

February 16, 2018



Ms. Susan Trautman
Chief Executive Officer
Great Rivers Greenway
6174 Delmar Blvd.
St. Louis, MO 63112

▼
Dear Susan,

After extensive discussion the Mayor and City Council of Maplewood would like for Great Rivers Greenway to proceed with the design process whose ultimate goal is to construct a greenway through the city connecting Francis Slay R. Park in the City of St. Louis with the existing greenway trailhead in Deer Creek Park. The Council has determined that the northern/Greenwood route is the preferred choice.

Previously we have expressed concerns regarding certain aspects of the design and the role that Maplewood would play in the design, review and approval process.

With regard to the process, we feel that close cooperation and Maplewood participation in regular meetings will help eliminate unnecessary presentation/response loops as we can provide feedback in real time. We understand that to get the process to this point GRG has expended a great deal of effort. We feel that we can streamline the process going forward with greater inclusion in the process, which will benefit all parties.

There are five main areas of concern that Council has regarding the design that we would like for GRG to concentrate on:

1. The configuration of the Greenwood greenway, parking and roadway is constricted by a sidewalk to the south and the railroad right of way to the north.
 - a. The width of the paved greenway path needs to be no greater than 8' in width to ensure that it does not adversely affect the parking and traffic lanes on Greenwood.
 - b. Maintain as many parking spaces as currently exist on both sides of Greenwood for the benefit of both the businesses and residents on that street. We require that parking spaces be a minimum of 8' in width.
 - c. The traffic lanes need to be as wide as possible to eliminate the possibility of injury to parked cars and people getting in and out of their vehicles.
 - d. The crown on Greenwood must be recreated so that it is in the middle of the new drive lanes at no cost to the City of Maplewood.
 - e. We request that you contact Union Pacific Railroad regarding decreasing their right of way (even as little as one foot) to maximize the greenway configuration. We understand that this is a long shot, but it is worth investigating.


- f. We would like to consider some manner of physical mock-up with temporary materials and/or striping in place in order to better visualize the width of the design components to promote buy-in from the Council, staff and community prior to finalization. This can be coordinated with our Public Works department.
2. There are concerns regarding greenway users at the intersection of Sutton and Greenwood Avenues.
 - a. We would like to see multiple design solutions proposed for signage, signally, striping, tactile warnings and any physical barriers to prevent injury and potential loss of life at the intersection.
 - b. We would like for GRG to provide examples of similar intersections within the system, or otherwise, as to how safety concerns will be addressed.
 - c. Maplewood will have staff and/or elected officials visit local locations to determine understand their effectiveness. It would be desirable to have a representative of GRG present to answer questions as to how the controls employed would apply to our particular circumstances.
 - d. Maximum effort should be exerted to coordinate efforts with the railroad to make sure that their requirements are met and to determine how they have addresses rail/street crossings at 3-way intersections effectively.
3. There are concerns regarding the volume of traffic and number of ingress and egress points at the intersection of Big Bend Boulevard and Oxford Boulevard.
 - a. See a, b, and c listed on item number 2.
 - b. Maplewood would like for GRG to continue to explore the feasibility of creating a subterranean underpass underneath Big Bend which we feel would provide the greatest level of safety in traversing Big Bend.
4. There are concerns regarding the three way intersection of Canterbury, Greenwood and Marshall/Maple avenues due to the unusual configuration of streets and history of vehicles ignoring traffic signage.
 - a. See a, b, and c listed on item number 2.
5. Sussex and Oxford Avenues are residential streets and the design must respect the property rights and access of the residents to their property.
 - a. We would like to see existing examples of how this situation has been previously addressed, accompanied by GRG staff, to ensure that our citizens needs are taken into consideration.
 - b. The process shall be designed to minimize disruption of traffic and damage to utilities and other infrastructure and maintain access to resident properties.

The responsibility of the elected officials and staff of the City of Maplewood is the safety and welfare of our citizens and businesses and we expect that Great Rivers Greenway will implement the best and safest designs, regardless of costs to achieve that objective. Maplewood, in return, will do its best to provide appropriate review and approval of design elements in a timely fashion and to cooperate with GRG on a continuing and integral manner to minimize costs associated with the design process so that they can be better utilized in the implementation of the design.

Sincerely,

A handwritten signature in dark ink, appearing to read "Barry Greenberg", is written over a horizontal line.

Barry Greenberg for Mayor & City Council

A handwritten signature in dark ink, appearing to read "Martin J. Corcoran", is written over a horizontal line.

Martin J. Corcoran, City Manager