from cars	10/12/2021 9:09 AM
385	It's a great paved trail that connect different parts of the city.	10/12/2021 8:37 AM

## Grant's Trail Community Survey

386	Enjoying a walk with shade and birds	10/12/2021 8:29 AM
387	A chance to get away	10/12/2021 7:04 AM
388	The ability to ride a bike or walk away from traffic.	10/11/2021 9:32 PM
389	Being outdoors	10/11/2021 7:19 PM
390	The lack of cars. Parking lots only detract from my favorite outdoor spaces. We need more trees, trails, seating areas, public restrooms, etc. for people.	10/11/2021 3:54 PM
391	Scenery, play structures	10/11/2021 2:33 PM
392	Lots of trees, plants, and wildlife.	10/11/2021 1:47 PM
393	Safe place to enjoy the outdoors	10/11/2021 11:30 AM
394	Undisturbed nature. Peaceful relatively quiet atmosphere.	10/11/2021 11:22 AM
395	Usefulness and accessibility	10/11/2021 11:22 AM
396	Seeing native plants and being away from the road	10/11/2021 11:12 AM
397	A nice view - easily accessible (ideally not by car, by walking or bike riding) - even better if there is something fun for my child/family to do there (e.g. the Storywalk around the lake at Kirkwood Park, or some sort of play/climbing structure)	10/11/2021 10:56 AM
398	Honestly, it's pretty flat and the view is spectacular.	10/11/2021 9:21 AM
399	Like the ability to get away from road noise/traffic and into nature without going too far from home.	10/11/2021 8:53 AM
400	It's welcoming for all and has places to both connect with others and sit quietly to relax.	10/11/2021 8:48 AM
401	The ability to run or ride a bike without too much traffic. It needs to be wide enough for families to keep to one side	10/11/2021 8:35 AM
402	Trees, native plants, pathways dedicated to non motorized vehicles.	10/11/2021 8:29 AM
403	Benches and water feature	10/11/2021 8:08 AM
404	The trail that starts Greentree park is a safe place to walk. There is always something interesting to see along the river.	10/10/2021 11:49 PM
405	Trees	10/10/2021 9:31 PM
406	The landscape	10/10/2021 9:30 PM
407	It is an oasis in the middle of the city with plantings, places to sit and good trails.	10/10/2021 9:02 PM
408	No response - not in favor	10/10/2021 8:58 PM
409	Privacy and safety	10/10/2021 8:20 PM
410	Interactive spaces for kids and shade	10/10/2021 8:12 PM
411	Links to nature and amenities, some shade for summer months, safe	10/10/2021 8:07 PM
412	I go to Francis Park as often as I go to Grants Trail. I love that it's cared for and clean and beautiful. It feels safe. There are nice touches like the fairy garden.	10/10/2021 6:39 PM
413	Kirkwood Park	10/10/2021 4:17 PM
414	Shade, a feeling of not being in the city, gravel walking trails, benches, water feature	10/10/2021 3:10 PM
415	The connectivity Grant's Trail provides. The greater the connectivity with safe physical access the more special Trail becomes.	10/10/2021 2:46 PM
416	Natural design elements, water features, landscape design	10/10/2021 2:27 PM
417	Accessibility, safety, natural beautify	10/10/2021 1:46 PM
418	The feeling of getting "away" and into nature.	10/10/2021 1:17 PM



## Grant's Trail Community Survey

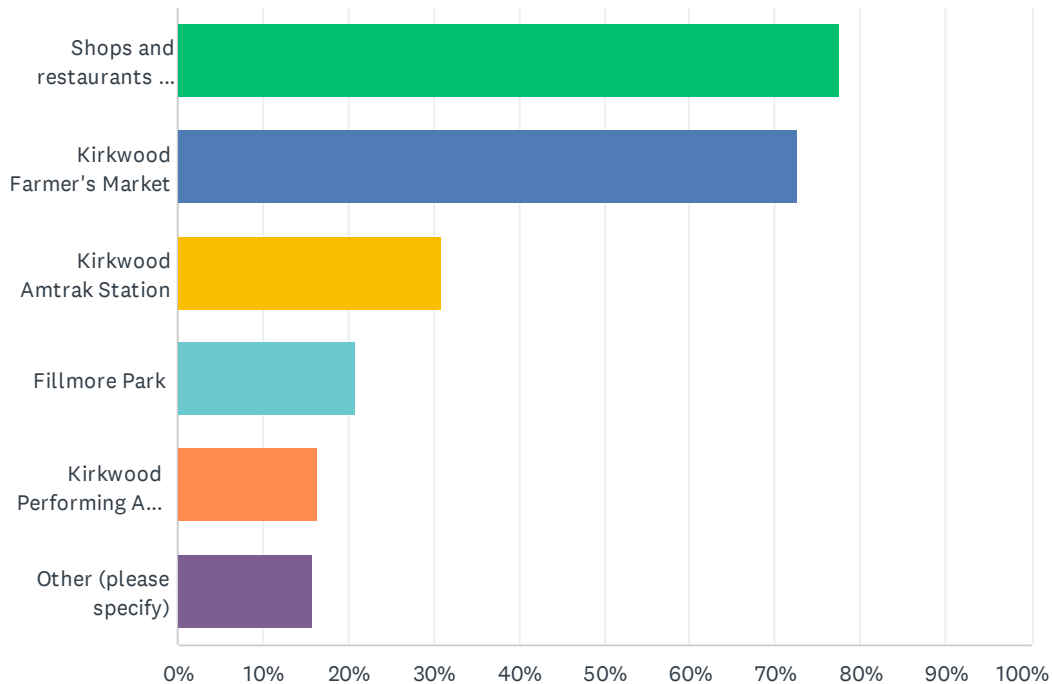
419	easy access, wide footprint, feeling remote even though near or in a city	10/10/2021 1:04 PM
420	safe and close to home	10/10/2021 1:02 PM
421	?	10/10/2021 12:01 PM
422	Lots of trees, respect for nature, quiet, native plants,	10/10/2021 10:08 AM
423	Kirkwood park is peaceful and beautiful. The quiet	10/9/2021 2:17 PM
424	Peaceful because I'm not concerned with traffic. Please do everything possible to keep pedestrians safe!	10/9/2021 6:33 AM
425	trees, no traffic noise, good paths.	10/9/2021 3:25 AM
426	Greenspace	10/8/2021 11:18 PM
427	The connectedness to nature I feel	10/8/2021 10:38 PM
428	Access. Lack of traffic. Quiet.	10/8/2021 9:25 PM
429	I feel like I am in the wilderness, there are trees, native plants, birds, and the occasional deer. Yet I am 10 minutes from home.	10/8/2021 7:32 PM
430	Quiet	10/8/2021 6:04 PM
431	I can see wildlife and be surrounded by trees and plants	10/8/2021 4:10 PM
432	Quiet atmosphere, visually attractive.	10/8/2021 3:53 PM
433	It's away from the city/suburb (wooded)	10/8/2021 3:15 PM
434	Safe. Beautiful scenery. Trees for shade in portions of greenway. Smooth trails for bikes. By streams or creeks if possible. No litter.	10/8/2021 3:03 PM
435	Nice landscaping, even in narrow corridors. Safe, highly visible crosswalks designed for pedestrians (don't give priority to vehicles).	10/8/2021 2:52 PM
436	I love the idea of recycling an old abandoned railroad line and making it very useful. With trails and greenways, it helps keeps our youth out of trouble. For those who love birds, greenways are a good place for a bird concert.	10/8/2021 11:42 AM
437	Feeling like I'm in a special, unique place. Experiencing a familiar place in a different way.	10/7/2021 9:12 PM
438	Restrooms/water. Space to explore.	10/7/2021 6:53 PM
439	Lots of nature, well kept. Space for everyone	10/7/2021 10:03 AM
440	Feeling connected to nature	10/7/2021 8:22 AM
441	Being able to walk, bike or run with family and animals in nature	10/6/2021 7:03 PM
442	Water, lakes, etc good shade and rest spots	10/6/2021 5:32 PM
443	Usability.	10/6/2021 3:46 PM
444	Outdoor spaces are a great way to bring the community together. A multi-use trail, in particular, is a great equalizer that can be shared by people of all backgrounds and abilities.	10/6/2021 3:42 PM
445	Provides an enjoyable place to experience outdoor recreation and time with family & friends.	10/6/2021 3:28 PM
446	trees	10/6/2021 3:09 PM
447	Nothing. I'd rather people not lose their homes so people can ride their bikes.	10/6/2021 2:56 PM
448	Peaceful. Natural	10/6/2021 2:44 PM
449	Safety and sense of peace	10/6/2021 2:41 PM
450	Peaceful safe place to be	10/6/2021 2:36 PM
451	nature	10/6/2021 2:13 PM
452	Making memories with my son.	10/6/2021 1:31 PM

## Grant's Trail Community Survey

453	The connection with nature and the outdoors and seeing others enjoying themselves.	10/6/2021 1:27 PM
454	Amenities	10/6/2021 1:23 PM
455	Feeling like I am in the middle of nowhere with no outside noises other than nature	10/6/2021 1:10 PM
456	Isolation from traffic, peacefulness surrounded by nature	10/6/2021 1:05 PM
457	Connects me to nature. Peaceful and calming. Easy to get to	10/6/2021 1:03 PM
458	Well-lit, winding pathways	10/5/2021 2:50 PM
459	Diversity of native trees and plants, easy access, fun and interesting landscape.	10/5/2021 2:22 PM
460	Hearing birds sing. Seeing butterflies. Seeing blooming wild flowers.	10/5/2021 1:22 PM
461	The scenery and having copious amounts of places to sit/lay down and relax	10/5/2021 12:16 PM
462	Welcoming	10/1/2021 10:44 AM

### Q6 Where are the places you would like to go on an extension of Grant's Trail into downtown Kirkwood? Please include the places where you would also like to access this greenway.

Answered: 535 Skipped: 74



ANSWER CHOICES	RESPONSES
Shops and restaurants in Downtown Kirkwood	77.57% 415
Kirkwood Farmer's Market	72.71% 389
Kirkwood Amtrak Station	30.84% 165
Fillmore Park	20.93% 112
Kirkwood Performing Arts Center	16.45% 88
Other (please specify)	15.70% 84
Total Respondents: 535	

#	OTHER (PLEASE SPECIFY)	DATE
1	Lockwood towards Webster Groves	10/26/2021 12:03 PM
2	connect to Kirkwood park, Shady Creek & the Frank Lloyd Wright house	10/22/2021 1:54 PM
3	Please do not extend	10/22/2021 10:42 AM
4	---	10/21/2021 10:44 PM
5	Meacham park	10/21/2021 10:24 PM



## Grant's Trail Community Survey

6	at Holmes/Hwy 44	10/20/2021 8:33 PM
7	Hotel	10/19/2021 7:43 PM
8	Alpine Shop	10/19/2021 2:48 PM
9	End of Trail in Stl.	10/19/2021 7:32 AM
10	Kirkwood Park	10/18/2021 10:34 PM
11	Global Foods Market	10/18/2021 6:59 PM
12	outdoor walking	10/18/2021 6:46 PM
13	I live in Kirkwood and would not use an extension to access those amenities	10/18/2021 2:41 PM
14	coffee shops	10/18/2021 2:37 PM
15	Seriously, this is shameful. What hack wrote this?	10/18/2021 12:08 PM
16	Don't want the extension	10/17/2021 5:32 PM
17	sidewalks without bicyclists work well; no extension needed	10/17/2021 2:31 PM
18	Kaldis Coffee at the Plaza	10/17/2021 4:17 AM
19	Andy's Frozen Custard	10/16/2021 7:34 PM
20	Kirkwood Park	10/16/2021 5:35 PM
21	Quintette Cemetary	10/16/2021 5:27 PM
22	none	10/16/2021 5:04 PM
23	none	10/16/2021 2:54 PM
24	Fillmore Park is not Downtown Kirkwood. As a resident of the area I have concern of making it a destination, its a nice neighborhood park.	10/16/2021 9:51 AM
25	Kirkwood Park	10/16/2021 3:44 AM
26	Kirkwood park	10/15/2021 4:39 PM
27	Rec Center	10/15/2021 1:37 PM
28	Bike friendly coffee shops and restaurants	10/15/2021 8:25 AM
29	Everything is accessible from locations in downtown kirkwood	10/15/2021 7:10 AM
30	Kirkwood Park	10/14/2021 11:46 PM
31	Silkys.	10/14/2021 10:51 PM
32	Develop it all the way to Sugar Creek Valley	10/14/2021 10:06 PM
33	None. Take the streets to all of those amenities. No TRAIL is needed to achieve the goal.	10/14/2021 9:41 PM
34	Kaldi and Bar Louie	10/14/2021 8:38 PM
35	Manchester Road and Kirkwood Road	10/14/2021 7:54 PM
36	Connection to other bike paths. Trails and roadways !!!	10/14/2021 2:29 PM
37	Okay Hatchery	10/14/2021 1:35 PM
38	Just longer miles	10/14/2021 12:55 PM
39	Kirkwood High School, Kirkwood Park	10/14/2021 11:26 AM
40	The Greenway is not a good idea.	10/14/2021 10:53 AM
41	I would also like a connection to the river sea Peres trailhead	10/14/2021 8:07 AM
42	No known destination	10/14/2021 7:16 AM
43	Sugar Creek	10/13/2021 11:55 PM

## Grant's Trail Community Survey

44	Nothing in Kirkwood. That would fuck up a cool trail. Keep greedy Kirkwood out of the trail. Lordy.	10/13/2021 11:07 PM
45	Kirkwood Park	10/13/2021 10:06 PM
46	Coffee, breakfast sandwich, pastries	10/13/2021 9:25 PM
47	When they get bridge over hwy 44 to connect to Fenton bike paths	10/13/2021 8:51 PM
48	Alpine shop	10/13/2021 7:53 PM
49	Kirkwood Park	10/13/2021 6:55 PM
50	Routes toward other commonly used cycling routes	10/13/2021 6:42 PM
51	I think people who live in Kirkwood have access to the Downtown area already. This survey question should probably go to residents of Crestwood and areas south. Remember when the connection to the trailhead is made the trail goes in two directions. More than likely you will have a lot of residents of Kirkwood that will ride away from town.	10/13/2021 4:28 PM
52	Kirkwood park	10/13/2021 4:25 PM
53	My house	10/13/2021 1:59 PM
54	i live on the northern side of kirkwood, this extension would help me access the trail MUCH easier.	10/13/2021 12:20 PM
55	My home-trailhead would be closer	10/13/2021 12:15 PM
56	Kirkwood Park	10/13/2021 11:46 AM
57	Kirkwood Park	10/13/2021 11:39 AM
58	I ride Grant's Trail weekly - users will take up valuable parking that should be available to farmers market customers and other businesses.	10/13/2021 9:41 AM
59	None	10/12/2021 8:51 PM
60	Grants Farm!	10/12/2021 7:50 PM
61	x	10/12/2021 7:14 PM
62	I would not be using grants trail to access downtown kirkwood for any reason other than for the walk.	10/12/2021 5:16 PM
63	Safer access to the rest of Grant's Trail	10/12/2021 1:13 PM
64	Just use it to ride.	10/12/2021 8:37 AM
65	manchester road	10/11/2021 9:32 PM
66	Hopefully further, to Kirkwood Park and eventually connecting to Great Rivers Greenway's Meramec Greenway.	10/11/2021 3:54 PM
67	Would not use this	10/11/2021 11:22 AM
68	Accessibility to the trail from downtown Kirkwood (not to a specific location)	10/11/2021 11:22 AM
69	Alpine shop!	10/11/2021 11:12 AM
70	Magic House	10/10/2021 9:31 PM
71	I ride Grant's Trail weekly - users will take up valuable parking that should be available to farmers market customers and other businesses.	10/10/2021 8:58 PM
72	Kirkwood Park	10/10/2021 8:07 PM
73	Walker park	10/10/2021 2:27 PM
74	There is no good route to get to any of these places.	10/10/2021 12:01 PM
75	These places available without trail. Would like extension for ease of access to trail.	10/8/2021 9:25 PM
76	Extend it to Kirkwood Park	10/8/2021 3:03 PM

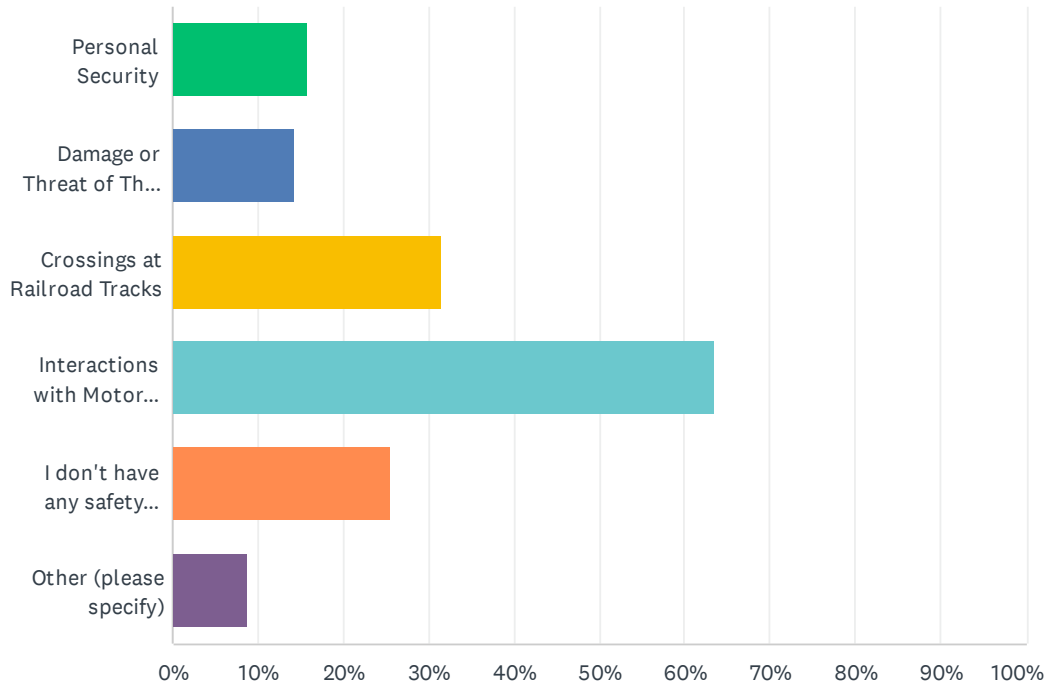
## Grant's Trail Community Survey

77	Nipher Middle School, Kirkwood Park, Magic House	10/8/2021 2:52 PM
78	Kirkwood Post Office and the City of Kirkwood recycling center	10/8/2021 11:42 AM
79	I think this is a horrible idea	10/6/2021 6:36 PM
80	Kirkwood Park	10/6/2021 3:28 PM
81	None. I'd rather people not lose their homes so people can ride their bikes.	10/6/2021 2:56 PM
82	Whichever place sets it up best for a future connection to the Katy Trail	10/6/2021 1:10 PM
83	I would take this OUT of Kirkwood	10/5/2021 2:50 PM
84	I live in downtown Kirkwood very close to the Farmer's Market so I would use this extension to get to and from Grant's Trail more easily. , so I would	10/5/2021 2:22 PM



## Q7 If you have any safety concerns about an extension of Grant's Trail into downtown Kirkwood, what are they?

Answered: 550 Skipped: 59



ANSWER CHOICES	RESPONSES	
Personal Security	15.82%	87
Damage or Threat of Theft to Property	14.36%	79
Crossings at Railroad Tracks	31.45%	173
Interactions with Motor Vehicles	63.45%	349
I don't have any safety concerns.	25.64%	141
Other (please specify)	8.73%	48
Total Respondents: 550		

#	OTHER (PLEASE SPECIFY)	DATE
1	clean and relatively smooth surfaces if bikes/rollerblades share the road with cars	10/22/2021 1:54 PM
2	speed differential between pedestrians and bikes	10/21/2021 10:44 PM
3	Please don't put cyclists and walkers on the same path. there are already plenty of options for both to get into downtown	10/19/2021 11:58 AM
4	Slow slow slow to change signals	10/18/2021 10:09 PM
5	CARS! barriers needed or lights/stops	10/18/2021 10:08 PM
6	Bike and pedestrian interactions	10/18/2021 2:37 PM

## Grant's Trail Community Survey

7	Loitering	10/18/2021 1:00 PM
8	Crossing driveways	10/17/2021 9:31 PM
9	bicyclists on sidewalks ,dangerous and increased liability for city and everyone	10/17/2021 2:31 PM
10	the extension should be using Leffingwell and other out of the way paths	10/16/2021 5:04 PM
11	Making sidewalks wider for both pedestrians and bicycles is not the answer. I face Holmes and it is hard enough to exit my driveway with all the bicycle traffic. Putting them on a wider sidewalk in front of my property would make it even harder, plus all the concrete and loss of greenery.	10/16/2021 4:22 PM
12	cyclists disrupt traffic and are noisy	10/16/2021 2:43 PM
13	I do not cycle, but I would be concerned about the safety of cyclists and motorists, besides using the area of the abandoned tracks there isn't a safe and wide area that could accommodate cyclists and vehicles side by side right now.	10/16/2021 9:51 AM
14	Increased traffic, parking, more idiots. Kirkwood road already stupid busy. Parking can be crazy. Needs planning for the increase traffic.	10/16/2021 7:18 AM
15	people walking their dogs	10/15/2021 4:06 PM
16	Increased traffic of non-neighbors	10/14/2021 9:41 PM
17	Aggressive or inattentive drivers	10/14/2021 8:38 PM
18	People who don't follow proper trail etiquette.	10/14/2021 5:41 PM
19	I have real concerns about this extension. Residents of this area have paid a premium to purchase property and live here. This kind of residential area should not have a public path cutting through it. It is an invasion of residential privacy because this will cause a higher risk for crime, noise pollution, increase parking in residential area from non-residents, increase traffic, and in turn increase in biker/pedestrian/auto related accidents (Holmes Ave is a already highly trafficked street with speeders as is, especially during rush hour periods). This causes serious concerns about improper use of eminent domain. The loss of space would be better absorbed by commercial entities as opposed to private residential properties.	10/14/2021 10:53 AM
20	Poor designs that lead to more dangerous interactions than simply riding as a part of traffic on surface streets	10/14/2021 8:44 AM
21	interactions with pedestrians while I'm on a bicycle	10/14/2021 8:21 AM
22	Curbs that do not flow into street level, like the hazard in Barnicle Park in Webster	10/13/2021 11:55 PM
23	I hate what Kirkwood has become. With all of the torn down small homes with local history just to build mcmansions for self righteous money grubbing "yuppies" Kirkwood has lost every bit of its "cool" factor	10/13/2021 11:07 PM
24	Theft of bike while going into an establishment.	10/13/2021 9:25 PM
25	As a woman, I always worry about trails being well lit enough at night for my and other female protection	10/13/2021 7:49 PM
26	as much as possible should be dedicated to walking or biking, no cars, etc. Would be great if there were little forks off to nice spots like the farmers market or parks.	10/13/2021 7:28 PM
27	The rough tracks on Holmes and then a tight lane where cars have to wait for you to get through.	10/13/2021 6:55 PM
28	I would only be concerned if the final trail still uses the steep part of Holmes and Holmes north of the north tracks, due to car interaction.	10/13/2021 3:13 PM
29	the roads are already narrow enough	10/13/2021 1:13 PM
30	Steepness of grades on extension	10/13/2021 12:33 PM
31	Residents on the west side of kirkwood road have no safe bike path for getting to Grant's Trail. When I lived in east Kirkwood, I used the trail more. Now I rarely do because I have to load my bike and drive to it.	10/13/2021 11:46 AM

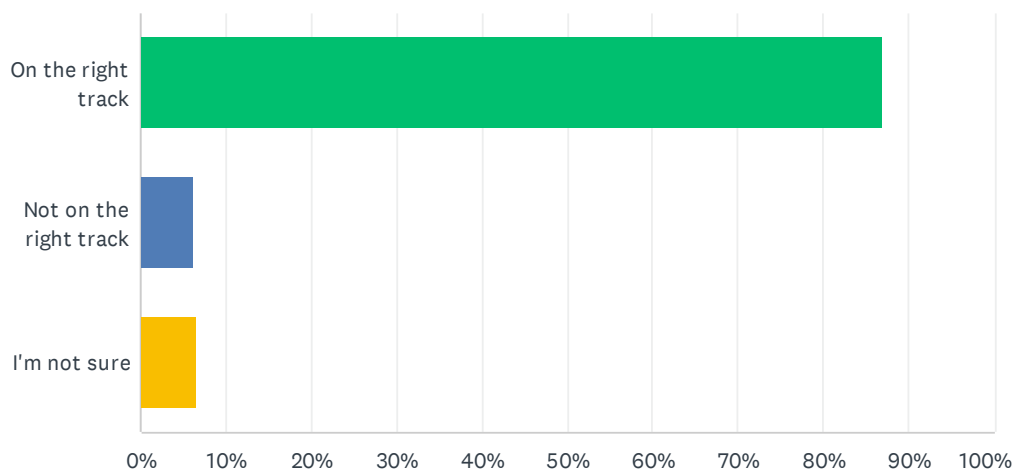
## Grant's Trail Community Survey

32	My concern is not having the trail. I don't trust drivers on the streets.	10/13/2021 11:38 AM
33	Biking from Manchester south on North Clay without sidewalks until Barter...	10/12/2021 7:50 PM
34	Loss of established quality of life in kirkwood neighborhoods.	10/12/2021 5:16 PM
35	Ice if the trail isn't cleared and people depend on it for transportation	10/12/2021 8:29 AM
36	see above, the road is too narrow when the trail ends and Holmes avenue is the natural extension into Kirkwood.	10/11/2021 9:32 PM
37	I live at 121 Gilbert Street, Kirkwood MISSOURI 63122. I am concerned about increase traffic and possible crime coming through my property.	10/11/2021 11:15 AM
38	the railroad underpass on Filmore/Simon has low visibility and may feel unsafe for pedestrians and bikes. Would be great to improve that area.	10/11/2021 8:53 AM
39	You are entering an industrial area with a lot of truck traffic. This does not seem safe for pedestrians.	10/10/2021 12:01 PM
40	Flashing lights at crosswalks	10/9/2021 6:33 AM
41	One time a man started talking to me on the tail and then continued to ride (follow) me into Kirkwood. Instead of riding home, I rode to downtown Kirkwood and the police station to make sure he would move elsewhere.	10/9/2021 3:25 AM
42	As a driver walkers that don't pay attention or wear reflective clothing.	10/8/2021 11:18 PM
43	Downtown Kirkwood is a hotspot for traffic accidents involving cyclists and pedestrians. Increasing this traffic into Downtown conflicts with the Vision Zero plan.	10/8/2021 3:31 PM
44	People walking dogs on long leashes, small children not aware or passing bikes.	10/7/2021 6:53 PM
45	People not obeying traffic signs and destruction of property	10/6/2021 6:36 PM
46	concerned that bicyclists do not obey traffic laws	10/6/2021 3:09 PM
47	None. I'd rather people not lose their homes so people can ride their bikes.	10/6/2021 2:56 PM
48	Dedicated trail vs on-street	10/6/2021 2:41 PM



Q8 Please read the draft vision statement for the Grant's Trail Extension below and answer the question that follows. Vision: The Gravois Greenway/Grant's Trail Extension to Historic Downtown Kirkwood provides bike and pedestrian connections to community destinations, neighborhoods, schools, and businesses for people of all ages and abilities to increase recreational activity, encourage economic development opportunities, and enhance the vibrancy of downtown. Would you say this vision statement is:

Answered: 433 Skipped: 176



ANSWER CHOICES	RESPONSES	
On the right track	87.07%	377
Not on the right track	6.24%	27
I'm not sure	6.70%	29
<b>TOTAL</b>		<b>433</b>

## Q9 (Optional) Please provide any comments you have to the draft vision statement.

Answered: 136 Skipped: 473

#	RESPONSES	DATE
1	More emphasis on the personal improvement, less on the economic	10/26/2021 12:06 PM
2	you have the vibrancy of the community, perhaps also to improve community health since you're providing access and recreational abilities	10/22/2021 1:55 PM
3	There is already too much traffic in kirkwood. This is a major thoroughfare. Do not invite more ignorant pedestrians and bikers to area. If they get hit, it is 100% their own fault. They never look.	10/22/2021 10:45 AM
4	Need to look at safety issues, speed differential between pedestrians (seniors, dog walkers, families with small children, etc) and bikes, especially ebikes. There are no trail speed limits, no safety laws, no one to enforce even if there were. Bikes are vehicles. Keep them out of safe, relaxing pedestrian nature areas.	10/21/2021 11:15 PM
5	We don't live in Amsterdam so why do we need more bike paths when I see barely any bike riders at all	10/21/2021 10:26 PM
6	I would add something about enhancing the total experience by allowing people to experience a natural experience. (connecting people with nature)?	10/20/2021 9:15 PM
7	Is this extension truly needed? I live in Kirkwood and can easily ride my bike to the trailhead via Taylor, Argonne, Holmes. I'd rather see GRG focus the money and time on building trails in undeserved areas.	10/20/2021 4:40 PM
8	Needs: Security, Fair to property owners	10/20/2021 9:35 AM
9	Hope this happy!	10/20/2021 6:21 AM
10	No other comments	10/19/2021 7:57 PM
11	Provide the opportunity for trail users to leave some money with Kirkwood merchants.	10/19/2021 7:33 PM
12	None.	10/19/2021 4:55 PM
13	NIBMY	10/19/2021 4:20 PM
14	None	10/19/2021 1:52 PM
15	It is unnecessary and too large in scope	10/19/2021 12:01 PM
16	Ok	10/19/2021 7:45 AM
17	Minimize road crossing	10/19/2021 7:37 AM
18	None	10/19/2021 3:42 AM
19	I think "enhance the vibrancy of downtown and encourage economic development are redundant. Consider the dividends of alternate mobility as defined as equity - better accessibility for all, health - proactive health intervention and economic development - keeping kirkwood central business district distinctive. leveraging the brand of healthy, active equitable community.	10/18/2021 10:55 PM
20	None	10/18/2021 10:37 PM
21	Holmes is too narrow and busy. We need an alt route	10/18/2021 10:13 PM
22	Nothibg	10/18/2021 5:53 PM
23	Missing safety as an objective	10/18/2021 2:39 PM

## Grant's Trail Community Survey

24	THERE SHOULD BE A COST ANALYSIS USING DATA SUPPORTING BIKE TRAFFIC AS IT NOW EXISTS AND WITH PROJECTIONS FOR FUTURE USE AS JUSTIFICATION FOR THESE EXPENDITURES.	10/18/2021 11:56 AM
25	Well stated. Agree completely	10/18/2021 10:47 AM
26	I would add that it improves the physical and mental health of the users.	10/18/2021 10:18 AM
27	This assumes everyone is in favor which I am not	10/17/2021 5:37 PM
28	And preserve/increase greenspace	10/17/2021 4:37 PM
29	This extension is unneeded- Leffingwell and abandoned RR tracks could be used if bikers don't want to deal with cars. There is already street markings accomodations for bikes so there is already extension to down town and pedestrians already have usable sidewalks.	10/17/2021 3:26 PM
30	add the word "safe" before "...bike and pedestrian crossing..."	10/17/2021 9:01 AM
31	It is a generic but totally reasonable goal.	10/17/2021 7:45 AM
32	None	10/17/2021 7:06 AM
33	No additional comments	10/17/2021 4:20 AM
34	Get it done!	10/16/2021 11:06 PM
35	N/A	10/16/2021 11:03 PM
36	Too many words. Should be simple - Provide Access to Kirkwood	10/16/2021 10:36 PM
37	None	10/16/2021 10:12 PM
38	Avoid residential areas and on street riding.	10/16/2021 5:38 PM
39	.	10/16/2021 5:28 PM
40	I am a cyclist, but I believe the extension should utilize areas that are under developed and not major thorough fairs.	10/16/2021 5:06 PM
41	Most of the bicycle traffic already accesses the downtown area by means of Holmes and Monroe or Scott. If we could divert some of that traffic to less populous areas like Leffingwell, that would be an improvement.	10/16/2021 4:31 PM
42	Grant's Trail is a TRAIL and never meant to be in a downtown/residential area!	10/16/2021 2:56 PM
43	putting the trail through neighborhoods will present safety issues, noise issues for residents, and lower property values. Who wants to buy a house with bikes going past it all the time?	10/16/2021 2:50 PM
44	none	10/16/2021 9:57 AM
45	The idea is great, but you need to make sure you include additional parking, and vehicles control. Kirkwood will be the starting point/end point. Additional folks will come, in there cars as much as on their bikes.	10/16/2021 7:29 AM
46	Na	10/15/2021 10:01 PM
47	N/a	10/15/2021 9:53 PM
48	None	10/15/2021 4:40 PM
49	NA	10/15/2021 3:03 PM
50	And increases travel safety for non-cars by providing an alternative route that isn't on/alongside a road.	10/15/2021 9:35 AM
51	more competitive "thru" bikers create danger to casual walkers. I'm a biker, but embarrassed by our more dangerous riders	10/15/2021 6:55 AM
52	Connecting communities outside of Kirkwood is important as well. So making the trail head or trail heads be in the edge of the community so neighboring places such as des Peres to the west could potentially connect to the grants trail. Eventually leading to a much more connected, bike friendly St. Louis county. Stop the division.	10/14/2021 10:58 PM



## Grant's Trail Community Survey

53	Unnecessary spending. We already have a way from the trail to get to downtown called roads and sidewalks. DTK is always busy. It does not need this incentive to bring more people. They already go trail or no trail.	10/14/2021 9:44 PM
54	Extending the trail into downtown Kirkwood would increase my use of the trail and would potentially bring others into downtown. You also would not have to worry about parking.	10/14/2021 9:22 PM
55	None	10/14/2021 8:46 PM
56	N/A	10/14/2021 7:49 PM
57	N/A	10/14/2021 6:21 PM
58	None	10/14/2021 5:42 PM
59	I've probably ridden the span between Grant's Trail and downtown Kirkwood around 100-125 times, the most dangerous part is on Holmes just prior to ascending the hill and the railroad tracks. Since there's only one lane in that direction cyclists must be as far right as safe, unfortunately there is a series of intentional divots in the right side of the lane. They stress me out because I don't think cars notice them and understand what I'm trying to avoid.	10/14/2021 1:55 PM
60	This extension would get used a lot!!	10/14/2021 1:08 PM
61	...provides SAFE bike and pedestrian connections...	10/14/2021 1:08 PM
62	Statement looks good	10/14/2021 11:54 AM
63	None	10/14/2021 11:20 AM
64	Residents of this area have paid a premium to purchase property and live here. This kind of residential area should not have a public path cutting through it. It is an invasion of residential privacy because this will cause a higher risk for crime, noise pollution, increase parking in residential area from non-residents, increase traffic, and in turn increase in biker/pedestrian/auto related accidents (Holmes Ave is a already highly trafficked street with speeders as is, especially during rush hour periods). This causes serious concerns about improper use of eminent domain. The loss of space would be better absorbed by commerical entities as opposed to private residential properties.	10/14/2021 10:56 AM
65	Let's get it done sooner than later!	10/14/2021 10:14 AM
66	None	10/14/2021 9:38 AM
67	None	10/14/2021 9:33 AM
68	.... Is accessible to all ... (consider adding) (is ADA compliant)	10/14/2021 8:44 AM
69	While keeping the natural surroundings intact.	10/14/2021 7:54 AM
70	Yy	10/14/2021 7:33 AM
71	Spot on!	10/14/2021 7:29 AM
72	Na	10/14/2021 7:23 AM
73	None	10/14/2021 7:18 AM
74	This is a great idea!	10/14/2021 3:05 AM
75	Encourage less motorists and more space for alternative people movement.	10/14/2021 12:01 AM
76	Why is Kirkwood hijacking the Grants Trail. God. Kirkwood is so fucking selfish. Fuck off Kirkwood!!!	10/13/2021 11:15 PM
77	Should better enable pedestrian friendly commuting (not just recreation)	10/13/2021 11:13 PM
78	N/A	10/13/2021 10:23 PM
79	Mention Kirkwood Community center?	10/13/2021 9:56 PM
80	Too wordy	10/13/2021 9:38 PM
81	Would love to see the extension happen with limited amount of stops so that cycling could be continuous without stoplights etc....	10/13/2021 9:24 PM

## Grant's Trail Community Survey

82	Need safety	10/13/2021 9:22 PM
83	According to TED talk I watched recently, bike trails have a tendency to increase economic development 8X the initial investment	10/13/2021 9:18 PM
84	N/A	10/13/2021 9:17 PM
85	Safety is my main concern.	10/13/2021 9:17 PM
86	Providing an opportunity to enjoy Kirkwood and all it has offer in safe, that helps you and the environment	10/13/2021 8:59 PM
87	None	10/13/2021 8:23 PM
88	Add car free or separated/protected form cars	10/13/2021 8:03 PM
89	Possibly to remove some of the bikers and runners in the streets of kirkwood as there have been so many lately it is getting dangerous	10/13/2021 7:51 PM
90	Yay for more trails!	10/13/2021 7:14 PM
91	Our STLRC already rides from Kirkwoid Community center to the Grants Trail. It's nice riding except for the slope up Holmes, then rough tracks and pavement and then the divider between the lanes. We've had cyclists fall there. Many take the sidewalk up the hill and then later get back on the road.	10/13/2021 7:00 PM
92	Nothing to add	10/13/2021 6:58 PM
93	None	10/13/2021 6:43 PM
94	No	10/13/2021 6:33 PM
95	As an editor, I would shorten this part. pedestrian connections to community destinations, neighborhoods, schools, and businesses for people of all ages and abilities to increase recreational activity	10/13/2021 6:31 PM
96	Needs to be safe for young kids. Nothing they could run into	10/13/2021 6:06 PM
97	Add the word 'safe' after provides and before bike	10/13/2021 5:48 PM
98	To make clear Boise and walking means dedicated space on streets or a path for bikes. Also, make clear the operational limits for allowed electric bikes	10/13/2021 4:28 PM
99	I hope it decreases car congestion/street parking issues.	10/13/2021 4:14 PM
100	Too broad an objective. This is an extension from Big Bend/I-44 to downtown Kirkwood, not the Katy Trail. It's enough that it provides a safe walking/biking trail.	10/13/2021 3:51 PM
101	Please please PLEASE do not add bike lanes to the roads in downtown Kirkwood. There is not enough parking or space for cars. encourage bikers to stay away. Bikers along the diagonal parking is asking for accidents. Having bikes on the sidewalks will make even walking unpleasant.	10/13/2021 3:31 PM
102	I would add something to the affect of "increasing *outdoor* recreational activity on foot or by bike" and also "increase the usability and beauty of grants trail" - my belief is that we want to encourage people to be outdoors and moving - and to do this they need a place to get a drink of water and it also needs to highlight outdoor beauty - some of the current grants trail is kind of ugly and overgrown. If the extension into downtown Kirkwood were an attractive section of the trail, more people would be drawn to it	10/13/2021 3:28 PM
103	You could consider saying something about how this is an important step in support of eventual safer paths to the Greentree Park trail and the new I-44 Bike/Ped River Crossing.	10/13/2021 3:22 PM
104	My concern is opening access to neighborhoods, schools, etc may increase safety risks for those that use the trail. The neighborhoods the expansion would pass through are full of crime and that is a concern	10/13/2021 3:17 PM
105	Please make this happen.	10/13/2021 2:37 PM
106	Let's do it!	10/13/2021 1:28 PM
107	Think adding educational and health benefits when exercising and experiencing nature for all	10/13/2021 1:26 PM

## Grant's Trail Community Survey

	ages	
108	Okay	10/13/2021 12:23 PM
109	It's could also include "decreasing motor vehicle traffic in the area and a need for parking".	10/13/2021 12:15 PM
110	Nice work	10/13/2021 11:47 AM
111	none	10/13/2021 11:44 AM
112	Hopefully this goes through and people won't be selfish and petty on their oppositions.	10/13/2021 11:38 AM
113	n	10/13/2021 11:19 AM
114	Concise and hits all major objectives and benefits. Good as is.	10/13/2021 11:17 AM
115	I think also important to note positive impact on health of users.	10/13/2021 11:12 AM
116	None	10/13/2021 11:11 AM
117	Schools?	10/13/2021 10:31 AM
118	I'm in favor of the extension because it would make it easier for me to access the trail FROM Kirkwood to the trail going south. I am concerned that valuable parking spots around the Farmer's Market will be used by those parking in that area and then using the trail tying up those spots for 1-2 hours preventing shoppers from using those spots. I don't see the Trail extension provide much commerce to DT Kirkwood - someone riding the Trail from the south can already ride to DT Kirkwood using Leffingwell or Holmes for coffee or lunch. Bikers travelling from the current trailhead at Orlando gardens or Carondelet are just as likely to get a protein bar than a substantial lunch for the return trip.	10/13/2021 9:58 AM
119	Please include reference to "enhanced quality of life for Kirkwood residents." While a reality, frankly I don't care about encouraging economic development opportunities. I want a safer pedestrian/cycling environment in Kirkwood. I walk A LOT throughout Kirkwood -- particularly in the downtown Kirkwood area. And I am very cautious. I cannot tell you how many times I have nearly gotten run over by careless drivers. Kirkwood is not a safe place for pedestrians. Closer access to the Gravois Greenway would make a big difference in my sense of pedestrian safety in the heart of Kirkwood.	10/13/2021 9:31 AM
120	Let's do it! Taking Leffingwell is potentially dangerous.	10/13/2021 8:03 AM
121	Seems focused on tourism and spending rather than getting people outdoors in a peaceful, clean, friendly environment which is what makes grants trail great.	10/13/2021 12:14 AM
122	Build it ASAP. I hate riding with cars!!	10/12/2021 10:04 PM
123	None	10/12/2021 9:18 PM
124	It's about getting to downtown Kirkwood, but for those is us in Kirkwood if we can't get to downtown Kirkwood safely then it doesn't help too much	10/12/2021 7:52 PM
125	It is too long.	10/12/2021 7:51 PM
126	n/a	10/12/2021 7:18 PM
127	How are you going to encourage economic development in one of the richest suburbs in the area? It's already developed enough	10/12/2021 7:16 PM
128	I would like a safe route to the trail head.	10/12/2021 6:59 PM
129	You aren't addressing making it safer for existing residents to walk from their homes to downtown kirkwood. You are too focused on bringing outsiders into the front yards of our neighborhoods. Grants trail has skaters, roller bladers, cyclists galore, walkers—who wants a parade of total strangers in front of their home? How will their children feel safe in their own front yards. Most of Grants trail does not go through existing neighborhoods-it was constructed on an unused railroad with a wide easement mostly no where close to immediately in front of neighbors homes.	10/12/2021 5:26 PM
130	I would add something about connecting downtown Kirkwood to other neighborhoods too.	10/12/2021 1:15 PM
131	I would put more emphasis on making Kirkwood more walkable and bikable	10/12/2021 12:14 PM

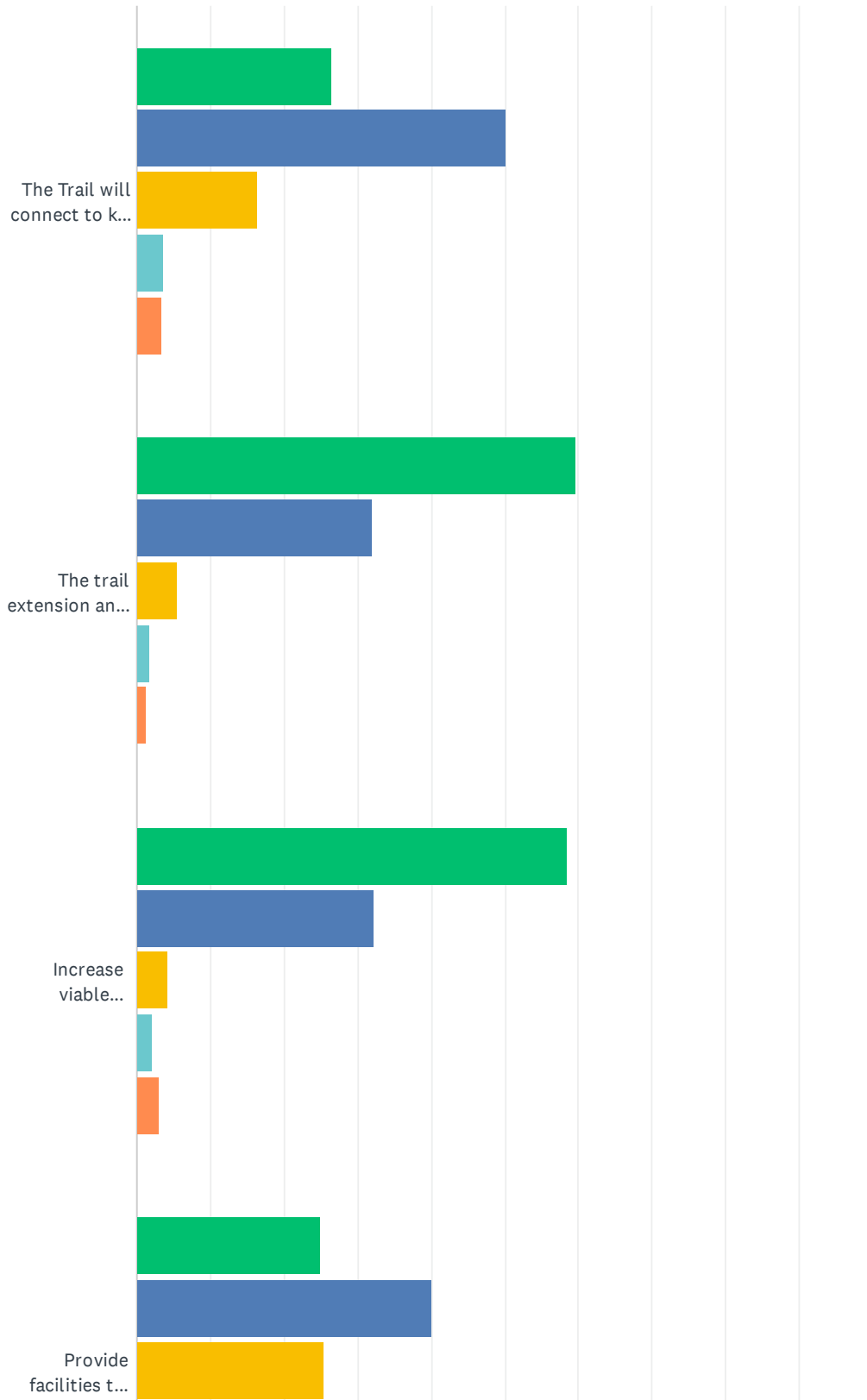


## Grant's Trail Community Survey

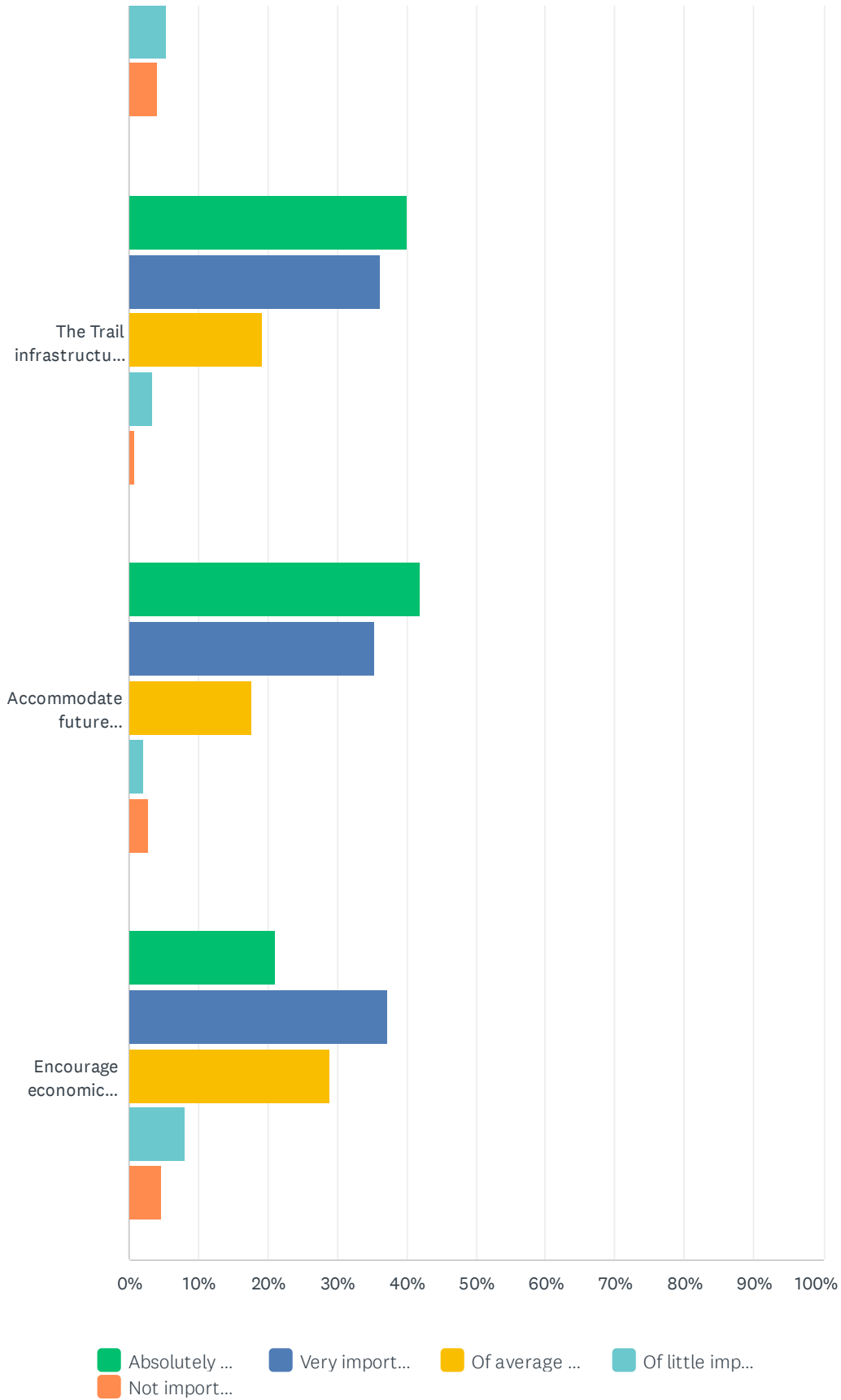
132	Add a statement about mental health as a benefit of having an outdoor space available to your community.	10/12/2021 9:16 AM
133	Continuing to make biking and walking viable transportation, not just recreation, options	10/12/2021 8:32 AM
134	"economic development" should be the lowest priority of those listed. If you make a place livable the economics take care of themselves.	10/12/2021 7:15 AM
135	I hope the extension is for actual trails and diverts the bike traffic OFF of HOLMES avenue on a trail similar to the rest of Grants Trail	10/11/2021 9:34 PM
136	It would be ideal to work on an extension that goes beyond Southeast Kirkwood to downtown, so other neighborhoods besides only downtown and Southeast Kirkwood can also benefit to connectivity with downtown.	10/11/2021 3:57 PM

# Q10 How important are each of the goals to the success of the Grant's Trail Extension?

Answered: 437 Skipped: 172



# Grant's Trail Community Survey





## Grant's Trail Community Survey

	<b>ABSOLUTELY ESSENTIAL</b>	<b>VERY IMPORTANT</b>	<b>OF AVERAGE IMPORTANCE</b>	<b>OF LITTLE IMPORTANCE</b>	<b>NOT IMPORTANT AT ALL</b>	<b>TOTAL</b>
The Trail will connect to key destinations around and in the vicinity of downtown Kirkwood.	26.38% 115	50.00% 218	16.51% 72	3.67% 16	3.44% 15	436
The trail extension and future connections to the Trail are safe and comfortable for users of all ages and abilities.	59.63% 260	31.88% 139	5.50% 24	1.61% 7	1.38% 6	436
Increase viable pedestrian and bicycling opportunities for recreation and transportation.	58.35% 255	32.27% 141	4.35% 19	2.06% 9	2.97% 13	437
Provide facilities that encourage trail usage by users from around the region.	24.94% 108	40.18% 174	25.40% 110	5.31% 23	4.16% 18	433
The Trail infrastructure will respect public and private resources.	40.14% 175	36.24% 158	19.27% 84	3.44% 15	0.92% 4	436
Accommodate future connections to other regional trails and destinations.	42.11% 184	35.47% 155	17.62% 77	2.06% 9	2.75% 12	437
Encourage economic development.	21.10% 92	37.39% 163	28.90% 126	8.03% 35	4.59% 20	436

## Q11 (Optional) Please provide any comments you have to the draft goals.

Answered: 76 Skipped: 533

#	RESPONSES	DATE
1	This is the first time I've seen anything about extending the Greenway to downtown Kirkwood. I thought it was more about painting bike lanes on the streets. Please finish the trails that have been promised rather than starting new ones. The Kirkwood side streets from the trailhead to Downtown Kirkwood are perfectly safe.	10/20/2021 4:40 PM
2	None.	10/19/2021 1:52 PM
3	Get it done	10/19/2021 7:45 AM
4	I am a frequent user of the existing Gravois Greenway and many of the other biking & walking trails in the Saint Louis area. I am unaware of any problems associated with their use.	10/19/2021 7:03 AM
5	None	10/19/2021 3:42 AM
6	Since land acquisition is a challenge, I recommend connecting to parks and other public spaces where easements already exist are low hanging fruit. But consider the streets as your best opportunity to use public land as the greatest opportunity. Consider the greenway as a park itself, and that which is an experience, not just a bike lane or buffered cycle track. Go full on or don't go at all. Make the whole thing "greenway" quality - an extension of the connected park experience.	10/18/2021 10:55 PM
7	None	10/18/2021 10:37 PM
8	None	10/18/2021 5:53 PM
9	Elderly walkers are at risk from fast cyclists- how will you assure safety and separate uses?	10/18/2021 2:39 PM
10	HOW US THE COST OF DEVELOPING THE TRAIL JUSTIFIED?	10/18/2021 11:56 AM
11	Na	10/17/2021 9:32 PM
12	Must not negatively impact citizens private property	10/17/2021 5:37 PM
13	Hopefully businesses and homeowners alike will realize this is a value-add and an economic development enhancement that will increase property values and make Kirkwood even more desirable, and they won't "NIMBY" it with complaints	10/17/2021 3:47 PM
14	I I know some communities have trails; this will not work here; we have young competitive bikers who are in great shape ; we have small children, strollers,elderly walkers who may have physical problems who could die if they fall. I think doing this on sidewalks is a huge liability issue for Kirkwood and individuals,. It also creates another huge adversarial relationship Kirkwood and makes it appear the gov't is paying more attention to Trailnet and what they want rather than protecting residen ts interests and what they need.. I think this creates many more problems than it solves in the long run	10/17/2021 3:26 PM
15	None	10/17/2021 7:06 AM
16	No additional comments	10/17/2021 4:20 AM
17	N/A	10/16/2021 11:03 PM
18	None	10/16/2021 10:12 PM
19	Again, I lived through the last sidewalk upgrade 10 years ago. It removed my trees, my retaining wall and ruined the value of my property. Not to mention I could not use my driveway nor park on my street for months and I had a wonderful piece of construction machinery parked on my front lawn for months. I am very much against using Homes as a trail, not to mention all the traffic that is already present to connect to Interstate 44.	10/16/2021 4:31 PM
20	This should never be in a downtown/residential area.	10/16/2021 2:56 PM

## Grant's Trail Community Survey

21	It is important that the privacy, comfort, and safety of all residents be safeguarded at all times	10/16/2021 2:50 PM
22	none	10/16/2021 9:57 AM
23	Build elements that will control impact of additional motor vehicles, parked for longer term (as people ride the trail). Additional parking will be needed. Traffic flow, etc.	10/16/2021 7:29 AM
24	Na	10/15/2021 10:01 PM
25	N/a	10/15/2021 9:53 PM
26	NA	10/15/2021 3:03 PM
27	There needs to be long range plans for rail-with-trail, such as a future Metrolink, trolley, or transit system.	10/15/2021 11:53 AM
28	Just to say that I think this is a fabulous idea.	10/15/2021 9:35 AM
29	Cycling paths are critical in the fight against climate change. St. Louis lacks the essential infrastructure for most people to commute via bicycle.	10/14/2021 10:58 PM
30	No new trailhead!	10/14/2021 9:44 PM
31	None	10/14/2021 8:46 PM
32	Would be great to connect to Clayton Road bike bath	10/14/2021 7:56 PM
33	N/a	10/14/2021 7:49 PM
34	N/A	10/14/2021 6:21 PM
35	None	10/14/2021 5:42 PM
36	None	10/14/2021 11:20 AM
37	Residents of this area have paid a premium to purchase property and live here. This kind of residential area should not have a public path cutting through it. It is an invasion of residential privacy because this will cause a higher risk for crime, noise pollution, increase parking in residential area from non-residents, increase traffic, and in turn increase in biker/pedestrian/auto related accidents (Holmes Ave is a already highly trafficked street with speeders as is, especially during rush hour periods). This causes serious concerns about improper use of eminent domain. The loss of space would be better absorbed by commercial entities as opposed to private residential properties.	10/14/2021 10:56 AM
38	Good Luck - this is exciting stuff ! Perhaps to get a wider perspective you can post to the many 'biking' groups that FB has available for STL bike riders. Thanks for letting us opine.	10/14/2021 8:44 AM
39	Environmental concerns— will this disrupt any natural ecosystems?	10/14/2021 8:40 AM
40	Economic impact to downtown business is irrelevant to extending a recreational path because it is still the right thing to do	10/14/2021 7:56 AM
41	Na	10/14/2021 7:23 AM
42	Whatever gets developed, please ensure adequate signage to access the trails (are there any signs on Adams to the trailhead on Holmes?) please ensure proper maintenance not like the Riverfront Trail.	10/14/2021 12:01 AM
43	Do NOT use Grants Trail for economic infrastructure. Kirkwood is all about greed. Keep Grants trail out of Kirkwood. I used to live in Kirkwood and was hoping to move back. No more. I HATE what Kirkwood has become.	10/13/2021 11:15 PM
44	Need to be safe	10/13/2021 9:22 PM
45	LOVE IT - love downtown Kirkwood and any bike, walking access to the area would be great	10/13/2021 9:18 PM
46	N/A	10/13/2021 9:17 PM
47	Na	10/13/2021 9:17 PM
48	Look at other cities where they networks of pathways and much people enjoy and make that city a better place. For example almost any town in Colorado!	10/13/2021 8:59 PM

## Grant's Trail Community Survey

49	None	10/13/2021 8:23 PM
50	Connect to more trail systems	10/13/2021 7:14 PM
51	I love that this project is being discussed. There is a need for further trails in our area.	10/13/2021 7:00 PM
52	Nothing to add	10/13/2021 6:58 PM
53	None	10/13/2021 6:43 PM
54	Would like to see trail available to be used after sunset	10/13/2021 6:37 PM
55	No	10/13/2021 6:33 PM
56	Don't want downtown Kirkwood to be more crowded without more designated parking	10/13/2021 6:06 PM
57	If it creates more intersection congestion in the dense downtown area, then I would scrap the idea. You don't want more headaches like collision injuries of all moving parties, especially if they've been drinking.	10/13/2021 4:14 PM
58	Please fix our sidewalks and streets. Way too much emphasis is being put on biking in Kirkwood. Very few people actually bike—everyone drives and many many walk/run.	10/13/2021 3:31 PM
59	This is a fantastic effort! Thank you for the opportunity to provide input.	10/13/2021 3:28 PM
60	Looks good.	10/13/2021 3:22 PM
61	N/A	10/13/2021 3:17 PM
62	Okay	10/13/2021 12:23 PM
63	none	10/13/2021 11:44 AM
64	None	10/13/2021 11:38 AM
65	Perform essential city services before taking on additional projects. Our streets are an absolute mess because we frivolously spend hundreds of thousands of dollars studying a trail system that no one is asking for, instead of using it to maintain our historic town.	10/13/2021 11:20 AM
66	Get it done. Grants trail is an incredible asset to the community and is used by so many. Connecting the trail to downtown Kirkwood is a win for downtown businesses and residents!!	10/13/2021 11:11 AM
67	The vision statement is too broad / seems to be focused on "everything".... which means there's no focus at all. KISS.	10/13/2021 10:31 AM
68	There are many logistical problems connected to the proposed extension. If the extension only makes it to Leffingwell and the UP tracks it would be a great improvement. If it makes it to Taylor or Kirkwood Road then the issue would be making sure that the current shopper parking isn't diminished by those parking their cars, removing their bikes and getting on the Trail for 1-2 hours.	10/13/2021 9:58 AM
69	This is a huge opportunity to improve the quality of life for Kirkwood residents.	10/13/2021 9:31 AM
70	Economic development should be thr lowest priority. Getting people outside and exercising should be the highest priority.	10/13/2021 12:14 AM
71	None	10/12/2021 10:04 PM
72	None	10/12/2021 9:18 PM
73	They're on point. If Kirkwood wants to stay relevant they need sidewalks and bikeways	10/12/2021 7:52 PM
74	I think the economic development is a natural consequence to the build out of the trail.	10/12/2021 7:51 PM
75	n/a	10/12/2021 7:18 PM
76	I don't believe extending grant trail into downtown kirkwood brings any economic benefit what so ever. You should display samples of actual communities that have realized an economic boom similar to kirkwood from have grants trail constructed through it. No one on roller skates, a bike or scooter is going to buy merchandise in kirkwood NOR will they likely dine in on of our restaurants. Which restaurants will allow people dressed in biking race gear to dine in their establishment? Sunset 44? Cafe Provencal? Deweys pizza... don't drink the koolaid.	10/12/2021 5:26 PM



**Q12 (Optional) Please provide any additional comments you would like to share with the project team. If you would like to make location-specific comments using our interactive map, click on the "mapping tool" link at the end of the survey.**

Answered: 86 Skipped: 523

#	RESPONSES	DATE
1	Safety is a key consideration. Dealing with the railroad crossings, truck, bus, and local traffic are things to think about.	10/20/2021 9:15 PM
2	Oakland citizens need to have their voices heard too.	10/20/2021 9:35 AM
3	I strongly support the extension. Potential for significant economic impact to Kirkwood. The extension will draw visitors to Kirkwood from local and regional areas. Adding local hotel will lead to visitors making Kirkwood a multi day stop. Extension will increase # of users leading to healthier communities.	10/19/2021 7:57 PM
4	Developed a brochure high lighting various restaurants and snack shops within easy reach of the trail users. The merchants mentioned in the brochure could be charged a fee for being mentioned in the presentation.	10/19/2021 7:33 PM
5	Do not widen sidewalks on South Holmes. The last project on the Street was a disaster for all of us who lived on it!	10/19/2021 4:20 PM
6	None.	10/19/2021 1:52 PM
7	Use existing road and infrastructure and provide proper bike path signs and lanes on existing roads. Stop wasting money and destroying existing green space. Simply fix what is already there.	10/19/2021 12:01 PM
8	None	10/19/2021 3:42 AM
9	You will need to be very strategic in how you approach public engagement. This means building public will and support. The mere fact that this survey is out will trigger the naysayers. Do lots of surveys and report back often. Use Trailnet to do the heavy lifting, holding public engagement using best practices from their experience. Best of luck and call me if you need me. Ralph Pfremer.	10/18/2021 10:55 PM
10	This additional to the Trail will provide a much better ending point than currently exists. It should also help stimulate more business activity in the downtown Kirkwood area.	10/18/2021 3:17 PM
11	HAS THE VOLUMN OF EXISTING BIKE TRAFFIC BEEN STUDIED? WILL YOU SHARE IT?	10/18/2021 11:56 AM
12	I appreciate the opportunity for input.	10/18/2021 10:18 AM
13	Na	10/17/2021 9:32 PM
14	Please avoid Holmes Ave as it is not suitable for this unwanted invasion of our property. Please also involve the Oakland government officials as this will directly impact their constituents	10/17/2021 5:37 PM
15	We don't want a 12 foot sidewalk alongside our property. It would cut into our yard and remove too many trees.	10/17/2021 4:37 PM
16	This is a totally unnecessary project, residents could see it as a way for some employees to justify their job- if you can get abandoned RR track ok-if you want to fix viaduct on Leffingwell that is something this is very needed and everyone could benefit from	10/17/2021 3:26 PM
17	Mone	10/17/2021 7:06 AM
18	N/A	10/16/2021 11:03 PM

## Grant's Trail Community Survey

19	None	10/16/2021 10:12 PM
20	If the trail needs to be widened, consider going from the start of the trailhead at Leffingwell through to the downtown area. It is much less populated than Holmes and would be a much safer plan for both pedestrians, bicyclists and those people who live on Holmes.	10/16/2021 4:31 PM
21	This is an awesome idea!! Please make this happen. I am particularly interested in using the railroad spur.	10/16/2021 4:13 PM
22	Cyclists currently ride on South Holmes. They disrupt traffic and do not obey traffic laws (like stopping at stop signs and giving cars the right of way). When they ride in the morning they shout at each other and play loud music. I cannot imagine that anyone would want to buy a home on South Holmes knowing this - Who wants this in the front of their home? In order to cater to a few bicycle riders, you will jeopardize home values and the quality of life for residents	10/16/2021 2:50 PM
23	I have shared some concerns on the map tool. Leffingwell is a road used by many to get to the highway. Right now it accommodates neighborhood cyclists, but it is not safe, the railroad tunnel is narrow, there is a lot of school bus traffic and there are also a lot of trucks. It is more of an industrial road and I would not feel safe having a child navigate any of these areas. It would be great to have an addition of the trail in the unused track area. I don't use Holmes frequently but it is also a narrow street with a lot of car traffic, it would cause many issues to add increased bike traffic through there. The main overall problem I see is that the proposed area for the path has a lot of small narrow streets. Neighbors right now are ok with the current cyclists/runners using the streets, but I think it would cause issues if there is a major increase in the flow of these type of users.	10/16/2021 9:57 AM
24	Great too see.	10/16/2021 7:29 AM
25	Na	10/15/2021 10:01 PM
26	NA	10/15/2021 3:03 PM
27	Thank you for these resources and seeking input	10/15/2021 6:55 AM
28	My family and I have been wanting this connection to be made for many years! We are so excited that it will soon be a reality!	10/14/2021 11:54 PM
29	Please make biking and walking safer on West Adams. There are no sidewalks or shoulders to avoid cars that speed around blind corners in Sugar Creek Valley.	10/14/2021 10:13 PM
30	I very much support the expansion of the trail into Kirkwood. It would be great for individuals and the community.	10/14/2021 9:22 PM
31	None	10/14/2021 8:46 PM
32	This extension must be completed.	10/14/2021 8:13 PM
33	Connect to northern areas of kirkwood	10/14/2021 7:56 PM
34	N/a	10/14/2021 7:49 PM
35	Love the idea of extending Grant's Trail further into Kirkwood. I would definitely make use of this trail.	10/14/2021 3:55 PM
36	Allow clear pathways and signs to get to grants trail and away to connect to other road ways for cyclists etc.	10/14/2021 2:34 PM
37	I first want to say thank you to the Project Team, myself and thousands of others will really enjoy this addition. My one additional comment is that a lot of cyclists traveling south to downtown Kirkwood currently utilize Geyer Rd. I don't think it's an understatement to say this road needs to be repaved, doing so will remove another hurdle to bringing more cyclists to downtown Kirkwood.	10/14/2021 1:55 PM
38	The extension has to be very obvious, well marked and seen as a continuation of the Grants Trail or people will mistake it for a "normal" sidewalk. A large double or triple wide sidewalk (two lane trail) like like the other dedicated greenways is needed.	10/14/2021 1:08 PM
39	Hope we can make it happen!	10/14/2021 11:20 AM

## Grant's Trail Community Survey

40	Residents of this area have paid a premium to purchase property and live here. This kind of residential area should not have a public path cutting through it. It is an invasion of residential privacy because this will cause a higher risk for crime, noise pollution, increase parking in residential area from non-residents, increase traffic, and in turn increase in biker/pedestrian/auto related accidents (Holmes Ave is a already highly trafficked street with speeders as is, especially during rush hour periods). This causes serious concerns about improper use of eminent domain. The loss of space would be better absorbed by commercial entities as opposed to private residential properties. Your map is not working, i am getting an error everything i try to submit a comment.	10/14/2021 10:56 AM
41	Would be nice to have a connection eventually via the new highway 44 dual use bridge over the Meramec River	10/14/2021 9:13 AM
42	Good luck project team. This sounds exciting and something I would be happy to help with.	10/14/2021 8:44 AM
43	Signage indicating what street the trail is crossing.	10/14/2021 8:30 AM
44	Na	10/14/2021 7:23 AM
45	Great idea!	10/14/2021 3:05 AM
46	As a female solo runner, I enjoy the peace of Grant's Trail, but do always have safety on my mind when I use the trails on less populated days.	10/13/2021 11:37 PM
47	Encourage use of busses with more bike rack on busses. The area around Kirkwood doesnt need a bike trail because the streets are so easy to get around.	10/13/2021 11:15 PM
48	It would be great to connect this trail into the city perhaps connecting to forest park.	10/13/2021 10:28 PM
49	It would be nice to include a plan to connect to Des Peres Park off Ballas	10/13/2021 9:56 PM
50	Ensure ease of use by all different types of users—walkers, runners abs bikers	10/13/2021 9:38 PM
51	Would love bridges or tunnels through major intersections so that I would not have to stop (as a cyclist).	10/13/2021 9:24 PM
52	Safety	10/13/2021 9:22 PM
53	N/A	10/13/2021 9:17 PM
54	Na	10/13/2021 9:17 PM
55	Please couple this project with the Vision Zero process. Improvements to extend and enhance trail projects should go hand in hand with City-wide safety improvements and public education to enable residents to bike and walk to the trailhead safely.	10/13/2021 9:13 PM
56	Think of the bigger picture and how we can connect to new bridge over 44 or the trail off Marshall rd.	10/13/2021 8:59 PM
57	It will be great and awesome thanks so much	10/13/2021 8:23 PM
58	I would consider a protected bike lane along the existing Bike Kirkwood Route an acceptable option	10/13/2021 8:03 PM
59	This would be SO amazing for downtown kirkwood as our community is very active. I would love for my tax dollars to go to this.	10/13/2021 7:51 PM
60	None	10/13/2021 6:43 PM
61	Would like to see trail available to be used after sunset	10/13/2021 6:37 PM
62	I think your residents do not want change. I think you will have the most success on the railroad tracks. The home owners knew they moved by the tracks.	10/13/2021 4:14 PM
63	I do have parking concerns if Kirkwood is the initiating location and not the destination	10/13/2021 3:50 PM
64	I live very near the trail and have used it weekly for about 10 years. It has been improved a lot and has potential to be a gem in the St. Louis area with the right planning and continued improvement. Thank you for this work.	10/13/2021 3:28 PM
65	I'm thrilled that you are starting this. I bike on Grant's Trail starting from near the Police Station and getting to the trailhead past the Performing Arts Center, then taking Monroe to Holmes to	10/13/2021 3:22 PM

## Grant's Trail Community Survey

the Trail. I think the Holmes street part is the most dangerous, especially coming back North up the hill on the two lane street with fast cars behind you. The spur is an obvious natural way to link the trail straight into everything going on in Kirwood much more safely.

66	Since the trail is so long, adding features like restrooms, benches, water fountains or vending machines (solar powered?) ability to rent bikes or scooters, and emergency alert systems are necessary and will improve the experience and safety of those using the trail	10/13/2021 3:17 PM
67	As a downtown Kirkwood resident, I think this is a fantastic idea. The closures in downtown Kirkwood retail and restaurant spaces is concerning and it's great to see new, exciting things being brought in to Kirkwood. More visitors means more business and more business means more businesses. I am 100% in favor of this plan.	10/13/2021 1:25 PM
68	Widen the path a bit with a soft surface (wood chips?) on both sides of the path to help better separate runners/walkers and cyclists.	10/13/2021 1:16 PM
69	As a Kirkwood resident that resides less than .5 miles from the trailhead, my concern is regarding the actual trail and taking of private land to come up with the necessary space.	10/13/2021 1:15 PM
70	- I currently use the trail regularly for work and entertainment. - I live in Mehlville but work in Kirkwood. -- The travel time on grant's trail to Kirkwood from Mehlville via Grant's Trail is shorter than the drive on I-55 during rush hour + it's much more enjoyable. - This project is important because currently we only have two options to get from the trailhead into downtown Kirkwood: A) Go through a hole via Leffingwell Ave or B) Go over a hill via Holmes to Scott. - Both are equally hard and likely detours many riders. - My preferred route would be the one that's as level as possible: 1. - Railroad spur to Scott Ave - Consider using Elliott Ave if necessary to get around the private property. 2. - Scott Ave to Fillmore to Monroe to Taylor - The route doesn't really matter as long as it's as level as possible. - Consider making the route longer but more level, I'd rather ride a mile out of the way than ride up a big hill.	10/13/2021 12:54 PM
71	Okay	10/13/2021 12:23 PM
72	Primary importance is the safety of bike riders and car drivers on city streets. It is already a problem when bikes are in traffic lanes	10/13/2021 12:09 PM
73	None	10/13/2021 11:38 AM
74	I am so excited about this possibility. Please make it happen!	10/13/2021 11:12 AM
75	The existing trailhead - requires everyone to cross streets / bridges ... that DO NOT INCLUDE well marked cross-walks or marked cycling lanes, (especially important since the "trail bridge" has been closed for repairs.	10/13/2021 10:31 AM
76	Please separate the trail from roads and ideally keep the trail as far away from major roads as possible.	10/13/2021 12:14 AM
77	None	10/12/2021 10:04 PM
78	None	10/12/2021 9:18 PM
79	Sidewalks from Manchester to Barter on North Clay would be great. This would allow our family to reach the trail safely (and also reach Kirkwood park safely.	10/12/2021 7:52 PM
80	I currently take the end of Grants trail to downtown past the Farmers market to Geyer then over to Marshall. It is a lovely ride. There is so much potential for this extension.	10/12/2021 7:51 PM
81	n/a	10/12/2021 7:18 PM
82	Kirkwood is far too small and congested for more bikes and pedestrians to be going through it. It already barely has enough parking lots, as well. This is just going to take up more space.	10/12/2021 7:16 PM
83	I understand the need to ensure safety for pedestrians and sidewalks are the answer. Sidewalks are also what the most residents in the last vision zero survey wanted. I hear about user on user accidents and incursions ALOT on Grants trail and that it is over crowded. Why do you want to bring these elements and strangers into our private neighborhoods? Does your efforts really represent the highest good for our community? I would say No. Its just the latest "buzz" word.	10/12/2021 5:26 PM
84	I hope this project won't add significant light pollution, or shine lights (and add the associated buzzing noises) to people's yards	10/12/2021 8:32 AM

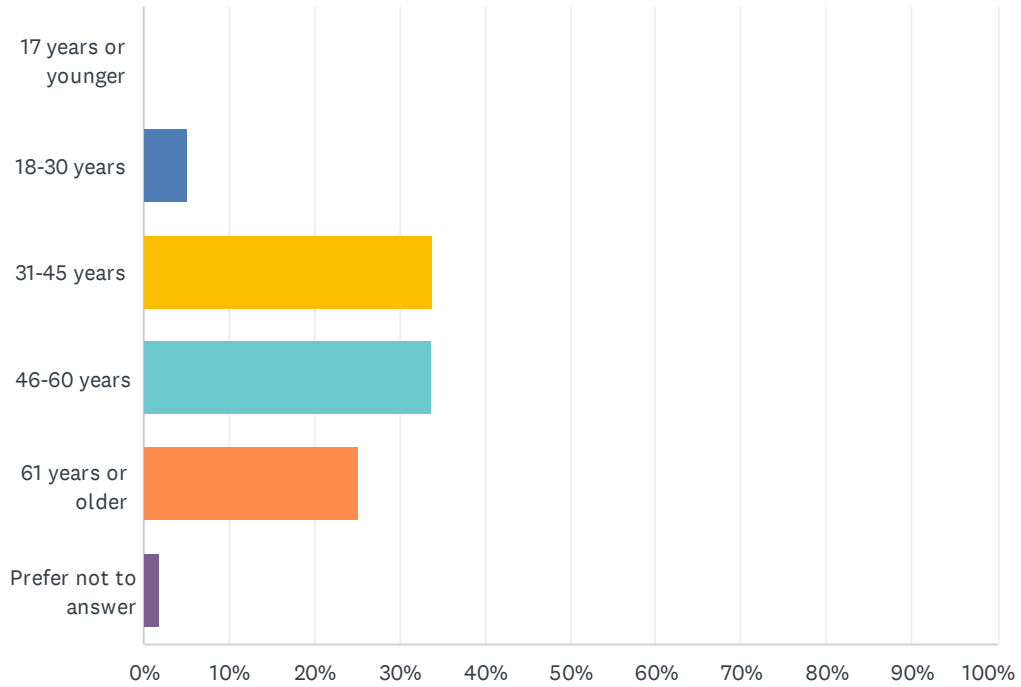


## Grant's Trail Community Survey

85	incorporate the latest and greatest technologies to make the trail "green" i.e. solar panels, rain gardens, permeable surfaces, recycled materials, smart lighting etc. Build for the future not for today	10/12/2021 7:15 AM
86	Please do not build more parking lots. There are already too many parking options downtown, and the trail should be intended for encouraging walking rather than driving.	10/11/2021 3:57 PM

## Q14 What is your age?

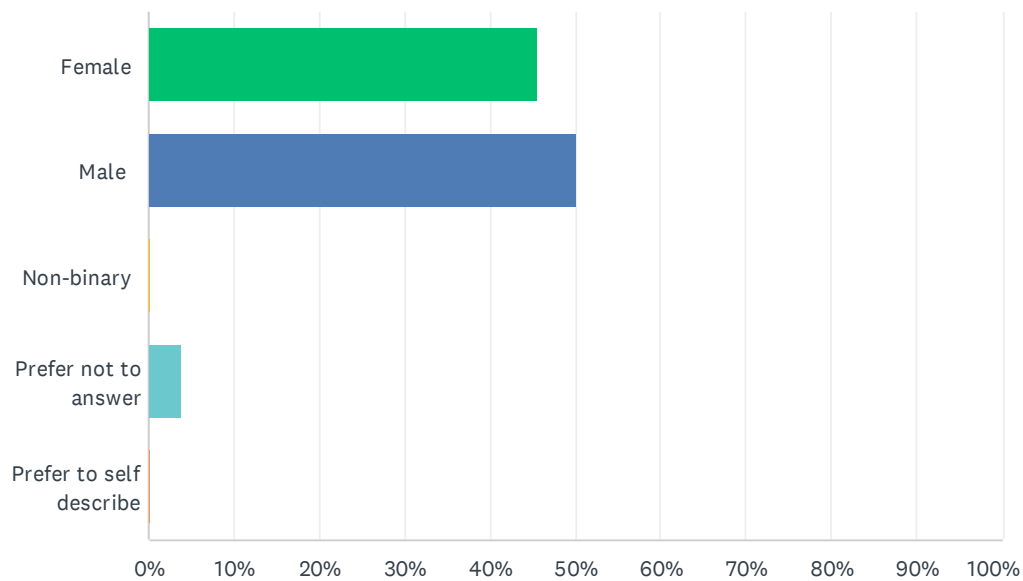
Answered: 507 Skipped: 102



ANSWER CHOICES	RESPONSES	
17 years or younger	0.00%	0
18-30 years	5.13%	26
31-45 years	33.93%	172
46-60 years	33.73%	171
61 years or older	25.25%	128
Prefer not to answer	1.97%	10
<b>TOTAL</b>		<b>507</b>

## Q15 To which gender do you most identify?

Answered: 508 Skipped: 101

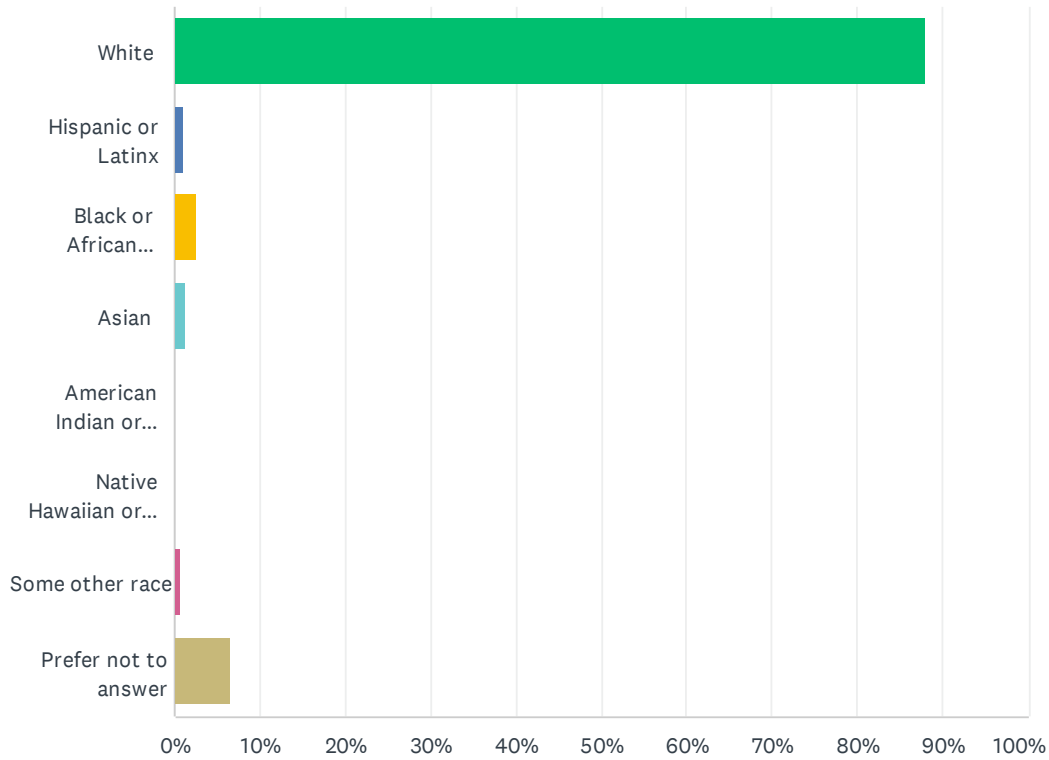


ANSWER CHOICES	RESPONSES
Female	45.67% 232
Male	50.20% 255
Non-binary	0.20% 1
Prefer not to answer	3.74% 19
Prefer to self describe	0.20% 1
<b>TOTAL</b>	<b>508</b>

#	PREFER TO SELF DESCRIBE	DATE
1	Gender is not of any relevance to the question at hand as far as I can tell.	10/17/2021 2:31 PM

## Q16 What is your race or origin?

Answered: 507 Skipped: 102



ANSWER CHOICES	RESPONSES
White	88.17% 447
Hispanic or Latinx	0.99% 5
Black or African American	2.56% 13
Asian	1.38% 7
American Indian or Alaskan Native	0.00% 0
Native Hawaiian or Pacific Islander	0.00% 0
Some other race	0.59% 3
Prefer not to answer	6.71% 34
Total Respondents: 507	



**Q17 Would you like to receive more information about the Grant's Trail Extension in Kirkwood, MO? If so, please share your email address to receive project updates and notifications.**

Answered: 241 Skipped: 368

#	RESPONSES	DATE
1	karenrandazzo@sbcglobal.net	10/22/2021 2:14 PM
2	No	10/22/2021 10:51 AM
3	Balri@sbcglobal.net	10/22/2021 3:20 AM
4	No	10/21/2021 6:28 PM
5	Shoosyq@hotmail.com	10/21/2021 12:31 PM
6	teespill@aol.com	10/20/2021 10:58 PM
7	vdoder@aol.com	10/20/2021 9:16 PM
8	cdjaco711@gmail.com	10/20/2021 9:59 AM
9	dbackerster@gmail.com	10/19/2021 7:34 PM
10	anthonyray39@yahoo.com	10/19/2021 4:56 PM
11	goldneja@slu.edu	10/19/2021 4:20 PM
12	No thank you.	10/19/2021 1:53 PM
13	arcook11@yahoo.com	10/19/2021 12:02 PM
14	dblucker@gmail.com	10/19/2021 7:04 AM
15	gv3ten@gmail.com	10/19/2021 6:35 AM
16	nancymue@att.net	10/19/2021 6:00 AM
17	francie.futterman@att.net	10/18/2021 11:35 PM
18	Ralphpfremmer@gmail.com	10/18/2021 10:56 PM
19	Ekrewet@gmail.com	10/18/2021 10:37 PM
20	Jenbirmi@gmail.com	10/18/2021 9:07 PM
21	Kfuehne21@yahoo.com	10/18/2021 7:42 PM
22	marjoriemccormick@prodigy.net	10/18/2021 5:54 PM
23	Ryana.craig25@gmail.com	10/18/2021 5:42 PM
24	mcody700@sbcglobal.net	10/18/2021 3:17 PM
25	carissared@gmail.com	10/18/2021 2:43 PM
26	already get info	10/18/2021 2:40 PM
27	jfodonnell@sbcglobal.net	10/18/2021 11:57 AM
28	Tadpberry@gmail.com	10/18/2021 10:48 AM
29	rkuttess@gmail.com	10/18/2021 10:19 AM
30	maryllebo@charter.net	10/18/2021 8:19 AM

## Grant's Trail Community Survey

31	Airstreamer01@gmail.com	10/18/2021 8:17 AM
32	csmithludwig@gmail.com	10/17/2021 3:48 PM
33	dsalniker@yahoo.com	10/17/2021 3:29 PM
34	No	10/17/2021 7:06 AM
35	grumkegc@gmail.com	10/17/2021 4:21 AM
36	No	10/16/2021 11:06 PM
37	Heidi.Osmundsen@gmail.com	10/16/2021 11:04 PM
38	No	10/16/2021 10:13 PM
39	donbev1976@me.com	10/16/2021 8:03 PM
40	mkbcharles@sbcglobal.net	10/16/2021 5:06 PM
41	pmosher1@att.net	10/16/2021 4:33 PM
42	jenningshousehold@gmail.com	10/16/2021 4:14 PM
43	jscuzzi@att.net	10/16/2021 3:55 PM
44	Cubbybear5471@gmail.com	10/16/2021 3:46 PM
45	NO	10/16/2021 2:57 PM
46	pbauer419@gmail.com	10/16/2021 2:50 PM
47	sanin.filipovic@gmail.com	10/16/2021 2:47 PM
48	dbenne@me.com	10/16/2021 2:12 PM
49	Jimbarn99@yahoo.com	10/16/2021 1:58 PM
50	kepplerleyvafamily@gmail.com	10/16/2021 9:57 AM
51	Ringwald393@sbcglobal.net	10/15/2021 10:27 PM
52	Na	10/15/2021 10:02 PM
53	patcjarvis@sbcglobal.net	10/15/2021 9:54 PM
54	esn710@gmail.com	10/15/2021 9:41 PM
55	Lfschaper@gmail.com	10/15/2021 4:41 PM
56	corinnie20@gmail.com	10/15/2021 3:12 PM
57	mrjewell@gmail.com	10/15/2021 3:04 PM
58	scotttn941@aol.com	10/15/2021 11:53 AM
59	Patknoerlejordan@yahoo.com	10/15/2021 7:14 AM
60	milfodo@gmail.com	10/15/2021 6:57 AM
61	Salome.Reynolds@gmail.com	10/14/2021 10:21 PM
62	Rickmriley@gmail.com	10/14/2021 8:46 PM
63	garyfoxinstl@gmail.com	10/14/2021 8:14 PM
64	reidsk@yahoo.com	10/14/2021 8:09 PM
65	Marcnr3@gmail.com	10/14/2021 7:50 PM
66	sweeneyfam@charter.net	10/14/2021 7:10 PM
67	Jchumley@me.com	10/14/2021 7:05 PM
68	N/A	10/14/2021 6:22 PM

## Grant's Trail Community Survey

69	Samohtlat@gmail.com	10/14/2021 5:52 PM
70	marian.sister@sbcglobal.net	10/14/2021 3:55 PM
71	Mastde@yahoo.com	10/14/2021 3:54 PM
72	No	10/14/2021 2:35 PM
73	clark@clark-walker.com	10/14/2021 1:38 PM
74	helberg640@yahoo.com	10/14/2021 1:09 PM
75	Rekittke4@gmail.com	10/14/2021 12:14 PM
76	DAVID.SCHINDLER.STL@OUTLOOK.COM	10/14/2021 11:58 AM
77	Rachellbolin@gmail.com	10/14/2021 10:36 AM
78	tcarlfinger57@att.net	10/14/2021 10:25 AM
79	This will make Kirkwood an even more great place to live and work. Let's move as quickly as we can.	10/14/2021 10:15 AM
80	Colantonic@gmail.com	10/14/2021 9:54 AM
81	blamb002@gmail.com	10/14/2021 9:33 AM
82	Geostats1952@gmail.com	10/14/2021 9:31 AM
83	Jskorcz@hydromat.com	10/14/2021 9:14 AM
84	Yes	10/14/2021 9:01 AM
85	po006f52@gmail.com	10/14/2021 8:54 AM
86	Chris.cleeland@gmail.com	10/14/2021 8:54 AM
87	Richard.v.dederer@charter.net	10/14/2021 8:45 AM
88	matthewbird76@gmail.com	10/14/2021 7:56 AM
89	Reillylia4@gmail.com	10/14/2021 7:33 AM
90	Yes. stlcal314@gmail.com	10/14/2021 7:29 AM
91	psalmm99@gmail.com	10/14/2021 7:24 AM
92	Robert_nichols34@icloud.com	10/14/2021 7:11 AM
93	ralendermon@gmail.com	10/14/2021 5:57 AM
94	Rhotonl@aol.com	10/14/2021 5:19 AM
95	Rodebike@gmail.com	10/14/2021 3:06 AM
96	jeff.lorentz@gmail.com	10/14/2021 12:42 AM
97	jrooks@gmail.com	10/14/2021 12:14 AM
98	Erinleigh27@hotmail.com	10/13/2021 11:37 PM
99	Hell no. Fuck Kirkwood	10/13/2021 11:16 PM
100	Kj4gifts@gmail.com	10/13/2021 11:05 PM
101	dool758@aol.com	10/13/2021 10:56 PM
102	spiritus@swbell.net	10/13/2021 10:28 PM
103	Matthew.j.lowery@gmail.com	10/13/2021 10:24 PM
104	val56@aol.com	10/13/2021 10:00 PM
105	jordantiffany1@gmail.com	10/13/2021 9:56 PM
106	dglaser@choicecorp.org	10/13/2021 9:56 PM

## Grant's Trail Community Survey

107	4n6swk@gmail.com	10/13/2021 9:27 PM
108	icpotential@sbcglobal.net	10/13/2021 9:25 PM
109	Lonnie.grosman@yahoo.com	10/13/2021 9:23 PM
110	kevfor@gmail.com	10/13/2021 9:21 PM
111	Katiefilla@gmail.com	10/13/2021 9:19 PM
112	Bigl74@hotmail.com	10/13/2021 9:18 PM
113	DFMRN@att.net	10/13/2021 9:17 PM
114	Johnchartmann@gmail.com	10/13/2021 9:15 PM
115	kristinrehg@yahoo.com	10/13/2021 9:14 PM
116	No	10/13/2021 9:09 PM
117	Mcooper13@outlook.com	10/13/2021 9:06 PM
118	Kenalloy@aol.com	10/13/2021 9:00 PM
119	No thanks	10/13/2021 8:23 PM
120	Mrtaitt+bike@gmail.com	10/13/2021 8:22 PM
121	hank137912@gmail.com	10/13/2021 8:09 PM
122	chris.gerli@att.net	10/13/2021 8:05 PM
123	No	10/13/2021 8:02 PM
124	Katietosie@gmail.com	10/13/2021 7:52 PM
125	chorzel.j@gmail.com	10/13/2021 7:50 PM
126	Mawelding2015@gmail.com	10/13/2021 7:47 PM
127	Elenazerega@yahoo.com	10/13/2021 7:35 PM
128	don.tonner@yahoo.com	10/13/2021 7:31 PM
129	Yes	10/13/2021 7:28 PM
130	Nategilbert88@gmail.com	10/13/2021 7:23 PM
131	Jwngunnar@gmail.com	10/13/2021 7:23 PM
132	stoffcomm@att.net	10/13/2021 7:19 PM
133	mcscheske@sbcglobal.net	10/13/2021 7:10 PM
134	dmcquinn69@gmail.com	10/13/2021 7:03 PM
135	Fholdenried@hotmail	10/13/2021 7:01 PM
136	Matthelbig@gmail.com	10/13/2021 6:56 PM
137	Zimmertj1@aol.com	10/13/2021 6:42 PM
138	neilchace@gmail.com	10/13/2021 6:41 PM
139	jaysocampo@gmail.com	10/13/2021 6:38 PM
140	Ryanschulte@gmail.com	10/13/2021 6:33 PM
141	pricechuck@hotmail.com	10/13/2021 6:31 PM
142	shanwats12@gmail.com	10/13/2021 6:06 PM
143	Ledgeton@me.com	10/13/2021 3:51 PM
144	Yes	10/13/2021 3:29 PM



## Grant's Trail Community Survey

145	Jennifer.Marcus@gmail.com	10/13/2021 3:29 PM
146	zgare@aol.com	10/13/2021 3:22 PM
147	mscarfino@gmail.com	10/13/2021 3:17 PM
148	Lbrin63@aol.com	10/13/2021 3:12 PM
149	N0	10/13/2021 1:50 PM
150	blakepadberg@gmail.com	10/13/2021 1:29 PM
151	Buehler.liz@gmail.com	10/13/2021 1:27 PM
152	Ncb526@yahoo.com	10/13/2021 1:25 PM
153	m.jamieson@outlook.com	10/13/2021 1:17 PM
154	rsheehanpersonal@gmail.com	10/13/2021 12:54 PM
155	crvanbergen@gmail.com	10/13/2021 12:44 PM
156	zoeajonak@gmail.com	10/13/2021 12:30 PM
157	aaron.landis@gmail.com	10/13/2021 12:22 PM
158	nicole.e.reed@gmail.com	10/13/2021 12:16 PM
159	Rebeccakundu@gmail.com	10/13/2021 12:02 PM
160	Eaebert@juno.com	10/13/2021 11:48 AM
161	Rsmith@kbgstl.com	10/13/2021 11:48 AM
162	ashleyanders@gmail.com	10/13/2021 11:45 AM
163	pbieg@hotmail.com	10/13/2021 11:42 AM
164	scottperdue23@gmail.com	10/13/2021 11:41 AM
165	Sikesk@yahoo.com	10/13/2021 11:39 AM
166	jfalthouser@yahoo.com	10/13/2021 11:31 AM
167	andygwine@gmail.com	10/13/2021 11:20 AM
168	Warrenoxley@gmail.com	10/13/2021 11:18 AM
169	matt.breeden@gmail.com	10/13/2021 11:13 AM
170	rossbopp@hotmail.com	10/13/2021 10:32 AM
171	nick.d.sabino@gmail.com	10/13/2021 9:34 AM
172	m.mcgeehan@sbcglobal.net	10/13/2021 9:32 AM
173	mdwittry@gmail.com	10/13/2021 8:04 AM
174	No	10/13/2021 12:15 AM
175	larrydusenbery@msn.com	10/12/2021 11:18 PM
176	19bdp60@gmail.com	10/12/2021 10:05 PM
177	craig1229@gmail.com	10/12/2021 10:01 PM
178	Alkaufmann@gmail.com	10/12/2021 9:23 PM
179	Sure1953@gmail.com	10/12/2021 9:19 PM
180	Courtney.hosto@gmail.com	10/12/2021 8:28 PM
181	elleandstevesmith@charter.net	10/12/2021 7:51 PM
182	Csebelski@hotmail.com	10/12/2021 7:51 PM

## Grant's Trail Community Survey

183	smadeo18@gmail.com	10/12/2021 7:01 PM
184	kecoulson715@gmail.com	10/12/2021 6:34 PM
185	mschlafly@gmail.com	10/12/2021 1:16 PM
186	katiesvoss@gmail.com	10/12/2021 12:15 PM
187	agutierrez@grgstl.org	10/12/2021 9:17 AM
188	tliwilkinson@gmail.com	10/12/2021 9:12 AM
189	cmstarks@yahoo.com	10/12/2021 8:33 AM
190	john@fortifywealth.com	10/11/2021 7:21 PM
191	jackson@movingmissouri.org	10/11/2021 3:58 PM
192	miker2545@gmail.com	10/11/2021 1:50 PM
193	suzanne.masters@swbell.net	10/11/2021 11:31 AM
194	Ellenedman@gmail.com	10/11/2021 11:23 AM
195	Susanmsoucy@gmail.com	10/11/2021 11:23 AM
196	meganhegger@gmail.com	10/11/2021 10:56 AM
197	Rlswehla@sbcglobal.net	10/11/2021 8:37 AM
198	chrisgluck@gmail.com	10/10/2021 9:32 PM
199	Stlpscun@yahoo.com	10/10/2021 9:32 PM
200	Dmullgardt@hotmail.com	10/10/2021 9:03 PM
201	ghm1412016@gmail.com	10/10/2021 8:59 PM
202	Jenstarkey@gmail.com	10/10/2021 6:39 PM
203	sscmglouis@att.net	10/10/2021 4:18 PM
204	Valentinekj27@gmail.com	10/10/2021 3:12 PM
205	eagleton4355@gmail.com	10/10/2021 2:47 PM
206	Erinwitbrodt@gmail.com	10/10/2021 2:28 PM
207	harmsmercercer@me.com	10/10/2021 1:48 PM
208	LHEngert@gmail.com	10/10/2021 1:18 PM
209	jbramlet@swbell.net	10/10/2021 1:05 PM
210	Sfmi2000@yahoo.com	10/10/2021 10:08 AM
211	cssh63122@att.net	10/9/2021 2:18 PM
212	I already do	10/9/2021 6:34 AM
213	lholekamp@sbcglobal.net	10/9/2021 3:26 AM
214	no	10/8/2021 10:38 PM
215	jnewsham@sbcglobal.net	10/8/2021 9:26 PM
216	C.hanewinkel@me.com	10/8/2021 7:33 PM
217	Srw6df@gmail.com	10/8/2021 6:05 PM
218	Jeangutch@hotmail.com	10/8/2021 3:53 PM
219	hopkinsnt@icloud.com	10/8/2021 3:15 PM
220	brucebackus@gmail.com	10/8/2021 3:04 PM

## Grant's Trail Community Survey

221	You already have my email address. One final comment, please give consideration to lighting so the greenway will be more usable to commuters and students, especially in winter months with shortened hours of daylight.	10/8/2021 2:54 PM
222	richpd7@charter.net	10/8/2021 11:43 AM
223	kmneill@gmail.com	10/7/2021 9:12 PM
224	deanchooks@gmail.com	10/7/2021 6:53 PM
225	Mariekozowski@aol.com	10/7/2021 10:04 AM
226	jlmbnd@gmail.com	10/7/2021 8:23 AM
227	Jennifer.ott@att.net	10/6/2021 7:04 PM
228	Lisa.simpson75@att.net	10/6/2021 6:37 PM
229	No	10/6/2021 5:32 PM
230	osuwever@swbell.net	10/6/2021 3:43 PM
231	mloudenslager@halltechinc.com	10/6/2021 3:29 PM
232	I'd rather people not lose their homes so people can ride their bikes.	10/6/2021 2:56 PM
233	Josiahlo@gmail.com	10/6/2021 2:33 PM
234	Karendreilly@sbcglobal.net	10/6/2021 1:31 PM
235	horsebutterflies@yahoo.com	10/6/2021 1:27 PM
236	N/A	10/6/2021 1:23 PM
237	jdepenaloza@yahoo.com	10/6/2021 1:19 PM
238	dmcaton@hotmail.com	10/6/2021 1:11 PM
239	djhunt@yahoo.com	10/6/2021 1:06 PM
240	bradshawrl@yahoo.com	10/5/2021 2:22 PM
241	You have my e-mail address	10/5/2021 1:23 PM



# Grant's Trail Route Alternatives Survey

The City of Kirkwood is seeking public input to select the best alignment for the Grant's Trail Extension. This survey includes an explanation of each alignment and questions asking you to share your thoughts and preferences. All responses are confidential.

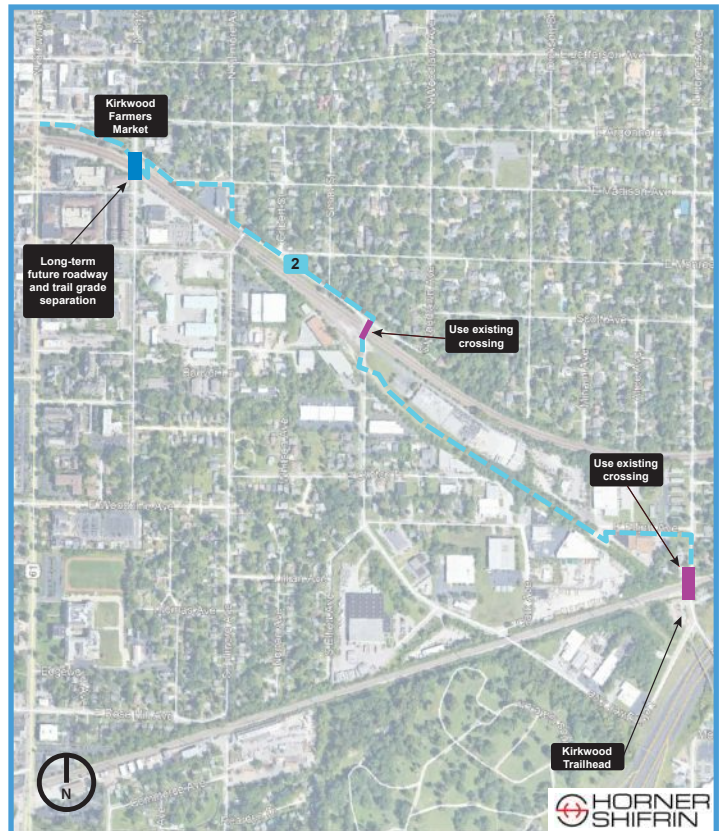
Four alternatives were developed for the Gravois Greenway/Grant's Trail Extension based on public input, property owner feedback, technical considerations, and alignment with the project's goals. Each alternative possesses varying opportunities and challenges.

## Possible Alternatives



### ALTERNATIVE ONE

Rail alignment that utilizes a combination of right-of-way from an abandoned rail spur owned by UPRR as well as right-of-way on/private property adjacent to an active UPRR railway. The route would be separated from the active rail line and adjacent private property by a fence or barrier. Grade crossings of BNSF, Leffingwell, and Fillmore are included in this option. The trail will then cross the UPRR tracks on the east side of Taylor at-grade then cross west with a rapid flashing beacon crossing just north of the UPRR to the Farmers Market.



### ALTERNATIVE TWO

The route will cross the BNRR at grade along the west side of Holmes from the Kirkwood trailhead to Elliot, then travel west on the south side of Elliot to the abandoned UPRR rail spur. The route will continue northwest along the abandoned rail spur either within UPRR right of way or on adjacent private property adjacent to Leffingwell. A fence or barrier separation between the trail and private properties. At Leffingwell, the route will turn north and cross the UPRR Active Rail Line then run on the south side of Scott to Fillmore. The trail will continue north on Fillmore from Scott to East Madison. The route will continue west of Fillmore on the south side of Madison either on City ROW or on UPRR right of way. The trail will then cross at-grade west with a rapid flashing beacon crossing just north of the UPRR to the Farmers Market.



## Possible Alternatives



### ALIGNMENT THREE

This route will travel southwest on the north side of Leffingwell from the trailhead to the billboard access road. Along the access road, it will travel northwest to cross the BNRR with an undercrossing to the northeast that will lead into the abandoned rail corridor. The alternative will continue west on the abandoned rail spur. The route will continue on the right of way of the rail spur owned presently by the UPRR, to Clinton, where it will turn west and travel on the south side of Clinton to Leffingwell, cross Leffingwell to the west side, and travel north to just north of the Leffingwell Center. The alternative will then travel west along property lines in a greenway corridor between two private properties, then travel north to the north side of the Hudson-Leramo Beverage Group Parcel, then between this parcel and the cell tower, west to Fillmore. The trail will cross Fillmore at grade and use a raised and separated or existing side path on the south side of West Monroe to Taylor, next to the Performing Arts Center. The trail will then travel north on the east side of Taylor and cross the UPRR tracks at grade then cross west with a rapid flashing beacon crossing just north of the UPRR to the Farmers Market.



### ALIGNMENT FOUR

The route will travel on the southeast side of Leffingwell from the trailhead and follow Leffingwell as a side path to Clinton. The route will cross Clinton, then travel on the north side of Clinton west to Fillmore Park. The route will use a widened sidewalk around the southwest corner of Fillmore Park to travel north on the east side of Fillmore before crossing to the west side of Fillmore at the existing crossing at E Clinton Place. The side path will continue north on Fillmore to the existing Kirkwood maintenance site where it will turn west and travel through the site on its south and west borders to connect to Taylor and the Performing Arts Center. The side path will travel north on the east side of Taylor, crossing the UPRR rail corridor at grade before turning west just north of the UPRR to the Farmers Market.



# 4 Grant's Trail Route Alternatives Survey

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The final set of questions will help us understand how well survey results represent the community as a whole.

**4. What is your zip code?**

- 63122
- Other (please specify) \_\_\_\_\_

**5. What is your age?**

- 17 or under
- 18 - 30
- 31 - 45
- 46 - 60
- 61 or older
- Prefer not to answer

**6. To which gender do you most identify?**

- Female
- Male
- Non-binary
- Prefer not to answer
- Prefer to self describe \_\_\_\_\_

**7. What is your race or ethnicity?**

- White or Caucasian
- Black or African American
- Hispanic or Latinx
- American Indian or Alaska Native
- Asian
- Some other race
- Prefer not to answer

**8. Would you like to receive more information about the Grant's Trail Extension in Kirkwood, Missouri? If so, please share your email address to receive project updates and notifications.**

\_\_\_\_\_

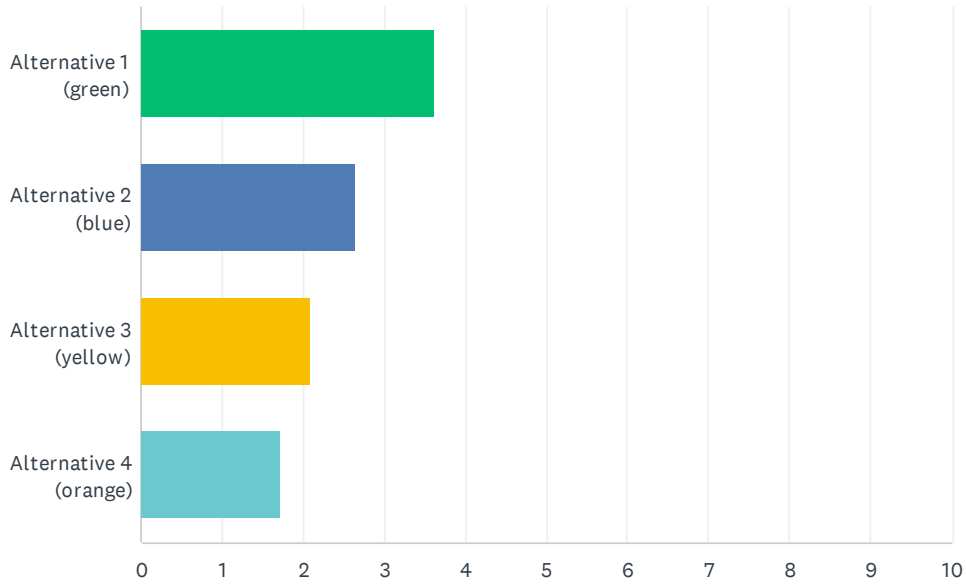
Thank you for completing the survey! The City of Kirkwood expects to recommend a final route in December which will consider public opinion as well as feedback from property owners along the route, technical constraints, and alignment with the project's goals. We appreciate your help in making this important choice.



RESULTS

Q1 Rank the alternatives in order of preference – 1 being your favorite and 4 being your least favorite. Reference map below.

Answered: 331 Skipped: 16



	1	2	3	4	TOTAL	SCORE
Alternative 1 (green)	76.66% 243	12.93% 41	5.68% 18	4.73% 15	317	3.62
Alternative 2 (blue)	9.97% 31	58.52% 182	18.01% 56	13.50% 42	311	2.65
Alternative 3 (yellow)	5.21% 16	20.20% 62	52.44% 161	22.15% 68	307	2.08
Alternative 4 (orange)	10.97% 34	8.71% 27	22.58% 70	57.74% 179	310	1.73



## Q2 What made you select your top alternative?

Answered: 317 Skipped: 30

#	RESPONSES	DATE
1	Keep trail out of neighborhoods.	12/2/2021 7:09 AM
2	Keeping cyclist off of the road for safety and more family friendly	12/1/2021 7:57 PM
3	Keeps bikes on the tail lines and off streets with car traffic. The bikes on Holmes now are dangerous and I don't want anyone hurt	12/1/2021 7:52 PM
4	Most direct with minimal residential intrusion	12/1/2021 5:32 PM
5	best most straightforward route	12/1/2021 5:19 PM
6	Most direct path to downtown kirkwood. Not as many turns. When bike riding you don't want to have a lot of right angle turns	12/1/2021 1:47 PM
7	Minimal crossing and separation from railroad tracks	12/1/2021 12:53 PM
8	Scenery.	12/1/2021 12:14 PM
9	Scenery while on the trail and useage of existing space/pathways.	12/1/2021 11:31 AM
10	Dicect route, on RR right of way, continuing the feel and spirit of Grant's Trail	12/1/2021 10:15 AM
11	Most straightforward and looks easiest to navigate with kids.	12/1/2021 7:53 AM
12	Minimal disruption, direct route	12/1/2021 7:19 AM
13	Closest to businesses, grade considerations, proximity to rail line	12/1/2021 7:16 AM
14	I didn't want it near the railroad for safety of children	12/1/2021 6:50 AM
15	Safe and usable direct route. Possible connections to future trais	12/1/2021 4:54 AM
16	Maximum use of abandoned rail line & least disturbance of residential streets.	11/30/2021 11:24 PM
17	I would use alternative #1 the most (daily) because it's the most level and direct. I would not use alternative 4 at all because of the hill to Fillmore Park. The future grade separations are a bad idea unless the trail remains at-grade: some users would be excluded from trail use if the trail grade were raised/ lowered at streets.	11/30/2021 11:16 PM
18	Most direct and along railroad... off main roads	11/30/2021 10:44 PM
19	Distance from tracks	11/30/2021 10:35 PM
20	Scenic and less roadside	11/30/2021 10:28 PM
21	Least traffic, easier for families	11/30/2021 10:04 PM
22	It's straight and will have better visibility.	11/30/2021 9:54 PM
23	I like 1 because there is no street traffic.	11/30/2021 9:53 PM
24	Grade of route	11/30/2021 9:38 PM
25	More direct route	11/30/2021 9:24 PM
26	Seemed safe and reasonable expense	11/30/2021 9:18 PM
27	Straight path that seems the least invasive	11/30/2021 9:07 PM
28	It goes further south than the other routes. I use that road by Puzzle Warehouse and it's dangerous.	11/30/2021 8:35 PM
29	Sleekest	11/30/2021 8:27 PM
30	Most direct and similar to the other part of the trail. You can ride various streets now to get the the Homes parking lot so other routes don't seem like much more than what we already have.	11/30/2021 8:21 PM

## Grant's Trail Extension Route Alternatives Survey

31	Most direct and no crossing an active railroad	11/30/2021 8:19 PM
32	Straightest path	11/30/2021 7:40 PM
33	Most direct	11/30/2021 7:38 PM
34	Least amount of street interaction	11/30/2021 7:27 PM
35	Seems most direct for what you are trying to do	11/30/2021 6:57 PM
36	Best route	11/30/2021 6:52 PM
37	Does not run along Taylor which is dangerous even in a car	11/30/2021 6:47 PM
38	Fewest street crossings	11/30/2021 6:40 PM
39	best route	11/30/2021 6:32 PM
40	Whole idea is to be on a trail separated from vehicles, other options use streets	11/30/2021 6:21 PM
41	Seems most direct	11/30/2021 5:58 PM
42	Makes most sense	11/30/2021 5:44 PM
43	Avoid track crossing	11/30/2021 5:44 PM
44	Follows the current line most.	11/30/2021 5:25 PM
45	I like the the green route because it would put the trail up close to many places of employment. I wouldn't mind the orange serving as a branch but the green provides most of the access to employment centers. With a set of stairs and ramp, it would make it easier for the employees at First Student to have access to work!	11/30/2021 5:19 PM
46	Simple, less road crossings, no major grade changes	11/30/2021 4:52 PM
47	May be the most fiscally feasible along a route of least residential challenges (property owner opposition and driveway conflicts), also bypasses Fillmore Park which has picnicking and restroom opportunities. Also, passes by the KPAC and possible future development at the public works dept.	11/30/2021 4:51 PM
48	This is the safest route, the most direct route, the flatest route, and the most consistent route compared to the rest of the trail.	11/30/2021 4:47 PM
49	It's a true rails to trails bike path! The others are just paint on the road.	11/30/2021 4:47 PM
50	It's a true "rails to trail" option. I really don't want to ride through residential streets when riding on a paved trail. Might as well just put in more bike lanes.	11/30/2021 4:45 PM
51	Does not involve any streets.	11/30/2021 4:37 PM
52	Most straightforward and least intrusive on city streets.	11/30/2021 4:16 PM
53	Clean, straighter, more functional and pedestrian friendly	11/30/2021 3:58 PM
54	Most direct route, least amount of obstacles.	11/30/2021 3:57 PM
55	Direct without excessive rail crossings required	11/30/2021 3:32 PM
56	Seems like a straight path with less traffic	11/30/2021 3:22 PM
57	Makes use of the railroad under crossing, the best option without building a bridge.	11/30/2021 3:14 PM
58	It's the most direct route and a dedicated trail with no cars	11/30/2021 3:08 PM
59	You should combine 3 & 4 where the intersect	11/30/2021 3:03 PM
60	Alt 1 route is the least confusing route. When running or cycling the least amount of starts and stops is preferred (less chance of accidents). Alt 1 route is closest type of route that matches existing Grants Trail route type.	11/30/2021 2:59 PM
61	Best route	11/30/2021 2:58 PM
62	Its not my street	11/30/2021 2:56 PM
63	I like railroad tracks	11/30/2021 2:41 PM
64	Largest amount of trail that would be separated from vehicle traffic	11/30/2021 2:36 PM

## Grant's Trail Extension Route Alternatives Survey

65	The most direct route	11/30/2021 2:29 PM
66	Orange is much more scenic and less traffic. Yellow scenic and less traffic. Blue not a good choice. Dangerous traffic, many accidents, heavy trucks and very congested with traffic. There have been many accidents over the years. An accident ready to happen.	11/30/2021 2:18 PM
67	Most direct route	11/30/2021 2:15 PM
68	less travel on or next to road	11/30/2021 2:04 PM
69	The trail should see areas of kirkwood not just the rail line.	11/30/2021 2:01 PM
70	Dedicated path vs. Using existing roads	11/30/2021 1:54 PM
71	less time on public streets with more scenery	11/30/2021 1:46 PM
72	The route was more direct and does not "zig zag" through town.	11/30/2021 1:43 PM
73	The most direct seeming route that provides the least amount of possible confrontation between vehicles and property owners.	11/30/2021 1:39 PM
74	Seems like straightest route	11/30/2021 1:31 PM
75	it's straightforward, not complicated	11/30/2021 1:27 PM
76	It's a straight shot. It seems safer v	11/30/2021 1:14 PM
77	More use of existing grades, but seems a bit less costly.	11/30/2021 1:07 PM
78	I goes to Fillmore Park. There is now a street bike trail that follows this trail to Fillmore, then the Farmers Market.	11/30/2021 1:05 PM
79	I think it's neat that it will go along the train tracks. Grants Trailis so high traffic, I'd rather it not cut thru neighborhoods. cut thru neighborhoods.	11/30/2021 1:04 PM
80	Easiest route, scenic along railway	11/30/2021 1:00 PM
81	Least amount of street traffic interference	11/30/2021 12:56 PM
82	Most direct with least cost.	11/30/2021 12:42 PM
83	Route and costs	11/30/2021 12:40 PM
84	I like that the way is mostly separate from city streets	11/30/2021 12:35 PM
85	It builds on the existing roads and connects with existing road crossings	11/30/2021 12:31 PM
86	More of a dedicated bike trail.	11/30/2021 12:17 PM
87	None. I think the whole idea is bad.	11/30/2021 12:12 PM
88	Combination of factors, most like existing trail, safety of all users, most likely to be embraced by community	11/30/2021 12:08 PM
89	I like going by the park	11/30/2021 12:01 PM
90	The UPking wanted another crossing to film. Look him up on you tube.	11/30/2021 11:39 AM
91	Avoids streets more than the alternatives.	11/30/2021 11:38 AM
92	Uses hybrid old ROW with sensible route crossing of track	11/30/2021 11:37 AM
93	makes the most use of the rail right of way	11/30/2021 11:36 AM
94	Ease of use	11/30/2021 11:32 AM
95	Straight route	11/30/2021 11:30 AM
96	i feel there is the most variety on route 4	11/30/2021 11:30 AM
97	It's linear and not in the streets. I'm not crazy about being so close to the UP main line, but think it's the best option.	11/30/2021 11:30 AM
98	1 and 2 just make logistical sense and ease of travel in the trail.	11/30/2021 11:21 AM
99	Less turns to allow for a better bike riding experience	11/30/2021 11:13 AM
100	Simplest and most route to downtown Kirkwood with little impact on homes and traffic.	11/30/2021 11:12 AM

## Grant's Trail Extension Route Alternatives Survey

101	Seems least disruptive, safest path	11/30/2021 11:12 AM
102	Closest to my house	11/30/2021 11:11 AM
103	Direct	11/30/2021 11:08 AM
104	My grandson likes that route best.	11/30/2021 11:05 AM
105	Direct path and security for trains and cars	11/30/2021 11:02 AM
106	Extended route and through neighborhoods	11/30/2021 11:01 AM
107	Most direct route.	11/30/2021 10:59 AM
108	use existing crossings	11/30/2021 10:59 AM
109	The route through the park and off the main road.	11/30/2021 10:58 AM
110	It just seems the most simple way to bike.	11/30/2021 10:50 AM
111	seems like it is the most straight line course with the least impact to residential traffic	11/30/2021 10:50 AM
112	Less street crossings, straight shot.	11/30/2021 10:49 AM
113	Direct route, most protected from busy traffic	11/30/2021 10:49 AM
114	It has more distance off of the roads and would have easier hills.	11/30/2021 10:46 AM
115	I grew up on Elliott and that area well on foot and bicycle, Leffingwell hill is a deterrent to families on bike. But so happy this will force a clean up of my old neighborhood	11/30/2021 10:45 AM
116	Easy, direct path. I like that is used the old unused railway path	11/30/2021 10:43 AM
117	Most direct, uses old rail line	11/30/2021 10:32 AM
118	less travel thru residential areas	11/30/2021 10:19 AM
119	Alternative 1 is the most in-line with the existing Grant's Trail. Other options have too many turns, street interference, etc to be a logical extension to the trail	11/30/2021 9:58 AM
120	Minimum amount of work to complete	11/30/2021 9:51 AM
121	Most direct route	11/30/2021 9:49 AM
122	Straight route with no RR Crossing and/or incursion into neighborhoods.	11/30/2021 9:36 AM
123	Least street use. But using the first part of #3 at the southeast using the culvert to access the rail spur may be a better option. t to access the	11/30/2021 9:36 AM
124	Least disruption to residential neighborhoods, but is near enough to neighborhoods and city landmarks as to be easily accessible. Alignment along railways and through commercial districts also ensures a relatively flat grade that will be easy for everyone to navigate.	11/30/2021 9:31 AM
125	I like that it enters downtown near Station Plaza, whereas others skip by that area. I think the southern businesses will get more business this way, and there is a concentration of restaurants in that area.	11/30/2021 9:23 AM
126	Most direct, best grade and fewest crossings so safer.	11/30/2021 9:19 AM
127	Most direct route with fewest elevation issues. Lowest impact on residential.	11/30/2021 9:16 AM
128	Like that it's longer, goes through the park. If your goal is just to get to the Farmers Market/Downtown Kirkwood, you can easily do that using existing sidewalks/streets.	11/30/2021 9:14 AM
129	Most useful and user friendly	11/30/2021 9:11 AM
130	Fluid trail, not a lot of transitions/turns. Seems like a good use of unused railroad area.	11/30/2021 9:10 AM
131	Closer to my home	11/30/2021 9:02 AM
132	Most direct, safest best grading	11/30/2021 9:01 AM
133	relatively straight and mostly off street	11/30/2021 8:54 AM
134	Most direct. Not on streets	11/29/2021 10:37 PM
135	#4 disrupts less and makes the most sense IMO - no need for crossing major streets, it also hits filmore park and has the best scenery	11/29/2021 8:17 AM



## Grant's Trail Extension Route Alternatives Survey

136	It stays out of residential areas !	11/28/2021 10:28 PM
137	Straightest route/does not require cutting down trees or expensive over or underpasses of RR tracks	11/28/2021 9:42 PM
138	keeps you off of the streets, which makes it more scenic and safer	11/28/2021 5:09 PM
139	less cost to City of Kirkwood tax payers for buying r.o.w.	11/28/2021 2:13 PM
140	Location	11/27/2021 6:42 PM
141	was in alignment with majority of existing Grant's Trail experience.	11/27/2021 6:38 PM
142	Most direct route	11/27/2021 3:06 PM
143	I like the straight shot along the railroad grade to avoid street crossings.	11/27/2021 11:41 AM
144	Simple, straighter and safest.	11/27/2021 8:55 AM
145	Low number of properties to secure, high ability for emission reductions and conservation opportunities	11/26/2021 11:29 AM
146	More separation from vehicular traffic	11/26/2021 9:38 AM
147	Least use of existing roads	11/26/2021 9:33 AM
148	Most direct with fewest street crossings. Looks to be least disruptive of neighborhood roads.	11/25/2021 9:28 PM
149	"long-term future grade separation" at first railroad crossing.	11/25/2021 7:08 PM
150	flow	11/25/2021 5:36 PM
151	Simplicity Less turns will result in fewer people getting lost	11/25/2021 5:19 PM
152	The most "integrated" and natural extension will bring the most bikers and business to downtown Kirkwood.	11/25/2021 1:06 PM
153	Maximum use of former rail ROW, which gives you both minimum grades and maximum separation from auto traffic.	11/25/2021 12:17 PM
154	more isolated/quiet route.	11/25/2021 10:54 AM
155	Least twists and turns	11/25/2021 10:07 AM
156	It seems the safest route	11/25/2021 9:37 AM
157	It's a nice path through a quiet industrial area	11/25/2021 9:37 AM
158	Safety - direct	11/25/2021 9:21 AM
159	Seems most logical and least disruptive of neighborhood	11/25/2021 8:23 AM
160	Most direct route with less turns	11/25/2021 7:56 AM
161	Least intrusive to area residents	11/24/2021 4:36 PM
162	Most direct path and avoiding travel on Holmes	11/24/2021 3:47 PM
163	Stays on south side of rail. More direct route.	11/24/2021 3:07 PM
164	I am a regular rider from the trailhead to Kaldi's. I think that better signage and street markings is the best alternative. The cost/benefit ration of building a new trail using the spur is much too high. Please just use the existing roads. They are not busy and the neighborhoods are great. It is not necessary to spend so much money. Thanks.	11/24/2021 3:00 PM
165	Less traffic on roadways	11/24/2021 2:43 PM
166	Least elevation change & proximity to road traffic.	11/24/2021 2:01 PM
167	The simplicity of the route and separation from traffic.	11/24/2021 1:49 PM
168	Better route	11/24/2021 12:41 AM
169	If the railway can be utilized it will provide a safer route for cyclists and walkers. It will also be more scenic and similar to other trails.	11/23/2021 7:20 PM
170	Most direct and safest route, uses most of rail line. Also very flat. Option 4 has a hill to climb.	11/23/2021 3:14 PM
171	simple	11/23/2021 1:43 PM

## Grant's Trail Extension Route Alternatives Survey

172	Common sense along an existing rail line will be the safest!	11/23/2021 10:57 AM
173	I am worried someone will get killed on Scott. There is too much traffic!	11/23/2021 9:53 AM
174	It continues the trail and keeps bikers out of the street. The other alternatives I could bike on my own if I wanted to bike to down town Kirkwood on the streets.	11/23/2021 9:47 AM
175	least amount of interaction with car traffic or crossing intersections.	11/22/2021 9:08 PM
176	A direct path seems most ideal to me and it doesn't go down Holmes at all.	11/22/2021 7:37 PM
177	avoiding hills	11/22/2021 5:49 PM
178	The most separated from the actual roads.	11/22/2021 5:17 PM
179	Grade separation. Drivers in Kirkwood are dangerous, and as a pedestrian I find that cyclists are not great at following traffic laws. This is safer for all concerned. But I'm very supportive of this trail extension despite my opinions on cyclists!	11/22/2021 4:55 PM
180	Smooth path to Farmers Market	11/22/2021 3:08 PM
181	most direct without getting too close to residential	11/22/2021 2:23 PM
182	It's the most direct between downtown and the current trailhead. If given the opportunity, we should improve in ease and efficiency of use of the trails.	11/22/2021 1:57 PM
183	looks to be the lest disruptive	11/22/2021 1:49 PM
184	the correct questions are not listed. Those questions are... Do we need this extension ?, How do we pay for it ?,What is it's purpose? I this wishful thinking that cyclists and walkers are going to start shopping in downtown Kirkwood? The primary issue for many people in Kirkwood ,as evidenced by the last two municipal tax votes, is that we the citizens want our city government to live within their means and STOP spending money .	11/22/2021 1:44 PM
185	we do not need to spend any more tax dollars for superficial projects. extending grants trail into downtown Kirkwood is not needed, a waste of money , this is not a survey ,this is a means of affirming a choice that already has been made. the real question is, do we need or want the extension at all.	11/22/2021 1:33 PM
186	Not on private property, seems like the most logical route	11/22/2021 1:11 PM
187	common sense	11/22/2021 11:56 AM
188	proximity to house	11/22/2021 11:51 AM
189	This just looks like the most natural and direct option. It flows more naturally from the trailhead to downtown, without taking any odd excursions onto city streets. Option #2 is also nice. One benefit of option #2 (blue) is that there is trail access on the north side of the train tracks, which may make the trail easier to access for residents in and near that area.	11/22/2021 11:41 AM
190	Most direct	11/22/2021 11:24 AM
191	It appeared to be the most direct route with the least turns. This allows safer and more efficient travel on the trail.	11/22/2021 11:07 AM
192	Lower cost and less isolation from the community.	11/22/2021 10:57 AM
193	Fewer obstacles and traffic to deal with	11/22/2021 10:43 AM
194	fewer biking on side streets	11/22/2021 10:41 AM
195	Good use of unused rail spur and not using current Holmes rr crossing (hard hill to climb and car traffic bottleneck). I would like Alt 2 the best if it had the Alt 3 Holmes trailhead connection option. Also, if you to Alt 2, please give access to streets at the rail crossing in case there is a train blocking the rails.	11/22/2021 10:01 AM
196	Project would most likely come to fruition quicker.	11/22/2021 9:53 AM
197	Most straightforward	11/22/2021 1:06 AM
198	Just makes the most sense. I've ridden many trails. Those that need to follow existing streets don't flow nearly as well as those that follow a path that was designed for a point to point transportation system like a train	11/21/2021 11:18 PM
199	Most consistent with current Grant's trail and provides optimal experience.	11/21/2021 9:44 PM

## Grant's Trail Extension Route Alternatives Survey

200	alternative 1 fits best with the current portion of Grants Trail. It has minimal interaction with cars (less riding on the street compared to other alternatives)	11/21/2021 1:58 PM
201	Least amount of travel on existing roads	11/21/2021 1:28 PM
202	It seems to be the most flat of the alternatives.	11/21/2021 12:57 PM
203	Direct line. Do not have to cross people's driveways and gets you off most streets	11/21/2021 11:13 AM
204	most direct; avoids more streets	11/21/2021 9:55 AM
205	Shortest most direct route not utilizing streets	11/21/2021 7:59 AM
206	least traffic, reuse of land	11/21/2021 7:36 AM
207	most direct route	11/20/2021 9:54 PM
208	4 and 3 are less traffic areas and 4 and 3 align with my current biking and running routes.	11/20/2021 4:22 PM
209	Exposure to different scenery and and just enough turns to not become boring	11/20/2021 1:48 PM
210	Most direct, least hilly	11/20/2021 12:55 PM
211	Most direct and off main streets	11/20/2021 11:27 AM
212	Most direct	11/20/2021 11:13 AM
213	The more dedicated the better	11/20/2021 11:07 AM
214	Most in sync with what already exists. Also most direct path from current trailhead to ending destination.	11/20/2021 10:26 AM
215	Straightest route along the tracks. Minimal disruptions to private property. Probably the safest as it avoids public streets and driveways.	11/20/2021 9:16 AM
216	Dedicated trail off street with little impact to residential homes	11/20/2021 8:18 AM
217	Most of pathway is already in place	11/20/2021 7:54 AM
218	Straight shot	11/20/2021 7:42 AM
219	Fewer RR crossings.... So many times the gate alarm is triggered but there is no train so people Get complacent... it creates a huge risk for When there IS a train!	11/20/2021 7:04 AM
220	Improvements made for this option would also benefit Nipher students biking from the neighborhood around Alice and Monroe	11/20/2021 6:16 AM
221	Better seperation from auto roads	11/20/2021 12:34 AM
222	Most direct. Stylistically same as rest of trail	11/20/2021 12:21 AM
223	It is the straightest. The best part of riding on Grant's trail is that there are very few turns.	11/19/2021 10:08 PM
224	Nicest one to ride on	11/19/2021 10:07 PM
225	Fewest turns and road crossings, avoids auto traffic	11/19/2021 9:11 PM
226	Safest, most buffered, most direct, most like a trail.	11/19/2021 8:28 PM
227	Is not cutting through neighborhoods, good flow, direct	11/19/2021 8:20 PM
228	Most direct route	11/19/2021 8:07 PM
229	most direct and away from traffic	11/19/2021 8:03 PM
230	It avoids many roads & has few crossings. Pretty direct route from DTK to the trailhead.	11/19/2021 7:57 PM
231	Most logical, like the continuity of that route	11/19/2021 7:43 PM
232	It's the only one that is a safe route.	11/19/2021 7:00 PM
233	Most direct, most like rest of greenway - i.e. not along streets	11/19/2021 6:59 PM
234	It's the only option that makes any sense. It's the only safe option. If you can't afford this plan, then you shouldn't do the project.	11/19/2021 6:56 PM
235	fastest to install	11/19/2021 5:29 PM
236	Less traffic	11/19/2021 5:16 PM

## Grant's Trail Extension Route Alternatives Survey

237	I wish there was an alternative to do nothing!	11/19/2021 5:04 PM
238	Most direct route and most on trail	11/19/2021 5:01 PM
239	Stays on South side of tracks	11/19/2021 4:46 PM
240	It's the more direct route & less RR crossings.	11/19/2021 4:32 PM
241	Avoids residences, most direct	11/19/2021 4:14 PM
242	most direct, minimizes street riding.	11/19/2021 3:49 PM
243	Safety of people going around the industrial part of leffingwell. Too many tractor trailers on leffingwell and the railroad tracks. 4 is the safest option.	11/19/2021 3:41 PM
244	Most direct route and matches much of Grant's Trail experience.	11/19/2021 3:33 PM
245	Seems the most direct, least invasive and given the shortest distance, I'm assuming the lowest costs	11/19/2021 3:26 PM
246	It is the moost direct and it appears it wold disturb the fewest property owners.	11/19/2021 3:19 PM
247	Fits with the current format of Grants Trail	11/19/2021 3:08 PM
248	keep them away from heavily traveled roads	11/19/2021 2:53 PM
249	Seems less convoluted and more direct	11/19/2021 2:44 PM
250	Most direct, stand-alone option with lowest impact to private property owners	11/19/2021 2:39 PM
251	Fewest corners/turns	11/19/2021 2:14 PM
252	Most direct and complete, though expensive.	11/19/2021 2:00 PM
253	Least amount of residential disruption. I don't think the trail should go through a residential area.	11/19/2021 1:57 PM
254	It closely tracks my usual route to the trailhead, but it would be safer than being on streets for the entire distance. Any of these alternatives would improve safety as I would be off the streets more than now.	11/19/2021 1:33 PM
255	Less interruption to neighborhoods & streets	11/19/2021 1:32 PM
256	Most direct (straightest, fewest corners); fewest hills.	11/19/2021 1:02 PM
257	Fewer railroad crossings	11/19/2021 12:59 PM
258	Dedicated trail system	11/19/2021 12:58 PM
259	Will not disrupt current neighborhood street traffic. I prefer riding on trail that has more natural habitat.	11/19/2021 12:58 PM
260	The directness as well as staying out of the neighborhoods which wouldn't really feel like a trail.	11/19/2021 12:53 PM
261	No on road. All trail	11/19/2021 12:51 PM
262	Good place for a route	11/19/2021 12:48 PM
263	I like the the green route because it would put the trail up close to many places of employment. I wouldn't mind the orange serving as a branch but the green provides most of the access to employment centers. With a set of stairs and ramp, it would make it easier for the employees at First Student to have access to work!	11/19/2021 12:43 PM
264	Appears to be best to separate vehicles from trail similar to existing	11/19/2021 12:21 PM
265	Most direct. Avoids neighborhoods, driveways, etc.	11/19/2021 12:12 PM
266	No roads and just a trail	11/19/2021 11:49 AM
267	Minimize conflicts with auto traffic. Bikers run stop signs!	11/19/2021 11:45 AM
268	Nicest route	11/19/2021 11:35 AM
269	straighter	11/19/2021 11:20 AM
270	1 seems to have the least impact on existing roadways. Concerned about loosing parking on east side of Taylor if route goes there. The postal facility employees already use a significant	11/19/2021 11:14 AM



## Grant's Trail Extension Route Alternatives Survey

amount of street parking along the proposed route on Taylor.

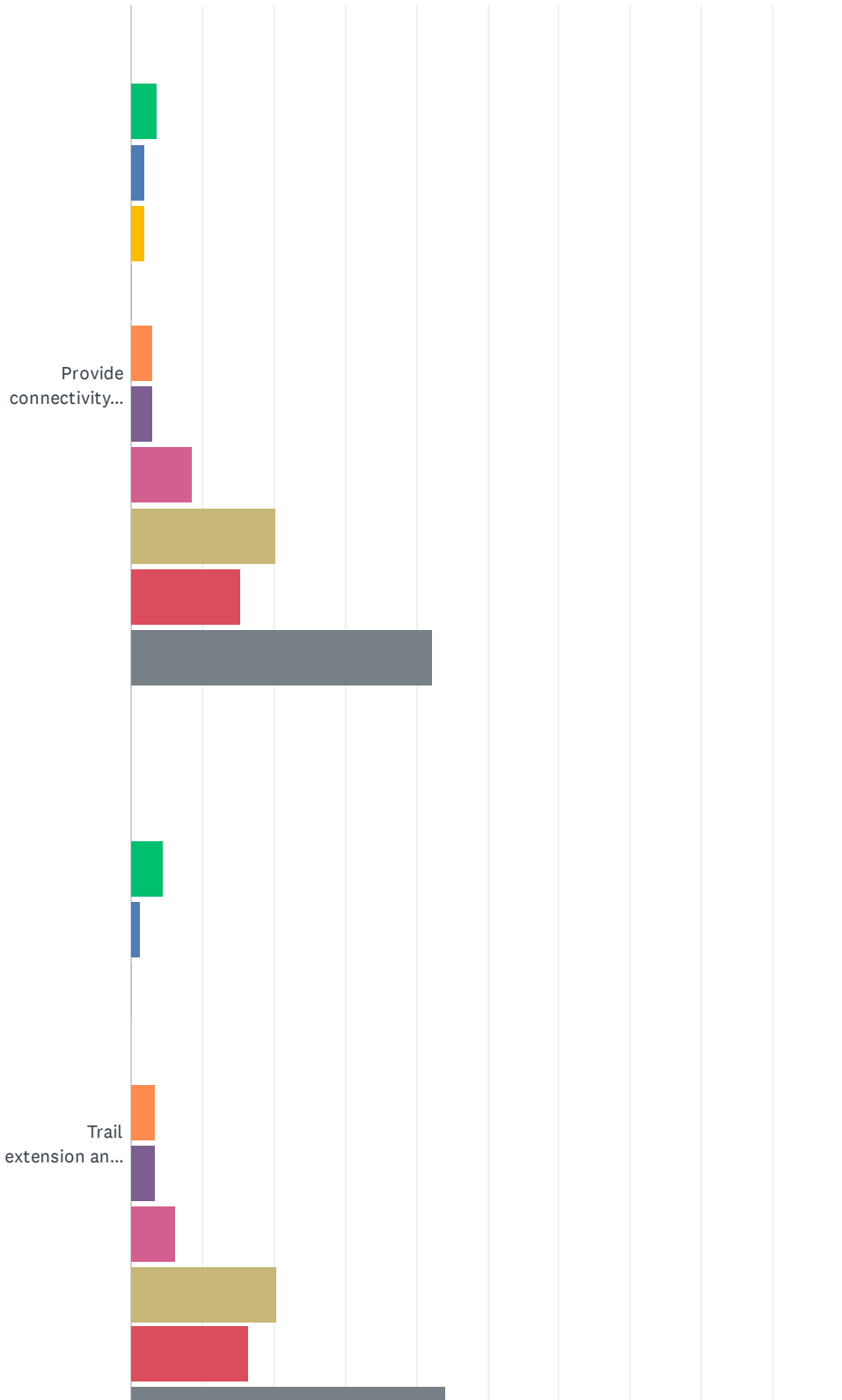
271	Away from the railroad tracks - passes by a park. Also looks like it may be a little longer than other suggested routes	11/19/2021 10:49 AM
272	BNSF crossing	11/19/2021 10:43 AM
273	4 has steep uphill sections difficult for younger and older riders. 1 and 2 have less disruption and more direct routing.	11/19/2021 10:42 AM
274	Most direct and stays off roads as much as possible	11/19/2021 10:41 AM
275	Proximity to my home, least amount of road traffic while not costing too much with off-grade road crossings	11/19/2021 10:35 AM
276	It is more in keeping with the nature of the existing trail.	11/19/2021 10:32 AM
277	less house issues	11/19/2021 10:30 AM
278	Straight path	11/19/2021 10:25 AM
279	Route 4 - but you should also link the trail to magic house/nipher so kids can bike/walk safely to/from school	11/19/2021 10:23 AM
280	1 doesn't require the trail to go on any roads it looks like and it is a very straight route to downtown	11/19/2021 10:22 AM
281	Most direct and don't have to go through streets	11/19/2021 10:20 AM
282	Most direct, safest, best grading, similar to the rest of grant's trail, natural setting, least interference with public property	11/19/2021 10:18 AM
283	Most direct route and best separation from vehicles	11/19/2021 10:16 AM
284	It's the safest route and it closely matches the rest of Grant's trail. It would be a seamless connection to the existing trail.	11/19/2021 10:09 AM
285	Most direct, logical path with the least disturbance to property owners.	11/19/2021 9:29 AM
286	Fewer turns, keeps bikes off roads	11/19/2021 9:17 AM
287	The best alternatives use RR R/W not streets.	11/19/2021 9:06 AM
288	It mirrors the path we usually take to the existing trailhead	11/19/2021 8:44 AM
289	Seems to be simplest and most cost effective. Most practical.	11/19/2021 7:37 AM
290	It utilizes the former rail lines better and is a more direct route.	11/19/2021 7:36 AM
291	More direct route & fewer turns	11/19/2021 7:23 AM
292	Cyclists are much safer when not sharing roadways. The less street use the safer. Unfortunately we do not live in a bike friendly part of the country. We don't need accidents or issues from this project. Utilizing the railroad is the best option.	11/19/2021 6:57 AM
293	No track or street crossing. Safety.	11/19/2021 6:47 AM
294	Route one has the least impact on traffic. My My top concern is for the safest route possible.	11/19/2021 6:46 AM
295	it uses the most already existing crossings therefore not needing to spend above and beyond, yet making everything accessible	11/19/2021 5:25 AM
296	Most closely follows old railroad line; direct.	11/18/2021 11:36 PM
297	Option 1 is the least intrusive it appears to residential property	11/18/2021 11:11 PM
298	Direct routes with least traffic encounter.	11/18/2021 11:03 PM
299	It seems like the straight route	11/18/2021 7:01 PM
300	Separate bikes from streets the most.	11/18/2021 6:58 PM
301	It avoids pedestrians/bikers from having to go under the railroad bridge at the intersection of Scott and Monroe/Fillmore. This is already a tricky intersection and would be made worse with additional traffic.	11/18/2021 2:18 PM
302	I think this will encourage the most riders to travel to downtown kirkwood. Having ridden portions of the other routes, Options 3 and 4 have some steep hills which will deter recreational	11/18/2021 2:08 PM

## Grant's Trail Extension Route Alternatives Survey

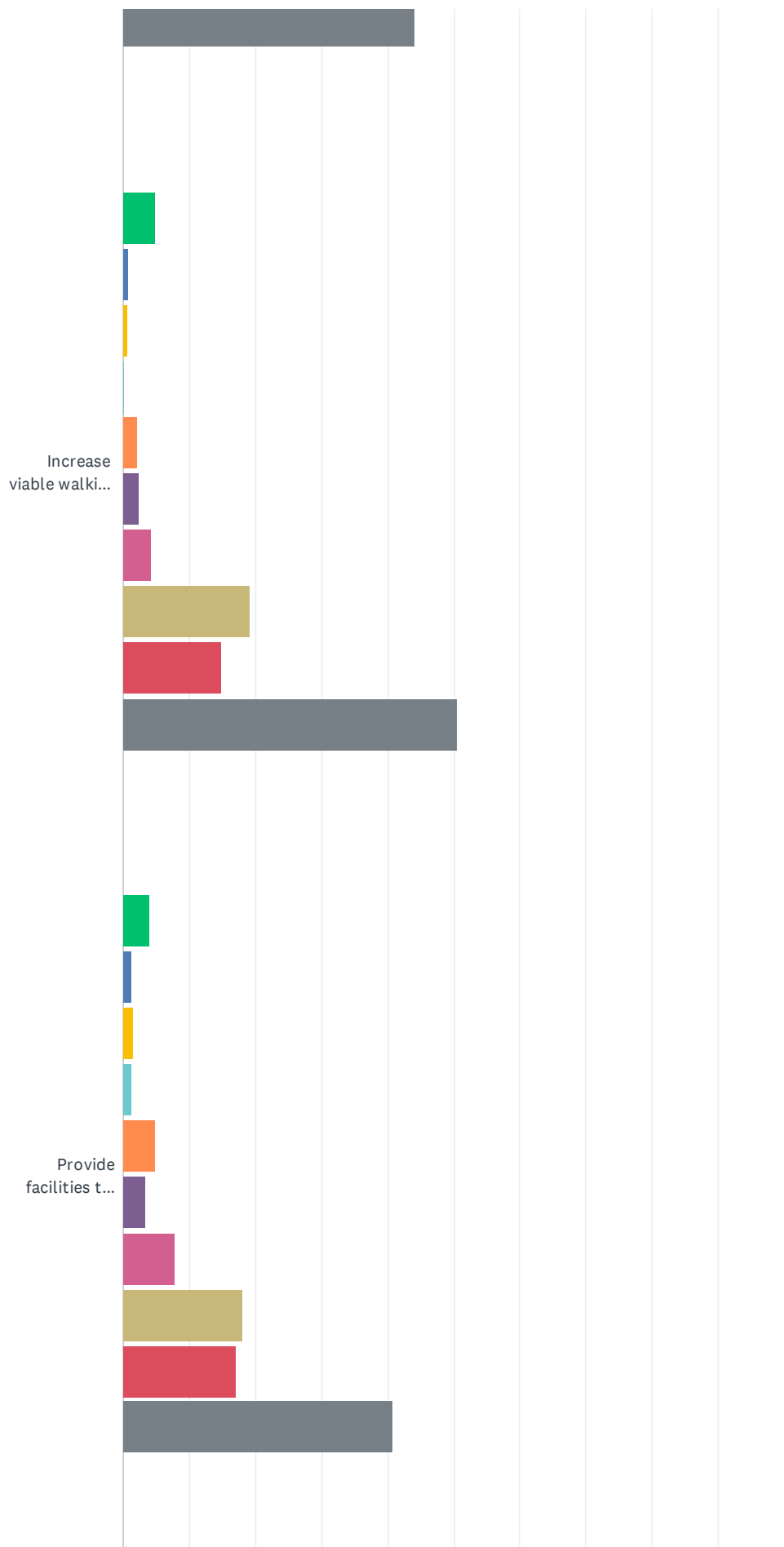
	riders.	
303	The first alternative is the safest and least invasive to current homeowners	11/18/2021 2:06 PM
304	Keeps the trail the most separated from the roads.	11/18/2021 1:58 PM
305	Most straightforward	11/18/2021 1:46 PM
306	Seems most direct and easiest	11/18/2021 1:42 PM
307	Most direct and safest	11/18/2021 1:38 PM
308	Less random turns through streets. Grant's trail should continue as much as possible on old railway lines to keep it straight as possible like the existing trail	11/18/2021 1:37 PM
309	Orange skirts the creek which would be taking in more nature. Yellow likewise. Green stays south of the RR tracks mostly. Blue north of RR tracks. Dangerous Roadway off Fillmore.	11/18/2021 9:59 AM
310	It's proximity to nipher. It's only three blocks and it would be easy to extend it to the school. I think we should hit as many destinations as possible with schools being a priority.	11/18/2021 9:27 AM
311	It is the only one that would truly be a trail extension.	11/17/2021 3:51 PM
312	Least amount of existing street obstructions	11/17/2021 10:23 AM
313	I don't think the majority of Kirkwood citizens would ever use any of these alternatives. Resources should be used for basic services that provide a benefit to the majority of the citizens of Kirkwood!	11/16/2021 7:48 PM
314	It has the least impact on homeowners and retains the traditional use of "rails to trails"	11/16/2021 7:24 PM
315	Alternatives 3 and 4 have so many right turns. It seems less safe with those turns.	11/16/2021 7:11 PM
316	best balance of opportunities, issues and costs	11/16/2021 6:28 PM
317	straight path, most convenient	11/16/2021 6:21 PM

Q3 On a scale of 1 to 10 where 1 is “Does Not Meet Goal At All” and 10 is “Meets Goal Completely” how well does your top alignment choice meet the goals for the project?

Answered: 331 Skipped: 16

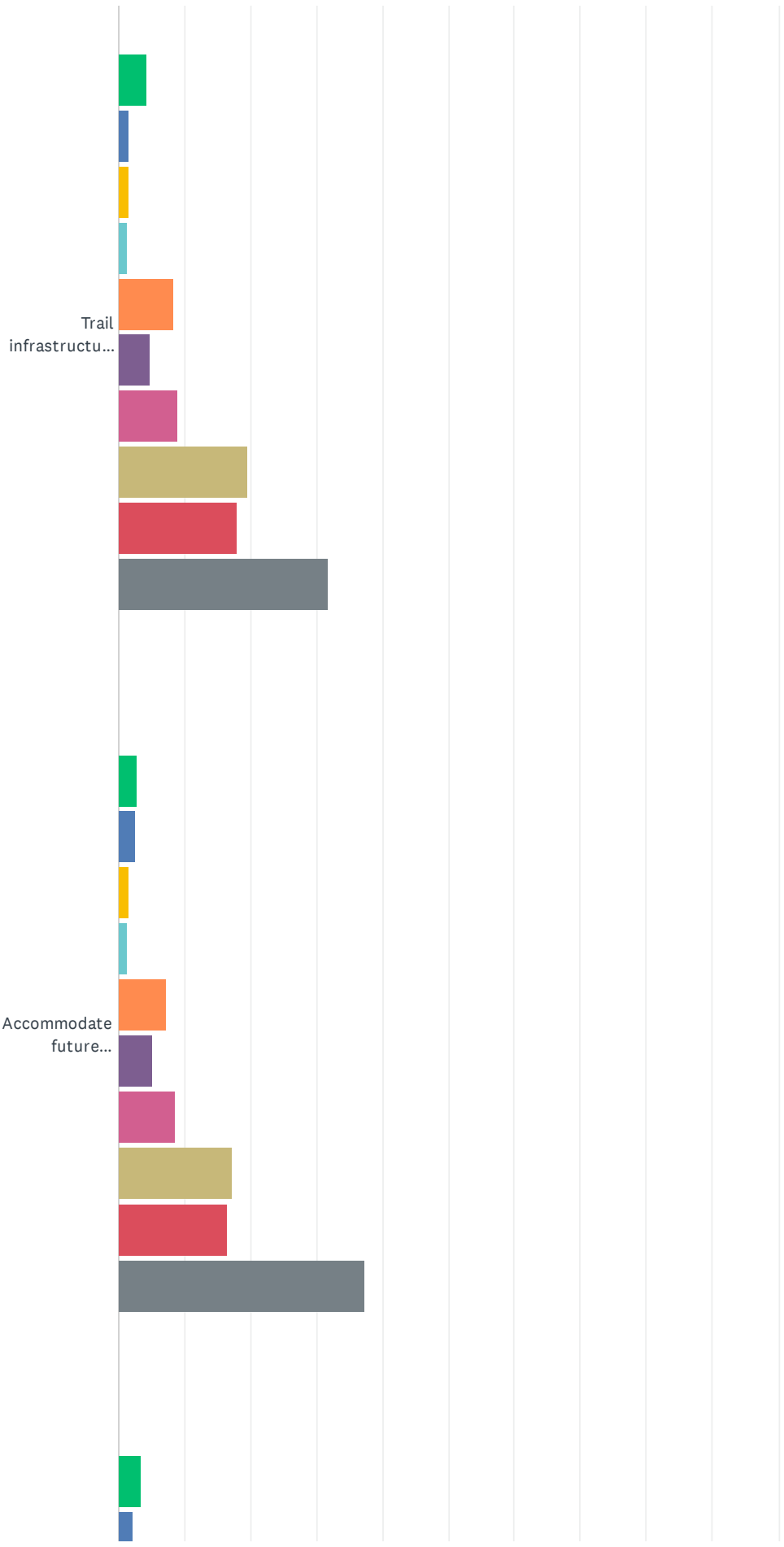


# Grant's Trail Extension Route Alternatives Survey

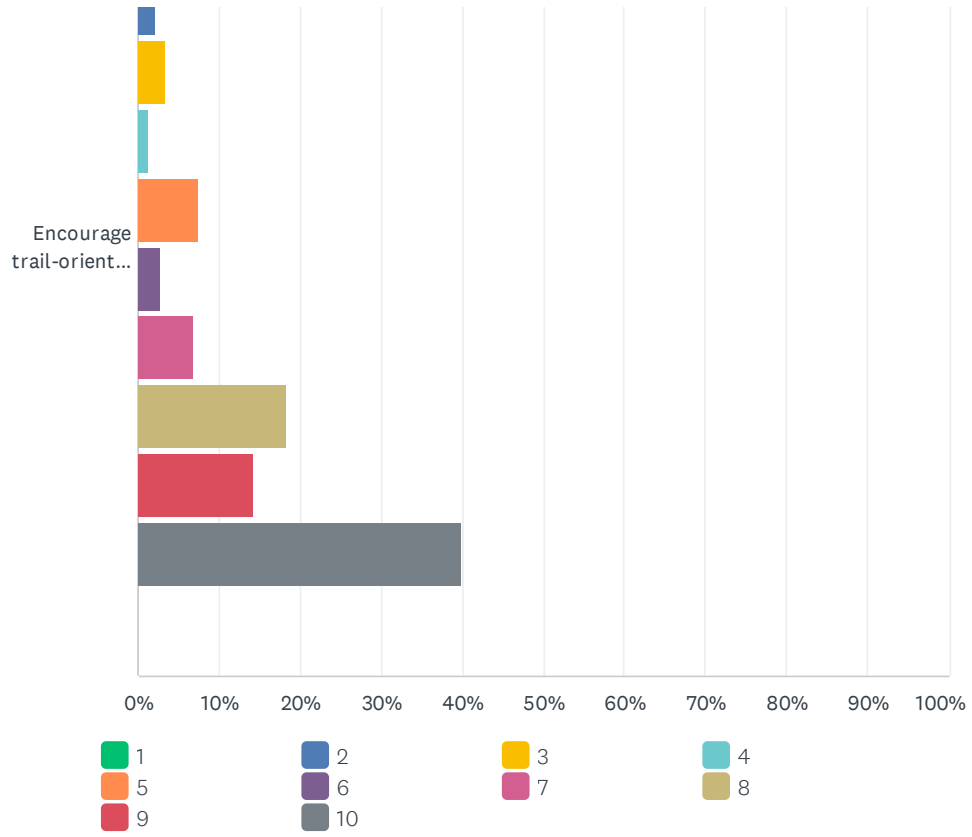




# Grant's Trail Extension Route Alternatives Survey



# Grant's Trail Extension Route Alternatives Survey

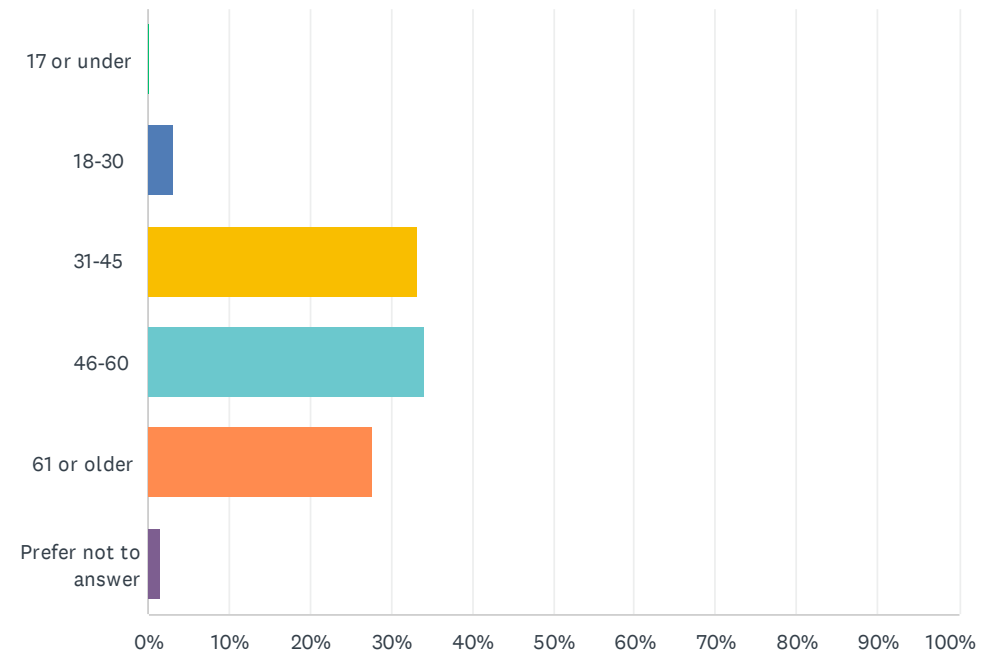


Grant's Trail Extension Route Alternatives Survey

	1	2	3	4	5	6	7	8	9	10	TOTAL	WEIGHTED AVERAGE
Provide connectivity to key destinations around and in the vicinity of downtown Kirkwood.	3.64% 12	1.82% 6	1.82% 6	0.30% 1	3.03% 10	3.03% 10	8.48% 28	20.30% 67	15.45% 51	42.12% 139	330	8.2
Trail extension and future connections to the trail are safe and comfortable for users of all ages and abilities.	4.57% 15	1.22% 4	0.30% 1	0.00% 0	3.35% 11	3.35% 11	6.10% 20	20.43% 67	16.46% 54	44.21% 145	328	8.4
Increase viable walking and bicycling opportunities for recreation and transportation.	4.86% 16	0.91% 3	0.61% 2	0.30% 1	2.13% 7	2.43% 8	4.26% 14	19.15% 63	14.89% 49	50.46% 166	329	8.5
Provide facilities that encourage trail usage by users from around the region.	3.98% 13	1.22% 4	1.53% 5	1.22% 4	4.89% 16	3.36% 11	7.95% 26	18.04% 59	17.13% 56	40.67% 133	327	8.2
Trail infrastructure will be low-maintenance and can use available city resources.	4.35% 14	1.55% 5	1.55% 5	1.24% 4	8.39% 27	4.66% 15	9.01% 29	19.57% 63	18.01% 58	31.68% 102	322	7.8
Accommodate future connections to other regional trails and destinations.	2.84% 9	2.52% 8	1.58% 5	1.26% 4	7.26% 23	5.05% 16	8.52% 27	17.35% 55	16.40% 52	37.22% 118	317	8.0
Encourage trail-oriented development.	3.43% 11	2.18% 7	3.43% 11	1.25% 4	7.48% 24	2.80% 9	6.85% 22	18.38% 59	14.33% 46	39.88% 128	321	8.0

## Q5 What is your age?

Answered: 340 Skipped: 7

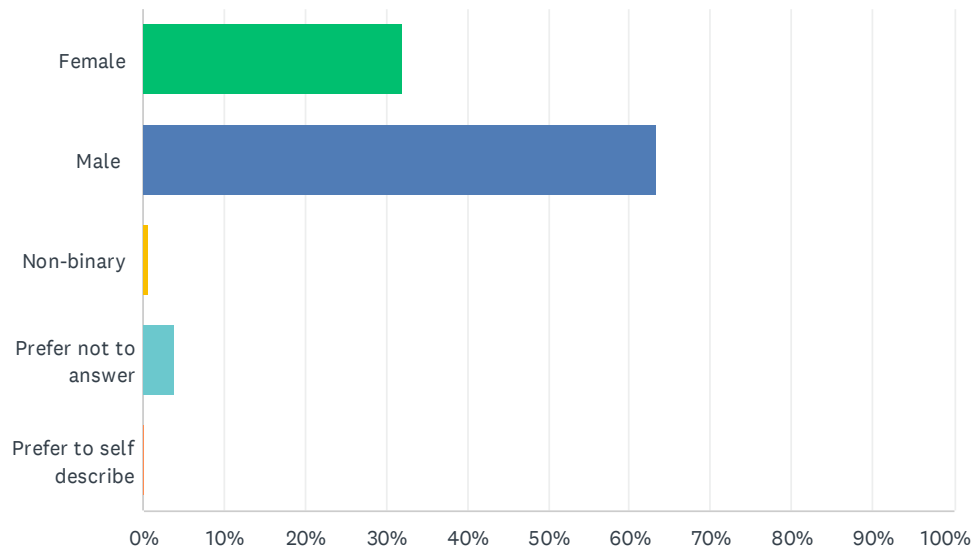


ANSWER CHOICES	RESPONSES	
17 or under	0.29%	1
18-30	3.24%	11
31-45	33.24%	113
46-60	34.12%	116
61 or older	27.65%	94
Prefer not to answer	1.47%	5
<b>TOTAL</b>		<b>340</b>



## Q6 To which gender do you most identify?

Answered: 338 Skipped: 9

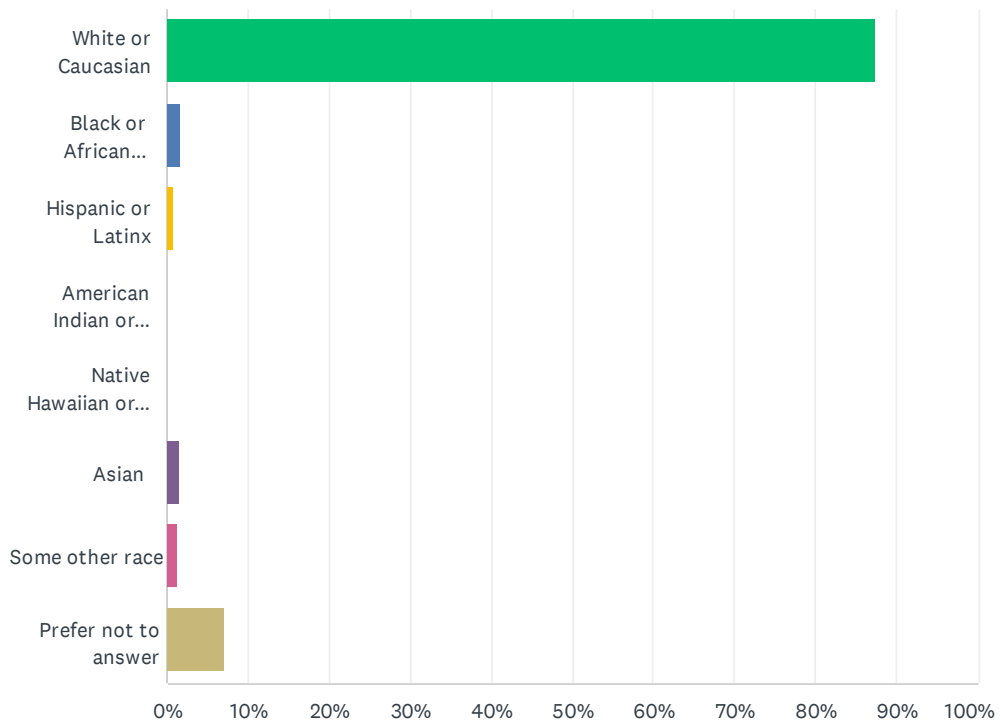


ANSWER CHOICES	RESPONSES
Female	31.95% 108
Male	63.31% 214
Non-binary	0.59% 2
Prefer not to answer	3.85% 13
Prefer to self describe	0.30% 1
<b>TOTAL</b>	<b>338</b>

#	PREFER TO SELF DESCRIBE	DATE
1	this is idiotic	11/19/2021 2:55 PM

## Q7 What is your race or ethnicity?

Answered: 336 Skipped: 11



ANSWER CHOICES	RESPONSES	
White or Caucasian	87.50%	294
Black or African American	1.79%	6
Hispanic or Latinx	0.89%	3
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Asian	1.49%	5
Some other race	1.19%	4
Prefer not to answer	7.14%	24
<b>TOTAL</b>		<b>336</b>

## Q8 Would you like to receive more information about the Grant's Trail Extension in Kirkwood, MO? If so, please share your email address to receive project updates and notifications.

Answered: 138 Skipped: 209

#	RESPONSES	DATE
1	kevfor@gmail.com	12/1/2021 5:19 PM
2	Jonathanwirth@att.net	12/1/2021 1:47 PM
3	juliafrantz1005@gmail.com	12/1/2021 7:53 AM
4	ernwell50@charter.net	12/1/2021 4:55 AM
5	rsheehanpersonal@gmail.com	11/30/2021 11:16 PM
6	colettewainwright@gmail.com	11/30/2021 10:44 PM
7	Kcounce1@gmail.com	11/30/2021 9:54 PM
8	Lee.Isselhardt @gmail.com	11/30/2021 9:19 PM
9	Coachdaniels2@hotmail.com	11/30/2021 5:49 PM
10	richpd7@charter.net	11/30/2021 5:20 PM
11	nluetzow1@aim.com	11/30/2021 4:52 PM
12	marypiper1230@gmail.com	11/30/2021 4:45 PM
13	rpennington@savoyproperties.com	11/30/2021 3:58 PM
14	smeskill@live.com	11/30/2021 3:57 PM
15	helberg640@yahoo.com	11/30/2021 3:00 PM
16	No	11/30/2021 2:57 PM
17	wrb46@hotmail.com	11/30/2021 2:19 PM
18	david.fonner@gmail.com	11/30/2021 1:43 PM
19	Balri@sbcglobal.net	11/30/2021 1:15 PM
20	maholley56@gmail.com	11/30/2021 1:08 PM
21	hopefl12@sbcglobal.net	11/30/2021 1:05 PM
22	Greghigh@gmail.com	11/30/2021 12:57 PM
23	kosma693@gmail.com	11/30/2021 12:35 PM
24	stahleb@yahoo.com	11/30/2021 12:17 PM
25	chris.gerli@att.net	11/30/2021 12:09 PM
26	keithcarey@outlook.com	11/30/2021 11:38 AM
27	krra96@aol.com	11/30/2021 11:37 AM
28	Scott.Anderson1026@gmail.com	11/30/2021 11:32 AM
29	donbev1976@me.com	11/30/2021 11:31 AM
30	pmosher1@att.net	11/30/2021 11:12 AM
31	Yes	11/30/2021 11:09 AM
32	bjackson@ne.com	11/30/2021 10:51 AM

## Grant's Trail Extension Route Alternatives Survey

33	beckycarey@hotmail.com	11/30/2021 10:46 AM
34	tim@woodbyrne.com	11/30/2021 10:20 AM
35	dbackerster@gmail.com	11/30/2021 9:52 AM
36	m.mcgeehan@sbcglobal.net	11/30/2021 9:50 AM
37	bradshawrl@yahoo.com	11/30/2021 9:19 AM
38	Michael.e.barcroft@gmail.com	11/30/2021 9:17 AM
39	stlpscun@yahoo.com	11/30/2021 9:14 AM
40	wilkip@aol.com	11/30/2021 9:12 AM
41	Shanna.barcroft@gmail.com	11/30/2021 9:11 AM
42	sbcampbell@charter.net	11/28/2021 10:29 PM
43	ghm1412016@gmail.com	11/28/2021 9:42 PM
44	frw544@gmail.com	11/28/2021 5:10 PM
45	joekelly2@comcast.net	11/28/2021 2:14 PM
46	neilchace@gmail.com	11/27/2021 6:38 PM
47	No thanks!	11/27/2021 3:07 PM
48	Blinnsanity@yahoo.com	11/27/2021 11:41 AM
49	terry.wolf@liveoaktechnologiesllc.com	11/26/2021 11:29 AM
50	daterp@sbcglobal.net	11/25/2021 9:29 PM
51	saihalasz@yahoo.com	11/25/2021 7:09 PM
52	Polittep@objectcomputing.com	11/25/2021 1:06 PM
53	tomfeiner@charter.net	11/25/2021 12:18 PM
54	randallmoore719@outlook.com	11/25/2021 10:55 AM
55	bs9764@swbell.net	11/25/2021 9:38 AM
56	keelaura@hotmail.com	11/25/2021 9:38 AM
57	mkondracki.fhs@gmail.com	11/25/2021 9:21 AM
58	freddyfriedrichsjr@gmail.com	11/25/2021 8:23 AM
59	mjgraystl@gmail.com	11/25/2021 7:57 AM
60	Timoceno@att.net	11/24/2021 3:51 PM
61	johnhuebbe@outlook.com	11/24/2021 3:07 PM
62	tfbush@swbell.net	11/24/2021 3:01 PM
63	donrossrich@gmail.com	11/24/2021 1:50 PM
64	garyfoxinstl@gmail.com	11/23/2021 3:14 PM
65	pb16cn@gmail.com	11/22/2021 9:08 PM
66	tiptoepag@gmail.com	11/22/2021 7:37 PM
67	apalombo@att.net	11/22/2021 2:23 PM
68	jackson@movingmissouri.org	11/22/2021 1:57 PM
69	Ringwald393@sbcglobal.net	11/22/2021 1:12 PM
70	matt.breeden@gmail.com	11/22/2021 11:41 AM
71	hank137912@gmail.com	11/22/2021 11:09 AM
72	dblucker@gmail.com	11/22/2021 10:58 AM



## Grant's Trail Extension Route Alternatives Survey

73	rkuttess@gmail.com	11/22/2021 10:01 AM
74	sikesk@yahoo.com	11/22/2021 9:53 AM
75	chancegaska@sbcglobal.net	11/21/2021 11:18 PM
76	colin.meadows@gmail.com	11/21/2021 9:44 PM
77	mcody700@sbcglobal.net	11/21/2021 1:59 PM
78	gmdewulf@gmail.com	11/21/2021 12:58 PM
79	seelestl@gmail.com	11/21/2021 9:55 AM
80	dukeyih@gmail.com	11/20/2021 9:57 PM
81	francie.futterman@att.net	11/20/2021 12:55 PM
82	carolinehoganson@yahoo.com	11/20/2021 10:27 AM
83	Lgmack@att.net	11/20/2021 9:16 AM
84	dbackerster@gmail.com	11/20/2021 7:56 AM
85	burns_co@sbcglobal.net	11/20/2021 12:35 AM
86	jzavist@gmail.com	11/19/2021 10:07 PM
87	dary.costa@hotmail.com	11/19/2021 9:11 PM
88	c.hanewinkel@me.com	11/19/2021 8:29 PM
89	teespill@aol.com	11/19/2021 8:08 PM
90	milfodo@yahoo.com	11/19/2021 8:03 PM
91	Dan.langford19@gmail.com	11/19/2021 7:58 PM
92	kylepershing@gmail.com	11/19/2021 7:43 PM
93	Kriss.stephens@yahoo.com	11/19/2021 7:01 PM
94	cohenben3@gmail.com	11/19/2021 5:01 PM
95	dmuellteam@gmail.com	11/19/2021 4:32 PM
96	brucebackus@gmail.com	11/19/2021 3:33 PM
97	mattrmsalmon@gmail.com	11/19/2021 3:27 PM
98	zgare@aol.com	11/19/2021 2:01 PM
99	leighstevenc@charter.net	11/19/2021 1:58 PM
100	smadeo18@gmail.com	11/19/2021 1:34 PM
101	sscmglois@att.net	11/19/2021 1:32 PM
102	tcarlfinger57@att.net	11/19/2021 1:02 PM
103	19bdp60@gmail.com	11/19/2021 12:59 PM
104	buehler.liz@gmail.com	11/19/2021 12:58 PM
105	jwngunnar@gmail.com	11/19/2021 12:52 PM
106	judahmkuhn@gmail.com	11/19/2021 12:49 PM
107	richpd7@charter.net	11/19/2021 12:44 PM
108	gyoung9751@aol.com	11/19/2021 11:45 AM
109	don.tonner@yahoo.com	11/19/2021 11:35 AM
110	Brccoleman55@gmail.com	11/19/2021 11:14 AM
111	marian.sister@sbcglobal.net	11/19/2021 10:50 AM
112	mikebeckermann@gmail.com	11/19/2021 10:41 AM

## Grant's Trail Extension Route Alternatives Survey

113	dmcaton@hotmail.com	11/19/2021 10:35 AM
114	deanchooks@gmail.com	11/19/2021 10:32 AM
115	mdwittry@gmail.com	11/19/2021 10:26 AM
116	esn710@gmail.com	11/19/2021 10:19 AM
117	miker2545@gmail.com	11/19/2021 10:10 AM
118	johnchartmann@gmail.com	11/19/2021 9:29 AM
119	deborahahartmann@gmail.com	11/19/2021 9:17 AM
120	mhatke@gmail.com	11/19/2021 8:45 AM
121	lewis.vandover@gmail.com	11/19/2021 7:24 AM
122	klafore@hotmail.com	11/19/2021 6:57 AM
123	Lisaking@swbell.net	11/19/2021 6:47 AM
124	cpburwell@gmail.com	11/19/2021 5:26 AM
125	tscott30@u.rochester.edu	11/18/2021 11:36 PM
126	gmetz1975@aol.com	11/18/2021 7:02 PM
127	Tcpohlman@aol.com	11/18/2021 6:59 PM
128	mmkollitz@aol.com	11/18/2021 2:18 PM
129	agcapes@yahoo.co.uk	11/18/2021 2:08 PM
130	kepplerleyvafamily@gmail.com	11/18/2021 2:07 PM
131	Quint5126@gmail.com	11/18/2021 1:39 PM
132	josiahlo@gmail.com	11/18/2021 1:38 PM
133	cssh63122@att.net	11/18/2021 9:59 AM
134	tcompton@industrialshelving.com	11/17/2021 10:23 AM
135	dickinsonkenneth@gmail.com	11/16/2021 7:24 PM
136	Beverly.vandivort@gmail.com	11/16/2021 7:11 PM
137	keculson715@gmail.com	11/16/2021 6:29 PM
138	sure1953@gmail.com	11/16/2021 6:22 PM

# APPENDIX B:

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# GRANT'S TRAIL CONCEPTUAL DESIGN PLAN SHEETS

Name: \_\_\_\_\_  
 License No.: \_\_\_\_\_  
 Expiration Date: \_\_\_\_\_

Name: \_\_\_\_\_  
 License No.: \_\_\_\_\_  
 Expiration Date: \_\_\_\_\_

NO.	DATE	REVISION



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 314-531-4321 • FAX 314-531-6866 • WWW.HORNORSHIFFRIN.COM  
 DISCIPLINE: PROFESSIONAL ENGINEERING  
 CERTIFICATE OF AUPORUM: 0001059  
 EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 COVER SHEET**

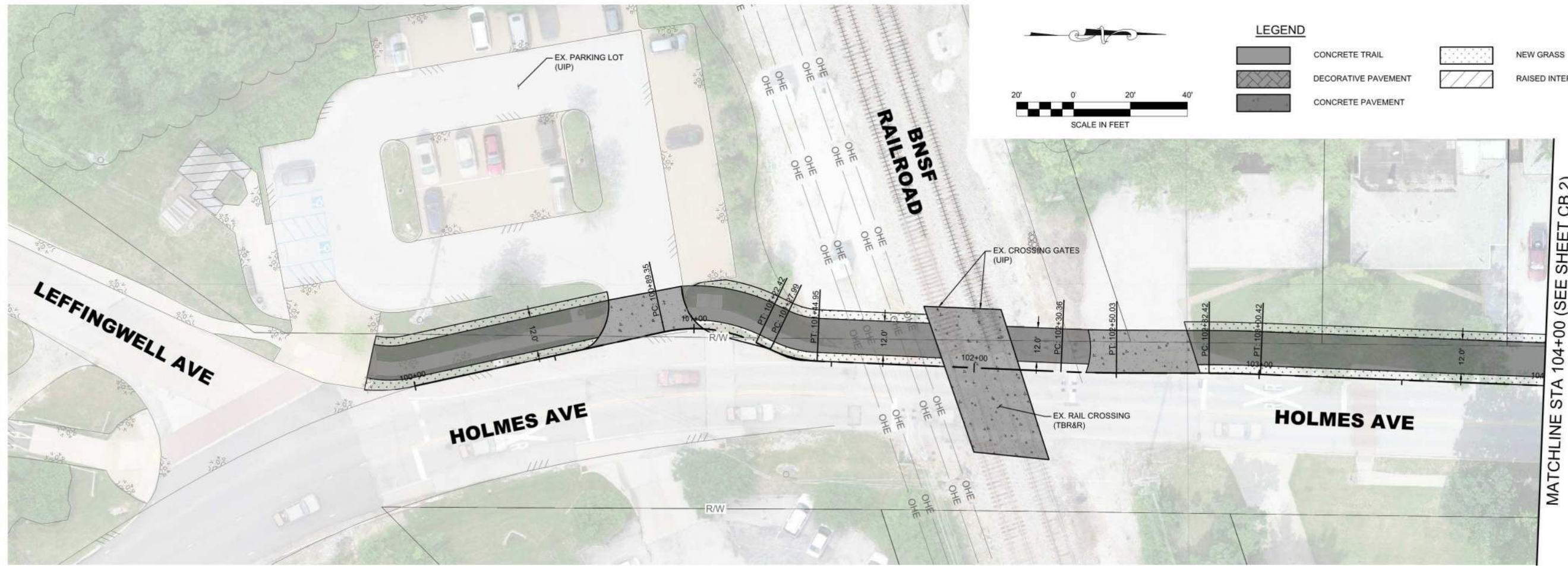


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 DESIGNED:  
 DRAWN:  
 CHECKED:  
 JOB NO. 2111900

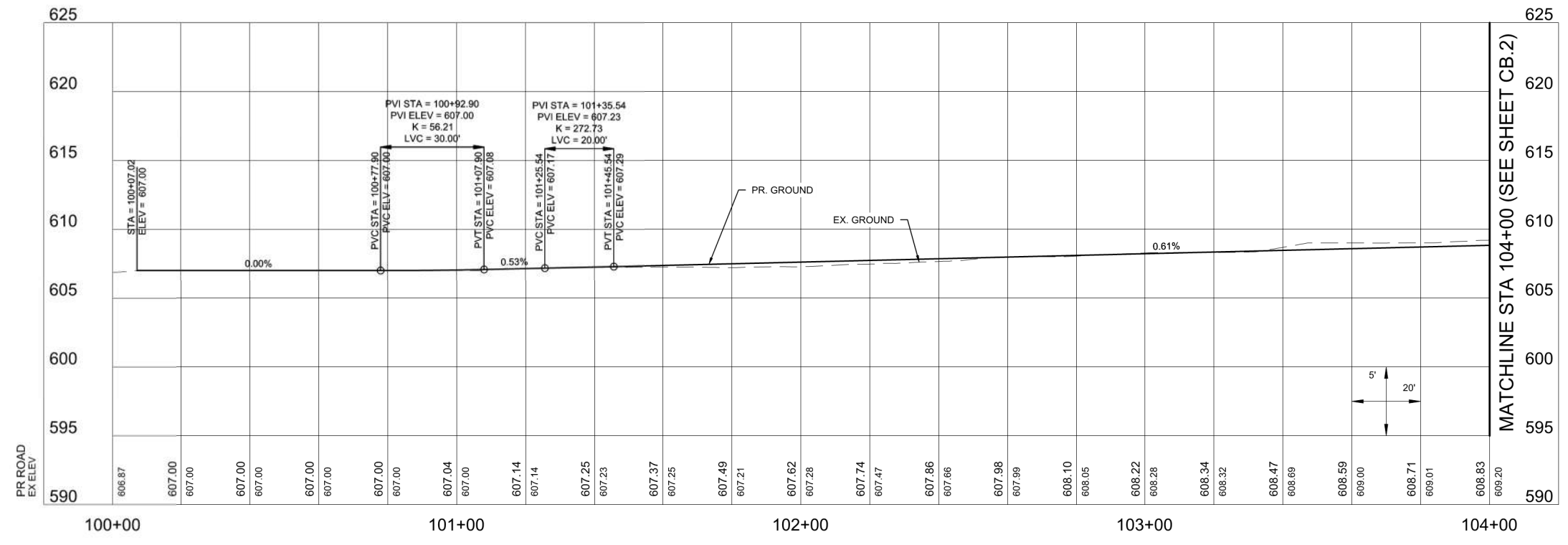
SHEET  
**COV**

February 1, 2022

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MATCHLINE STA 104+00 (SEE SHEET CB.2)



MATCHLINE STA 104+00 (SEE SHEET CB.2)

NO.	DATE	REVISION

**HORNER SHIFRIN**  
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 314-531-4321 • FAX 314-531-6986 • WWW.HORNERSHIFRIN.COM  
 DISCIPLINE: PROFESSIONAL ENGINEERING  
 CERTIFICATE OF AUTHORITY: 000799  
 EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**



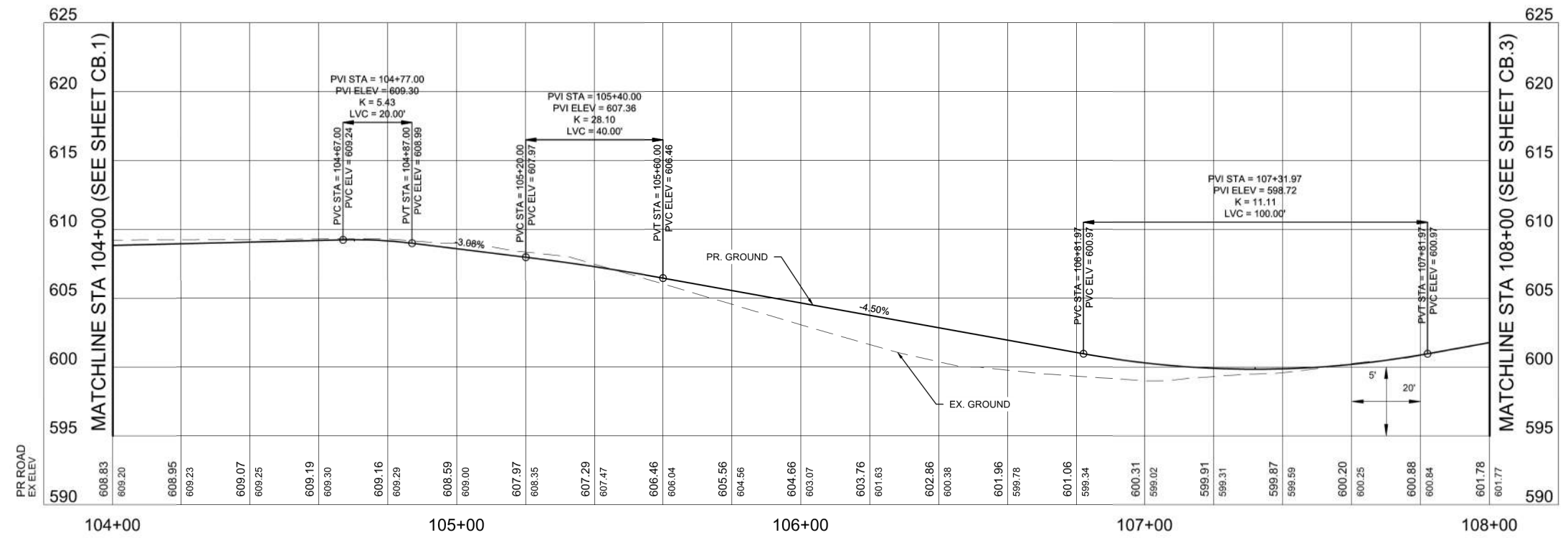
DATE:	2/1/2022
DESIGNED:	
DRAWN:	
CHECKED:	
JOB NO.	2111900

SHEET  
**CB.1**





- LEGEND**
- CONCRETE TRAIL
  - DECORATIVE PAVEMENT
  - CONCRETE PAVEMENT
  - NEW GRASS
  - RAISED INTERSECTION



**HORNER SHIFRIN**  
 401 S. 18TH ST., STE. 400 SAINT LOUIS, MO 63103-2296  
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 DISCIPLINE: PROFESSIONAL ENGINEERING  
 CERTIFICATE OF AUTHORITY: 0007039  
 EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**



DATE: 2/1/2022  
 DESIGNED:  
 DRAWN:  
 CHECKED:  
 JOB NO. 2111900

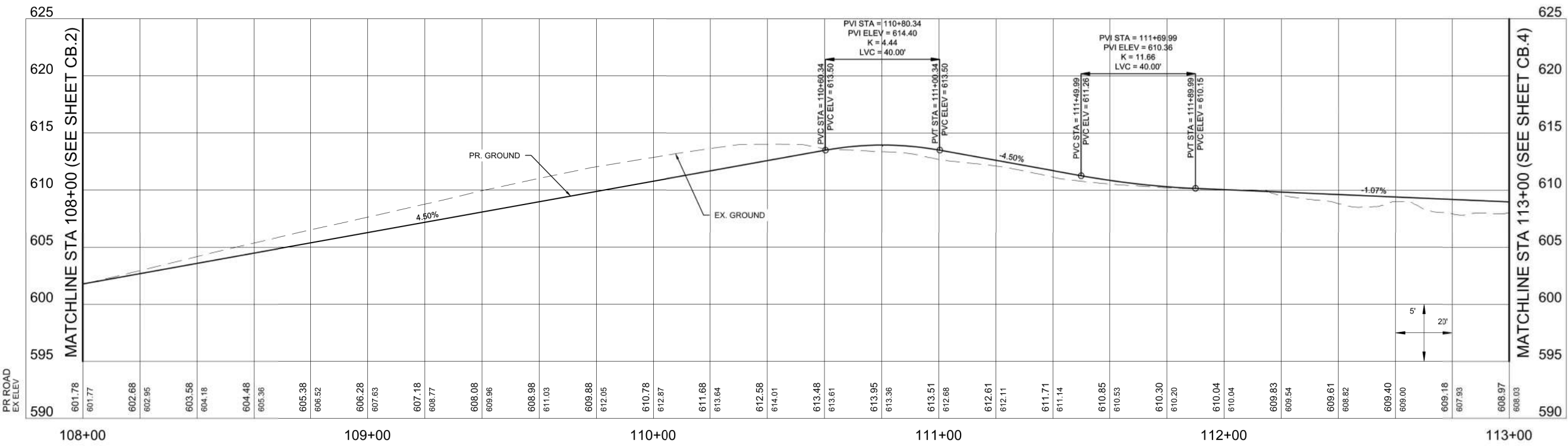
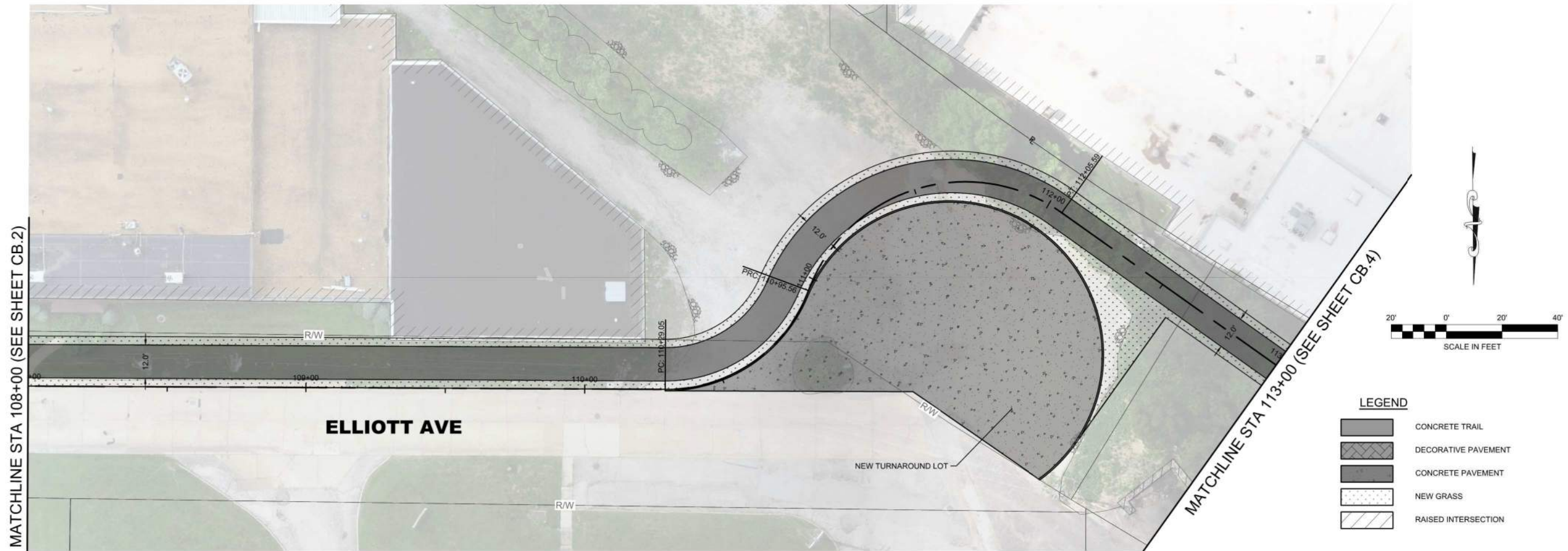
SHEET  
**CB.2**

NO.	DATE	REVISION



February 1, 2022

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NO.	DATE	REVISION

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DISCIPLINE: PROFESSIONAL ENGINEERING  
CERTIFICATE OF AUTHORITY: 0007059  
EXPIRATION DATE: DECEMBER 31, 2022

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License No. \_\_\_\_\_  
Expiration Date: \_\_\_\_\_

**GRANT'S TRAIL -  
CONCEPTUAL DESIGN  
(APPENDIX B)  
PLAN SHEETS**



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DRAWN:  
CHECKED:

JOB NO. 2111900

SHEET  
**CB.3**





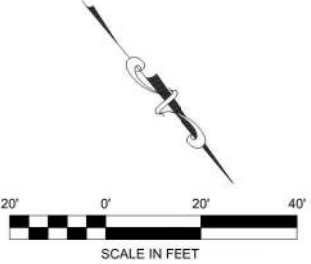
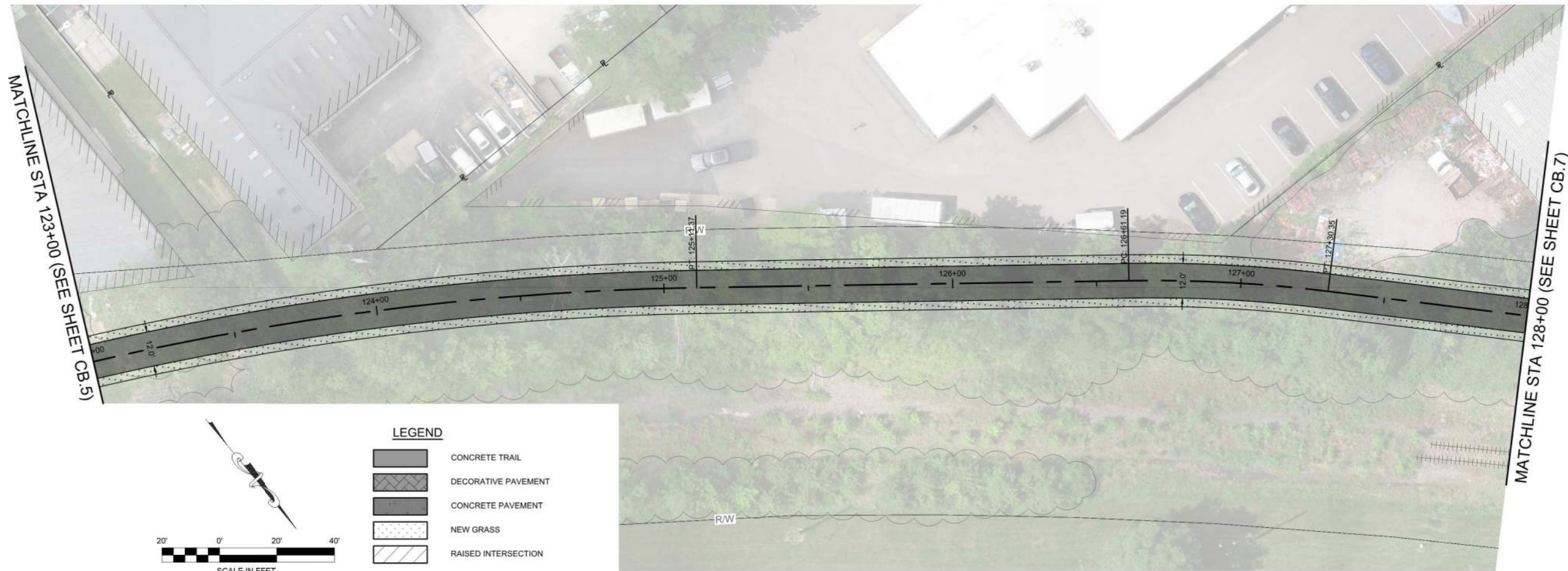






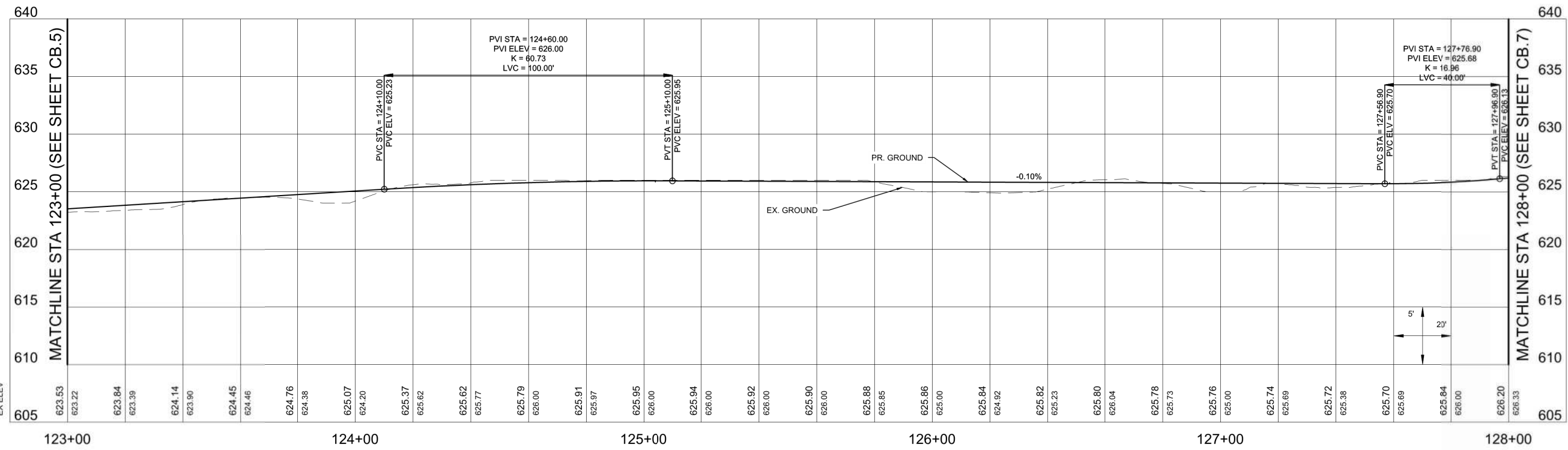
February 1, 2022

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**LEGEND**

	CONCRETE TRAIL
	DECORATIVE PAVEMENT
	CONCRETE PAVEMENT
	NEW GRASS
	RAISED INTERSECTION



<b>PRELIMINARY</b>	
Name:	Expiration Date:
License No.:	NO.
Expiration Date:	DATE
	REVISION

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 DISCIPLINE: PROFESSIONAL ENGINEERING  
 CERTIFICATE OF AUTHORITY: 000199  
 EXPIRATION DATE: DECEMBER 31, 2022

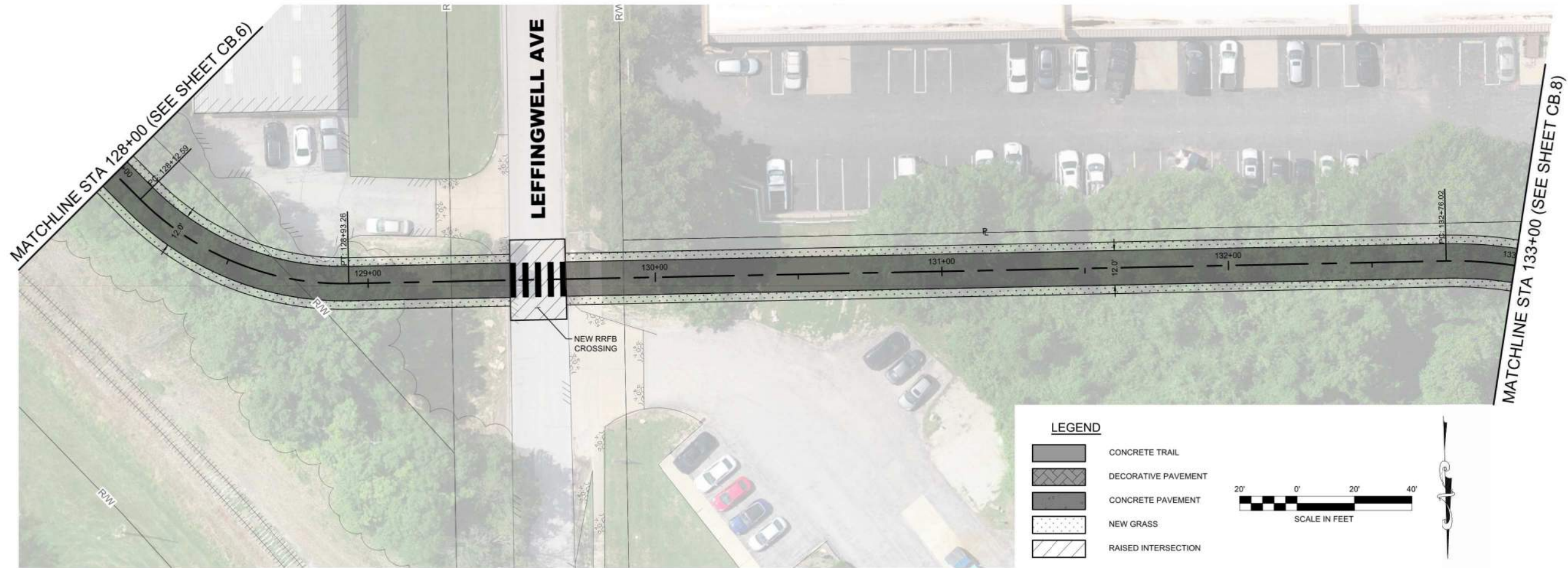
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 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**



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DESIGNED:	
DRAWN:	
CHECKED:	
JOB NO.	2111900

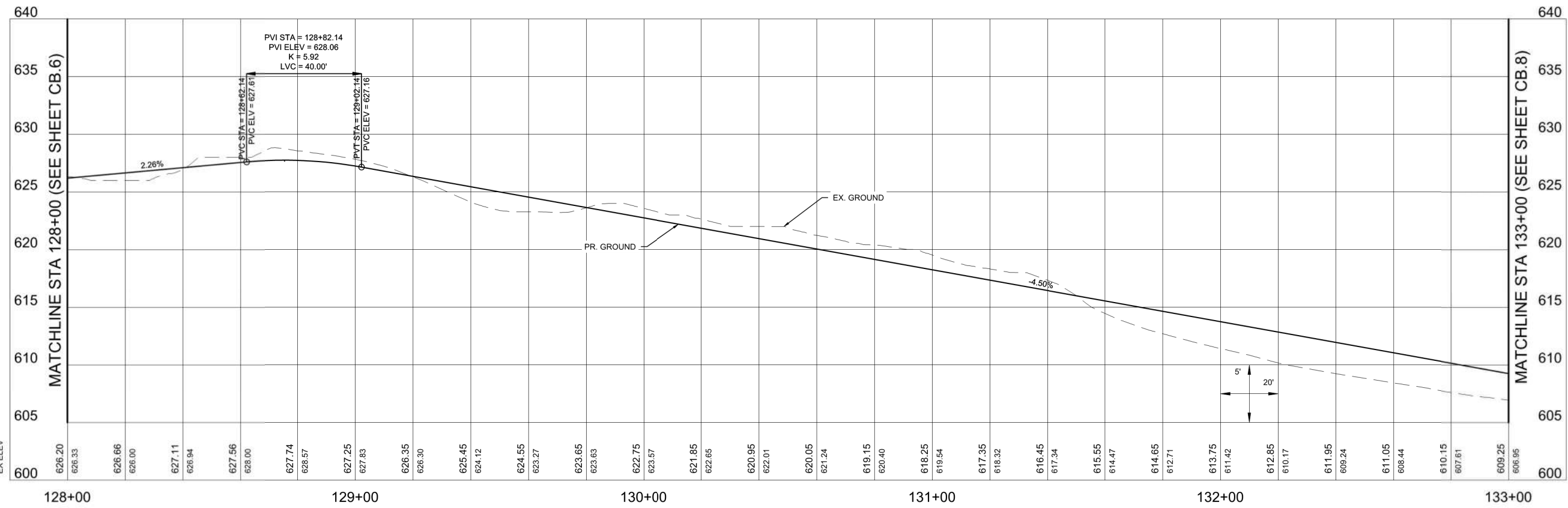
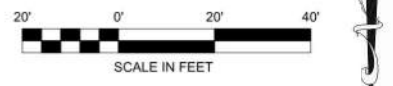
SHEET  
**CB.6**





**LEGEND**

- CONCRETE TRAIL
- DECORATIVE PAVEMENT
- CONCRETE PAVEMENT
- NEW GRASS
- RAISED INTERSECTION



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<b>PRELIMINARY</b>	
Name:	Revision:
License No.:	Date:
Expiration Date:	No.:

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 CERTIFICATE OF AUTHORITY: 000199  
 EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**



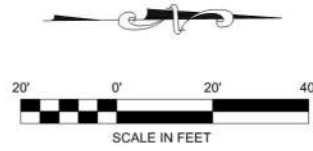
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DRAWN:	
CHECKED:	
JOB NO.	2111900

SHEET  
CB.7








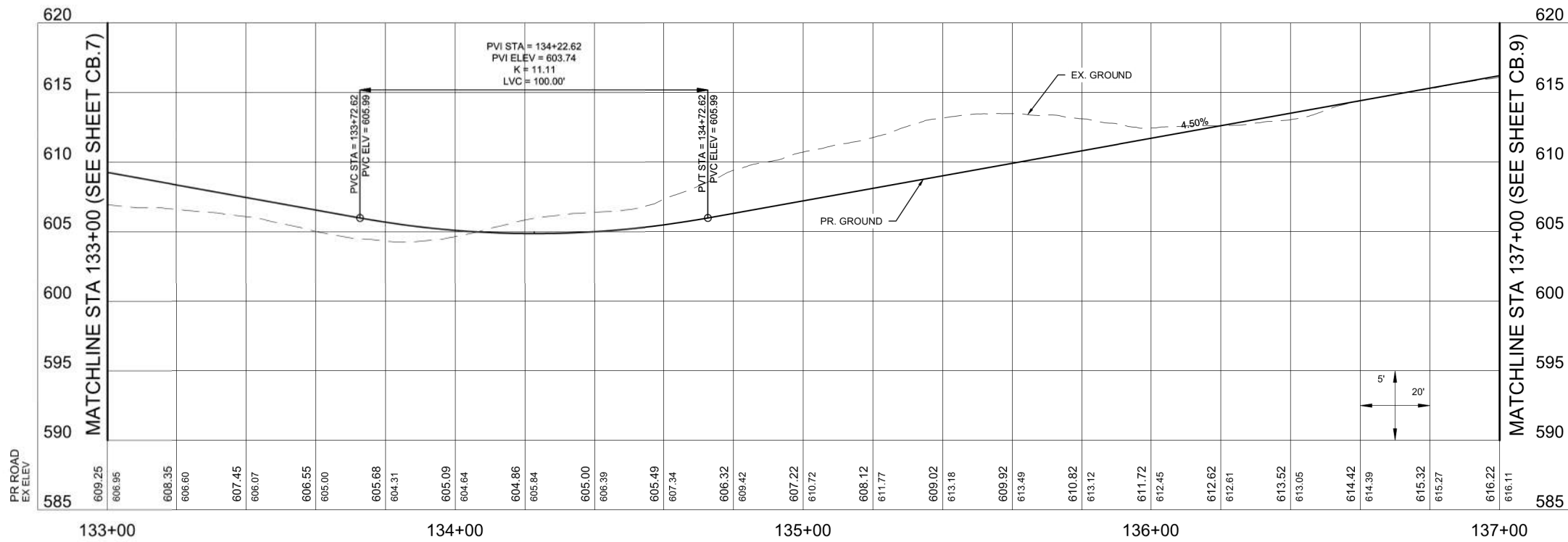
February 1, 2022

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**LEGEND**

-  CONCRETE TRAIL
-  DECORATIVE PAVEMENT
-  CONCRETE PAVEMENT
-  NEW GRASS
-  RAISED INTERSECTION



MATCHLINE STA 137+00 (SEE SHEET CB.9)

MATCHLINE STA 133+00 (SEE SHEET CB.7)

<b>PRELIMINARY</b>	Name:	
	License No.:	
	Expiration Date:	
	NO.	
	DATE	
	REVISION	

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 CERTIFICATE OF AUTHORITY: 0007039  
 EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**



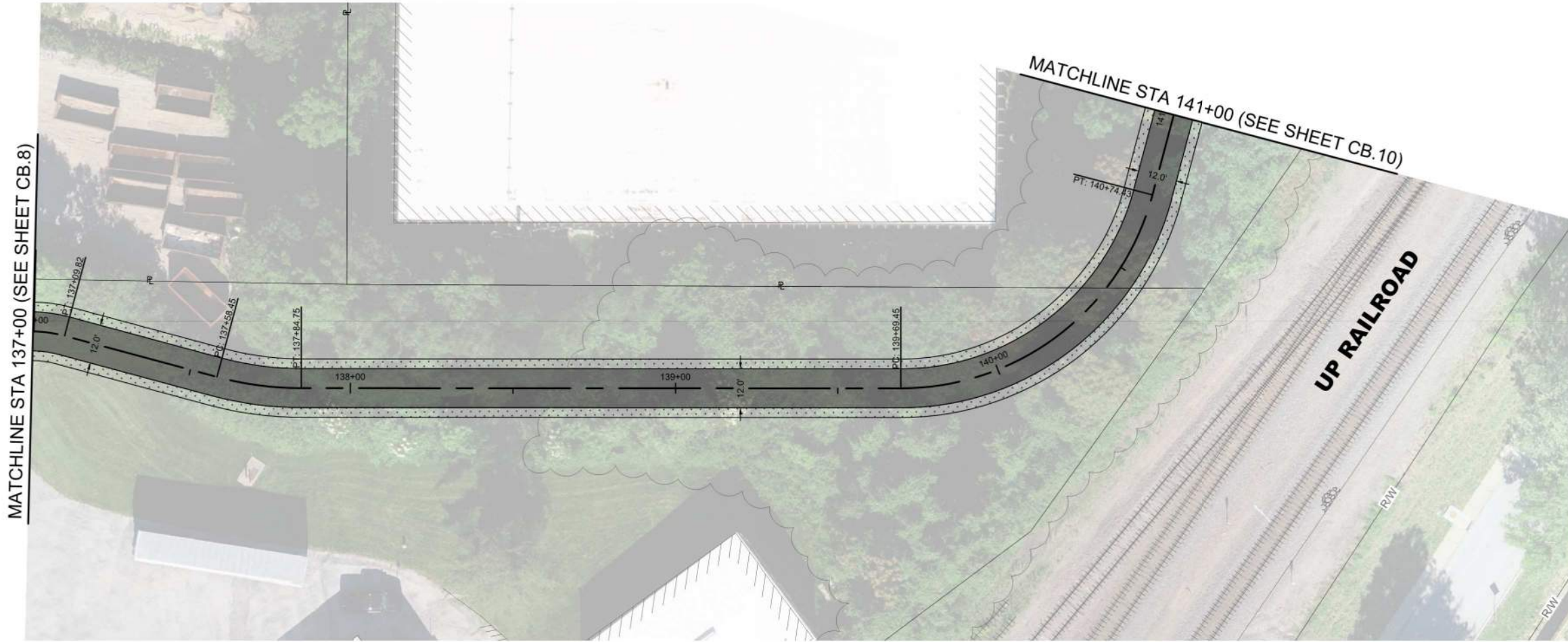
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JOB NO. 2111900

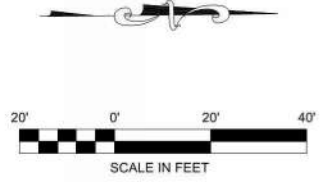
SHEET  
**CB.8**





**LEGEND**

	CONCRETE TRAIL
	DECORATIVE PAVEMENT
	CONCRETE PAVEMENT
	NEW GRASS
	RAISED INTERSECTION



**PRELIMINARY**

Name: \_\_\_\_\_  
 License No. \_\_\_\_\_  
 Expiration Date: \_\_\_\_\_

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**

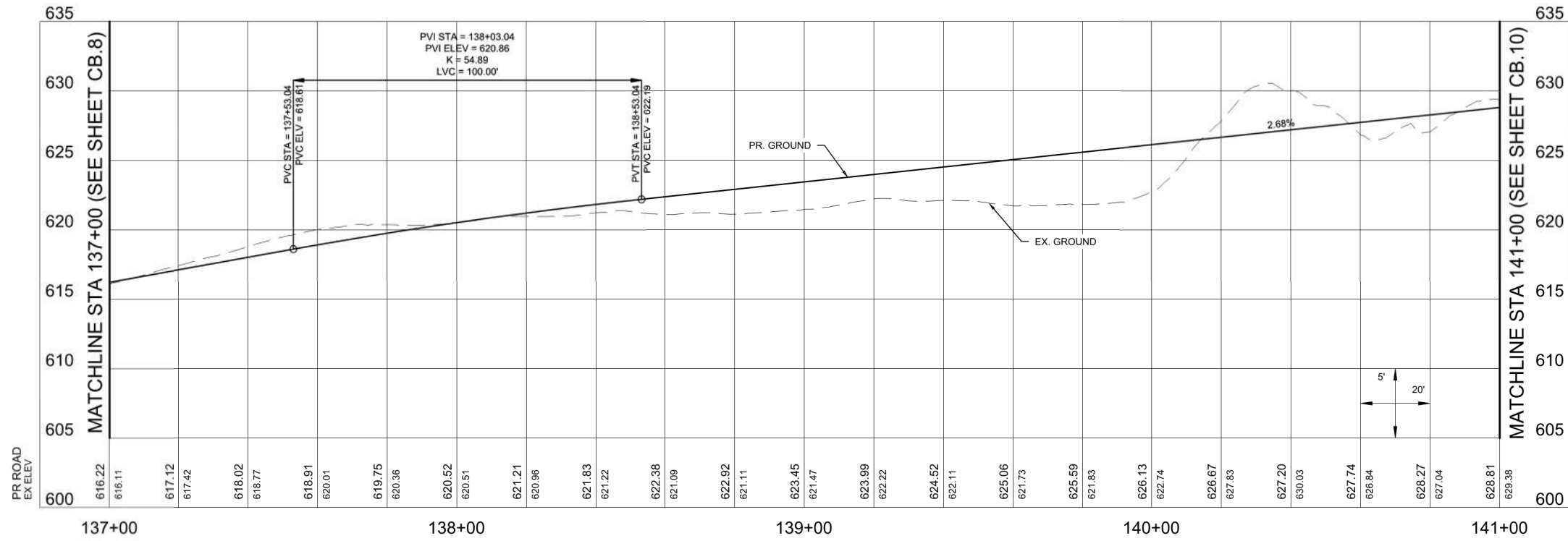


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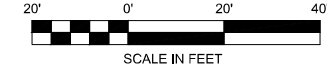
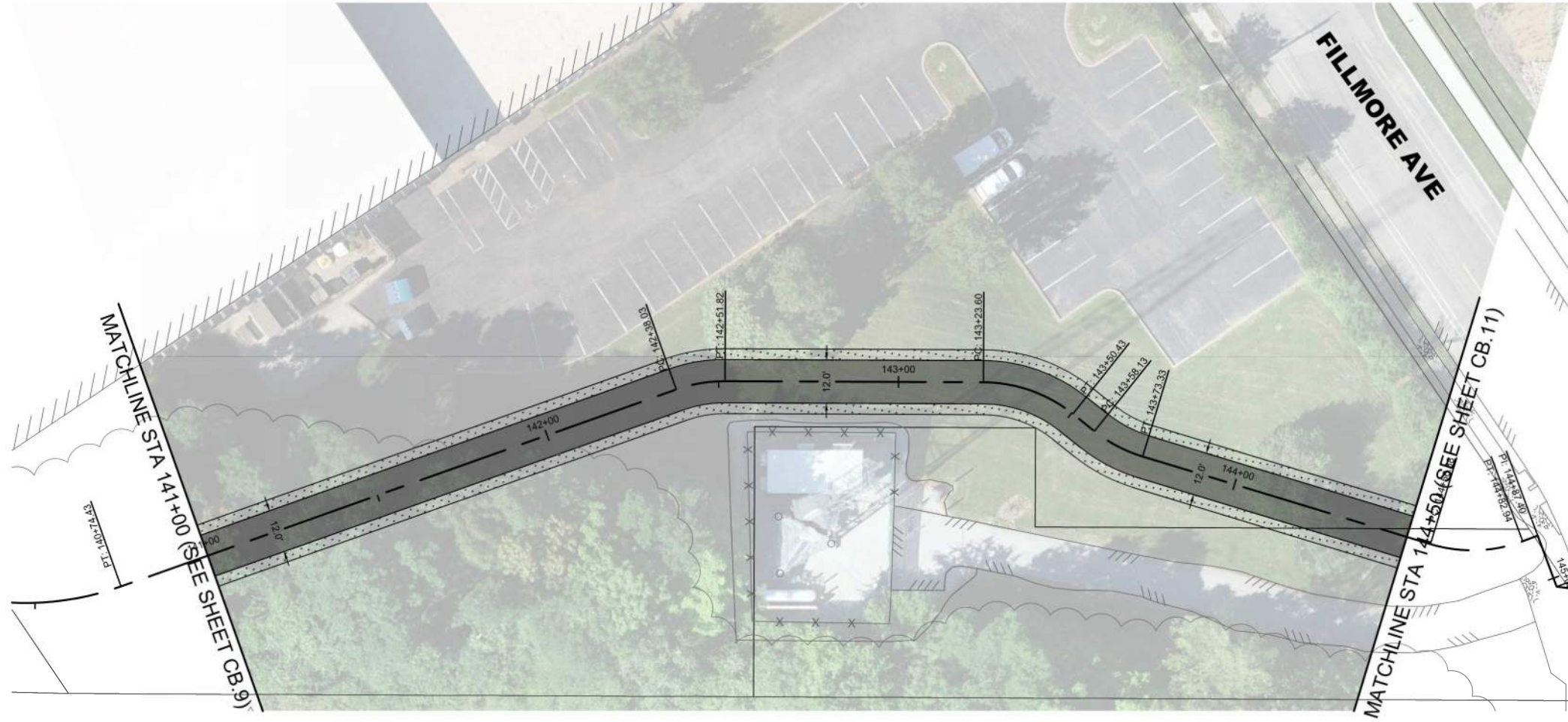
JOB NO. 2111900

SHEET  
**CB.9**

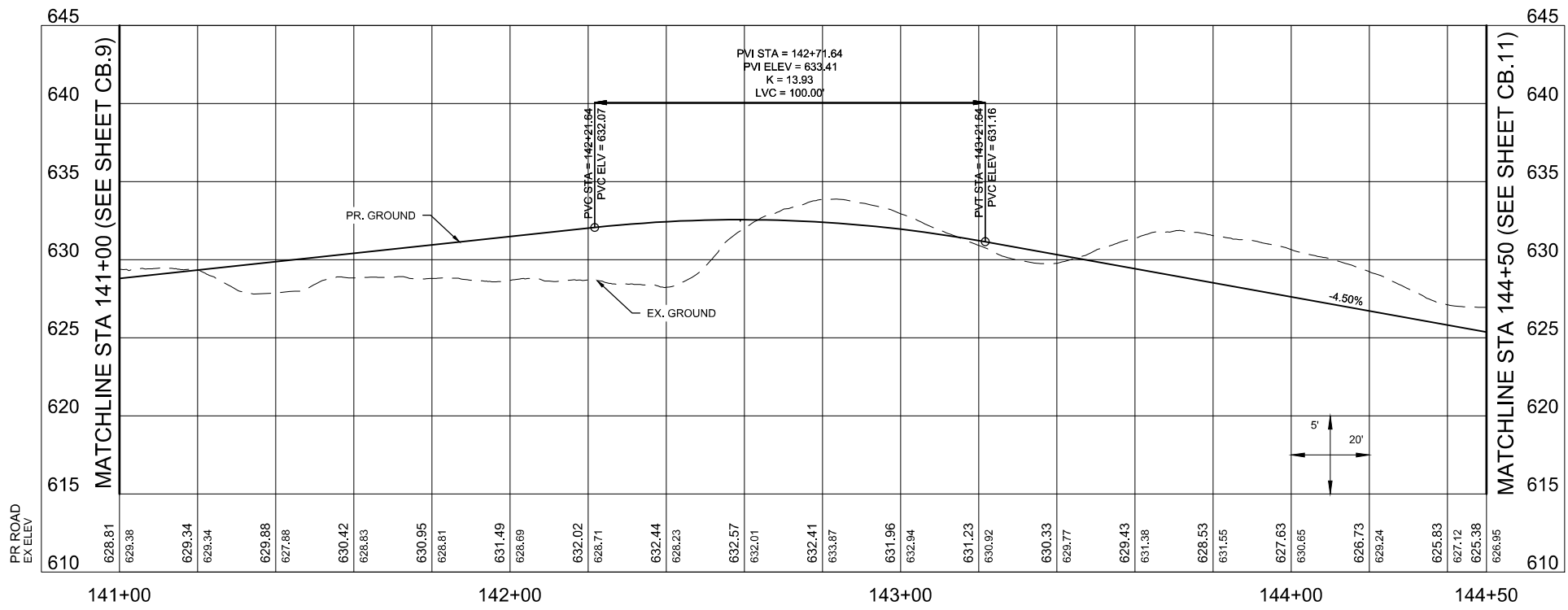
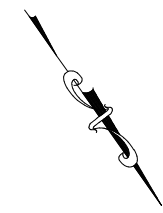




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- LEGEND**
- CONCRETE TRAIL
  - DECORATIVE PAVEMENT
  - CONCRETE PAVEMENT
  - NEW GRASS
  - RAISED INTERSECTION



NO.	DATE	REVISION

**HORNER SHIFRIN**  
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 DISCIPLINE: PROFESSIONAL ENGINEERING  
 CERTIFICATE # ALPHORR000000009  
 EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**








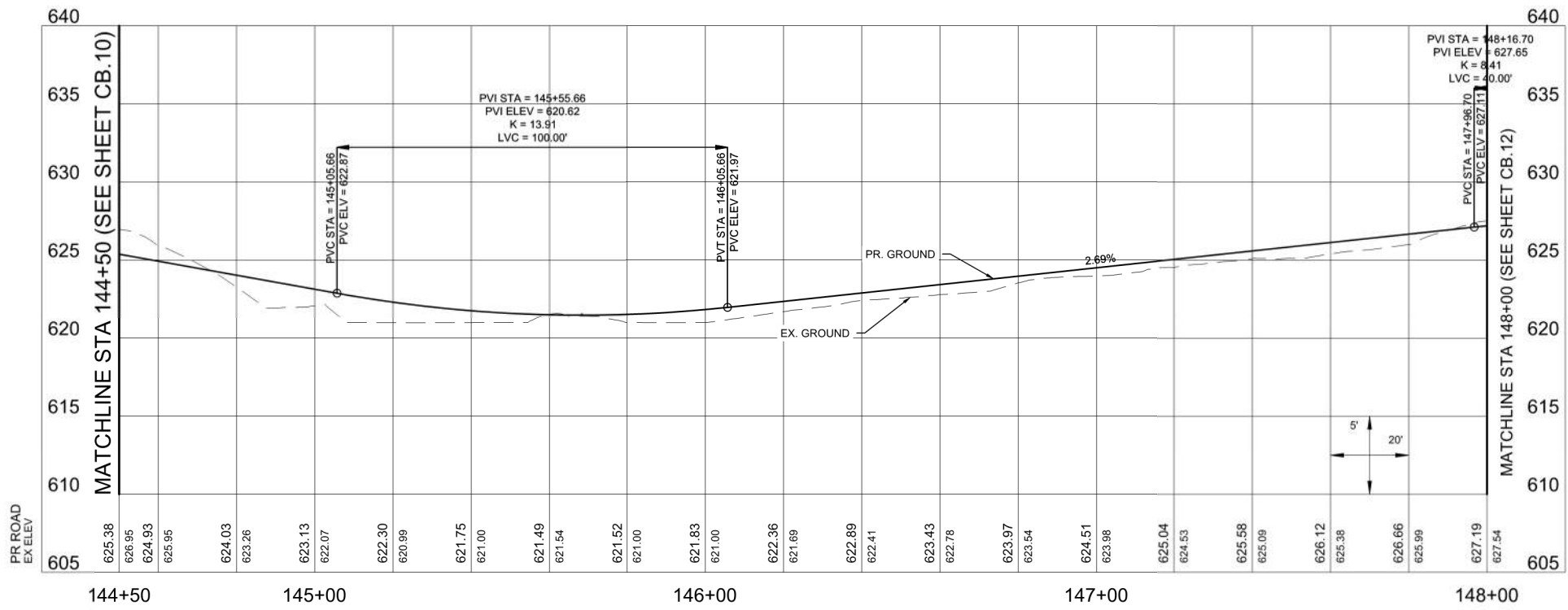
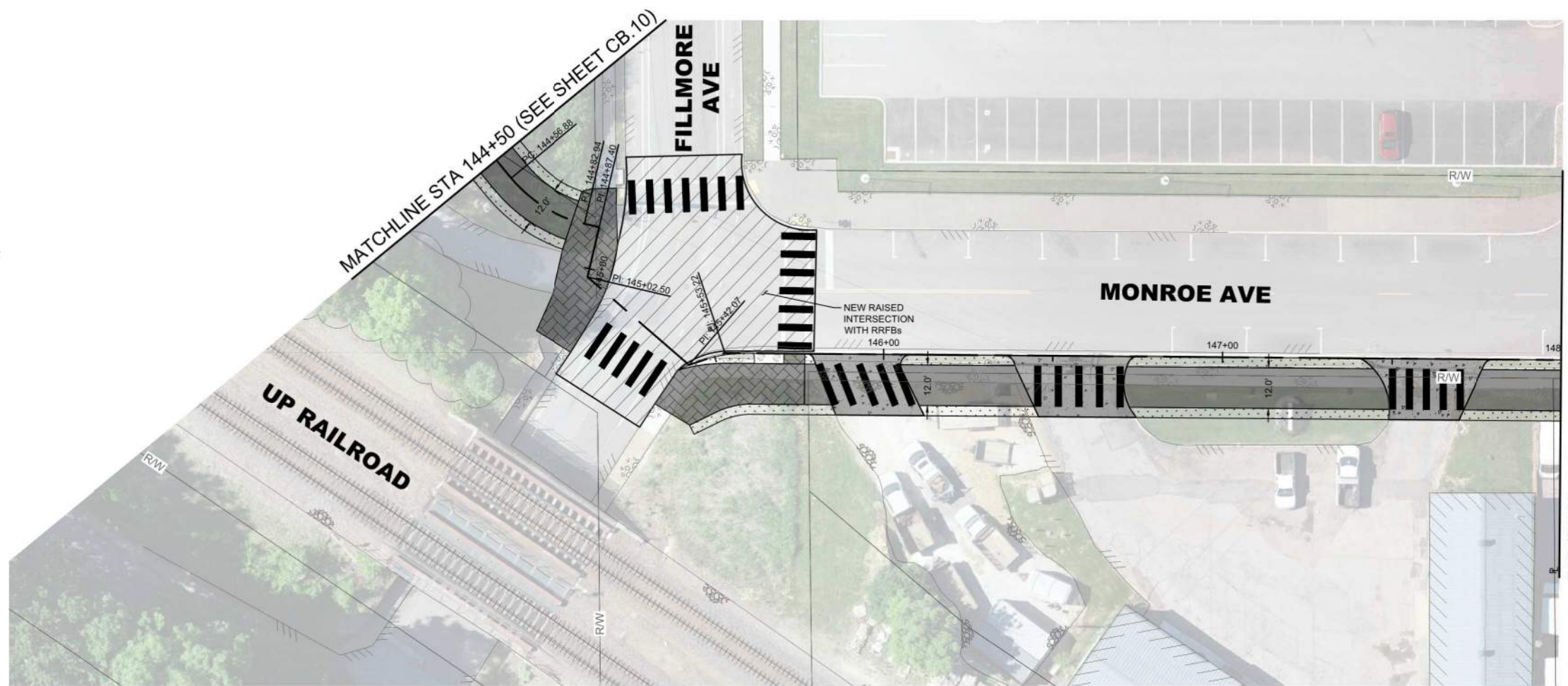
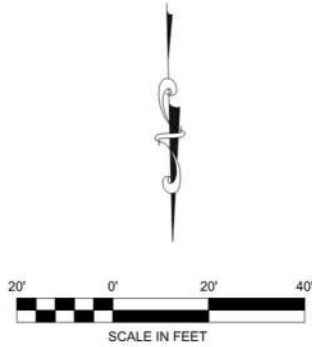
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 CHECKED:  
 JOB NO. 2111900

SHEET  
**CB.10**



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- LEGEND**
-  CONCRETE TRAIL
  -  DECORATIVE PAVEMENT
  -  CONCRETE PAVEMENT
  -  NEW GRASS
  -  RAISED INTERSECTION



MATCHLINE STA 148+00 (SEE SHEET CB.12)

**PRELIMINARY**

Name: \_\_\_\_\_  
License No. \_\_\_\_\_  
Expiration Date: \_\_\_\_\_

**HORNER SHIFRIN**

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DISCIPLINE: PROFESSIONAL ENGINEERING  
CERTIFICATE OF AUTHORITY: 000199  
EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
CONCEPTUAL DESIGN  
(APPENDIX B)  
PLAN SHEETS**



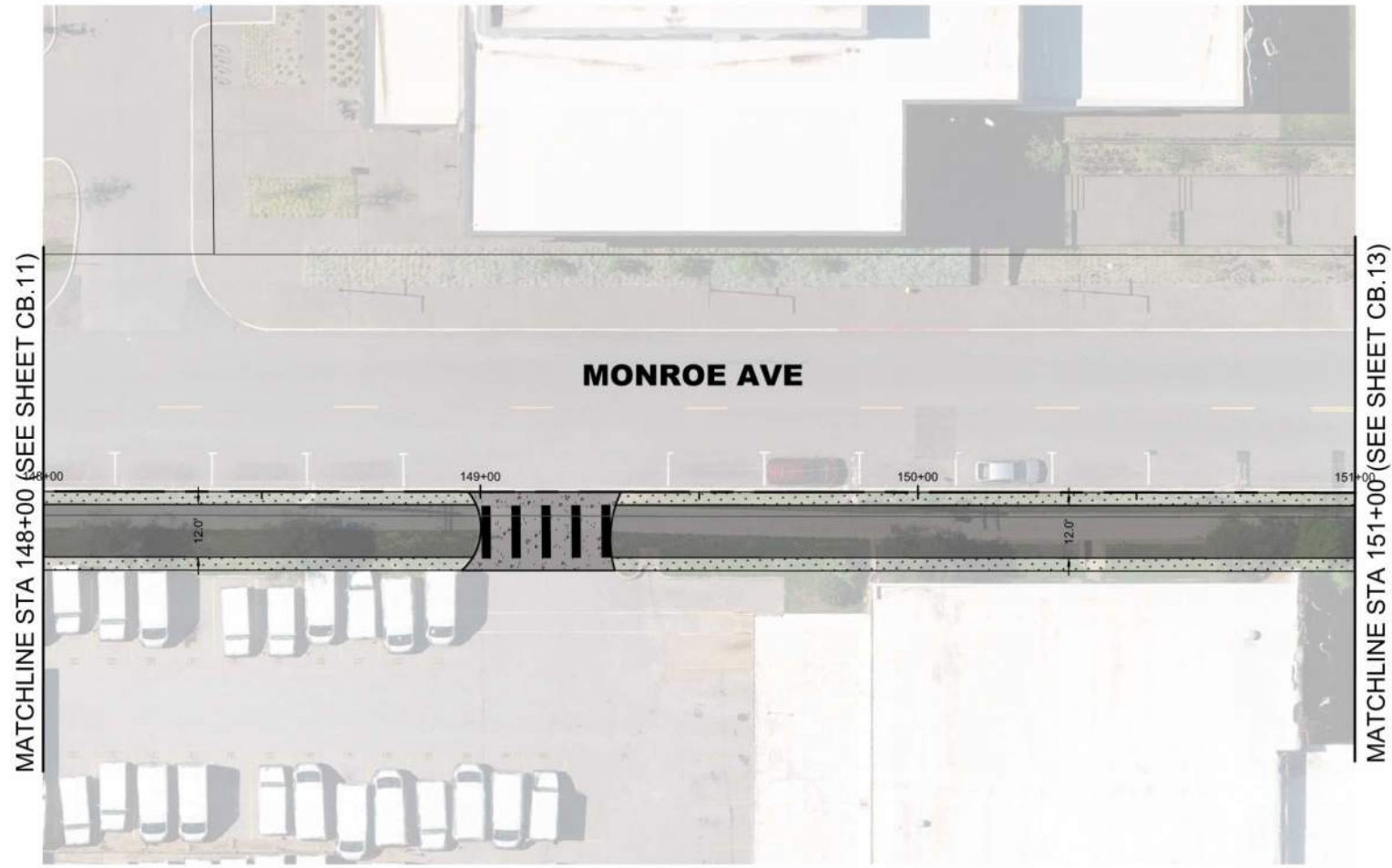
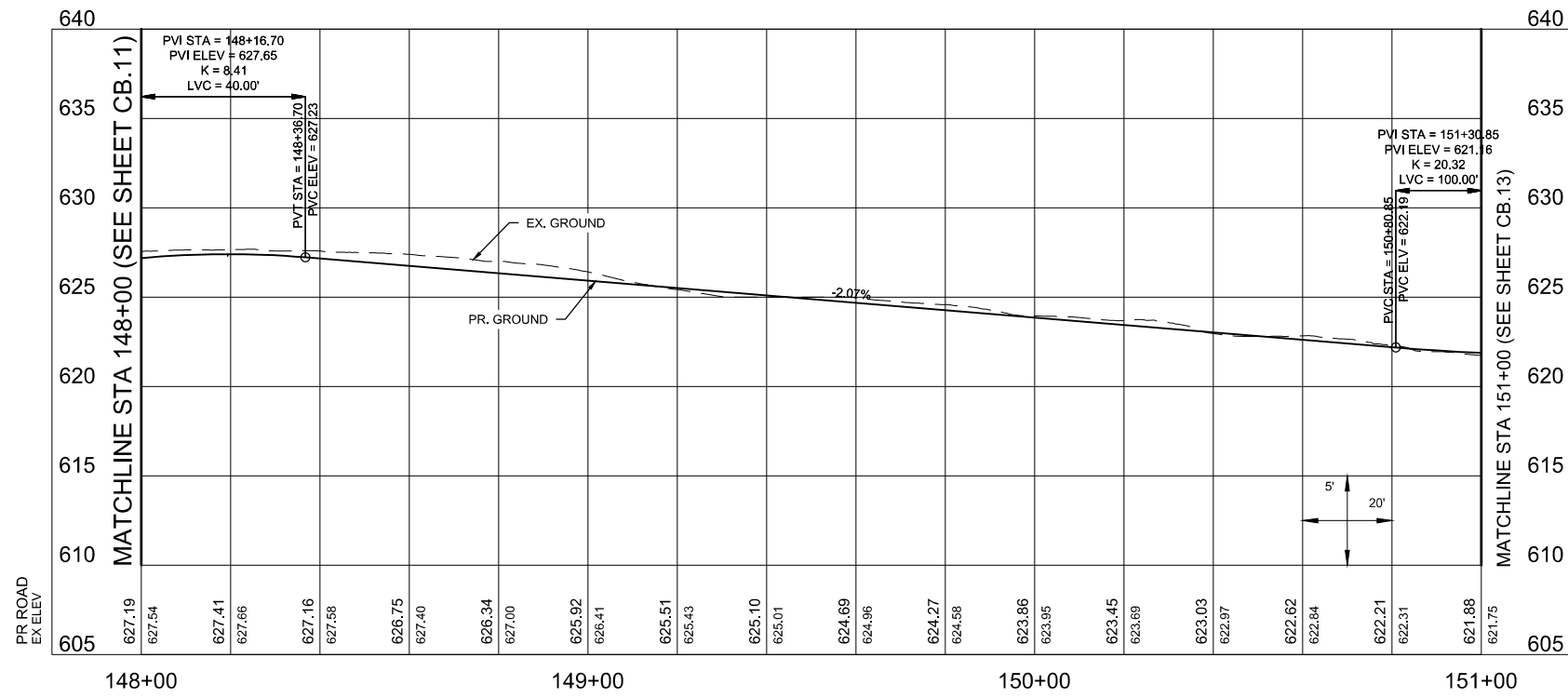
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JOB NO. 2111900

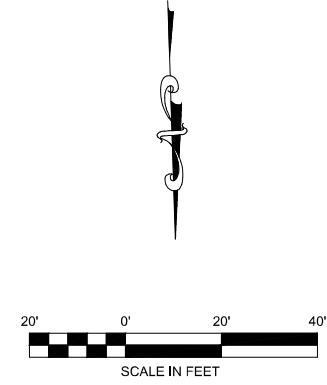
SHEET  
**CB.11**

NO.	DATE	REVISION



**LEGEND**

	CONCRETE TRAIL
	DECORATIVE PAVEMENT
	CONCRETE PAVEMENT
	NEW GRASS
	RAISED INTERSECTION



NO.	DATE	REVISION

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DISCIPLINE: PROFESSIONAL ENGINEERING  
CERTIFICATE # ALPHOR00000199  
EXPIRATION DATE: DECEMBER 31, 2022

**PRELIMINARY**

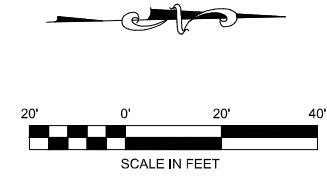
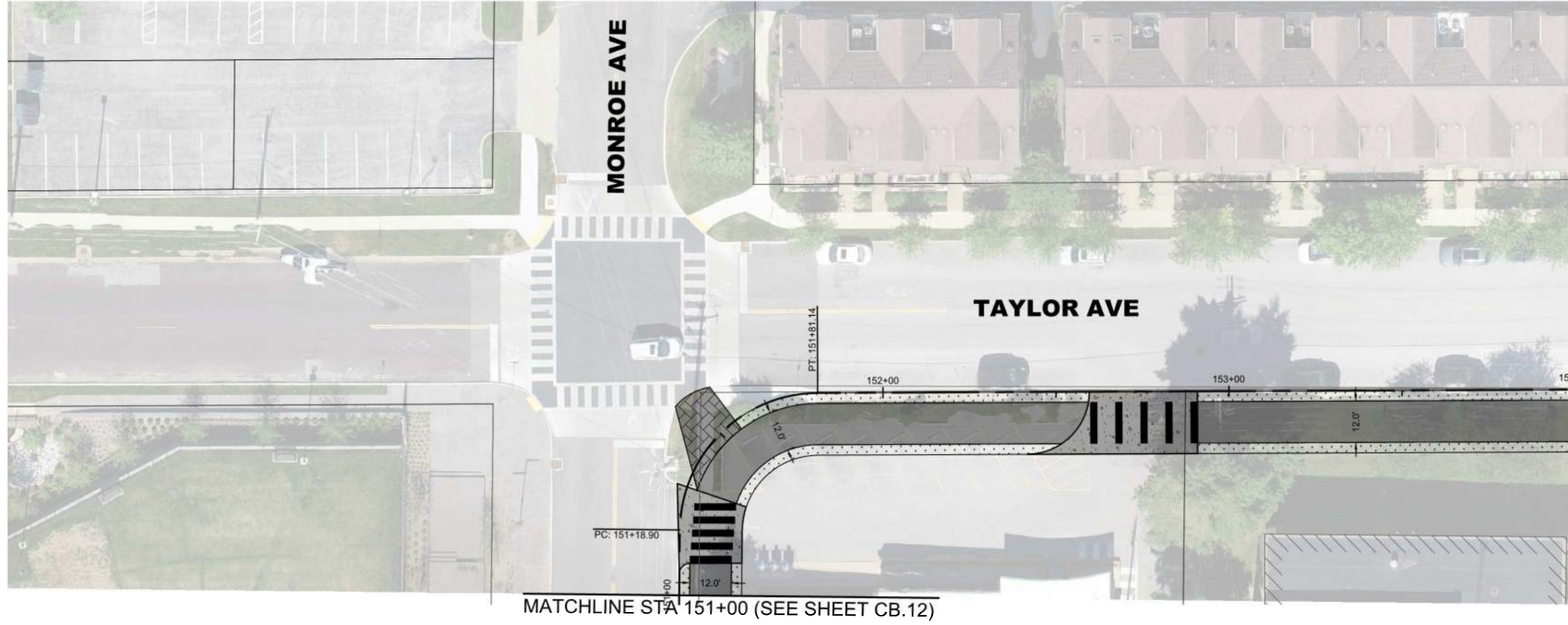
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Expiration Date: \_\_\_\_\_

**GRANT'S TRAIL -  
CONCEPTUAL DESIGN  
(APPENDIX B)  
PLAN SHEETS**



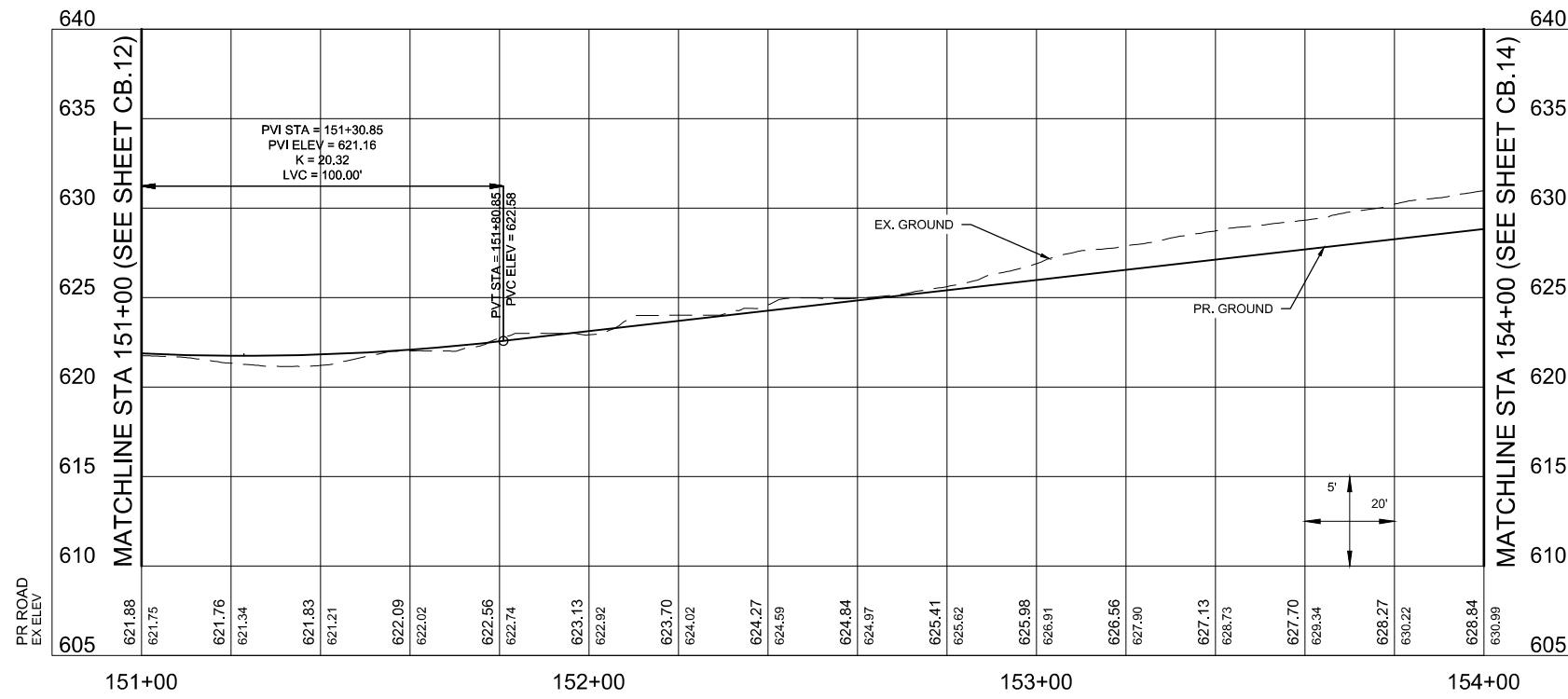
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JOB NO.	2111900
SHEET	<b>CB.12</b>





**LEGEND**

	CONCRETE TRAIL
	DECORATIVE PAVEMENT
	CONCRETE PAVEMENT
	NEW GRASS
	RAISED INTERSECTION



NO.	DATE	REVISION

**PRELIMINARY**

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 DISCIPLINE: PROFESSIONAL ENGINEERING  
 CERTIFICATE NUMBER: 0001059  
 EXPIRATION DATE: DECEMBER 31, 2022

Name: \_\_\_\_\_  
 License No. \_\_\_\_\_  
 Expiration Date: \_\_\_\_\_

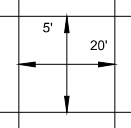
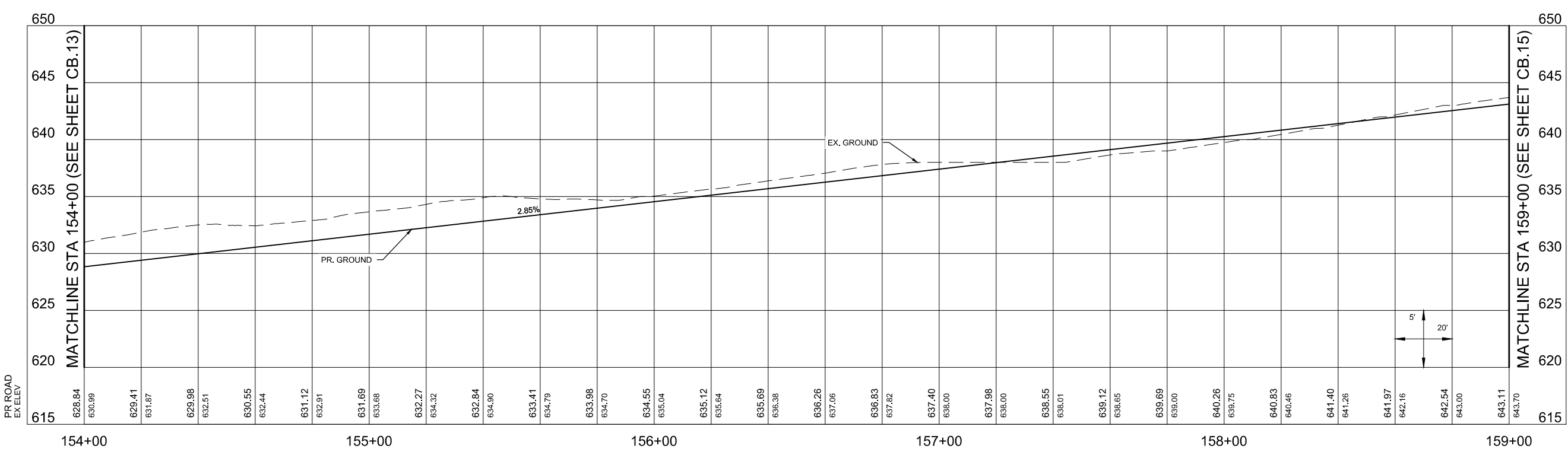
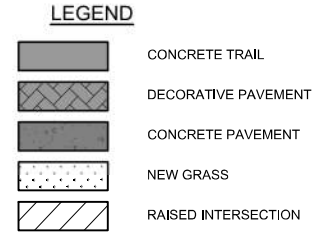
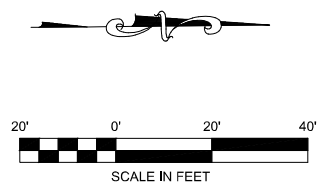
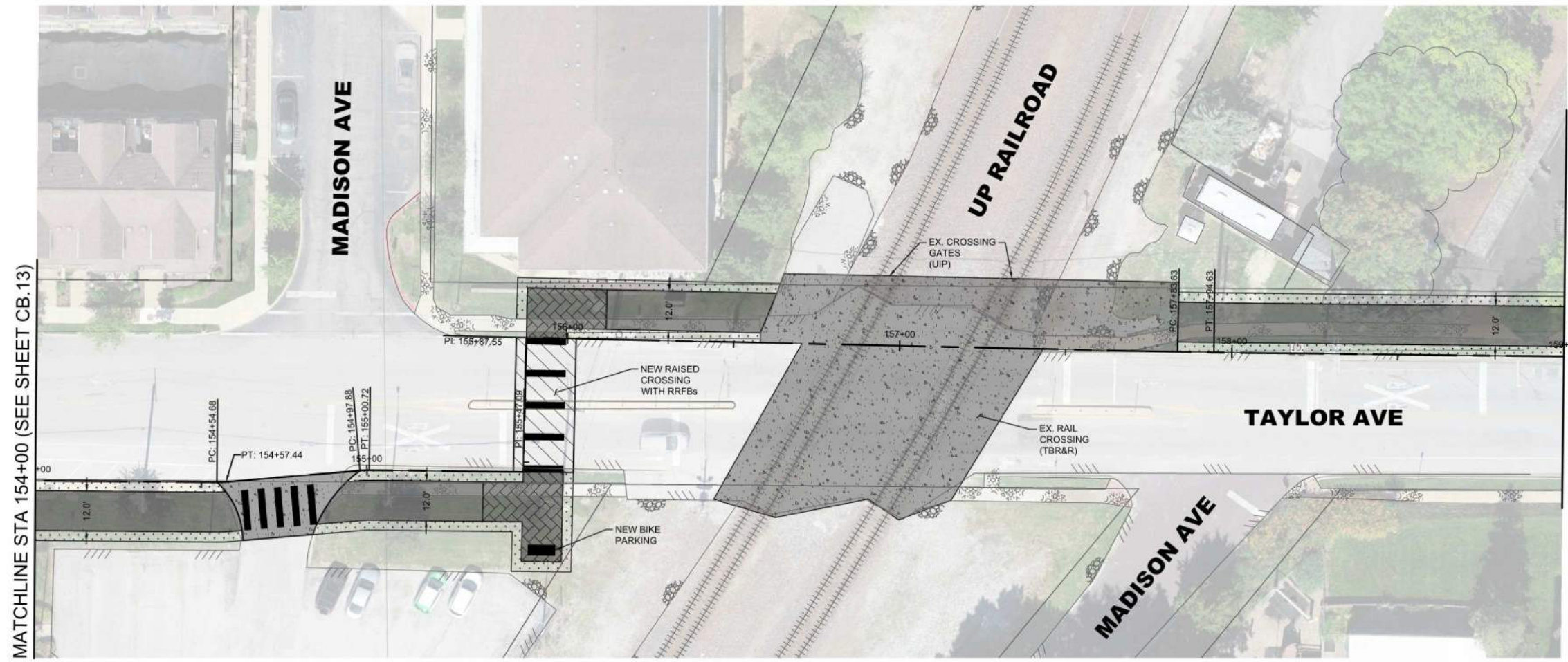
**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**



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SHEET  
**CB.13**





NO.	DATE	REVISION

**HORNER SHIFRIN**  
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 CERTIFICATE # ALPH00870000199  
 EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**



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JOB NO.	2111900






SHEET  
**CB.14**


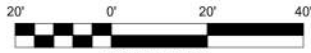


February 1, 2022

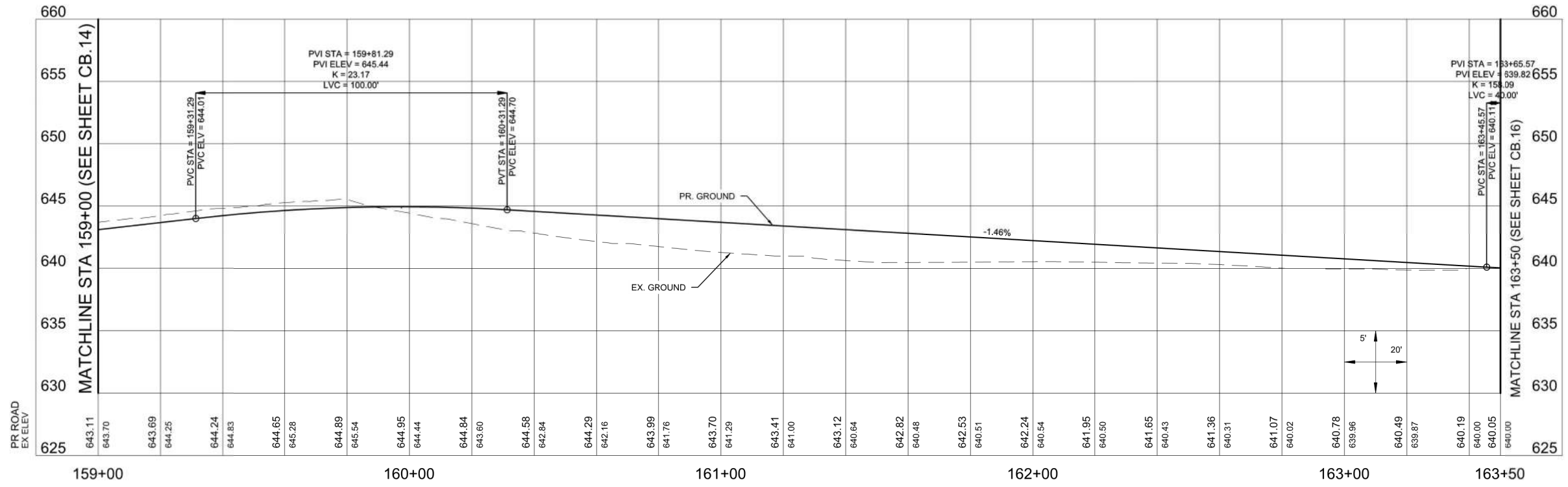
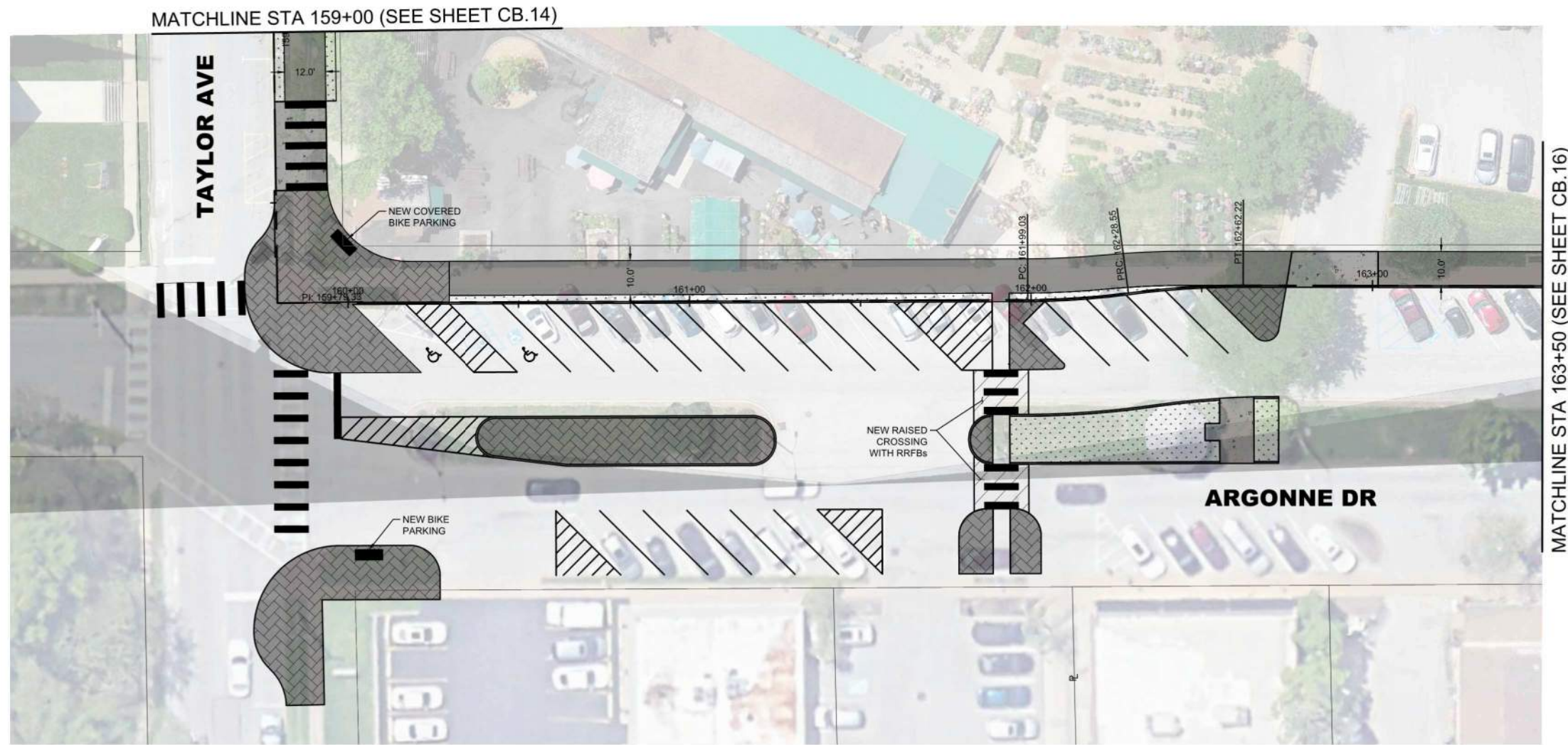
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**LEGEND**

-  CONCRETE TRAIL
-  DECORATIVE PAVEMENT
-  CONCRETE PAVEMENT
-  NEW GRASS
-  RAISED INTERSECTION

SCALE IN FEET



MATCHLINE STA 159+00 (SEE SHEET CB.14)

MATCHLINE STA 163+50 (SEE SHEET CB.16)

**PRELIMINARY**

Name: \_\_\_\_\_  
 License No. \_\_\_\_\_  
 Expiration Date: \_\_\_\_\_



**HORNER SHIFRIN**  
 ENGINEERS  
 401 S. 18TH ST., STE. 400 SAINT LOUIS, MO 63103-2298  
 314-531-4321 • FAX 314-531-6986 • WWW.HORNERSHIFRIN.COM  
 DISCIPLINE: PROFESSIONAL ENGINEERING  
 CERTIFICATE OF AUTHORITY: 0007039  
 EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**



DATE: 2/1/2022

DESIGNED:  
 DRAWN:  
 CHECKED:

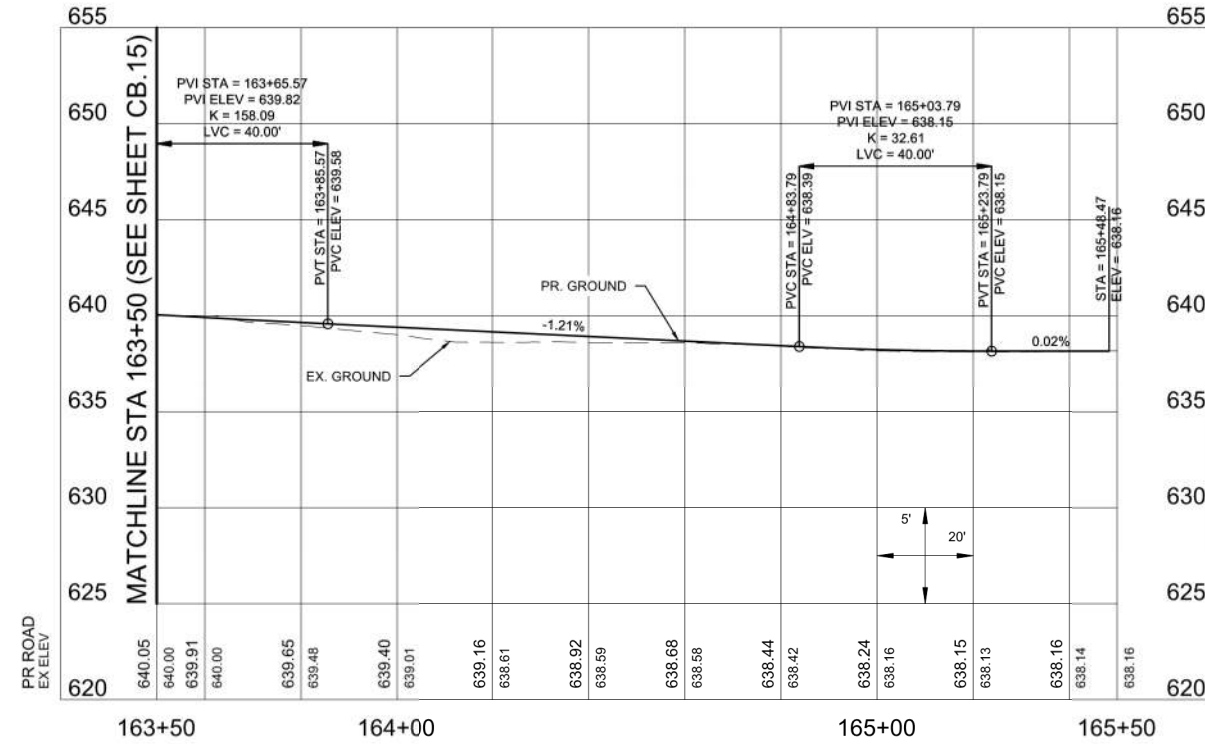
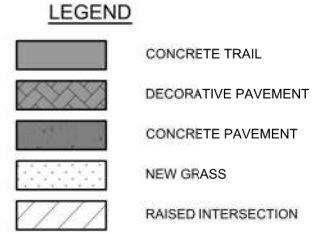
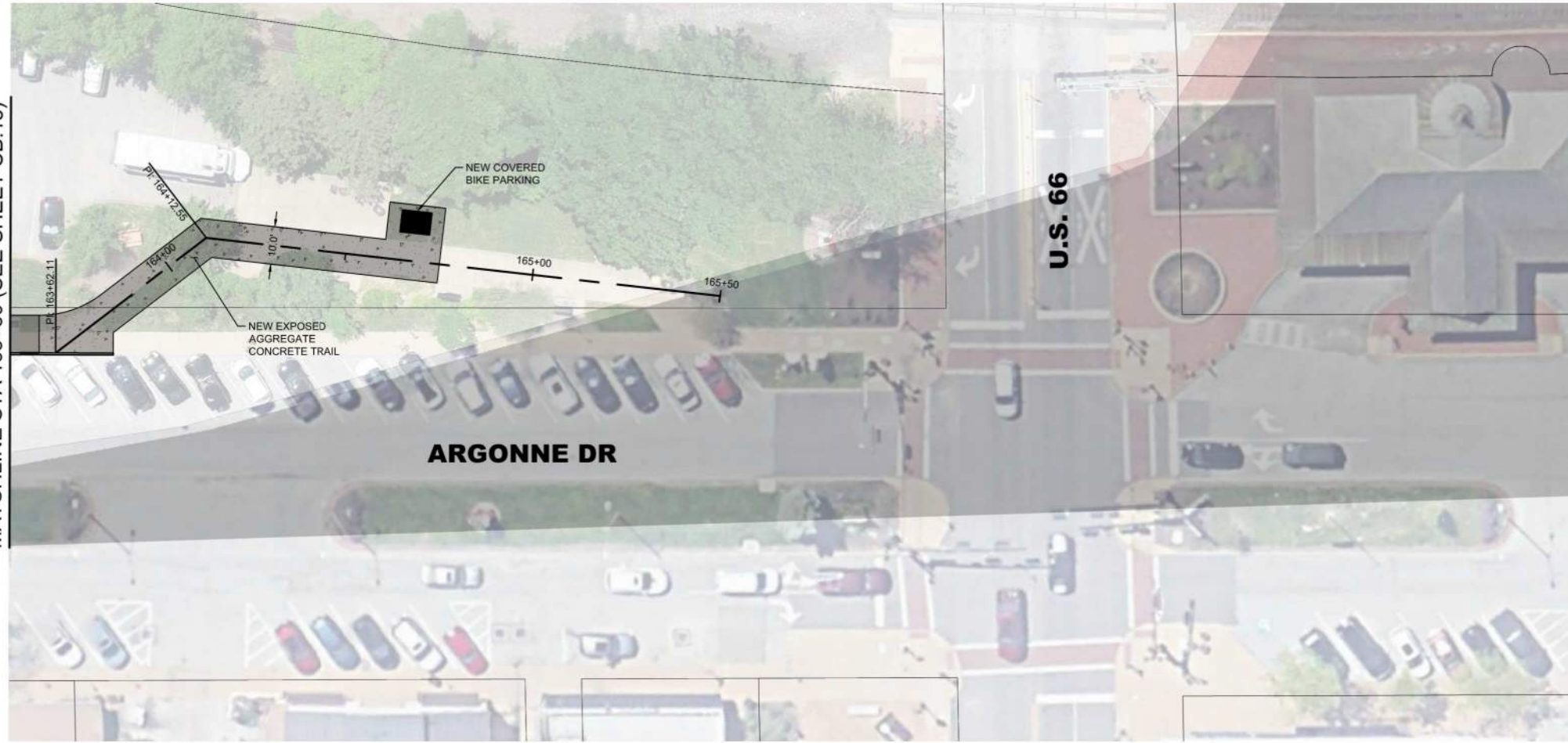
JOB NO. 2111900

SHEET  
**CB.15**

NO.	DATE	REVISION



MATCHLINE STA 163+50 (SEE SHEET CB.15)



**PRELIMINARY**

Name: \_\_\_\_\_  
 License No. \_\_\_\_\_  
 Expiration Date: \_\_\_\_\_

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 DISCIPLINE: PROFESSIONAL ENGINEERING  
 CERTIFICATE OF AUTHORITY: 0007039  
 EXPIRATION DATE: DECEMBER 31, 2022

**GRANT'S TRAIL -  
 CONCEPTUAL DESIGN  
 (APPENDIX B)  
 PLAN SHEETS**



DATE: 2/1/2022  
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SHEET  
**CB.16**

NO.	DATE	REVISION

