



**AGENDA REVIEW MEETING  
CHESTERFIELD CITY COUNCIL  
Monday, August 2, 2021  
6:30PM**

<https://us06web.zoom.us/j/82669331484>

**312 626 6799**

**Webinar ID: 826 6933 1484**

**I. Appointments – Mayor Bob Nation**

**II. Council Committee Reports**

**A. Planning and Public Works Committee – Chairperson Mary Monachella,  
Ward I**

**1. 2021 Budget Transfer Request - Wilson Avenue**

Recommendation for a supplemental funding in the Capital Projects Fund of \$320,000 for engineering design services associated with Wilson Avenue to fund roadway design plans, project specifications, a construction cost estimate, and any additional services necessary to allow City Staff to submit a grant application in early 2022. Details of the grant application, including scope and costs, would be submitted to the PPW Committee for review and approval in early 2022. **(Roll Call Vote) Planning & Public Works Committee recommends approval.**

**2. Next Meeting – August 5, 2021 (5:30pm)**

**B. Finance and Administration Committee – Chairperson Michael Moore,  
Ward III**

**1. Next Meeting August 3, 2021 (5:30pm)**

**C. Parks, Recreation and Arts Committee – Chairperson Mary Ann  
Mastorakos, Ward II**

**1. Policy Updates –** As requested by the City Council, the Parks, Recreation and Arts Committee has reviewed and proposed revisions to PRA 6 & 7, with regard to the leadership and membership. The Parks, Recreation and Arts Committee recommends approval and adoption of these revised policies. **(A voice vote is requested)**

**2. Proposed Resolution** – The Parks, Recreation and Arts Committee recommends approval of a proposed resolution to authorize the submission of a grant application to the Municipal Parks Grant Commission, for the purpose of proceeding with Phase two of Logan Park. The initial cost estimates for phase two is \$665,000 and the grant is to be submitted requesting \$525,000 of grant funds, resulting in \$140,000 as the local share. Please note, the Grant Commission may respond with a lesser grant approval. **(A roll call vote is requested)**

**3. Next Meeting – Not yet scheduled**

**D. Public Health and Safety Committee** – Chairperson Tom DeCampi, Ward IV

**1. Next Meeting – Not yet scheduled**

**III. Report from the City Administrator & Other Items Requiring Action by City Council** – Mike Geisel

**1. Missouri Municipal League Annual Dues**

**IV. Other Legislation**

**V. Unfinished Business** – Mayor Bob Nation

**VI. New Business** – Mayor Bob Nation

**VII. Adjournment**

**NOTE:** *City Council will consider and act upon the matters listed above and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.*

**Notice** is hereby given that the City Council may also hold a closed meeting for the purpose of dealing with matters relating to one or more of the following: legal actions, causes of action, litigation or privileged communications between the City's representatives and its attorneys (RSMo 610.021(1) 1994; lease, purchase or sale of real estate (RSMo 610.021(2) 1994; hiring, firing, disciplining or promoting employees with employee groups (RSMo 610.021(3)1994; Preparation, including any discussions or work product, on behalf of a public governmental body or its representatives for negotiations with employee groups (RSMo 610.021(9) 1994; and/or bidding specification (RSMo 610.021(11) 1994.

PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE CITY COUNCIL MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND AT (636) 537-6716, AT LEAST TWO (2) WORKDAYS PRIOR TO THE MEETING.



**AGENDA**  
**CITY COUNCIL MEETING**  
**Chesterfield City Hall**  
**690 Chesterfield Parkway West**  
**Monday, August 2, 2021**  
**7:00PM**

<https://us06web.zoom.us/j/89615641177>  
(312) 626-6799  
Webinar ID: 896 1564 1177

- I. CALL TO ORDER** – Mayor Bob Nation
- II. PLEDGE OF ALLEGIANCE** – Mayor Bob Nation
- III. MOMENT OF SILENT PRAYER** – Mayor Bob Nation
- IV. ROLL CALL** – City Clerk Vickie McGownd
- V. APPROVAL OF MINUTES** – Mayor Bob Nation
  - A. Executive Session Minutes** – July 19, 2021
  - B. City Council Meeting Minutes** – July 19, 2021
- VI. INTRODUCTORY REMARKS** – Mayor Bob Nation
  - A. Tuesday, August 3, 2021 – F&A Committee (5:30pm)**
  - B. Thursday, August 5, 2021 – Planning & Public Works (5:30pm)**
  - C. Monday, August 9, 2021 – Planning Commission (7pm)**
  - D. Monday, August 16, 2021 – City Council (7pm)**
- VII. COMMUNICATIONS AND PETITIONS** – Mayor Bob Nation
- VIII. APPOINTMENTS** – Mayor Bob Nation

## **IX. COUNCIL COMMITTEE REPORTS**

### **A. Planning and Public Works Committee** – Chairperson Mary Monachella, Ward I

#### **1. 2021 Budget Transfer Request - Wilson Avenue**

Recommendation for a supplemental funding in the Capital Projects Fund of \$320,000 for engineering design services associated with Wilson Avenue to fund roadway design plans, project specifications, a construction cost estimate, and any additional services necessary to allow City Staff to submit a grant application in early 2022. Details of the grant application, including scope and costs, would be submitted to the PPW Committee for review and approval in early 2022.

**(Roll Call Vote) Planning & Public Works Committee recommends approval.**

#### **2. Next Meeting – August 5, 2021 (5:30pm)**

### **B. Finance and Administration Committee** – Chairperson Michael Moore, Ward III

#### **1. Next Meeting – Tuesday, August 3, 2021 (5:30pm)**

### **C. Parks, Recreation and Arts Committee** – Chairperson Mary Ann Mastorakos, Ward II

**1. Policy Updates** – As requested by the City Council, the Parks, Recreation and Arts Committee has reviewed and proposed revisions to PRA 6 & 7, with regard to the leadership and membership. The Parks, Recreation and Arts Committee recommends approval and adoption of these revised policies. **(A voice vote is requested)**

**2. Proposed Resolution** – The Parks, Recreation and Arts Committee recommends approval of a proposed resolution to authorize the submission of a grant application to the Municipal Parks Grant Commission, for the purpose of proceeding with Phase two of Logan Park. The initial cost estimates for phase two is \$665,000 and the grant is to be submitted requesting \$525,000 of grant funds, resulting in \$140,000 as the local share. Please note, that Grant Commission may respond with a lesser grant approval. **(A roll call vote is requested)**

**3. Next Meeting – Not yet scheduled**

**D. Public Health and Safety Committee** – Chairperson Tom DeCampi, Ward IV

**1. Next Meeting – Not yet scheduled**

**X. REPORT FROM THE CITY ADMINISTRATOR** – Mike Geisel

**A. Missouri Municipal League Annual Dues**

**XI. OTHER LEGISLATION**

**XII. UNFINISHED BUSINESS** – Mayor Bob Nation

**XIII. NEW BUSINESS** – Mayor Bob Nation

**XIV. ADJOURNMENT**

**Public comment will be available to users logging in online. Public comment will also be available to users calling in to the meeting; however, you must call (636) 537-6716 no later than 5:00 p.m. on the day of the meeting to inform the City Clerk of the telephone number you will be calling in from.**

**Members of the public may also submit comments for this meeting by calling (636) 537-6716 and leaving a message or by emailing [vmcgownd@chesterfield.mo.us](mailto:vmcgownd@chesterfield.mo.us) no later than 5:00 p.m. on the day of the meeting. Comments left over voicemail and emailed in will be read at the meeting.**

## **AGENDA REVIEW – MONDAY 8/02/2021 – 6:30 PM**

An AGENDA REVIEW meeting has been scheduled to start at **6:30 PM, on Monday, August 2, 2021.**

**Please note:**

**There are two separate meetings, one for the agenda review, and the other for the regular meeting of City Council. Each meeting requires a separate login and each will have distinct, different login invitations.** This is necessary in order to provide full and complete transparency for all meetings.

We will have to initially log in to our Work Session meeting at 6:30 p.m. After conducting the routine work session per our normal processes, we will close that meeting. We will then log into our regular meeting prior to 7 PM. These meetings generally allow users to log in up to 15 minutes prior to the actual meeting.

Please let me know, ASAP, if you will be unable to attend this meeting.



## RECORD OF PROCEEDING

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### MEETING OF THE CITY COUNCIL OF THE CITY OF CHESTERFIELD AT 690 CHESTERFIELD PARKWAY WEST

**JULY 19, 2021**

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The meeting was called to order at 7 p.m.

Mayor Bob Nation led everyone in the Pledge of Allegiance and followed with a moment of silent prayer.

A roll call was taken with the following results:

PRESENT

ABSENT

Mayor Bob Nation  
Councilmember Mary Monachella  
Councilmember Barbara McGuinness  
Councilmember Aaron Wahl  
Councilmember Mary Ann Mastorakos  
Councilmember Dan Hurt  
Councilmember Michael Moore  
Councilmember Tom DeCampi  
Councilmember Gary Budoor

APPROVAL OF MINUTES

The minutes of the June 21, 2021 City Council meeting were submitted for approval. Councilmember Moore made a motion, seconded by Councilmember Wahl, to approve the June 21, 2021 City Council minutes. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

## **INTRODUCTORY REMARKS**

Mayor Nation announced that the next meeting of City Council is scheduled for Monday, August 2, at 7 p.m.

## **COMMUNICATIONS AND PETITIONS**

Assistant City Clerk Nancy Sulin, Wentzville, and City Clerk Stacey Mann, Bridgeton, presented a Certificate to City Clerk Vickie McGownd in recognition of achieving the designation of Missouri Registered City Clerk – Sustaining by the Missouri City Clerks and Finance Offers Association.

Mayor Nation presented a proclamation to the Parkway West High School Robotics Teams for their success at the 2021 VEX Robotics World Championship.

Mr. George Stock, 257 Chesterfield Business Parkway, spoke in support of the Site Plan Approval for 18122 Chesterfield Airport Road and asked that the 12,000 square foot restriction on retail be eliminated, stating that the petitioner would be agreeable to limiting retail to the first floor of building #4.

## **APPOINTMENTS**

There were no appointments.

## **COUNCIL COMMITTEE REPORTS AND ASSOCIATED LEGISLATION**

### **Planning/Public Works Committee**

Bill No. 3346      Repeals and replaces City of Chesterfield Ordinance 3127 to modify permitted uses for a tract of land totaling 1.492 acres zoned “PC” Planned Commercial District located at the southwest corner of the intersection of Chesterfield Parkway East and Conway Road (P.Z. 02-2021 15310 Conway Road [SMS Group] 18S310557) **(Second Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval**

Councilmember Mary Monachella, Chairperson of the Planning/Public Works Committee, made a motion, seconded by Councilmember Mastorakos, for the second reading of Bill No. 3346. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3346 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3346 with the following results: Ayes – McGuinness, Moore, DeCampi, Hurt, Wahl, Budoor, Monachella and Mastorakos. Nays – None. Whereupon Mayor Nation declared Bill No. 3346 approved, passed it and it became **ORDINANCE NO. 3150**.

Bill No. 3347 Grants the City Administrator and Director of Planning the authority to suspend the application or enforcement of ordinances as necessary to support the reopening of businesses across the City of Chesterfield and protect the public health, safety, and general welfare during this period **(Second Reading) Planning & Public Works Committee recommends approval noting that this would be the last extension of the ordinance**

Councilmember Monachella made a motion, seconded by Councilmember Hurt, for the second reading of Bill No. 3347. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3347 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3347 with the following results: Ayes – Mastorakos, Wahl, Moore, Hurt, DeCampi, Monachella, McGuinness and Budoor. Nays – None. Whereupon Mayor Nation declared Bill No. 3347 approved, passed it and it became **ORDINANCE NO. 3151**.

Councilmember Monachella made a motion, seconded by Councilmember Hurt, to approve the Site Development Plan, Landscape Plan, Architectural Elevations, and Architect’s Statement of Design for 18122 Chesterfield Airport Road, with the following amendments:

1. Preserve the existing tree on the northwest portion of the site, as recommended by the Planning Commission.
2. Limit access to this site from Chesterfield Airport Road to a right-in/right-out, with both acceleration and deceleration lanes, as approved by St. Louis County.

Councilmember Hurt made a motion, seconded by Councilmember Monachella, to amend the original motion to restrict/limit retail by only allowing retail on the first floor of building #4. A voice vote was taken with a unanimous affirmative result and the motion to amend was declared passed.

A voice vote was taken on the amended motion, with a unanimous affirmative result, and the motion, as amended, was declared passed.

Councilmember Monachella announced that the next meeting of this Committee is scheduled for Thursday, July 22, at 5:30 p.m.

### **Finance and Administration Committee**

Councilmember Michael Moore, Chairperson of the Finance and Administration Committee, made a motion, seconded by Councilmember McGuinness, to approve the 2022 City Council Meeting Schedule as recommended by the Finance and Administration Committee. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

Councilmember Moore announced that the next meeting of this Committee is scheduled for Tuesday, August 3, at 5:30 p.m.

## **Parks, Recreation & Arts Committee**

Councilmember Mary Ann Mastorakos, Chairperson of the Parks, Recreation & Arts Committee, made a motion, seconded by Councilmember Budoor, to accept the art donation as offered by Mr. Robert Kilo and as recommended by the Parks, Recreation and Arts Committee. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

Councilmember Hurt made a motion, seconded by Councilmember Moore, to approve the Logan Park Site Layout as recommended by the Parks, Recreation and Arts Committee and the Parks, Recreation and Arts Citizens Advisory Committee; and to approve a budget transfer from the Parks Fund, Fund Reserves in the amount of \$28,875 reflecting the increased costs associated with the longer entry access road in this park configuration. A roll call vote was taken with the following results: Ayes – Budoor, Hurt, Monachella, DeCampi, Wahl, Mastorakos, Moore and McGuinness. Nays – None. Mayor Nation declared the motion passed.

Councilmember Mastorakos announced that the next meeting of this Committee is scheduled for Monday, July 26, at 5:00 p.m.

## **Public Health & Safety Committee**

Councilmember Tom DeCampi, Chairperson of the Public Health & Safety Committee, indicated that there were no action items scheduled on the agenda for this meeting, and the next meeting of this Committee is scheduled for Monday, July 26 at 5:30 p.m.

## **REPORT FROM THE CITY ADMINISTRATOR**

City Administrator Mike Geisel indicated that there were no action items from the City Administrator on the agenda for this meeting.

## **OTHER LEGISLATION**

There was no “Other Legislation” scheduled for this meeting.

## **UNFINISHED BUSINESS**

There was no unfinished business scheduled on the agenda for this meeting.

## **NEW BUSINESS**

There was no new business.

**ADJOURNMENT**

There being no further business to discuss, Mayor Nation adjourned the meeting at 7:38 p.m.

\_\_\_\_\_  
Mayor Bob Nation

**ATTEST:**

\_\_\_\_\_  
Vickie McGownd, City Clerk

APPROVED BY CITY COUNCIL: \_\_\_\_\_

## **UPCOMING MEETINGS/EVENTS**

- A. Tuesday, August 3, 2021 – F&A Committee**
- B. Thursday, August 5, 2021 – Planning & Public Works (5:30pm)**
- C. Monday, August 9, 2021 – Planning Commission (7pm)**
- D. Monday, August 16, 2021 – City Council (7pm)**

## **COMMUNICATIONS**

## **APPOINTMENTS**

There are no appointments scheduled for Monday's meeting.

## **PLANNING AND PUBLIC WORKS COMMITTEE**

Chair: Councilmember Monachella

Vice-Chair: Councilmember Hurt

### **2021 Budget Transfer Request - Wilson Avenue**

The Planning and Public Works Committee recommends a supplemental appropriation from the Capital Projects Fund in the amount of \$320,000 for engineering design services associated with Wilson Avenue. This is the estimated cost of funding road design plans, project specifications, a construction cost estimate, and any additional services necessary to allow City Staff to submit a grant application in early 2022. Details of the grant application, including scope and costs, would be submitted to the PPW Committee for review and approval in early 2022.

**(Roll Call Vote) Planning & Public Works Committee recommends approval.**

### **NEXT MEETING**

The next meeting of the Planning & Public Works Committee is scheduled for Thursday, August 5, 2021, at 5:30 pm.

If you have any questions or require additional information, please contact Director of Planning - Justin Wyse, Director of Public Works – Jim Eckrich, or me prior to Monday's meeting.

# MEMORANDUM

TO: Mike Geisel, City Administrator

FROM: James Eckrich, Director of Public Works/City Engineer 

SUBJECT: Planning & Public Works Committee Meeting Summary  
Thursday, July 22, 2021



A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, July 22, 2021 in Conference Room 101.

In attendance were: **Chair Mary Monachella** (Ward I), **Councilmember Mary Ann Mastorakos** (Ward II), **Councilmember Dan Hurt** (Ward III), and **Councilmember Tom DeCampi** (Ward IV).

Also in attendance were: Councilmember Aaron Wahl (Ward II); Councilmember Gary Budoor (Ward IV); Planning Commission Chair Merrell Hansen; Jim Eckrich, Director of Public Works/City Engineer; and Kathy Juergens, Recording Secretary.

The meeting was called to order at 5:30 p.m.

## I. APPROVAL OF MEETING SUMMARY

### A. Approval of the July 12, 2021 Special Committee Meeting Summary

Councilmember Mastorakos made a motion to approve the Meeting Summary of July 12, 2021. The motion was seconded by Councilmember Hurt and passed by a voice vote of 3-0 with Councilmember DeCampi abstaining.

## II. UNFINISHED BUSINESS - None

## III. NEW BUSINESS

### A. 2021 Wilson Avenue Budget Transfer Request

#### STAFF PRESENTATION

Jim Eckrich, Director of Public Works/City Engineer, stated that as discussed at the June 10, 2021 Planning and Public Works Committee meeting, the City previously submitted a grant application for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the recently reconstructed culvert. That grant application was not successful. The Committee then directed Staff to acquire a cost estimate for engineering design services necessary in order to construct a project with limited scope.

Based on the direction from the Planning and Public Works Committee, the following project scope was established:

- Address the deficiencies at the Wilson Avenue and Wild Horse Creek Road intersection.
- Replace the failing culvert within the S-curve and straighten the S-curve.

- The project limits shall extend from Wild Horse Creek Road to a tie-in location south of the S-curve. This will reduce the length of the project from 3,000 feet to approximately 1,400 feet.
- Construct a new asphalt roadway through the entire area including paved shoulders.
- Include an off-street pedestrian/bicycle trail.
- The project will terminate north of the potential Baxter Crossing tie-in, therefore the connection of that roadway shall NOT be considered as part of this project.

Mr. Eckrich stated that he has reviewed the project with a reputable engineering firm, who has provided a design cost estimate of \$320,000. This would include roadway design plans, project specifications, a construction cost estimate, and assistance with the grant application. Ultimately the exact scope and fee would be negotiated with the firm determined to be the most qualified to provide this service, in accordance with Missouri law.

Mr. Eckrich stated that if Council desires to proceed with the project, it will require a supplemental allocation into the capital projects' budget from the General Fund – Fund Reserves.

### **DISCUSSION**

In response to questions, Mr. Eckrich replied that the engineering design would have to be completed even if the City chose to make the improvements without grant funding. He stated that it is his opinion that the City will have a better chance of obtaining a future grant by completing the design because we will be better able to define the scope and reduce estimate contingencies. The proposed project is a smaller and less expensive project than the project contained within the previous grant application.

**Councilmember Hurt made a motion to approve a \$320,000 supplemental budgetary allocation from the General Fund-Fund Reserve to the Capital Projects fund in order to fund engineering design services associated with a project to improve Wilson Avenue.** The motion was seconded by Councilmember Monachella.

#### **Discussion after the Motion**

Councilmember DeCampi stated that since the majority of his constituents do not want any improvements to Wilson Avenue, he is opposed to spending \$320,000 for road repairs. He also felt that the estimate was too high. Mr. Eckrich pointed out that the expenditure is for design services associated with a road improvement and reconstruction project, not road repairs. Mr. Eckrich also stated that engineering services are typically around 15% of the total project cost. In this case, that percentage has been reduced due to the relatively large magnitude of this project.

There was further discussion regarding the relocation of the S-curve and safety concerns. Councilmember DeCampi stated that the majority of his constituents are opposed to the relocation of the curve and based upon that alone, he would oppose the budget transfer. He also stated that safety is not an issue as there are few reported accidents in this area. He feels that the S-curve actually prevents accidents because it causes some drivers to avoid the area and forces other drivers to slow down. He believes that if the curve is straightened, drivers will likely drive faster.

Councilmember Hurt pointed out that as the City grows, improvements to Wilson Avenue will eventually need to be made. After being asked his opinion, Mr. Eckrich stated that in his professional opinion, the culvert needs substantial work. If Council decides that they do not want to improve the road as discussed, then the culvert will be reconstructed in its current location.

However, from an engineering standpoint, the current location is not the best place for a culvert. Mr. Eckrich would recommend relocating the culvert to the west and straightening out the S-curve, at least somewhat, by removing the blind curve. Mr. Eckrich stated that he understands the position of those that oppose relocation of the S-Curve, but it is his recommendation, as a professional engineer, that the culvert should be relocated.

Addressing further questions, Mr. Eckrich stated that he was very surprised that Wilson Avenue looked the way it did when he first came to the City nine years ago. At that time the City Administrator explained the history of Wilson Avenue and that it would remain in its current configuration until there was support from residents to improve it. This project was initiated when the City received a letter from the Walnut Hill subdivision requesting road improvements. Mr. Eckrich stated that it is his opinion that Wilson Avenue has reached the point where it should be improved. However, if City Council determines that improvements should not be constructed at this time, they can always be completed at a later date. Any design plans that are created now, will always be useful if the project is pursued in the future.

The Committee debated whether to allow those residents in attendance to speak. Chair Monachella asked for a show of hands as to who supported the project and who did not. Approximately ten residents raised their hands in support of the project. Two residents raised their hands indicating that they opposed the project. A few comments were made by residents in attendance but there was no formal request for the public to speak.

Councilmember DeCampi stated that public safety should be the City's number one priority. He reiterated that accident data does not support that this is a dangerous road. If accident data were high, he would support the project; because it is not, he does not. Councilmember DeCampi stated that the proposed improvements will lead to Wilson Avenue becoming a major cut-through which will lead to more accidents because there will be increased volume and speed, which both contribute to accidents. Councilmember DeCampi stated that this is not an area where substantial future development is anticipated. If he received support from a majority of residents, he might support the project, but that is not the feedback he has received. Councilmember DeCampi stated that there are only a handful of area residents who want the improvements, and that the majority of residents do not.

Chair Monachella called for a vote. The above motion **passed by a voice vote of 3-1** with Councilmember DeCampi voting nay.

**[Please see the attached report prepared by Jim Eckrich, Director of Public Works/City Engineer, for additional information on 2021 Wilson Avenue Budget Transfer Request.]**

IV. OTHER

V. ADJOURNMENT

The meeting adjourned at 5:55 p.m.

# Memorandum

## Department of Public Works



**TO:** Michael O. Geisel, P.E.  
City Administrator

**FROM:** James A. Eckrich, P.E. *JAE*  
Public Works Dir. / City Engineer

**DATE:** June 28, 2021

**RE:** Wilson Avenue

On June 10, 2021 the Planning and Public Works (PPW) Committee considered how to proceed regarding Wilson Avenue. As discussed at that time, earlier in 2021 the City of Chesterfield submitted a grant application for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the recently reconstructed culvert. That grant application included a funding request of \$2,970,000, with a total project cost of \$4,251,000. The City of Chesterfield was notified on May 17, 2021 that its grant submittal was not recommended for funding in 2021, as it did not meet the cost / benefit threshold established by East West Gateway.

As detailed in my May 25, 2021 memorandum, it is clear that in order to qualify for future grant funding, the City will have to limit and better define the scope of the project in order to reduce costs. Additionally, the City will have to consider increasing the local match, which was previously submitted at thirty percent. The PPW determined that the optimal way to do this would be to set the project limits from Wild Horse Creek Road to just south of the S Curve. Establishment of the project limits in this manner is beneficial in a number of ways. Specifically:

- It addresses the deficiencies at the Wild Horse Creek Road intersection, which nearly everyone agrees needs improvement.
- It includes the replacement of the failing culvert within the S curve.
- It reduces the length of the project from 3,000 feet to 1,400 feet.
- It stops well short of the potential tie-in at Baxter Crossing Lane, which was the most controversial part of the previous grant submittal.

The new grant application would include a new asphalt roadway section with appropriately sized lanes and paved shoulders. A shared use path for cyclists and pedestrians would also be included. The shared use path would be separated from the road wherever practical based upon available right of way and geometric / topographic restrictions. Wilson Avenue would be re-aligned through the S Curve at

a horizontal curvature that meets roadway standards and the project would include reconstruction of the failing stormwater culvert. Drainage would be accommodated via roadside ditches and curb/gutter where necessary.

At the June 10, 2021 PPW meeting I explained that in order to successfully acquire a grant, the City will need to complete preliminary design of the improvements in order to obtain a more detailed construction cost estimate. The PPW Committee accepted this and directed Staff to obtain a cost estimate for engineering design for the above-described improvements. I have spoken to a reputable engineering firm familiar with the project, and received a design cost estimate of \$320,000. Please note that this is an estimate only, and an actual cost can only be acquired through a detailed negotiation of scope and fee.

After considering the debate at the June 10, 2021 PPW meeting and further analyzing Wilson Avenue, **it is my recommendation that the City of Chesterfield City Council allocate \$320,000 for engineering services associated with Wilson Avenue. This will fund roadway design plans, project specifications, a construction cost estimate, and any additional services necessary to allow City Staff to submit a grant application in early 2022.** The details of that grant application, including scope and costs, would be submitted to the PPW Committee for review and approval in early 2022.

### **Action Recommended**

This matter should be forwarded to the Planning and Public Works Committee for consideration. Should PPW concur with my recommendation, it should positively recommend to the full City Council a supplemental funding in the Capital Projects Fund of \$320,000 for engineering design services. Should PPW prefer an alternate course of action, it should direct City Staff as to how to proceed regarding Wilson Avenue.

Please forward to PPW for review and recommendation, with the understanding that a budget transfer from the General Fund - Fund Reserve will be necessary to contract for the proposed design contract.

 2021-6-29

# Memorandum

## Department of Public Works



**TO:** Michael O. Geisel, P.E.  
City Administrator

**FROM:** James A. Eckrich, P.E. *JAE*  
Public Works Dir. / City Engineer

**DATE:** May 25, 2021

Please forward to PPW for review and further direction

**RE:** Wilson Avenue

*MO Geisel*

2021-5-28

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On December 10, 2020 the Planning and Public Works Committee of City Council (PPW) directed Public Works Staff to submit an application for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the recently reconstructed culvert. That grant application was submitted to East West Gateway in early 2021, with a total project cost of \$4,251,000. The requested grant funding was \$2,970,000. The City of Chesterfield was notified on May 17, 2021 that its grant submittal was not recommended for funding in 2021, as it did not meet the cost / benefit threshold established by East West Gateway.

As you will recall, the PPW discussed the Wilson Avenue project at both its October 8, 2020 and December 10, 2020 meetings. The October 8, 2020 meeting concentrated on the history of Wilson Avenue and a request for improvement submitted by the Walnut Hill Subdivision. The memorandum prepared for that meeting, dated October 1, 2020, is attached for your use. While I will not repeat all of the details from that memorandum again within this document, I do want to reiterate that the northern portion of Wilson Avenue contains numerous areas which do not meet current roadway standards and completely lacks pedestrian and bicycle accommodations. Further, it is extraordinarily challenging for the Street Maintenance Division to maintain this road given the existing configuration, lack of drainage accommodations, and the constricted right of way.

I think it bears mentioning that Wilson Avenue is not a “local road” or “subdivision street.” The reason that Wilson Avenue qualifies for federal grant funding is that it is classified as “major collector” by East West Gateway. As you might suspect, a collector road is a road that collects traffic from local roads (subdivision streets) and routes it to arterial roads. In this case Wilson Avenue collects traffic from the neighborhood subdivisions and routes it to one of two arterial roadways – Clarkson Road or Wild Horse Creek Road. In addition to vehicles, these collector roads should

also route pedestrians and cyclists to the arterial roadways. However, given the existing configuration of the northern portion of Wilson Avenue, that is not occurring.

As stated within the October 1, 2020 memorandum, the City of Chesterfield must make a decision regarding the future of Wilson Avenue. It currently is a substandard road with no pedestrian / bicycle accommodations that is extraordinarily difficult to maintain. The Public Works Department, including both Street Maintenance and Engineering Staff, believes the current condition is unsustainable and should be improved. That is what led to the 2020 recommendation to pursue grant funding, which was approved by the Planning and Public Works Committee at its October 8, 2020 meeting.

An example of the inability of the City to effectively maintain Wilson Avenue in its current configuration is the deterioration of the roadway culvert at the south end of the S Curve. That culvert has been failing for some time, and the roadway currently is supported by a makeshift guardrail located adjacent to and above the culvert. The culvert has not been replaced because the City cannot (or at least should not, from a liability standpoint) replace a culvert within a roadway alignment that does not meet today's standards. The correct method to replace this culvert would be to replace it to the west, straightening the road and removing the blind curve. However, given the controversial history of Wilson Avenue, detailed in the October 1, 2020 memorandum, such a reconstruction has not occurred. Instead, the road remains over a failing culvert within an unnecessarily sharp horizontal alignment.

Subsequent to the October 8, 2020 meeting, the City Staff created a survey to solicit input regarding the proposed Wilson Avenue grant application. The results of that survey were presented to PPW at its December 10, 2020 meeting. The memorandum prepared for that meeting, dated December 4, 2020, is attached for your use. You will note that five questions were submitted to PPW at that time. Those questions, and the direction provided by PPW, are detailed below.

- 1) *Should the Public Works Department continue to pursue a TIP grant for improvements to Wilson Avenue from Wild Horse Creek Road to the culvert?* DIRECTION FROM PPW: The Public Works Department should pursue the grant application. Prior to preliminary design the Public Works Department should solicit additional information from the public. Additionally, an Open House should be held after preliminary design is complete.
- 2) *Should the grant application include a connection (vehicular, bicycle, pedestrian,) from Wilson Avenue to Baxter Crossing Lane?* DIRECTION FROM PPW: A pedestrian and bike connection should be made. Public Works Staff should pursue a vehicular connection to Baxter Crossing Lane, but only utilizing non-participating grant funds. This will ensure that City Council has the flexibility to remove this connection from the project if desired. PPW directed that if the grant application is successful residents be notified of the conclusions of the GBA report showing an overall reduction in traffic if the connection is made.

This information would be presented to residents as part of the public input referenced in question number 1.

- 3) *Should bicycle and pedestrian accommodations be included as part of the project?* DIRECTION FROM PPW: The Public Works Department should include bicycle and pedestrian accommodations as part of the grant. These accommodations should be contained within a shared use path, separated from the road wherever practical.
- 4) *Should the City pursue a traffic signal and turn lanes at the intersection of Wild Horse Creek Road and Wilson Avenue?* DIRECTION FROM PPW: The Public Works Department should include improvements to the Wild Horse Creek Road intersection within the grant applications. These improvements, which could include lane additions, lane modifications, and/or a traffic signal, should be determined based upon design requirements and coordination with St. Louis County.
- 5) *Should the City include the hill south of the current project limits in the grant application?* DIRECTION FROM PPW: The project shall not be extended south to include reconstruction of the hill. While such an improvement is desirable, the PPW did not want to further increase the cost of the project and lessen the chances of acquisition of the grant.

The Department of Public Works used the direction from PPW to create a thorough and competitive grant application, with the City paying approximately thirty percent of the total project cost. Unfortunately, that grant application was not successful. Yet the need to improve Wilson Avenue remains, as detailed above. After reviewing the matter at length, the City Engineering Staff has determined that the best manner to proceed is to continue to pursue this project. Moving forward with this project requires grant funding, as the Capital Projects Fund simply cannot afford a \$4.2 million expenditure. Given the results of the previous application, we believe that a grant application with a 50% match would have a reasonable chance for funding. This would result in a City cost of \$2.1 million. While it would be challenging to find future Capital Projects funding in an amount of \$2.1 million, I believe we can and should do so given the importance of this roadway and the need for improvements.

Prior to pursuing a grant further, we believe that additional input is necessary from area residents, motorists, and all other roadway users. In order to acquire this information, the City Staff proposes that we issue another four-question survey. The proposed survey questions are as follows, labeled A-D in order to avoid confusion with 1-5 above.

The survey would begin with an introduction notifying residents that the City's 2021 grant application to improve Wilson Avenue was not successful. However, the need to improve Wilson Avenue has not gone away, and the City continues to look for ways to best improve that roadway. Based upon input from the previous survey, the roadway will be a rural section, comprised of asphalt with a paved shoulder. There

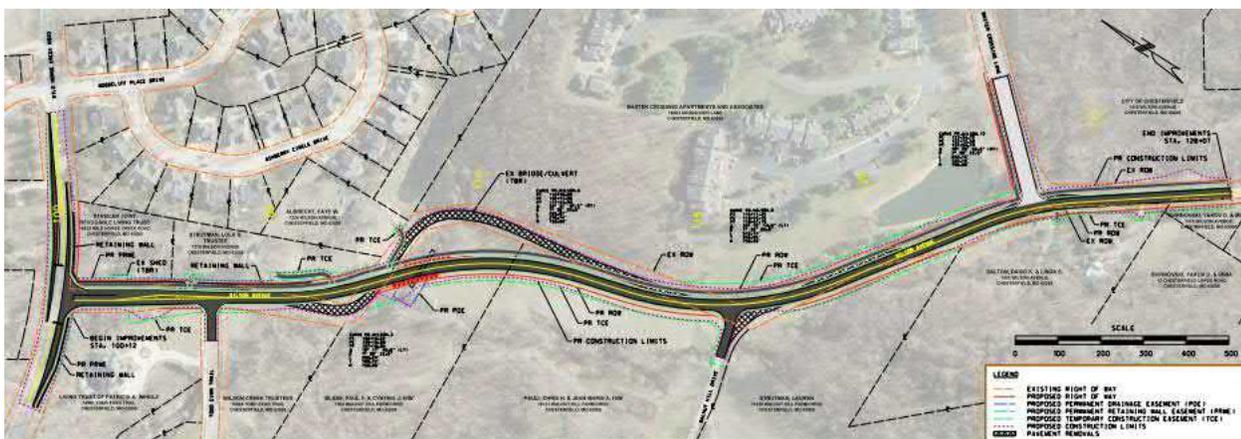
will be an off-road shared use path for cyclists and pedestrians. The project would improve drainage by constructing roadside ditches and adding curb/gutter only where necessary. The Wild Horse Creek Road intersection will be improved by increasing turning radii, adding turn lanes, and constructing a traffic signal if warranted and approved by the St. Louis County Department of Transportation.

Next, area residents, motorists and roadway users would be notified that the City Council appreciates their response to the previous survey. That survey provided a wealth of useful information, but also requires clarification in certain areas. Specifically, we are asking area residents, motorists, and roadway users to answer the following four questions:

A) *The primary objection to the project based upon the previous survey was traffic impacts caused by the potential connection of Wilson Avenue to Baxter Crossing Lane. The City’s traffic consultant (GBA) shows that traffic on Wilson Avenue will actually be reduced if the connection to Baxter Crossing Lane is made. The full report can be accessed [HERE](#). Provided this information, do you support a vehicular connection from Wilson Avenue to Baxter Crossing Lane. Please note that IF a vehicular connection is included as part of the project, the configuration of the connection will be studied by the Engineering Staff and the City’s consultant and the final recommendation would be presented to the public at a later date.*

- a. Yes – I favor a vehicular connection from Wilson Avenue to Baxter Crossing Lane.
- b. No – I am opposed to a vehicular connection from Wilson Avenue to Baxter Crossing Lane.

B) *Another objection to the project based upon the comment section of the previous survey was the straightening of the sharp “S” curve. A schematic drawing of the existing condition and the proposed improvement is shown below. The current configuration does not meet today’s standards, is considered unsafe by Engineering Staff, and cannot be properly maintained in perpetuity. Regarding the reconstruction of the “S” curve, which of the following do you prefer?*



- a. Straighten the curve as much as practical, similar to what is shown in the drawing above.
  - b. Straighten the curve somewhat to meet safety standards and allow future maintenance. But maintain the feel of a curved, rural roadway.
- C) *Do you support the City increasing the scope of its engineering design services to study the remainder of Wilson Avenue – specifically the portion of Wilson Avenue from the culvert to Clarkson Road? The results of this study could lead to future grant application to reconstruct and lessen the grade of the steep hill and/or a project to improve pedestrian connectivity throughout the entire Wilson Avenue corridor? Please note these additional projects will NOT be added to the scope of the current grant submittal as the increased cost would decrease the likelihood of a successful grant application.*
- a. Yes – I support expanding engineering design services to study the entire Wilson Avenue corridor.
  - b. No – I do not support expanding engineering design services to study the entire Wilson Avenue corridor.
- D) In its current condition Wilson Avenue does not meet today’s roadway standards. There are numerous safety concerns and the road cannot be maintained its current configuration in perpetuity. That said, there were some respondents to the previous survey who expressed that Wilson Avenue is fine as-is and believe that no roadway improvements are necessary. While that opinion is not supported by roadway standards nor the City’s Engineering Staff, the City Council would like to know definitively the opinion of area residents, motorists, and roadway users. Please indicate your preference:
- a. Improve Wilson Avenue in accordance with today’s roadway standards, incorporating data from the majority of survey respondents as much as practical.
  - b. Make no large-scale improvements to Wilson Avenue. Only maintain the existing pavement in its current configuration.

If PPW proceeds as recommended by City Staff, the results of this survey would be presented to PPW at a later date in order to determine how to proceed with this project. If, after the survey, PPW determines that the project should be abandoned no additional action is necessary. The Public Works Staff will stop all work on the project and plan for an asphalt mill and overlay only. The roadway would continue to exist with safety deficiencies and lack accommodations for cyclists and pedestrians. Street Maintenance Staff would continue to maintain the roadway to the greatest extent practical, knowing that there is little to nothing that can or will be done about roadway drainage, utilities immediately adjacent to the road, and inadequate turning radii. The “S” curve will remain in its current state, with the understanding that failure could occur at any time, necessitating a long-term road closure.

Alternatively, if PPW concurs with City Staff and determines that we should continue to pursue the project, the City Staff will issue a Request for Qualifications (RFQ) for design services. The firm selected will work with Staff to submit a 2022 grant application and create plans, specifications, and estimate necessary to bid this project. The completion of design plans will be beneficial to future grant applications as the project scope will be better defined and cost contingencies may be reduced. The necessary design fees will be requested as part of the 2022 Budget. No additional financial allocation is necessary at this time.

This was stated as part of the previous memorandum, but I feel it is worth restating at this time. As the Director of Public Works / City Engineer it is my job to give you (PPW / Council) my recommendation - that Wilson Avenue should be improved. However, I acknowledge that I work for the Mayor and City Council through the City Administrator. I have no desire to push roadway improvements that are not valued by the City of Chesterfield, as determined by the Mayor and City Council. **Accordingly, it is my recommendation that the City issue the four-question survey detailed above. The results of that survey will be presented to PPW and ultimately used to determine how to proceed with the Wilson Avenue project.**

#### **Action Recommended**

This matter should be forwarded to the Planning and Public Works Committee for consideration and direction to City Staff. I will be prepared to answer questions and provide additional information at the meeting.

# Memorandum

## Department of Public Works



**TO:** Michael O. Geisel, P.E.  
City Administrator

**FROM:** James A. Eckrich, P.E. *JAE*  
Public Works Dir. / City Engineer

**DATE:** December 4, 2020

**Please forward to PPW for review,  
discussion and further direction.**

**RE:** Wilson Avenue Update

*MO Geisel* 2020-12-4

As you will recall, on October 8 the Planning and Public Works Committee considered a request from the Walnut Hill Subdivision to improve the section of Wilson Avenue from Wild Horse Creek Road to the culvert. As part of that consideration I provided a memorandum and presentation delineating the deficiencies to Wilson Avenue, along with the history of that roadway. That memorandum, dated October 1, 2020, is attached for your reference. After debating the matter at length, the Planning and Public Works Committee ultimately concurred with my recommendation and directed the City Staff to pursue a Transportation Improvement Program (TIP) grant for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the newly constructed culvert.

As detailed in the October 1 memorandum, and discussed at the October 8 PPW meeting, the first step in preparing the grant application is to obtain public input for the design details. As discussed during the PPW meeting, due to COVID19 restrictions this was accomplished via an online survey. The results of the survey are attached in a memorandum from Civil Engineer Steve Merk. As you can see, residents were asked questions regarding the desired character of the road, shoulder width and composition, bicycle and pedestrian accommodations, and a potential connection to Baxter Crossing Lane. As detailed in the memorandum from Mr. Merk, which includes all of the questions and a breakdown of the responses, 540 surveys were submitted.

The survey provided the City Staff with some important information regarding the future grant submittal. Specifically:

- 75% of respondents preferred a rural section (asphalt road with no curb and gutter)
- 70% of respondents preferred a paved shoulder

- 79% of respondents preferred an off-road shared use path for bicyclists and pedestrians.
- 65% of respondents were opposed to a vehicular connection from Wilson Avenue to Baxter Lane Crossing, while 64% favor a bicycle / pedestrian connection.

If the survey were to have ended prior to question 10 (Comments) I believe the City Staff would have the information it needs to pursue the grant application. However, the Comment section included 15 pages of comments from residents, many of whom oppose the project in its entirety. Due to the history of Wilson Avenue (detailed in the October 1, 2020 memo and not repeated here for brevity sake) the opposition to the project does not necessarily surprise me. However, prior to moving forward with the grant application, I did want to point out to the Council that the residents who entered comments opposed this project nearly two to one. Most of the objections were related to a belief that the project would result in increased traffic volumes, increased speed, and a change in the roadways rural characteristics and charm.

While I appreciate the comments provided by the area residents, there is one classification of comment that I consider unfair. That is that somehow the resident opinions and comments are not being considered, and that there has been no public comment. As previously detailed, especially due to the history of Wilson Avenue, were it not for COVID we would have held a meeting of some kind specifically to discuss the project. Such an in-person meeting could not be held safely, so we sent the survey to solicit input. The survey intentionally did not ask whether residents support improvements to Wilson Avenue for three primary reasons:

- Such a question is extremely vague and difficult to answer. There are undoubtedly residents who support some improvement and not others. Other than the Comment section, we wanted to ask specific questions that could be used as part of the grant application.
- The direction from PPW was to apply for the TIP grant. We know from the history of the road and the discussions at the October 8 meeting that some residents are going to oppose improvements to Wilson Avenue. We did not want to ask a question that did not provide any information on the desired design details and would not be used as part of the grant application.
- I do not believe “leave the road alone” is a viable option. As detailed in the presentation provided to PPW, the Public Works Staff does its best to maintain this section of Wilson Avenue. However, it is unsafe in its current condition and extraordinarily difficult to maintain.

There clearly is some level of support for the project based upon the original letter from the Walnut Hill Subdivision and the positive responses to the survey and comments. However, there is also clearly opposition to improvements to Wilson Avenue, ranging from some who object to specific items (straightening the roadway, adding pedestrian accommodations) to others who think the road is perfect as-is. This conflict is the reason little has been done to improve this section of roadway over

the 32 years of the City's existence, and the reason the roadway exists in its current state.

As the Director of Public Works / City Engineer I feel it is my job to give you (PPW / Council) my recommendation that the roadway should be improved. However, I acknowledge that I work for the Mayor and City Council through the City Administrator. I have no desire to push roadway improvements that are not valued by the City of Chesterfield, as determined by the Mayor and City Council. Accordingly, based upon the Survey and the Comments, I am requesting additional direction from the Planning and Public Works Committee at this time. Specifically:

*1) Should the Public Works Department continue to pursue a TIP grant for improvements to Wilson Avenue from Wild Horse Creek Road to the culvert?*

As stated above, it remains my recommendation that the Public Works Staff pursue a TIP grant for improvements to Wilson Avenue. As detailed on page 5 of my October 1, 2020 memo, I believe there is a unique opportunity for us to successfully acquire such a grant in 2021 due in part to the financial impacts of COVID-19. However, if the Planning and Public Works Committee believes that the objections to this project are too large, or that the project should move at a slower pace, the City Staff can and will stop its efforts to apply for the grant. The TIP applications for 2021 are due on February 11, 2021, and we are currently moving forward as if a grant application will be submitted. This is a complicated grant submittal which will require a large amount of work. We simply have no ability to delay the work on this project and still submit a high-quality grant application by the deadline.

This is the first of several questions that must be answered regarding the grant. However, if PPW determines that the grant application should be stopped there is no need to answer the following questions at this time. If the grant application is to be pursued I am requesting additional direction.

**Public Works Director Recommendation** – Proceed with the grant application. We will likely know if the summer of 2021 if the grant application is successful. If it is we could hold a public meeting to solicit additional input on the project prior to preliminary design, as well as an Open House after preliminary design is complete. This is similar to the Open House MODOT recently held regarding Route 109 and Route CC, as well as the City's Open House regarding the Schoettler Road and Old Chesterfield Road projects. Note that what we are proposing here is significantly more resident input than what has occurred on prior projects.

*2) Should the grant application include a connection (vehicular, bicycle, pedestrian,) from Wilson Avenue to Baxter Crossing Lane?*

Of the survey respondents, 65% oppose a vehicular connection to Baxter Crossing Lane, while 64% support a bicycle / pedestrian connection. Those who oppose the connection primarily do so on the basis of increased traffic. This was an issue in the

1990s when the connection was originally contemplated, and was the reason the connection was not made at that time. The traffic modeling done then and now actually shows that traffic on this portion of Wilson Avenue would be reduced by connecting Baxter Crossing Lane to Wilson Avenue. However, the perception of many residents will likely be that traffic has increased, and the majority of residents object to the connection, per the survey.

The City's traffic consultant GBA is finalizing a report on the traffic modeling associated with Wilson Avenue. That report is not available at this time, but will be forwarded to you as soon as it is available - prior to the December 10, 2020 PPW meeting.

One other factor to consider regarding the Wilson Avenue / Baxter Crossing Lane connection is that the connection allows southbound travelers the option of avoiding the steep hill (see question #5) via Baxter Crossing Lane / Baxter Road. This would be especially useful to motorists during inclement weather.

**Public Works Director Recommendation** – Proceed with a pedestrian and bicycle connection as part of the grant submittal. Proceed with a vehicular connection also, but clarify as part of the grant application that the vehicular connection may not be constructed at this time. If / when the connection is constructed the City will utilize non-participating funds (a.k.a. no grant monies). By proceeding in this manner the City would maintain the flexibility to exclude the vehicular connection as part of the project. This topic could be specifically addressed in future public meetings.

*3) Should bicycle and pedestrian accommodations be included as part of the project?*

The survey results clearly demonstrate that of the choices provided residents prefer an off-road shared use path for bicycles and pedestrians. However, as seen in the comments many residents oppose bicycle and pedestrian accommodations entirely. I think it bears mentioning that cyclists have the right to use any non-interstate roadway, and they currently have the right to use Wilson Avenue. The road is currently dangerous for cyclists and there are no pedestrian accommodations, which is inconsistent with our Comprehensive Plan.

**Public Works Director Recommendation** – Proceed by including an off-road shared use path for cyclists and pedestrians as part of the grant application. Please note that due to the adjacent topography and limited right of way achieving a fully separated shared-use path will be challenging. Accordingly, in select areas it may be necessary to construct the shared-use path in close proximity to the roadway.

4) *Should the City pursue a traffic signal and turn lanes at the intersection of Wild Horse Creek Road and Wilson Avenue?*

The traffic study from GBA referenced above will show that this intersection meets the warrants for a traffic signal and turn lanes. Additionally, the safety needs of this intersection seem to be the one area where most residents and motorists agree. Any lane additions and traffic signal at this intersection would ultimately need to be approved and accepted by the St. Louis County Department of Transportation as they maintain Wild Horse Creek Road. City Staff will coordinate with St. Louis County as part of the grant application to obtain their support prior to submitting the grant application.

**Public Works Director Recommendation** – Proceed by including intersection enhancements in the grant, including the cost for traffic lanes and a traffic signal. Make clear in the grant application that this will be coordinated with St. Louis County. Leave the grant application vague enough that certain enhancements could be included / excluded based upon engineering design. In addition to grant funding, talk to St. Louis County about other funding options that may be available through St. Louis County for improvements to their roadway network.

5) *Should the City include the hill south of the current project limits in the grant application?*

You will recall this matter being discussed during the October 8, 2020 PPW meeting. The curve and grade of the hill are a hazard to motorists. However, the current project is estimated to cost \$4.5 million dollars (ballpark), which already makes the acquisition of the grant difficult. By adding the reconstruction of the hill and an additional estimated cost of \$2.5 million dollars (ballpark) I believe we significantly reduce our chances of successfully obtaining a grant.

**Public Works Director Recommendation** – Do not include the reconstruction of the hill in this grant application. Consider funding the reconstruction of the hill as part of a future and separate grant application.

If you have questions or would like to discuss this matter, please let me know. Otherwise, **I am requesting that the Planning and Public Works Committee specifically address the questions above which will provide direction to Public Works Staff.** If the PPW Committee votes against pursuing the grant the Public Works Staff will stop compiling the grant application immediately. If the PPW Committee votes to continue pursuing the grant we will use the results of the survey and the questions above to submit a grant to improve Wilson Avenue from Wild Horse Creek Road to the culvert.

**Action Recommended**

This matter should be forwarded to the Planning and Public Works Committee for consideration and direction to City Staff. I will be prepared to answer questions and provide additional information at the meeting.

# Memorandum

## Department of Public Works



**TO:** Michael O. Geisel, P.E.  
City Administrator

**FROM:** James A. Eckrich, P.E. *JAE*  
Public Works Dir. / City Engineer

**DATE:** October 1, 2020

**RE:** Wilson Avenue

Please forward to PPW for  
review and direction.  
2020-10-1

*MO Geisel*

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Similar to the streets in most cities throughout the United States, the transportation network in the City of Chesterfield developed over a long period of time. Due to the manner in which the City of Chesterfield was developed, most streets in the City of Chesterfield were created as part of a subdivision and meet the majority of today's standards. However, there are a number of streets that were created many years ago, sometimes connecting area farms, serving agricultural or other purposes, which do not meet today's standards. Examples of streets in the City of Chesterfield that were constructed that way are: Hog Hollow Road, West Drive, Old Clarkson Road, River Valley Drive, Church Road, and Wilson Avenue.

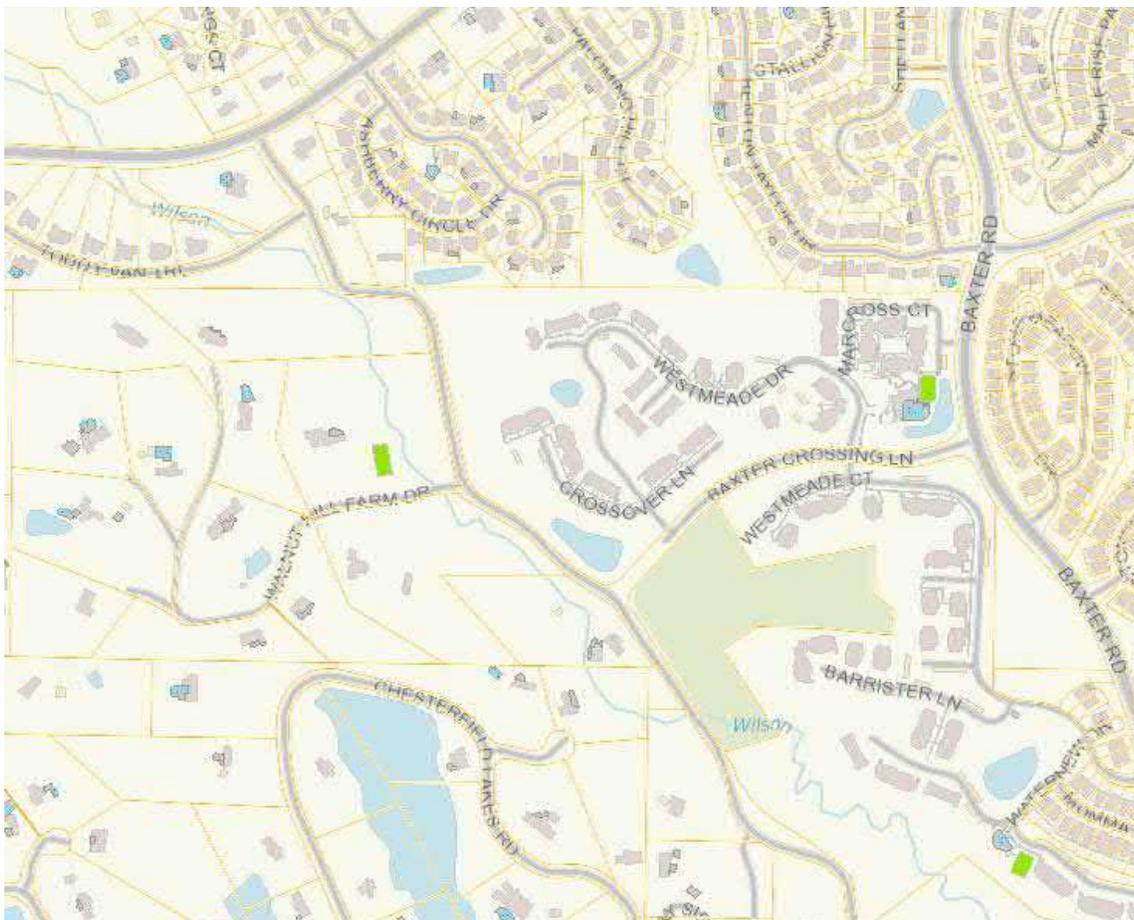
Wilson Avenue is particularly challenging because it serves as a collector road for a large number of subdivisions and residents desiring to access either Clarkson Road (south) or Wild Horse Creek Road (north). Over time the City has made incremental improvements to Wilson Avenue, including reconstruction of the intersection at Clarkson Road in the early 1990s and reconstruction of the culvert (previously one lane) just north of the steep hill in 2018. However, portions of the road, specifically the northern section near Wild Horse Creek Road, do not meet today's design standards and include multiple safety and maintenance concerns.

The problems with Wilson Avenue are certainly not new, and improvements to Wilson Avenue have been contemplated for years. In fact, when the Wilson Creek subdivision was platted additional right of way was dedicated for an anticipated new roadway alignment in that area. A quick bullet point list of the deficiencies on the northern portion of Wilson Avenue is as follows:

- Insufficient turning radii and sight distance at the intersection of Wilson Avenue and Wild Horse Creek Road.
- Narrow Wilson Avenue roadway with no shoulders and utility poles immediately adjacent to the road.

- Lack of adequate drainage ditches along Wilson Avenue in areas with persistent groundwater causing water and ice alongside and onto the roadway throughout the year.
- A severe “S Curve” in the roadway with adjacent utility poles and a nearby creek. In this area the Street Maintenance Division has actually had to “creatively engineer” a roadway base using sections of guardrail.
- Walnut Hill Farm intersects Wilson Avenue at a steep grade with insufficient sight distance. The creek along the west side of Wilson Avenue frequently rises above the bridge leading to the Walnut Hill subdivision, causing damage and limiting access to / from the subdivision.
- There are no pedestrian or bicycle accommodations in this section of Wilson Avenue.

While the Wilson Avenue safety concerns are predominantly located between Wild Horse Creek Road and the recently constructed culvert, I would be remiss in not mentioning the steep hill located just south of the culvert. That hill contains a 17 percent slope along a curve and is regularly impassible during inclement weather.



As you know, the City proposed a complete reconstruction of Wilson Avenue in the 1990s. That project, which would have been partially funded through a federal grant, would have addressed all of the safety deficiencies of Wilson Avenue. The road proposed at that time consisted of a full forty feet wide cross section, including two twelve feet wide lanes with an eight feet shoulder on each side. However, the project was not favored by a majority of area residents because the proposed design would have changed the character of Wilson Avenue. That project was ultimately abandoned and the grant funding was forfeited. Since that time the portion of Wilson Avenue south of the Forest subdivision (south of the steep hill) has been completely reconstructed. The remaining portion of Wilson Avenue, including the concerns referenced above, are maintained by City Staff to the best of our abilities.

While Wilson Avenue has been a concern of the Public Works Department for some time, I am bringing this matter to your attention now because the City has received the attached letter from the Walnut Hill subdivision. As you can see, Walnut Hill is requesting that the section of Wilson Avenue from Wild Horse Creek Road to the newly constructed culvert (shown above) be improved to address safety concerns. Specifically, Walnut Hill is requesting the following:

- An improved intersection at Wilson Avenue and Wild Horse Creek Road.
- Straightening of the “S curve” south of Wild Horse Creek Road.
- Reconstructing the Walnut Hill Farm Drive bridge to address the flooding problems and facilitate an improved connection to Wilson Avenue.
- Improved line of sight for drivers.
- The addition of shoulder on both sides of the road.
- The addition of a sidewalk on one side of the road.

I find the letter from Walnut Hill to be well written and I share their concerns regarding the safety of this section of Wilson Avenue. I believe the letter demonstrates that there is resident support for the City improving this section of Wilson Avenue. That said, there are likely residents who will once again oppose large scale improvement to Wilson Avenue. Accordingly, I believe this matter should be submitted to the Planning and Public Works Committee of City Council for it to determine whether City Staff should pursue financial assistance to construct improvements to Wilson Avenue. Please note that the request from Walnut Hill subdivision does NOT request any improvements to the steep hill south of the newly constructed culvert.

Wilson Avenue is classified as a Major Collector by East West Gateway, and is therefore eligible for grant funding through the Transportation Improvement Program (TIP). The City could potentially recoup up to eighty percent of the costs to reconstruct this roadway. However, this grant program has become extremely competitive in recent years, and the cost to reconstruct Wilson Avenue will be high. The high reconstruction cost makes it difficult to qualify for grant funding, as the grants are based upon a cost / benefit analysis. The good news, as it relates to the grant, is that there are myriad deficiencies in this section of Wilson Avenue.

Accordingly, the “benefit” points associated with the project will also be high, giving us a better chance of obtaining a TIP grant.

In the last ten to fifteen years, the City has had great success in obtaining TIP grants. These grants have funded projects such as Ladue Road, Edison Avenue, Stablestone Drive, Appalachian Trail, South Greentrails Drive, the Timberlake Manor Bridge, and the Schoettler Road Bridge. However, in more recent years TIP grants have become more difficult to acquire, and our most recent applications to fund improvements on Old Chesterfield Road, Schoettler Road, and Wilson Avenue have been unsuccessful. The unsuccessful 2020 grant application requested funding to construct an asphalt overlay on Schoettler Road and Wilson Avenue.

A grant request to reconstruct Wilson Avenue will be substantially different than the previous grant request for an asphalt overlay. An asphalt overlay is simply “pavement preservation” and ensures the road continues to function in its current state. A reconstruction project will change the roadway, eliminate or minimize safety concerns, and add enhancements for pedestrians. As stated earlier, a grant of this nature would generate a substantial number of favorable benefit points.

The cost to overlay the section of Wilson Avenue from Wild Horse Creek Road to the new culvert is approximately \$500,000. The cost to reconstruct the roadway will be substantially more expensive. A true estimate cannot be determined until a firm scope is defined. That said, I believe the cost to reconstruct Wilson Avenue from Wild Horse Creek Road to the new culvert, including realigning the roadway and addressing the safety deficiencies delineated above, will be approximately \$4.5 million dollars. This could be offset by as much as \$3.6 million (80 percent) in grant funding. Please note that this project does NOT include addressing the steep hill south of the new culvert. It is simply too substantive of a project and expensive to incorporate it into this project.

In the paragraph above I reference the scope of the project. This is an important decision prior to moving forward with the project. Specific decisions which need to be made include the following:

- Should the project contain no sidewalk/path/trail, a sidewalk/path/trail on one side, or a sidewalk/path/trail on both sides of the road?
- Should the project contain a bike lane or other bike accommodations?
- Should a shoulder be added to both sides of the road?
- Should open ditches be maintained, or should an enclosed stormwater system be contemplated?

In addition to the bullet points above, and not related to the safety or maintenance concerns of the roadway, is the originally planned connection from Wilson Avenue to Baxter Crossing Lane. This connection was determined to be undesirable by a significant majority of the residential communities located off of Wilson Avenue in the early 1990s, prior to the expansion and completion of Baxter Road. At that time there was concern that such a connection would encourage “cut-through” traffic to

Clarkson Road. However, the subsequent improvements and extension of Baxter Road make such “cut-through” traffic much less likely today. *Therefore, another consideration is whether City Council desires to complete the connection of Wilson Avenue to Baxter Crossing Lane, and whether such a connection should be incorporated into this project. Secondly, if a roadway connection is not constructed, should a connection be made for pedestrians and cyclists?*

These are important questions that need to be addressed prior to submitting the grant application, as the City will be held to the scope contained in the grant application. You will note that some of these questions / actions may be quite controversial. Accordingly, it is my recommendation that we solicit public input from area residents. Of course, Staff does not want to initiate this type of action without support from the City Council through the Planning and Public Works Committee. Note that the Walnut Hill subdivision has offered to assist in obtaining public support for the project.

One additional point I would like to bring up is that due to COVID-19 2021 will likely be a unique opportunity for the City of Chesterfield. Many cities and counties will likely be reducing upcoming projects due to unknown financial projections. While closely monitoring finances is prudent for all agencies, including the City of Chesterfield, it is important to note that the City of Chesterfield has a Capital Projects Fund exclusively dedicated to street and capital improvements. These funds cannot be used for general fund purposes. The TIP is an opportunity to leverage our funds to potentially acquire much larger funding to make a substantial improvement in our community. Due to the potential of fewer grant applications, a successful grant application in 2021 may be more likely than in other years. It should also be noted that if City Council directs that a grant application be initiated, and if that application is ultimately approved, it will be several years before construction begins. Once a TIP grant is approved, there is a multi-year cycle of engineering design, right of way acquisition, and then construction. Typically this process takes three to five years from the award of the grant.

If you have questions or would like to discuss this matter, please let me know. Otherwise, **I am requesting approval from the Planning and Public Works Committee for the City Staff to pursue grant funding for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the newly constructed culvert.** If approved, Staff will immediately begin gathering data and public input in anticipation of submitting a grant application in February of 2021.

### **Action Recommended**

This matter should be forwarded to the Planning and Public Works Committee for consideration. In conjunction with this memorandum, I will provide a presentation at the PPW meeting, with photos, detailing the deficiencies of Wilson Avenue. Should PPW concur with Staff’s recommendation and the request from Walnut Hill, it should

authorize Public Works Staff to pursue a TIP grant for the reconstruction of Wilson Avenue from Wild Horse Creek Road to the newly constructed culvert.

Should PPW determine that Wilson Avenue shall remain in its current configuration, the City Staff will continue to maintain it as-is and I will respond to Walnut Hill accordingly.

September 28, 2020

James A. Eckrich, P.E.  
Director of Public Works / City Engineer  
City of Chesterfield  
690 Chesterfield Parkway West  
Chesterfield, MO 63017

Dear Mr. Eckrich:

This letter is submitted to you by the Chesterfield Walnut Hill HOA trustees, elected to serve the Walnut Hill Farm Drive (WHF) residents. Many WHF residents have lived in our subdivision for over 20 years, a number of us resided in WHF prior to the incorporation of Chesterfield. Since then, much has changed.

Chesterfield Valley has emerged as an entertainment and shopping destination. We have seen robust residential development throughout our community. Our urban core is in the planning and development stages and as we look to the future, we anticipate the continued evolution and growth of this great destination city.

The safety and welfare of Chesterfield’s residents is paramount during our evolution and into the future. Our letter to you is written from our serious concern about **the critically unsafe passage along Wilson Avenue which impacts the significant number of residents (and visitors) who use Wilson Avenue, including those of us living in Walnut Hill Farm Drive.** This includes drivers and their passengers, walkers and bikers.

**We ask you to consider our concerns and to support our recommendations in an effort to make the Wilson Avenue corridor a safe and welcome area for all the Chesterfield residents who use this avenue.**

(While Wilson Avenue has other treacherous areas, the segment of Wilson our letter addresses, focuses on the northern portion of the road – specifically, beginning at the newly constructed culvert close to the Dalton residence (1401 Wilson Avenue) and extending to the corner of Wilson Avenue and Wild Horse Creek Road.)

**Overarching Wilson Avenue Concerns**

- Lack of Visibility
- Severe Road Curves
- Debris-filled Flooding Water
- Surging Creek Water
- Continual Spring Fed Water over Wilson Avenue and Adjacent Residential Property
- Steep Drop at Drainage Gully along Wilson Avenue and Wildhorse Creek Road

## Details

### **1. Lack of Visibility and Severe Curves along Wilson Avenue**

Wilson Avenue has severe, blind curves and hills making it impossible for drivers, walkers and bikers to safely navigate.

- There have been numerous accidents at the "S" curve in front of the Albrecht's house located at 1224 Wilson adjacent to the Blase land (1204 Walnut Hill Farm Drive) due to the sharp turns where drivers lose control of their vehicles. Nearby, a guard rail was installed on the roadside over the bridge just past the "S" curve to keep vehicles from sliding off the road into the creek. (Note: The railing may keep cars from falling into the creek, but it does not promote safe passage due to the severe curve and poor visibility.)
- Drivers also lose control on the steep curve located at the entry to the Walnut Hill Farm Drive (WHF) subdivision. Frequently, northbound drivers are unable to navigate this deceptively severe curve and they swerve off the road, speeding into the WHF low river crossing rails and onto the Pauli's (16121 Walnut Hill Farm Drive) field.
- The Wilson Avenue curve at Walnut Hill Farm's (WHF) entry holds other dangers, too. Northbound drivers, attempting to turn left into WHF are at a high risk of being rear-ended by any car traveling toward their vehicle - it is a blind curve where there is no visual warning for the oncoming car. Further, the northbound drivers "creep" out onto Wilson Avenue outside their own lane to get a better view. They are in danger of a collision with oncoming cars which aren't visible.
- Several other curves on Wilson are so severe that they prohibit a safe line of sight. Farther south on Wilson, there is another steep curve closer to the Dalton's (1401 Wilson Avenue). At that point, cars swerve over the center line, forcing oncoming vehicles to drive off the road, onto the narrow sometimes nonexistent road shoulders, over the lawns and fields of residents to avoid collisions.
- Back at the intersection of Wildhorse Creek and Wilson, drivers turning onto Wilson Avenue from Wildhorse Creek "shortcut" the curve, driving over the center line at the base of the short hill which has an obstructed line of sight. Oncoming traffic is forced to abruptly stop to avoid a collision.
- Walkers, joggers and bikers suffer from swerving cars, too. Because there are no sidewalks or separate bike paths on either side of Wilson, individuals are at great risk. We have to warn pedestrians to stay off Wilson Avenue when we see them walking there.

### **2. Debris-filled Flooding Water Surges over Walnut Hill Farm's Low Water Crossing, up to Wilson Avenue**

- When originally constructed (in the 90's), on rare occasions, rainfall would cause water to flow over Walnut Hill Farm's Low Water Crossing and then it would subside. The past couple years, however, downpours have had a damaging and dangerous impact. The Wilson Creek surges today are much faster, and they are always filled with debris that is deposited on Walnut Hill Farm's (WHF) low water crossing. The largest debris presses hard against the

WHF railing and bridge infrastructure. WHF railings and surface pavement have been torn off repeatedly and the infrastructure is damaged from wear, augmented by the surging water and debris. After each occurrence, residents must clear off trees and tree limbs, mud, and trash (plastic, metal, etc.) to allow safe passing. It is an unfair burden to these residents and passersby.

Note: WHF has experienced a significantly greater water flow since the upstream bridge was expanded to accommodate 2 lanes. During that project, workers did a great job clearing out the upstream creek bed and now water (plus the aforementioned debris) surges past the new culvert toward the next obstacle which is Walnut Hill Farm Drive. Clearly, the old, one-lane bridge on Wilson had provided a restriction, blocking water and debris from quickly flowing through it. Today, the water surges up with remarkable force over the Walnut Hill Farm structure to Wilson Avenue. It is a horrific sight and inexperienced drivers make the terrible mistake of driving through these surges, attempting to overcome the water flow.

WHF residents have deep concerns about the need for emergency care during one of these water surges, doubting that passage by any emergency vehicle would be possible.

### **3. Underground Springs Constantly Output Water Along and Over Wilson**

- Underground springs continually emit water along the perimeter of Wilson by the bridge adjacent to the Albrecht's (1224 Wilson) and Blase (1204 Walnut Hill Farm Drive) properties. Then the water flows onto the Pauli's and Strutman (16121 and 16120 Walnut Hill Farm Drive) properties. The pooled water provides another danger to drivers and pedestrians attempting to navigate Wilson when they are forced onto the shoulders which are softened from the spring water.
- The pooled water causes other problems for the residents, but it is particularly dangerous during winter months as it freezes along Wilson, adjacent to the Albrecht (1224 Wilson)/Blase (1204 WHF) "S" curve, and into Walnut Hill Farm Drive.

### **4. The Entry to Wilson Avenue from Wildhorse Creek Road – a necessary but dangerous 'snow route'**

- At the entry of Wilson Avenue there is a steep drop into a drainage gully causing damage to vehicles - it is unsafe to turn from Wilson onto Wildhorse Creek. That busy and necessary intersection needs better infrastructure. Accidents occur here frequently. The line of sight to the east is poor at best.
- During inclement weather, the short hill on Wilson at the Wildhorse Creek intersection provides a perfect platform for cars to slide onto busy Wildhorse Creek Road.

### **5. Loss of Utilities**

- Over the years, residents along this portion of Wilson suffer the loss of electricity because of vehicular accidents resulting in damaged equipment. We are not aware of any other neighborhood which loses its power as often as WHF. Residents, particularly those requiring home health care, suffer greatly.

## 6. Property Damage

- Because of the access from Wilson, there is often off-roading on the two (2) parcels of land (1204 Walnut Hill Farm Dr. and 16121 Walnut Hill Farm Dr.), causing significant rutting and damage to the grounds.

## 7. Well-traveled Wilson Avenue has Unnecessary Deficiencies

- Many sections of Wilson have no shoulder, creating dangerous conditions for drivers including significant numbers of delivery vehicles, construction trucks, lawn maintenance companies with equipment on trailers, etc. most-all of which cross over the middle of the narrow roadway. The oncoming traffic is forced to hug the edge of a road which has no shoulder. This situation leads to vehicles losing control, even colliding with oncoming vehicles, deer and pedestrians.

## 8. Missed Opportunity

- Given the emphasis on walkability, bike-ability and greenspace in Chesterfield, it is a lost opportunity for residents if Wilson Avenue is not fixed. The city has ensured that the southern end of Wilson is designed with sidewalks on either side of the road, that work should be finished.

If this road were constructed safely, drivers and pedestrians alike could actually enjoy the greenspace along Wilson Avenue.

It could offer connectivity to the nearby City amenities which is a clear goal of Chesterfield's updated Comprehensive Plan.

Consider a community feature in the 10 acres of land owned by Chesterfield on the east side of Wilson, close to the new culvert. Even though the land has a challenging topography, it could be used as a place to rest along Wilson, or perhaps a wide walk-way that ultimately connects to the City Park, in support of Chesterfield's Comprehensive Plan which notes, "Downtown should be well-connected to surrounding neighborhoods by bikeway and sidewalk so people can access the area without having to drive to get there." (Source: Envision Chesterfield, 2020). Further, the updated Comprehensive Plan states to consider, "Topography as A Feature, not a Foe: Use grade changes, as an advantage: add interest to the experience...".

Wilson Avenue offers a great opportunity for residents.

### **Recommendation/Request**

**We request that Wilson Avenue and its connection with Walnut Hill Farm Drive (WHF) including the WHF low water crossing be reconstructed to enable safer passage and a positive experience for all users. As such we support the rerouting of Wilson Avenue which also includes the elimination of the “S” curves, the blind curves and hills and areas with poor line of sight.**

**We request the improvement of the Wilson Avenue bridge by the Albrecht/Blase property (1224 Wilson Avenue and 1204 Walnut Hill Farm Drive) to prevent roadway water. We ask that a side walk (which enables/promotes safe walking and biking) be constructed on at least one side of Wilson Avenue.**

**Regarding the WHF entry and low water crossing, we ask that Chesterfield provide a safer water crossing/bridge on WHF where it joins Wilson Avenue which will prevent water surges from flooding and damaging Walnut Hill Farm Drive, Wilson Avenue and surrounding area.**

**The WH HOA Trustees offer to reach out to surrounding neighborhoods for neighborhood input and support.**

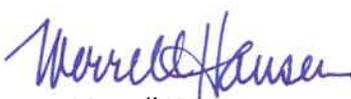
We thank you for your attention and interest in serving our community.

We invite your questions and will be available at your convenience.

Respectfully submitted by,



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Tim Schoen  
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# Memorandum

## Department of Public Works



TO: Jim Eckrich, P.E.  
Public Works Director / City Engineer

FROM: Steve Merk, P.E.  
Civil Engineer

DATE: December 3, 2020

RE: Wilson Avenue Survey  
Summary of Results

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Between October 27, 2020 and December 1, 2020 Staff received 540 responses to the Wilson Avenue survey. Enclosed is a printout of the survey results, including the Additional Comments that residents added.

The following is a summary of the responses to the survey questions:

- 75% prefer a rural section
- 70% prefer a paved shoulder
- 79% prefer an off-road shared use path for bicycles and pedestrians
- 65% do not favor a vehicular connection to Baxter Crossing, while nearly the same number would favor a bicycle/pedestrian connection

There are also 15 pages of comments that were added by respondents. There are 116 comments that appear to be strongly in opposition to the project and 59 comments that appear to be strongly in favor of the project. There are other comments that oppose part of the project while supporting another part, and there were many more general comments.

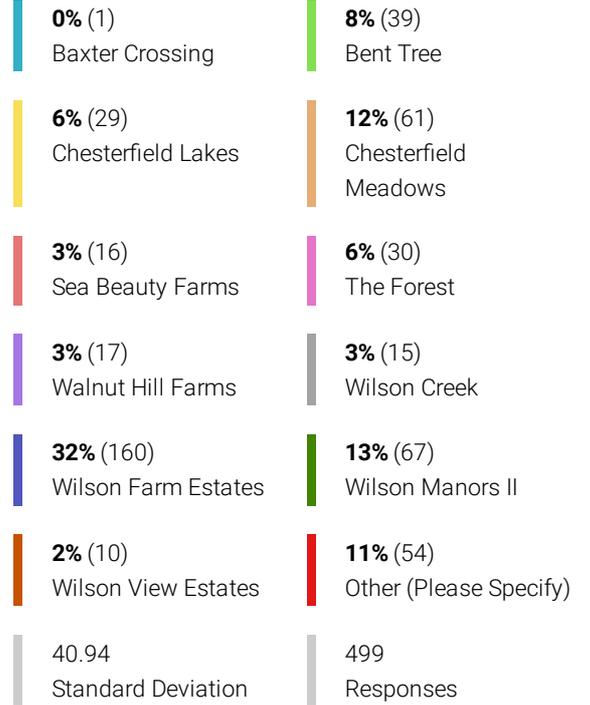
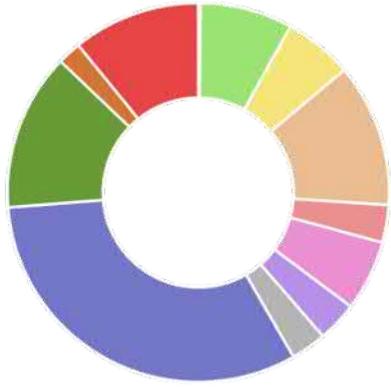
The primary objections to the project are related to increased traffic volume, increased traffic speed, and destruction of the country feel of the road. I found it interesting that several of the residents who objected to the project did support improvements to the Wild Horse Creek intersection though.

Those in favor of the project are obviously most concerned about safety. The Wild Horse Creek intersection is frequently mentioned followed by the narrow lanes/lack of shoulders.

cc: Zachary S. Wolff, P.E. – Assistant City Engineer

# Demographics

# 1 In which subdivision do you live?



Woodcliffe Place...back of our property is just off Wilson Avenue at the "S" curve.

Wildhorse Springs

Chartrand dr in whispering oak wood off kehrs mill rd

Wilson Manors

Willson Manor Drive

Resident on Wilson ave

Live on Wilson ave

Corner of Wilson and Wildhorse (Corner Cottage)

Clarkson Woods

I live on Wilson Ave, #1216.

Meadowbrook Farms

Christopher Woods

private rd off wilson

Chesterfield estates

Wildhorse Springs

Bentley Place

Countryside Hill

Picardy

Green Trails

Fox Hill Farms

Wildhorse Springs Plat 1

On Wilson road

Wildhorse Springs

I live directly on Wilson , no subdivision

Wildhorse springs

Clarkson Woods

Somerset

Wilson Farm Estates

Fox hills

Somerset

Walden Pond

On Wilson

Chesterfield Farms Estates

eagle crest

On east side of wilson

Appaloosa Way

Country Place

16199 Wilson Manor Drive

Manors at Clarkson Valley

Countryside Hill

Chesterfield meadows

Wild horse springs

Woodcliffe Place

Manors of Clarkson Valley a continuation of Wilson Farm Estates

manors of Clarkson valley, a continuation of Wilson Farm Estates

Chesterfield Bluffs villas

Countryside Hill

Baxter Pointe

My address is 16120 Walnut Hill Farm Drive, I live in this subdivision, but I am not a part of this subdivision. My property fronts on Wilson Avenue.

Wilson Farm Estates

wilson farm estates

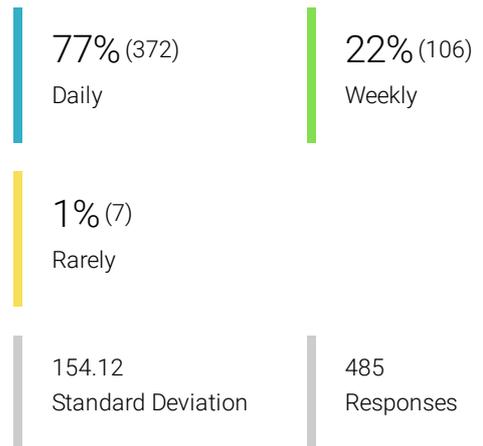
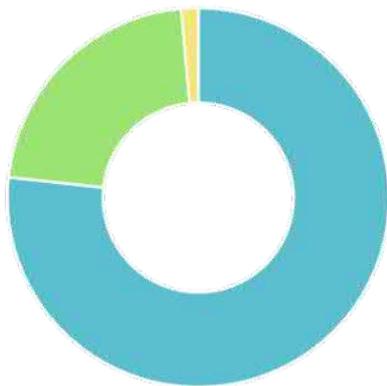
Trustee at Chesterfield Lakes Subdivision

City Hall

City Hall

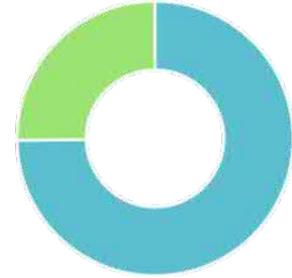
City Hall

**2** How often do you travel the section of Wilson Avenue between the new culvert and Wild Horse Creek Road?



## Roadway Section

**3** Which roadway configuration would you prefer for a reconstructed Wilson Avenue?



75% (332)

"Rural" character with asphalt pavement, roadside ditches, and consideration for shoulders

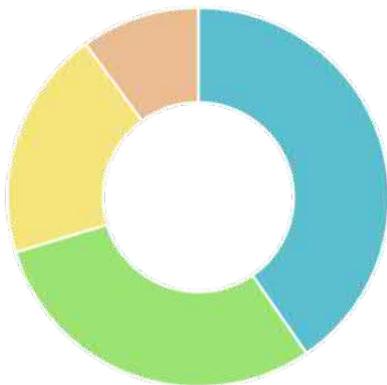
110  
Standard Deviation

25% (112)

"Suburban" character with concrete pavement, curbs, and piped drainage

444  
Responses

**4** If a rural section is preferred, which type of roadway shoulder would you most prefer?



40% (181)

Paved, wide shoulder

20% (88)

Aggregate (i.e. gravel) shoulder

50.77  
Standard Deviation

30% (134)

Paved, narrow shoulder

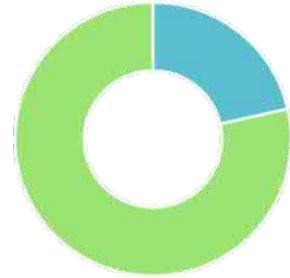
10% (45)

N/A

448  
Responses

# Pedestrian/Bicycle Accommodations

5 Which bicycle accommodation would you prefer?



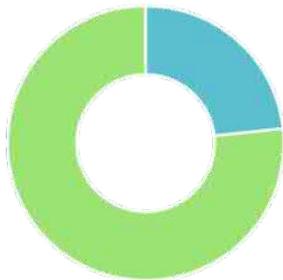
21% (83)  
On-road bike lane

79% (304)  
Off-road shared use path  
(with pedestrians)

110.5  
Standard Deviation

387  
Responses

6 Which pedestrian accommodation would you prefer?



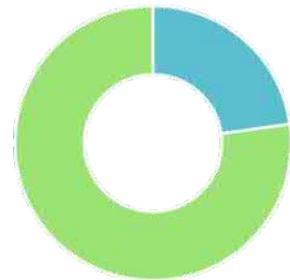
23% (86)  
Traditional 5' sidewalk on  
one or both sides of the  
road

77% (283)  
Off-road shared use path  
(with bicyclists) on one  
side of the road

98.5  
Standard Deviation

369  
Responses

7 Of these two options, which would you prefer?



23% (85)  
On-road bike lane with  
traditional sidewalk

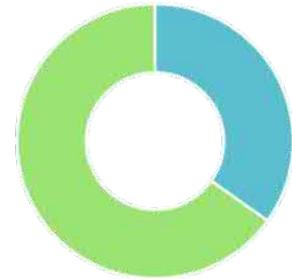
77% (288)  
Off-road shared use path  
for bikes and pedestrians

101.5  
Standard Deviation

373  
Responses

## Baxter Crossing Connection

- 8** Would you favor a vehicular and pedestrian/bicycle connection between Wilson Avenue and Baxter Crossing Lane through the existing public right-of-way?



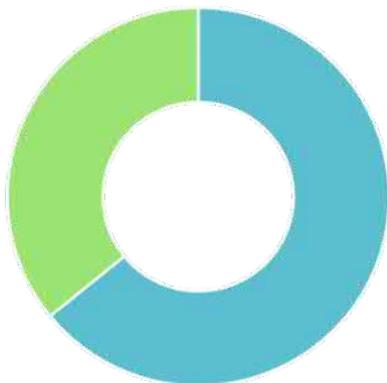
35% (162)  
Yes

65% (303)  
No

70.5  
Standard Deviation

465  
Responses

- 9** If a vehicular connection is not made, would you favor a pedestrian/bicycle connection between Wilson Avenue and Baxter Crossing Lane?



64% (295)  
Yes

36% (165)  
No

65  
Standard Deviation

460  
Responses

Additional Comments

**10** Please provide any other thoughts or suggestions you may have for a future Wilson Avenue road improvement project.

Keep the rural feel. NO AUTO CUT THRU TO APARTMENTS.

our neighborhoods already have well paved sidewalks and wide roads for bicycle traffic. Any of the proposed additions just eats into our own personal property without substantially adding any value to our already well-designed neighborhood. Use the grant money to help our schools!

we dont need a cut-through so Baxter residents can get somewhere 3 minutes sooner. With high school students using the road already, we don't need more non-resident people racing along our quiet area.

None of the options. This will totally change our road. We don't need double sidewalks and double bike paths tearing up our beautiful environment. That shortcut traffic will not benefit our residents as much as it will provide a cut-through for people trying to avoid traffic and/or rushing home from work! This will pose increased risk to our residents for the sake of a few minutes shaved off outsiders' commute.

Your questions allow for no alternatives. The shortcut to Baxter would drastically increase the shortcut traffic on a strictly residential road. The intrinsic natural appeal of the roadway would completely disappear with the increased expense and shortcut traffic.

It is good to know that finally steps will be taken to correct the condition of the Wilson Avenue roadway from the recently reconstructed culvert to Wildhorse Creek Road. An effort to correct the narrow lanes, drainage, absence of shoulders, and the intersection with Wildhorse Road has been needed for many years. However, I cannot support the connection between Wilson Avenue and Baxter Crossing Lane nor incorporating grand bicycle pathways and pedestrian walkways (as shown in the survey pictures) while improving the designated area. I do hope the improvement project will provide for a safer road, but will not be so ambitious as to encourage an increased number of motorists to use it as a cross cut to Clarkson Road.

Odd survey. Seems designed to get to answer of major changes while I and others like the Avenue the way it is. Spend\$ in other places please.

Improving Wilson Road is critical to our safety and efficiency. Please make it happen and do it as soon as possible! Thanks!!

Too few choices on this survey. Wilson Avenue is good as it is today. Keep it rural and let walkers and bikers use levee trails nearby.

This is a rural road. We do not need sidewalks or bike paths on it as there is too much traffic and too few people to justify that expense. It would be nice to get the lanes widened a foot or so with some sort of narrow shoulder. That's all that is needed. Thank you.

Drove down to Valley this morning. Took time to notice all the trees. I like the rural character. The only thing worse than adding a bike lane would be a separate path.

Rather than connecting Wilson with the proposed road, please consider just widening Wilson enough to add a soft shoulder or a 2 foot wide shoulder on either side. It would be a better use of funds simply to make modest improvements on that road, than build a connection that doesn't seem to add much value or address any real needs. The real need is up the hill on Wilson where there is no margin for driver/deer error - thus my request to consider improving the road with shoulders. Also, Wilson road is deteriorating away in many places along the curves, that without some improvements, cars will be severely damaged if they get too close to the edge and may result in cars over-correcting into oncoming traffic.

Wilson Avenue is two different roads. The end at Clarkson has sidewalks and such but no character. The area toward Wild Horse Creek is more rural with a lot of character. As long as you go speed limit it is fine. A small shoulder would be ok but more than that would ruin the drive and make prone for those wanting to cut through.

I simply request all options be considered. With Baxter Rd already a major 4-lane travel route from Wildhorse to Clarkson, does Wilson need to be an alternative? If Wilson continues to be improved, traffic using Wilson as an alternative to Baxter will certainly increase with a stoplight required at its Wildhorse intersection. Does Wildhorse need another stoplight? If Wilson is connected to Baxter Crossing, does Wilson need to intersect Wildhorse at all? Could Wilson just be deadened before Wildhorse and local traffic going to Wildhorse could access Wildhorse via Baxter Crossing and Baxter Road. Alternatively, could Wilson be dead ended at the top and bottom of the hill? Possibly connect the top and bottom of the hill for bicycle and pedestrian use only. This would make addressing traffic safety at the hill in the future a non-issue. Again, I am just requesting that all options be considered, and connecting Wilson to Baxter Crossing creates many new options.

Our family likes Wilson better the way it is than the pictures. Our son loves to ride his bike but says the existing trails are more than adequate. Keep it the way it is with turns and hills.

Wilson takes 5 minutes from one end to the other. Nice drive with trees. Why would anyone want it to look like Baxter to maybe save 30 seconds? Leave the hill and turns, they add character.

sight improvements on Wilson Ave hill

I do not favor the addition of bike lanes or pedestrian walkways on Wilson – it is not needed and money can surely be spent on other things in Chesterfield. It would be nice to have a more structured shoulder in parts but I think the rural nature prevents speeding. I am not in favor of any changes other than clearing out the sight lines where Wilson ends at Wildhorse Creek and better enforcement of the speed limits on Wildhorse Creek. We have lived in Wilson Farm Estates for 20 years and Wilson is fine with simple adjustments such as clearing of the sight line at Wildhorse Creek and fixing those few places where the shoulder has washed out. There is absolutely no need to connect it to Baxter for vehicle, pedestrian or bicycle traffic. It is residential and rural and should not be turned into a cross through. Baxter and Kehrs Mill are sufficient for cut throughs, bicycles and pedestrian traffic.

I would not want bicycles or pedestrians on Wilson Rd. Just leave it the way it is!

Please preserve the rural integrity of Wilson Avenue by not turning it into a road with curbs and sidewalks. Please do not connect Wilson Ave to the Baxter Road Apartment complex. It is not needed and would only add unnecessary traffic to Wilson Ave. I would be nice to make Wilson Ave safer with shoulders and to add a safe walking/Biking path the entire length of Wilson Ave.

I drive to Clarkson daily. It's a nice drive. There is no need to do anything and this is case where less is more. A small shoulder would be ok but sidewalks and bike lanes would be huge mistake.

keep speed limit at 30 MPH and neforce it to improve safety!!!!!! Do not make this little road into a big street. no sidewalk and no bikeway. Having shoulders would be good.

Widening the road without the additional sidewalks and bike lanes would be sufficient. Also enforce the "speed limit" and "no commercial vehicles" postings.

Please keep the road rural. We do not need a major thoroughfare like Baxter Rd.

Wilson Avenue already has seen a significant increase in vehicular traffic. Any improvements to the road which would encourage more traffic or higher speeds on the road would be detrimental to local residents and local property values which then would mean lower tax revenue for the city.

I ride a lot. I live close and use that road regularly. It's a steep hill. Giving people a safe way around cyclists would make everyone happy. Thanks!

Keep Wilson rural. It is a gem in our town. Nobody wants the sidewalk or bike path... just a way for government to waste money. By widening the road, cars would drive faster and it would be much much more dangerous.

I have loved the rural quality of Wilson Avenue and hope you will not change the character of the road. Since it is a twisty road, vehicles are naturally controlling their speed which is also a safety issue. We live adjacent to Wilson Avenue in the Wilson Manors subdivision, and have already noticed a pick-up in traffic quantity and noise. If Wilson Avenue is straightened or widened, it will result in more speeding and possibly more dangerous accidents. Please keep all residents who use this road in mind before making this situation worse.

On several questions I was looking for "none of the above". I was here last time this came up. It was shouted down. I hope same thing happens this time. People need to slow down and enjoy the beauty. And there are other places to bike.

If speed limits are enforced, the current Wilson avenue road and sidewalks are appropriate and preferred.

Anything that you can do to improve Wilson Avenue would be appreciated. I have gotten 2 flat tires on one of the sharply curved sections because I had to go "off the road" onto the narrow shoulder in order to avoid cars coming from the other direction. The current shoulders do not help much at all because they are merely asphalt and often get potholes (which is what caused the flat tires).

The connection will only increase traffic. There is no need to increase traffic. Wilson Road should not encourage bicycles. Money could be spent on other projects in Chesterfield than for this project. Waste of money which creates results we don't want.

Keep us rural. It's part of the charm of this area. Don't turn us into part of the Communist architecture developments you are allowing to be built around Chesterfield mall. ☹️You've already ruined the character of our area. Leave Wilson Road rural. PLEASE!

Do not connect Wilson Ave to Baxter Crossing however I am in favor of adding a shoulder and a bike/pedestrian path to Wilson Ave.

First the hill can be very slippery when it first rains, put some tar and gravel on it. Second the road should widen a few feet that is all that is needed enough for two large SUVs to be able to get by. I do not think sidewalks or bike paths are needed and would cost too much.

The road has always been known as Wilson Rd. There is a Wilson Ave. on the Hill. It is confusing that there is TWO Wilson Ave's in West county. I do not know why it became Wilson Ave.

I really don't want any of these options that you provided. Upgrading the road will cause too much traffic at too high of speeds. Speed is already a concern on this stretch of the road. You really should have provided the option of nothing to make this a good survey.

If we are to improve the roadway on Wilson Road, make as little impact as possible.

A little more straight and reduced grade of hill.

We would prefer to limit traffic on Wilson Road due to the residential nature of the area. As such the priority should be preventing speeding traffic in areas where cars would be turning onto Wilson from the neighborhoods, families would be walking, etc.

Answer are if the road has to be improved. The road is fine as it is. The "hazards" of tight curves and narrow lanes only occur if drivers fail to obey the 30 mph speed limit. Widening the road will encourage higher speeds and more traffic, which is not needed and unwanted on Wilson.

A walkway to the apartments would be ok but not a road. Room for bikers or walkers along Wilson Road would make it less safe. And we don't need separate walkways either. And for sure we don't need the road wider or changed. Spend the \$ in other places that are suburban. Wilson Road is a gem as is today – was better actually before recent changes.

The picture for a rural road, complete with telephone polls, looks like what we have today except for a small shoulder. That would be ok with me. Adding bike paths and side walks would make it suburban and mistake. Less is more here if anything at all is done. Don't ruin it!

The road is extremely dangerous and should be fixed quickly.

Try to keep some of the rural feel.

I think you should keep the charm of the old road and not make it another generic suburban road.

Please do not change much with Wilson Road. We like it how it is!

Generally the City has done well with improvements. There has been some waste doing unneeded things but at least they are trying. This one though would be more than a waste. It would destroy one the most leisurely and pretty drives in our City. There are ample places to walk and bike. Roads like Wilson are few, don't change a thing.

Wilson Road is meant to be a rural road. It needs to retain it's beauty not meant for increased traffic. People can use Baxter Road and Kehrs Mill Road on either side of Wilson for the cut through. Do not disturb it's peaceful beauty. It's one reason the homes sell so well in this area. The intersection at Wilson and Wildhorse creek could use the work most of all.

The State is having public hearings on 109. But none here? The logo of city is a tree and yet trees are being removed for the Wildhorse development. Now proposal for a lot of concrete taking down a lot of trees along Wilson? Unwise and poorly thought out. Stop the insanity.

The less improvement the better. Road improvements will result in more cars driving faster through our area.

If the above can not be agreed to or if it would take a long time to complete; Would it be possible to fix the extremely dangerously deep hole on the last very sharp bend on the right as you approach Wild Horse Creek Road. It is currently very dangerous.

We love this area because there are deer and other wildlife. It's part of living by a lake and somewhat rural. Now we have neighbors using an accident with a deer to suggest we need a wider road. A wider road and higher speeds will just make the frequency and severity of accidents higher. I still think the road as is is better than the alternatives presented. SLOW DOWN

The existing road is dangerous and I look forward to it being made safer.

My wife and I both use Wilson Rd. to commute from home (Meadowbrook Farms on Country Ridge) to my business on Wildhorse Creek Rd. at Long Rd. We also both run/ bike around Chesterfield and would use a walkway/ bike path quite often. The existing roadway is functional, but is a bit dangerous with how narrow and curvy it is. Thanks.

I am not in favor of any of this. it is fine how it is. the last "improvement" on the bridge has added a lot of new traffic and if we enhance this again, it will be the biggest "cut thru" for anyone on Wild Horse Creek Road to get to Marquette High. I moved here because of lack of traffic. This will only continue to add more cars on the road and take away the natural beauty and wildlife.

My husband says don't do anything. I say do a little — small shoulders. Neither of us want bike lanes or bike paths. Need to not change the country nature of the road.

I would prefer to leave Wilson the way it is. If modified it will increase traffic

Keep it the way it is!

Surprised survey gives so few possible answers. The road is good where there are a lot of houses. The part by Wild Horse Creek is pretty and would be ruined with either option. People just need to go slow.

If the connection between Baxter and Wilson is made for vehicle traffic, concerned about the amount of extra traffic this will cause on Wilson, from that intersection point and going toward Clarkson, as it is starting to become very busy already. And many are not obeying the speed limit either. Would like to see multiple stop signs put on Wilson to help keep the speed down and space out the traffic.

I suggest back to the drawing board. We don't need or want a major road encouraging people to cut through. We don't need more walking or biking trails along Wilson. Minor changes might be warranted such as small gravel shoulders to existing width but that's about all if we even need that given low usage and wonderful scenery today. Keep trees!

whatever you do keep the rural feel of our area and protect our deer, turkey etc

Would prefer you just leave Wilson Avenue as it currently is ... no changes.

I feel that the north end of Wilson Road has become more dangerous over the years. Especially the intersection at Wild Horse Creek, which has very poor visibility. It is extremely difficult to navigate the narrow curves when there are large vehicles on the opposite side of the road, and I have had to pull over many times to wait for them to pass. It is especially difficult during the winter months, if there is any snow or ice on the road. I believe it is past time for this section of road to be brought up to the same standard as the south end of Wilson Road for the safety of those who must travel on this road every day. I realize that some of the residents hope to keep it a "country road", however, it is not a private road, only to be used by those who live on a subdivision lining Wilson, but a road that is used by other residents of Chesterfield, as well as larger trucks and delivery vehicles. It needs to be safe for all who use it.

Thank you for the opportunity to comment. I hope everyone comments. I didn't answer some questions because both options would be

bad for those of us living along the Road. I don't go that way every day but more than once a week. I definitely prefer it the way it is.

Extremely disappointed with this survey format. There has been no communication about the work for Wilson road and it is pretty clear no thought was given to the people that live along Wilson and how this may impact their home. It appears certain people have the inside political leverage to get what they want but not willing to discuss. Certainly there are other street projects more important. All Wilson road needs is for the hill at the intersection at Wild Horse to be leveled so it is easier to get up and down in the snow and ice and make for a safer stop when heading towards Wildhorse Creek Road.

Your option choices are too limited, bicycle paths and sidewalks have the Wilson Ave hill to worry about, nobody will ride or walk up it. Put sidewalks in and you will get the skateboarders, that's a major liability. With the hundreds of homes opening in Tienup Farms and all the other subdivisions off Wildhorse Creek, you will create a bottleneck and substantial congestion on Wildhorse Creek and Wilson Ave. by connecting Wilson and Baxter crossing. This short-cut to Baxter, Dierbergs, the banks, the Wine Store, etc. will potentially create backlogs to the top of the hill on Wilson.

A connection between Wilson and Baxter Crossing Lane will create a short-cut to Baxter and Dierbergs and will bottleneck and congest both Wilson Ave, and Wildhorse Creek Rd.

Leave Wilson Avenue as is. If reconstructed, it will add traffic to the road and speed of drivers will be increased causing a problem. I do not feel that bicyclists nor walkers/joggers should be allowed on Wilson Avenue past Wilson Forest because of the hill and curve before you get to the stretch of road requesting to be reconstructed.

Save the money and leave the road as it is to avoid more traffic on the road. We have driven the road for 38 years. The widening of the bridge completes the improvements.

The steep hill is extremely dangerous especially with wet weather. Straightening it and adding textured pavement are ideas.

I am not in favor of making this road a straight road as I think it will only increase speed. I have lived here for over 30 years and have no issues with the way the road is designed now. The curve forces drivers to slow down. I would like to see a report based on accidents on Wilson vs a road like Baxter.

I just drove it and realized how pretty it is this time of year with the trees and all. I don't see it needing much change. Maybe a little gravel shoulder. Maybe some signs for people that don't travel it much. But to widen it and add bike lanes and sidewalks from end to end would be a travesty.

Any so called improvements that add to traffic or bikers would be a big, big mistake. It's a nice road as is.

Wilson Road only an issue in bad weather. A few times a year. The rest of year it is pretty and relaxing. Make only minor changes if any at all.

We would greatly appreciate any enhancements to the safety of Wilson Road. It is somewhat dangerous because it is so narrow and does not have any measurable shoulder space alongside the road.

Beyond the proposed project, the constant speeding of cars and trucks on upper Wilson Road also needs to be addressed. If lower Wilson is improved, the volume of traffic on the road will increase and there will be more speeders.

Leave road as is but shore up shoulders safely AND FILL IN RUTS that currently exist.... if oncoming traffic overveers into oncoming traffic there are many places where it is dangerous to accommodate to the right as shoulders are ruts or potholes.....THIS IS WHERE YOUR CONCERNS NEED TO FOCUS!!!

Do not prefer a connection with Baxter Crossing Lane.

We like keeping Wilson Road's country road feel while fixing the intersection with Wildhorse. Safer biking would be a real plus as well given the blind corners and rises.

While I would like Wilson Avenue to be safer, I am afraid if you widen it too much, it will 1) take away the more rural feel of the area and 2) Cause a lot of traffic on Wilson Avenue with people who do not live off of Wilson using it as a cut through to avoid traffic on Clarkson Road and other bigger streets, especially now that Fienup Farms subdivision has been built.

The most dangerous section of Wilson Avenue is the two 90 degree turns just south of Wild Horse Creek Road. Loose gravel from a driveway and deep drop offs on the side of the road make this area extremely hazardous.

Thank you!!! This is much needed

This half of Wilson road is in desperate need of improvement. The "Wilson hill" is the site of many, many accidents every year particularly in winter. The original fear of the Chesterfield Lakes residents that there would be too much traffic on Wilson if Baxter were to be connected is no longer an issue since other roads have been improved.

If the road ended up looking like the pictures this would be huge step backward. Road is better the way it is. Spend the money in other places.

Poor survey. Just should consider more modest changes. Don't need new road. Don't need bike path. Keep it simple.

I have driven this stretch of road frequently for over 30 years and, although it is indeed narrow with sharp curves, I have never considered it unsafe. Drivers treat it with respect. Improvements will likely lead to heavier vehicular traffic including bicycles and a likely increase in accidents. If it is to be improved, it should not be attractive to increased traffic at higher rates of speed, especially truck traffic. Having said that, improvements to the Wilson/Wildhorse Creek road would definitely be helpful. Right turns off of Wilson onto eastbound Wildhorse are often dangerous because of the tight turn going up hill with traffic moving fast in both directions on Wildhorse.

The only real immediate improvement I think is needed is intersection at Wild Horse Creek. But bicycle access would also be nice.

There is nothing wrong with the existing roadway; stronger speed enforcement would help. The rural character of the road complete with curves and hills should remain with no hiking or biking additions that simply add to dangers. The increased through traffic would simply destroy the charm while increasing possible accidents involving deer and turkey and other wildlife. Leave it as is.

I go "down" Wilson several times a week but not every day. I love the drive today, seeing barns, rustic fences, wild life, and a lot of trees. It is so pretty. I don't rush, too many people do. The pictures of improvement make it look like Baxter, no character or charm. I say leave it as is.

We like it just the way it is with no changes.

Please remove the steep hill and sharp bends south of the new culvert.

Road is typical country road with character. Our bit of heaven. What would happen to all the trees and homes along the way. We don't need more concrete. Please don't make any major changes.

As currently exists, the roadway is very dangerous for bikers and pedestrians. Additionally dangerous for autos at night because of curves, limited sight areas and frequent deer crossings.

Wilson is NOT dangerous for any competent driver actually paying attention. It's a nice natural drive that should not be destroyed to appease the few. Please allow us to keep our green space along Wilson Road.

Enforce the speed limit, keep rural character, trim or remove bushes by curves on lower Wilson.

We skipped most questions like a lot of other people I've talked to. Survey is flawed. Either choice presented would completely ruin the feel of Wilson. Don't need sidewalks or bike trail.

Any connection from Baxter Crossing to Wilson will only congest Wilson Ave, and gridlock Wild Horse Creek and Wilson intersection & slow down travel on Wilson. Not every road needs a pedestrian/bicycle sidewalk. Straighten the road a bit OK, but We're OK with you leaving it the way it is, a better use of money would be to fix the potholes in the city.

Overall I am against this project. Please leave the road as is. Current conditions are safe if motorists travel at posted speed limits.

This project is LONG overdue, it's so dangerous!! I am nervous every time I pass a larger truck/SUV, they always go over the center line. Please widen this road before someone is seriously injured.

This survey is very narrow in scope. Does not provide residents with necessary information. Such a wasted survey.

I like the rural character. The sharp turns limit speeders. If you straighten it, you'll just allow cars to travel even faster.

Any improvement will increase traffic to/from Wild Horse Creek road. We will need a traffic light at that intersection

I think this is being done for the wrong reasons. This should remain a country lane for the subdivisions accessing it and be properly maintained. It should not be expanded to create another cut thru for all of Chesterfield. Suspect construction could become more intrusive to existing homes and subdivisions than stated as scope creeps for bikes and walkers and possibly the possible elimination of the worse hill and curve (before the new culvert down from Clarkson). That hill and blind curve before the new culvert would still be a problem (unless the scope creeps to eliminate it too). Turning off the new road onto Wilson road or off Wilson to new road would be problematic due to increased traffic and access. Can't tell is it a full stop and then turn or curve or what between the two? If have to stop after going down still existing largest hill and curve then accidents from backed up traffic would result similar to when they put a stop light before new culvert during construction. The subdivision it will run thru will be torn up more than a year or 2 affecting resale property values and after have to deal with a large number of drive thru traffic. Larger vehicles would be running thru that subdivision and traversing around and up the worse hill and curve as a cut thru hence increasing potential accidents there (i.e. large trucks pulling wide long trailers of mowing equipment and worse).

Would be ok if you did nothing

The rural concept is favored over some big wide road. Really all we need is a little bit of gravel shoulder in a few places. Too few choices on this survey. Don't need sidewalks or bike lanes. Hill is problem but I don't know what you do with it without destroying so much of what makes it look "country" today.

Wilson Rd does NOT need to be significantly widened. Bike lanes or pedestrian sidewalks are NOT needed. The road does need aggregate shoulders. The main issue is speed. People drive way too fast. If the 30 mph speed limit was followed, the road is fine. The only time it is an issue is when a large truck or vehicle with a trailer comes flying through. A small shoulder would allow enough room for safe passage. There is also a large hole right next to the road in the "s" curve. That must be repaired. I've seen several people put their tires in that hole. It is dangerous. Under no circumstances do we want any connection of any kind to Baxter. Any significant changes to Wilson Rd will ruin the country rural road feel of it. Chesterfield is just hell bent on destroying the feel of Chesterfield. Trees are being ripped out left and right. You just destroyed the entire wooded area by the lake. Horrible! Don't make any major changes to Wilson!!

I would like to see the new bike path or sidewalk extended up the hill to the existing sidewalk on Wilson.

Straighten road but keep minimal width of road to avoid more traffic on Wilson.

Please extend sidewalk to existing sidewalks on Wilson.

Please connect any new sidewalk or bike path project past the culvert to the existing sidewalk on Wilson going up the big hill. This would allow everyone living in the subdivisions on Wilson, as well as all of Clarkson rd the chance to enjoy the pedestrian and cycling access this project would allow.

Current road configuration is dangerous and drivers exceed the speed limit all the time. Would like to see wider lanes and shoulders. Combined use lanes for pedestrians and bicycles is an excellent idea. The daily use on Wilson Ave has increased immensely in the past 5 years and appears to be getting busier each year. Great plans!

I use Wilson Road once or twice a week and would be disappointed to see it turned into a more heavily used thoroughfare. I seldom encounter much traffic and enjoy driving the road. The design to the road causes me to drive more slowly and carefully. I do think some additional shoulder work would be helpful and the hairpin turn could use some widening, but large scale widening and improvements would no doubt bring heavier traffic through the area to the detriment of the local residents. Not every road needs pedestrian and bicycle lanes (I have never seen either on this road). Please - let's not get carried away here.

We prefer the rural, country feel. Widening the road will increase traffic and result in more speeders (that are too frequent already) and more traffic. Simply make the same improvements to the section from the forest to Wildhorse that were made from Clarkson to the Forest years ago.

I would like it to be safe but not so suburban. The part from Clarkson to Chesterfield Lakes is just fine and keeping with the somewhat rural feel.

I like the current road and the country feel of it. It is a nice respite and my favorite way to drive home. Very relaxing.

Fix the drainage issues but keep the character of the road. We don't need more bike lanes or sidewalks at the end toward Wild Horse Creek.

We bought our home off Wilson 10 years ago in large part because it is a beautiful and relatively quiet road. It feels like a neighborhood lane that is tucked away, even though it is right off Clarkson. I would be extremely disappointed if a bypass was added that increased traffic up and down our street. We let our kids ride bikes into friends' neighborhoods, we run our dogs regularly and always see familiar faces walking, jogging or cycling along the road as well. It has a quaint element to it that is important to those who live here and likely keeps property values high. I have no issue with adding a pedestrian path down the hill but would strongly oppose any additional vehicular connections. We do not need more traffic along Wilson.

This was tried years ago. It didn't make sense then and it really doesn't make sense to me now. There are a lot of roads in the area that have a lot more traffic that need work. I like our road the way it is. A link to the other subdivision for walking and bikers is about the only thing shown that I could support.

We have lived in Wilson Farm Estates and traveled Wilson Road for 25 years. Many neighbors and us like the winding country road. There are Very few accidents because the curves and steep grade force drivers to slow down. Please do not make Wilson into a race track like Baxter Road.

Prefer to keep commercial traffic cut through prohibited other than when destination is one of the subdivisions directly off Willson!

I like the country feel of Wilson Road

Don't change Wilson Road

Some street lights to make safer in early hours or evening

If nothing else just widening the existing road another foot to 18" on both sides would be a tremendous improvement. Thank you

There are too many trucks, school buses, and landscaping trucks, that are wider and much longer, making Wilson Road unsafe. I was almost forced off the road by a landscaper and there are no shoulders for escape.

The Wildhorse creek/Wilson intersection is dangerous with limited visibility and turning access.

What is the plan for the steep and curvy hill? Separating vehicular and pedestrian/bicycle use is a helpful idea. Widening the road the entire length would only increase the traffic volume and speed. Thank you for the opportunity to comment.

I found out about this on Nextdoor. There should be a choice to leave as is. I don't know anyone that wants road to be like Baxter.

Please keep the trees trimmed and leave the road the same.

I hope if anything is done, it's a path for walking or bicycle riding. Please leave Wilson Avenue as is!!

I'd like the shoulder to be improved but not in favor of anything else. I like the rural feel. Definitely do not want a connection with whatever the road is off Baxter. Don't want additional traffic cutting through.

I am concerned that the project will dramatically alter the existing roadside landscape (cutting down a sizeable forest area) without strong justification for needing a new road. Adding a short connection to Baxter crossing is fine but adding an entire sidewalk seems a bit much.

Please do not increase vehicular traffic on Wilson Ave

We are not in favor of the Baxter Road connection to Wilson because of the significantly increased traffic on Wilson. The only thing Wilson needs is improved shoulder work.

Shoulders on Wilson and take the curves out

Keep Wilson Road as it is presently configured.

We seem to have a number of roads like this in the City but they are part of our charm. I usually go to Clarkson rather than the other way. I actually prefer the present roadway style. I think bike lanes and sidewalks down at other end would probably make it an eyesore – grass and trees are pretty, concrete is not. I love seeing the deer near the one turn.

I thought the last time this was tried the residents all were up in arms. Nothing has changed. Homes on Wilson side are more expensive than ones on Clarkson side and rural nature of it as is might be part of the reason. I don't see need for change.

Most of Wilson is fine as is. Big hill is challenge but rest ok. Do not want more bike paths.

I would really like to keep the "rural" nature of this road. We drive this road daily and I like that there is not a heavy traffic load. There are a lot of wildlife in this area that should be preserved. However, widening it in some areas will make it safer. Extending the sidewalk/bike trail down the hill past the new culvert would be a benefit to many in the area. I am not interested in making this a thoroughfare for additional traffic by connecting it to other roads.

I would like to see the hill section on Wilson widened. Very dangerous section - needs shoulders.

not in favor of the project ...period

Timing of the light at Wilson Road and Clarkson needs to be revisited. The light is far too short for Wilson and wait times are too long. Timing of this light is inconsistent with adjacent lights such as at the high school and at Baxter Road.

Pictures make it look like you want Wilson to look like Baxter. Huge mistake. Maybe take curve out and maybe hump at end but don't need room for bikes or anything that makes it look different than today.

Straighten the road and improve sight lines at the Wildhorse Creek Rd intersection.

Please keep the road as it is! We moved here to enjoy the rural feel and enjoy seeing the wildlife.

Make it safe for cars and bikes . Most people do not walk on Wilson Road . Bikes off the road are best . Too dangerous on the road . Lived here for 31 years

The Baxter connection will result in increased traffic on Wilson road. It's not necessary.

If you connect to the large Baxter Crossing subdivision traffic will be much greater. This is wrong. Next would be stop lights. Even adding bike lanes or sidewalks is wrong.

Why must this project have a bike lane? Bicyclists do not pay gas taxes to support road construction and repair.

Where is option for neither on questions? Improvement would be waste of tax dollars, decrease safety, and negatively impact property values. The fewer changes to road the better.

I travel down to valley every day and prefer our road the way it is. The city should leave well enough alone.

I stopped submitting options for road improvements because we don't want the road to be widened. We purchased our home along Wilson because we love the home, our lot, and the meandering bends and rural feel of Wilson Road between Clarkson and WHC Road, while still being in the convenience of the City of Chesterfield. With that in mind, we do, however, feel that the "bump" in the road at the exact intersection of Wilson/WHC can be improved upon. It is a hazard and for anyone who is not familiar with Wilson, the bump can be quite hazardous and the stop sign on Wilson can come as quite a surprise. Improvements at the intersection is something that should be a serious consideration without compromising the rural feel and current condition of the road. A resident on Todd Evan Trail Road

Suggest leave road as is. Or maybe just straighten the curves (although they help slow people down). Width today all that we need or want. Could we have subdivision meeting on this?

there are some areas on Wilson that require IMMEDIATE attention where the pavement is totally missing. Would rather see lanes a little

wider with a small shoulder in lieu of a bike lane and pedestrian walkway and this survey suggests that nothing would be done in the hill area which is too narrow and also dangerous

This does not seem to address the hill which needs a shoulder

I really like the concept of making Chesterfield more bike friendly (for a variety of reasons like health, increased real estate values, etc), so I would strongly support a bike connection via the currently unused right of way.

There has to be more options for a survey like this. Curves might need some straightening. The hump at north end might be reduced. But the character of the road today is so much better than what you have in pictures. Please reconsider.

My neighbor told me about this survey. You should publicize it this more. There needs to be a place for neither on the questions. Spend our tax dollars somewhere else, improving the road will make it harder to get out of subdivision as people will just go faster.

We moved here from Wildwood. We like the road the way it is. Please don't make it like Baxter.

I like the charm of the country road. A lot of people don't use Wilson to cross over from Clarkson to Wild Horse because of this. I feel that this is a good thing.

The Wilson Road hill is the most dangerous part of the road. It needs wider and paved shoulders; and should be included for any bicycle/pedestrian improvement in the current project.

We don't need a "reconstructed" Wilson Avenue. Just lower the hump at the intersection. We don't need room for bikers or a separate trail, we have plenty of other options nearby (I'm a biker).

Plenty of places for bikers. No need for bike path. Really the only thing needed is to flatten hump by Wild Horse Crrek. Leave the rest of the road as is.

A stop light to slow down traffic somewhere on the road

I have concerns that improvements will lead to even more speeding and dangerous conditions. There does need to be widening in some areas requiring better visibility. So far no one has hit me. I have had to hit brakes or move as far as possible to side of road as pickup trucks pulling trailers with lawn equipment speed around corners with trailer following in my lane.

Please don't do it

Please don't not connect Wilson to Baxter Crossing-ever!!!

We love our little country road. Keep the curves and don't make it wider. People are in too much of a hurry today.

Don't feel any construction/improvements are needed. Like the "rural" road. Not many left and it adds character.

Widen

I actually live in Wilson Manor Subdivision I think it was incorrect in the survey. I love Wilson Road, as we still call it and I'm not highly in favor of this project. But if it must happen, I vote for the least amount of change Ann Horton

Great idea! Current conditions are very dangerous. We were almost ran off the road by a semi just last week because he couldn't make the sharp turn

Do the Baxter Crossing bike lane. Leave the rest of the road alone. Don't make it attractive for people cutting through.

We love the road as is. Where do we vote against fixing something that isn't broken?

Greatly appreciate widening the road from the top of Wilson Hill to Wild Horse.

I would love to have hiking connections that get you up to Central Park or the levee trails

I would love to have biking connections that get you up to Central Park or the levee trails

There needs to be attention given to the HUGE NEW SUBDIVISION construction on Wild Horse Creek Road in that the new traffic being generated should not have the ability to use Wilson Avenue as a SHORTCUT to Clarkson Road, rather than using the existing four lane Baxter Road route. A "NEW" configuration of Wilson Avenue, that would be TOO appealing, would create an attractive "potential shortcut" that would increase a dangerous situation for all those concerned and a danger to potential bike riders, walkers and entrances to existing subdivisions. Wilson Avenue from Wild Horse Creek road should NOT be the "new" shortcut to Clarkson Road and eventually Kerhs Mill, Clayton and Manchester Roads. It's curves and hills are not attractive to those who wish to shorten their travel time to Clarkson Road. As Wilson Avenue exists now, it has a rural country appeal to it now and should remain as a quite traveled route for all of us to enjoy.

Please protect your existing residents and DO NOT make these massive changes. This proposed improvement is NOT an example of responsible development. This is not a high density area. This street does NOT need sidewalks and bike paths. There is no need to take land from current owners to expand this into a raceway. That is not how a city should make improvements. This is a low density area. We should keep it that way for the sake of the current residents who do not want more activity. No one should walk on this road to Wildhorse. Wildhorse Creek Road is the street that needs safety improvements for pedestrians that choose to risk their lives walking on it. We implore the city to leave the road as it is - we do not need more traffic, more noise, more lights and potential for more accidents. This is not a wanted change for this section of road. It is not going to be a time saver or an area I will walk to.

We prefer the road remains rural. We love the 'feel' of the curves and bends in the road as it gives it a 'small town' feel. We don't want a wider path because it takes away from the rural feel of the street. There can be some improvements to the road to allow it to still have the 'small town' feel.

My preference would be to leave the road as a "rural" access to homes along Wilson. Improving Wilson with wider lanes and larger shoulder will result in excessive non resident cut through traffic.

Like our country road. Good to have the one-lane bridges fixed but no other changes needed. Keep it the way it has been. Don't want wider road.

Construction on this road would be a large inconvenience for us is Chesterfield Lakes subdivision. At this time I say we should leave it as is.

Wilson Road should not be made wider other than by adding shoulders. It should also not be connected to Baxter Crossing. Any of the other options being considered will cause significant increases in traffic by both automobiles and commercial vehicles. The current configuration of Wilson Road has helped keep the subdivisions it currently serves relatively quiet and very suburban. It needs to stay that way.

#### PLEASE DO NOT CONNECT WILSON TO THE APARTMENTS

Any significant change especially connecting to Baxter would increase non-local traffic. This is a residential area and does not need additional vehicle traffic. If implemented, Wilson Road would effectively become another Baxter for cut-through traffic increasing safety risks for residents due to significant traffic volume increases. There is no commercial need for significant expansion, this request is primarily a subdivision trying to make a short cut to the store. In addition, if the hill is not included in any reconstruction the highest risk area on Wilson would not be addressed. I know this topic was reviewed several years ago and the residents were significantly against it. Some of my prior selections are only based on if this moves forward, as I would be against it. It also seems to be a significant waste to make bike paths to nowhere; if paths do not meet up with upper Wilson road sidewalks at top of hill what is the point? I do believe there is opportunity for improved Wilson/Wildhorse exchange improvements.

Like the way it is.

I am in favor of a better road condition, but we need to make sure we are not creating a major and convenient "cut-through" for the population of people that do not live off of Wilson - IE, we will then create a congested and dangerous area for the rest of Wilson Road. The good thing about the road as it stands is that people don't like it - thus they do not use it as a cut-through. Thank you for exploring options, have a good day.

Straighten out the steep hill and curve on Wilson Ave.

Why would the improvements stop at the culvert and not connect to the part of Wilson already improved up the hill?

It is important to preserve the character of Wilson road and not turn it into another generic modern suburban street.

It would be great if the roadway was private only for the subdivisions use and those that service the area.

I love the "rural" feeling of the existing and feel as if that limits speeders using Wilson as a cut thru because of how it is. I don't want to make it too much like a normal street kids can speed down.

Please keep it mostly "as is" which is rural and No vehicle connection with Baxter Crossing apartments. Widening Wilson Road and continuing a combined sidewalk & biking path in one side for safety is preferred. Thanks for requesting inputs and doing this survey!

Are there actually pedestrians walking on Wilson Avenue?? Might not need to do a pedestrian "shoulder" but bike path only!!

Keep it the same. No additional traffic

A pedestrian/bicycle path down the hill that goes gradually through the woods. Can't be too steep

Wilson Road is not pedestrian or bike friendly. They should stay off of that road. Where will people be walking or biking to when there is that huge hill? Totally unsafe.

We do NOT want Wilson to become a major artery like Baxter became.

I would prefer not to have any major changes to the road. I would not object to adding shoulders, but I enjoy the current character of the road. Chesterfield is already looking to become some sort of sub-urban center. I like living in Missouri; not feeling like I'm in the suburbs of Chicago.

Prefer to leave almost the way it currently is configured with a couple feet of gravel at street grade on both sides so you don't drive in a ditch if required to move over.

I feel connecting Baxter Lane Crossing to Wilson would create too much traffic on Wilson.

We would prefer retaining the curved character of Wilson to keep the vehicle speed limit at 30 or 35 mph

I find it amazing that we have been told you couldn't just add a simple shoulder to Wilson and now you are considering bike paths, sidewalks and straightening the road. Although Wilson has long needed some improvements I prefer to keep the rural character of Chesterfield where possible. It seems the city is determined to create a city without character or charm. People moved to Chesterfield in part due to its suburban/rural character, enjoy peace, quiet reasonable traffic and low density housing and wildlife. Thank you.

Wilson Avenue has always needed better shoulders due to the trucks that use Wilson and don't stay in their lane. We have been asking about this for the 30+ years we have lived here and have repeatedly been told this was not possible. Now you are talking about bike lanes, sidewalks and shoulders. We do need need more traffic on Wilson which is what would happen if we connect another subdivision.

We've lived here 42 and have always hoped for a cut through from Wilson.

There should be a light and turn lanes at Wilson and Wild Horse; and at Wilson and Baxter Crossing. If one is going to the trouble/expense of doing this project, one should plan for the next 10-15 years, what with the increased traffic and all; and should keep bikes and pedestrian traffic off of the road, for safety reasons. The "hill" should have wider lanes and better shoulders, as well.

Please don't make the connection between Baxter and Wilson it is not safe for our children and will make traffic unbearable

Not in favor of a road change for vehicles. It will create unwanted traffic on a road that is enjoyed for its rural feel. The stop at Wildhorse could be improved. A bike lane from Wilson to Baxter would be good in that you could sweep it over to the Monarch levy trail — if that is ever completed

When did Wilson switch from road to avenue?

short section of right turn and left turn lane coming from Wilson onto Wildhorse Creek or stoplight

Too much cut through traffic already—make it “emergency vehicle traffic only” starting at the gated community through wild horse and keep the road as is. People can use Baxter or Kehrs Mill instead.

I would like to see a pedestrian/bicycle switch back the public land side of Wilson Rd (from the top of the steep drop off to the bottom) so that I don't have to use the private road on the other side of Wilson Rd to get up and down the hill. There was a public hearing 10 years ago that I attended about developing a switch back and nothing ever happened. This is as big of an issue as straightening Wilson between the new culvert and Wild Horse Creek Rd. If you are trying to get grant money it is just as important that you fix this too.

This road is so special for wildlife - please be as least intrusive to them as possible while also maintaining safety for all. Thank you!

Curbs and drains have killed many turtles on the north end of Wilson. Keep the natural feeling while improving vehicular safety.

We prefer to keep Wilson Road a quiet/less congested road, and do NOT want to connect to Baxter Crossing.

For any construction on this road, please keep the beauty of hills and trees. Don't let this road, that is quiet and peaceful, become an alternative to Clarkson. Fix Clarkson instead. We don't need more traffic coming up and down Wilson. We moved here because of the privacy and 'road less traveled'.

If Wilson Road remains an improved 2 lane road with shoulders, opening up a vehicular lane from the apartments would likely create a traffic nightmare for rush hour motorists. Also vehicular speed is already hazardous particularly with deer population.

Do not want to see this become another Baxter Road—part of the appeal of Wilson is it reminds me of a street in New England—unique with character—should not become a thru-way for high traffic. Intersection at Wildhorse could be reconfigured for safety purposes—no stop light!

Any updates to the narrow winding road would be an improvement!

Thank you for soliciting input. I hope you will continue to do so as you get more data back about cost / choice trade offs, so we can provide informed opinions.

Please leave Wilson Road as it is. It is beautiful through the area and we do not need to encourage more traffic. It is not an unsafe road, just unsafe drivers.

Improve the sight distance at the wild horse intersection

Thank you for considering this project! We call this road 'suicide hill'. Drivers are going too fast and constantly cross the center line. Walkers and bikers frequently share the road. There is also an abundance of wildlife that crosses the road (deer, turkeys, etc). I do feel bad for the homeowners that keep losing part of their land to widen the road. I also notice large trucks have a very difficult time making it up the hill. The hill also gets very slippery when wet. The intersection of Wild Horse and Wilson is also a nightmare. The landscaping is very overgrown so it can be difficult to see. The road is so narrow it is difficult to turn onto Wilson if a car is at the stop sign. Not sure the road needs a sidewalk but adding a shoulder and widening would make a huge impact. It has been so nice since the bridge was widened for two cars. Thanks!

Keep it the way it is

Most important to me is to flatten Wilson road at the intersection of Wilson and Wildhorse Creek road. I think connecting to Baxter Rd would be a mistake for vehicles. Would cause more traffic on Wilson road. Sidewalk or paths for pedestrian or bicycles is ok. Thanks for your time.

I prefer the rural nature of Wilson which provides a natural impediment to over use

I am against any so-called improvements. The road should stay as it is and with recent changes to get rid of one way bridges is perfect for the residents living along Wilson. Improving it will simply draw more traffic cutting through to and from Baxter to Wild Horse Creek. Any money would be better spent in other areas of the County.

As traffic continues to increase on Wilson Avenue, this project is of great importance.

A walkable option and connection between Wilson Ave. and Baxter Road and the Central Park area would be wonderful. We have no

practical and safe walkable options to the park area of Chesterfield from Wilson Road. This would be fantastic and would add to the sense of being connected to the community! Thank you!

I hope Wilson road is not being made into a major thoroughfare between Chesterfield Valley and Clarkson Rd

I love this stretch of road for the country feeling but as it is, it's dangerous. Paved shoulders would be terrific.

A turning lane from Wildhorse to Wilson would be extremely helpful.

This area is dire need of improvements for safety of passenger car drivers/passengers aside from it eventually being beneficial to walkers/runners/cyclists

Clearer visual access to the curves by removal of undergrowth.

Would rather not spend the tax dollars on this project.

Complete reduction of Wilson road hill. Dangerous in wet and snowy weather. Widen and straighten Wilson north of hill. Light at Wilson and wild Horse Creek roads. Improve intersection with dedicated turn lane on Wildhorse Creek road onto Wilson.

Glad you're moving ahead on this - it's very dangerous.

It is not a very populated area and the steep hill limits the bike traffic, so a single sidewalk/bike path would be all that is needed. I would be grateful for the road improvements because of the many times I have met cars on my side of the narrow road. It will be nice not to have blind curves where deer and turkeys appear out of nowhere.

Wilson Creek's water shed has increased it's volume enormously during the 50 years of Walnut Hill's existence resulting stress and damage to the bridge. This bridge is the only access to the subdivision. The water shed begins in the area of Baxter and Clarkson Roads. Walnut Hill deserves some consideration!

The road is fine how it is. It would cause more accidents if improved because people would drive faster. If someone wants to ride bikes, Chesterfield and STL County has plenty of places to ride.

Please keep the character of Wilson Ave as rural. It is a special part of Chesterfield and the rural character is special. Making the road wider will only make people feel more comfortable driving too fast and lead to accidents.

Possibly "safety grade" steep hill asphalt so it grips in ice and snow. Keep brush/trees/bushes/weeds but back further and address it more often. Please address the end of Wilson as it turns right onto WildHorse Creek. There have been joggers and walkers who "appear out of nowhere!" THANK YOU for keeping the road safe and nice for all of us. The new bridge is wonderful!!

Thank you for addressing this issue

Safety with greater use by the Citizens of Chesterfield should be the goal.

With the increased subdivisions off of Wilson and on Wildhorse Rd there is little room right now for 2 way traffic when there are delivery trucks on Wilson or a truck with a trailer.

The road turn from Wild Horse Creek Road onto Wilson Avenue is not very safe. Wilson is much higher level than Wild Horse Creek Road. They should be at the same level and all the winding curves should eliminated. Sidewalks on both sides will make this area safe and enjoyable. Specially during this time walking and jogging are the few outlets of recreation for our families. Thanks

Whatever you do, please do not shut wilson road down for extended periods of time...

Existing road is hazardous for bikes and pedestrians. Most accidents I've seen are single car from speeding or inattention. Connecting roads would increase traffic shortcutting to Clarkson.

I believe this area NEEDS to be made safer... But do not wish it to become a major thorough-fare with greatly increased traffic and cars traveling at higher speeds. Simply adding paved shoulders and straight line of sights would make this stretch of road significantly

safer... Not sure why we would need to connect to any new roadways.

Because the road is steep, windy and narrow, I don't really prefer the idea of enticing bikers and pedestrian walkers/joggers to take Wilson Farm all the way to Wild Horse Creek. I feel that is an accident waiting to happen. That's why, if you have to add anything, I voted for the path that is separate from the road.

When Wilson was up for improvement people complained that they wanted a rural feeling to the road. I thought that was ridiculous then and I still do. One day I saw four cars off the road in the winter. This is a busy road and definitely needs to be wider to be safe.

Very happy you are addressing this very dangerous stretch of Wilson Road. Over the years traffic has increased so much. It is impossible to walk or bike down this stretch. It is also very dangerous to drive with blind corners and sharp pinch turns. People who are unfamiliar with this stretch of road constantly drift into the other lane because they don't realize how sharp the turns are, especially closer to Wildhorse Creek. Thank you for moving forward to address this issue and keep our roads safe!

I also own 1216 Wilson Ave, that has significant frontage on Wilson, near the intersection with Wild Horse Creek. I support this from owning this property, as well

There is a spring or other water source that runs onto the road and causes slick driving several times during the year, just east of the Albright residence. New drainage is needed.

Keep curves and character.

Connection would increase traffic and create an extra intersection for little need.

Don't think a sidewalk is necessary under any of the options, can't imagine the use would warrant the additional expense.

I do not think a sidewalk is necessary on this section of Wilson Avenue. I am strongly opposed to connecting Baxter Crossing to Wilson Avenue.

THANK YOU!!!!

Connecting Baxter Crossing to Wilson will cause unnecessary traffic on Wilson. Adding bike-trails to the project is also excessive as Wilson at best only has sidewalks and any encouragement of bicyclists on Wilson would be unsafe due to the steep grade and sharp horizontal and vertical curves that limit sightlines for quick braking. Most damage to Wilson occurs from commercial vehicles and trailers running off the road that cause the shoulder to deteriorate. Another issue is gravel driveway debris runoff from the residential property near Wildhorse Creek Road. Keeping vehicular counts and speeds down should be the priority for Wilson as there are many people who choose to use Wilson as a "cut through" instead of using Baxter and Clarkson, which are designed for heavier, larger and faster traffic.

The intersection at Wildhorse has become exceedingly busy and dangerous due to curves looking west and brush looking east. I drive here every morning taking children to school and see numerous near wrecks pulling onto and off Wildhorse. There needs to be a traffic controlled light. This problem will only get worse as Fineup Farms neighborhood continues to grow.

I am in favor of any and ALL bicycle lanes being implemented in our city. This is a huge draw for cycling, especially since we all experienced staying home more and learning to love our city more!

The City has faced this in the "recent" past. Take a look at what the thoughts were then.

Wilson Avenue should be similar to Kehrs Mill Road which has much more traffic than Wilson Avenue and has functioned very well.

Do not ruin the few green spaces we have left in our neighborhood. Wider roads bring higher speeds. The corners act as natural speed control. Leave things pretty much as they are! A trail over to Baxter and the city center might encourage walking and biking to events there

For 36 years I have lived and regularly traveled the full length of Wilson Road by both vehicle & bicycle, and have witnessed and experienced two consistent issues. First, vehicles (drivers) consistently ignore and exceed the posted speed limit and second, vehicles, (drivers) which consistently travel outside the clearly designated traffic lanes. I am concerned that road improvements will only worsen the vehicle speed and control issues but not correct the stated issues. Both of these issues are a direct result of driver attitude, NOT road

issues. If the speed limit is adhered to, the ability to control a vehicle's path is quite easy. That being said, I do believe that the intersection of Wilson Road & Wildhorse Creek Road would benefit from improving the visibility so that drivers approaching Wildhorse Creek Road would not have to advance their vehicle into Wildhorse Creek Road to view approaching traffic.

I think that making these changes will only encourage more people to cut through Wilson making it more congested. With Fienup Farms, this will be a preferred and more heavily traveled road and will take away from the charm of the road. I am not interested in more traffic. How many issues have there been? That would have been helpful to know. I'd prefer not to look for a solution when there is not a problem. I also don't want another neighborhood linking up to Wilson.

If nothing else, just widen the road...I've been ran off of it a few times in the 'S' curve just north of Wilson/Wildhorse as trucks/cars often drive way over the middle line.

As the project does not include the hill, and as Wildhorse Creek does not include bicycle lanes, I STRONGLY oppose any encouragement of bicycles on any improved sections of Wilson as it will only lead to problems on the hill. Inslapen STRONGLY oppose any increase in the speed limit on Wilson as the 30 MPH is currently poorly enforced from the hill north and speed is the issue on the current roadway which is already carrying too much cut through traffic.

For 36 years we have know as Wilson Rd. Now the road signs indicate both Road and Ave. Let's stay with Rd. Thanks

Thanks for the opportunity to offer input and to look at perspective design ideas.

There needs to be a wider shoulder and better drainage. Brush needs to be cut back more. I absolutely think that pedsestrians and bike lanes should not be added to the main road since that hill is so steep.

Wilson needs to be straightened and widened

Thank you for the survey. These updates will make this important street safe for motorists and pedestrians alike - it should be a priority for Chesterfield. We see pedestrians walking and biking - enjoying our city for the first time ever. When Wilson is finally safe, it will facilitate safe passage for pedestrians which now literally take their lives in their hands when they attempt to walk along the roadway. Note - this road is used by many residents from Chesterfield, not just those of us who live here. If the survey were broadened, residents would appreciate the update greatly. (They would find it much more useful than the expensive entry to Kehrs Mill Road which serves no benefit to residents.) Times have changed. To create a healthy and safe community...particularly considering all that is going on in Chesterfield this project needs to happen. It should never be a four land highway where cars, speed along, but it needs to provide safe passage for all of us.

Wild Horse Creek Road needs to be considered in this project (which I'm told is a County Rd). Wild Horse needs to be widened much like Fienup Farms did to allow for turning & exiting traffic, and to allow swing room for School Buses, and longer vehicles....currently these type of vehicles are forced into oncoming traffic when exiting Wilson Road heading North on Wild Horse Creek. Cars have to stop and line up behind vehicles that have to stop and wait on Wild Horse, awaiting to left turn onto Wilson. It's just a very dated intersection that has not kept up with the explosion of growth in the area.

Looks good

23 November 2020

Subject: Protest of Wilson Road Improvement Process

To: Dan Hurt (Ward III), Michelle Ohley (Ward IV), Mary Ann Mastorakos (Ward II),  
Mary Monachella (Ward I),

CC: Tom DeCampi, Bob Nation

The purpose of this letter is to protest the process being used to pursue a grant for "improving" Wilson Road.

We are residents of Wilson Creek Subdivision and were made aware of the proposed project by an email from Steven Merk. As the subdivision at the nexus of the proposed "improvements", we and our neighbors have a keen interest in the outcome. But in completing the survey a number of deep concerns arose that we wanted to ensure had your attention, and seek answers to some questions.

First of all, the intro to the survey states that the proposed project is being initiated based on complaints from trustees of Walnut Hill Farm. There are only 11 homes in Walnut Hill Farm so clearly there were not a large number of residents providing input.

As we looked at the Trustees for Walnut Hill Farm subdivision we found that Merrell Hansen is a Trustee. We then looked at the Chesterfield Planning and Public Works Committee and found that the same Merrell Hansen chairs that Committee. While it is an advantage that Merrell knows Wilson Road well, as she is likely a regular user, it also raises the potential for conflicts of interest. And it certainly creates the appearance of a conflict of interest.

We then reviewed the minutes from the October Committee Meeting where the Wilson Road Project was discussed and a survey approved. We noted multiple areas of questions and concerns:

- a. This seems to be a really rushed project. The letter from Walnut Hills Farm, which was well-written, is dated September 28, 2020. That's a Monday. Then 3 days later, Thursday, October 1, 2020, Mr. Eckrich issues a 5-page memo to the City Administrator. It appears to have been forwarded to the Committee the same day. A week after that the agenda comes out for the Planning Committee meeting. And then three weeks after that the survey comes out. Is this speed typical of other projects considered by the City? Is there a deadline that must be met?
- b. As the memo from Mr. Eckrich notes, there are a number of streets in Chesterfield not up to today's standards including Hog Hollow Road, West Drive, Old Clarkson Road, River Valley Drive, and Church Road. What process is the City and the Committee using to prioritize Wilson Road "improvements" over those of the others, some of which (e.g.

Hog Hollow Road) would seem more severe problems than Wilson Road? Is the process fair and objective?

- c. The answer to the question from Chair Hurt relative to opposition from residential groups was answered by Mr. Eckrich commenting that he receives a few calls every year asking why Wilson was not improved. He did not answer the question re opposition. Are a few calls a year sufficient input to undertake a major project impacting several hundred homes along Wilson Road?
- d. The discussion during the meeting concluded that the entrance to Walnut Hill Farm would need to be reconstructed as part of the project. This would include the reconstruction of the crossing and bridge into the PRIVATE Walnut Hill Farm subdivision, with the city then returning the bridge to the subdivision. This would seem to be a great benefit to the Walnut Hill Farm homeowners as they get a new bridge at no expense. Has this been done before? Has the City's Legal Counsel provided advice on this?
- e. The previous paragraph may seem to explain the note in the minutes that three residents of Walnut Hill Farm were at the meeting and expressed their support for the project. We would have done the same thing if we were in their shoes. But why was there no input from other residents along Wilson at the same time, allowing the Committee to make a more fully informed decision?
- f. The committee rightly agreed with the staff to obtain resident input. The resulting survey however is, in our mind and others we've discussed this with, slanted to get a "go" answer. In question after question, the only options presented are to do one of two types of "improvements" – there is no choice presented to leave things as they are today, or make modest changes. As noted this kind of improvement was abandoned years ago due to opposition. What's changed? Who directed or decided the survey be constructed this way?
- g. The other issue with the survey is that it includes (based on the drop-down box) input from subdivisions that are not currently along Wilson Road. This includes Baxter Crossing which has almost 2X the number of homes of all the subdivisions accessing Wilson Road today. While their residents should have input it should be to the proposed connection between Wilson Road and Baxter Crossing, not re the character of Wilson Road. How were subdivisions chosen to be part of the survey? Will all input be weighted the same or will the input of those with greater impact be weighted more heavily?

Based on the above, Don Imholz contacted Steve Merk, and relayed some of our concerns. Steve stated he was simply taking direction from the Planning and Public Works Committee. When he was asked him if there were public hearings planned he indicated that none were planned until AFTER the Grant process was completed. Given the Grant will require a road design as part of the Grant request, this is putting "the cart before the horse" and denying sufficient public discussion on the right future for Wilson Road, especially given past opposition.

We would also note that when Fienup Farms was proposed there were multiple public meetings, which some of us attended. And further, that the City was reluctant to make

changes to Wild Horse Creek Road even with the possibility of 400-500 additional vehicles. Why would public meetings be used for Fienup Farms but not this proposed project? Who is making such decisions and on what basis?

Regarding the substance of the proposed project, and given the absence of a planned public hearing to comment and ask questions, we offer the following:

- a. The low water bridge at Walnut Hill Farm has been an issue for a number of years. One of us looked at a home in Walnut Hill Farm years ago and noted that the bridge was going to be an issue at some point. If the width of Wilson Road is left the same, or even expanded by a shoulder, there is no need to reconstruct the Walnut Hill Farm bridge. Has the committee reviewed the site?
- b. Wilson Creek has a bridge over the same creek. We were told the City required the developer, Don Flower, to construct a much costlier bridge than planned, reportedly costing \$1M. This cost was not borne by the city but by the developer and recovered in the cost of the houses in our subdivision. Why should the City pick up the tab for a Walnut Hill private bridge (even if one is needed) when it didn't for Wilson Creek?
- c. It would appear the curve north of Walnut Hill Farm could be easily straightened enough that it would not even impact the part of the roadway by Walnut Hill Farm Road, as there is quite a distance between the end of the curve and the subdivision entrance, and the road is pretty straight in that area. Does the city agree with this assessment?
- d. The intersection at Wild Horse Creek and Wilson Road is far from optimal. The steep incline there is an issue. However, the presence of the incline on that side, and the curve to the south, slows traffic and allows residents from our subdivision to more easily get on to Wilson Road. If you improve Wilson Road and speeds increase, the risks of accidents at Todd Evan Trail Road and Wilson Road would seem to increase. We wonder if the City made a mistake in approving the Wilson Creek entrance to be so close to Wild Horse Creek and Wilson Road intersection. Is there a way to lower the hump (something there is likely a lot of support to do) and not create other issues?
- e. Steve Ricci had a discussion with Aimee Nassif, the Chesterfield Planning and Development Director, back in late 2013 or early 2014 about any plans to widen Wilson and was told that Chesterfield intended to keep the road as a rural access road. Some of us and our neighbors made decisions to buy houses based on such assertions.
- f. The concerns expressed in previous attempts to "improve" Wilson Road likely haven't changed. Many roads in cities such as Ladue have a similar character and appearance. There isn't likely to be more growth along Wilson Road. Making the road look like Baxter would be a mistake. Density of housing is particularly low on the North end, there is no need for sidewalks and such in that area.
- g. Likewise, there are ample trails and opportunities for those wanting to bike or walk in Chesterfield. A separate trail, or a wider roadway, would be wasteful spending and even worse. Wild Horse Creek is a state highway and while you see an occasional biker it really isn't safe to use it in that manner.
- h. Today, the nature of the road with its low speed limit, narrow width, curves, and hills makes it unattractive for those wanting to "cut through" to get to Clarkson going south or Wild Horse Creek and points west going north. Improving the road would seem to

move traffic from Baxter to Wilson Road. Is there concern about this? Have any traffic studies been done?

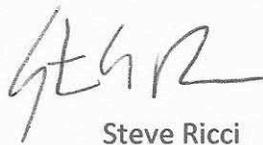
- i. Give the creek and low-lying land along Wilson Road, won't an environmental impact study be required? Given the letter from Walnut Hill Farm Trustees indicating the culvert reconstruction caused issues in their subdivision, isn't it likely that any changes to the road would impact the environment?

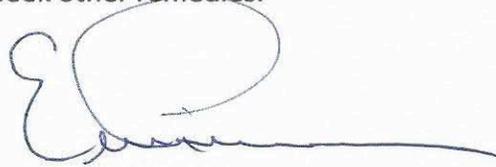
To summarize the above, the process underway for the proposed project is wrong – apparently designed to get one of two predetermined outcomes and not allowing adequate input from residents. Further, the alternative outcomes presented raise questions that need to be answered BEFORE a federal grant is sought AND design decisions made.

We would welcome meeting(s) with whoever you think would be appropriate. Our intent is not to be a roadblock but be part of the process to resolve any issues and do what is best for ALL the residents along Wilson Road. However, if our questions are ignored we will work to galvanize support to stop or slow the project and likely seek other remedies.

Sincerely,

  
Don Imholz

  
Steve Ricci

  
Erich Thurmann

Jim Eckrich

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From: Jim Eckrich  
Sent: Wednesday, November 11, 2020 2:50 PM  
To: Gary Hansen  
Cc: Steven Merk; Zachary Wolff; Mike Geisel; City Council  
Subject: Re: Wilson Avenue Improvement

Mr. Hansen, as stated in the email from Civil Engineer Steve Merk the City Staff will be moving forward with the project scope from the culvert to Wild Horse Creek Road. As stated by Steve, adding the cost to reconstruct the hill, which would likely nearly double the cost of the project, would make it unlikely that the City's grant application would be successful. The competitiveness of these grants has changed dramatically since the City successfully acquired the grant (which it later forfeited due to resident objections about the project) in the 1990s. In fact, the most recent STP grants the City has applied for on Old Chesterfield Road, Schoettler Road, and Wilson Avenue (asphalt overlay) have not been successful. As stated by Steve, we believe that adding the cost of reconstructing the hill makes it highly unlikely a grant application of that magnitude would be successful. If this grant application is successful, and there is resident support for addressing the hill also, that could be pursued as a separate / future grant.

If you would like to discuss this matter further, please contact me at 636-537-4764. I will be in the office most of the day on Thursday and Friday.

James A. Eckrich, P.E.  
Public Works Director / City Engineer

Sent from my iPad

On Nov 11, 2020, at 1:16 PM, Gary Hansen <ghansen@hansenlaw.pro> wrote:

Mr. Merk:

Thank you for your reply.

Since you will be funding the project with grant money, I don't think the inclusion of the hill would add that much of a burden upon the City of Chesterfield. As an individual, I do not have access to the sources for searching for grants that the City of Chesterfield does. Twenty years ago the City had no problem securing a grant for the improvement of Wilson in its entirety. If you're going to search for grant money, why not search for all of what is needed.

To make the changes that are proposed under the current project, you are going to have right of way acquisition costs with which to deal, as well as environmental issues because of the creek and associated wetlands. I would agree that to add the hill would add costs for these items in a different place as well. But why set yourself up to go to the well twice when you can get it done the first time.

By not fixing the most dangerous stretch of Wilson that exists and of which the City of Chesterfield is well aware, you are leaving the City of Chesterfield open for litigation the costs of which most likely would far outweigh the efforts and costs of fixing it. While connecting Baxter Commons Lane to Wilson you are eliminating the need for people in the northern quarter of Wilson to avoid driving up the hill, it provides no safety relief for those coming north on Wilson from its southern half. The lions share of vehicular incidents on the hill have been with vehicles going north, coming down the hill.

Those of us living on Countryside Hill get no benefits from the fixing of the hill, whereas the residents of Walnut Hill Farm will get benefits from the project as proposed. The City of Chesterfield has the duty to keep all of the roads for which it is responsible safe for all of those who are using them.

Gary Hansen

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<image001.png> <b>HANSEN LAW, P.C.</b>	Gary Hansen Principal  1515 Countryside Hill Chesterfield, Missouri 63005 (636) 237-8688 ghansen@hansenlaw.pro www.hansenlaw.pro
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From: Steven Merk <SMerk@chesterfield.mo.us>  
Sent: Tuesday, November 3, 2020 4:18 PM  
To: Gary Hansen <ghansen@hansenlaw.pro>  
Cc: Jim Eckrich <JEckrich@chesterfield.mo.us>; Zachary Wolff <ZWolff@chesterfield.mo.us>; Mike Geisel <mgeisel@chesterfield.mo.us>  
Subject: RE: Wilson Avenue Improvement

Mr. Hansen,

Thank you for contacting me regarding Wilson Avenue. The City Staff is certainly aware of the steep hill on Wilson Avenue, as well as the other deficiencies along Wilson Avenue. The project as currently proposed was presented to the Planning & Public Works Committee of City Council (PPW) at the request of the Walnut Hill subdivision trustees. During PPW deliberations on the project, the steep hill was specifically discussed. However, the hill is outside the request from Walnut Hill and its addition would add such cost and scope to the project that we believe the chances of our grant submittal being successful would be significantly diminished by including it. Accordingly, City Staff will be moving forward with a grant application for improvements to Wilson Avenue between the culvert and Wild Horse Creek Road as approved by the City's Planning and Public Works Committee.

Please be advised that the reconstruction of the hill on Wilson Avenue would be very expensive and extraordinarily difficult to construct due to grades and environmental restrictions associated with the adjacent creek. It would also require substantial right of way acquisition. You are correct that the City owns land near the bottom of the hill and some additional right of way adjacent to the hill, but additional right of way would still be required for the reconstruction. One of the reasons the City is considering connecting Baxter Commons Lane to Wilson Avenue is to provide motorists an alternate route to bypass the Wilson Avenue hill during inclement weather.

The City could still consider improvements to the hill in the future as a separate project. If you are aware of other grant opportunities for that project, I would be happy to discuss those with you.

Thank you again for your feedback on the proposed project. If you would like to discuss the matter further, please contact me at the number below.

Steve Merk, PE, CFM  
City of Chesterfield  
ph: 636-537-4754  
[smerk@chesterfield.mo.us](mailto:smerk@chesterfield.mo.us)

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From: Gary Hansen <[ghansen@hansenlaw.pro](mailto:ghansen@hansenlaw.pro)>  
Sent: Monday, November 2, 2020 4:38 PM  
To: Steven Merk <[SMerk@chesterfield.mo.us](mailto:SMerk@chesterfield.mo.us)>; cityofficials <[cityofficials@chesterfield.mo.us](mailto:cityofficials@chesterfield.mo.us)>  
Cc: [rcompton@gmail.com](mailto:rcompton@gmail.com); Ed Kottmeier <[ek@jeffersoncountylumber.com](mailto:ek@jeffersoncountylumber.com)>; Margaret Shoptaw <[shoptaw@diamondusa.com](mailto:shoptaw@diamondusa.com)>  
Subject: Wilson Avenue Improvement  
Importance: High

Mr. Merk:

My wife and I have lived on Countryside Hill for over 20 years. Countryside Hill intersects Wilson just south of what you refer to as the culvert. While I do not remember the exact date, around the time we acquired our house the southern half of Wilson Avenue was improved considerably, running from Clarkson to just North of Wilson Manor Drive. It was widened, leveled, and had sidewalks added. My recollection is that it was funded by a Federal grant, a large portion of which went unused because of objections by residents living along the north half of Wilson who were concerned about the improvements causing an increase in traffic. Since then, Baxter Road has been extended onto four lanes from Clarkson to the Chesterfield Airport Road, thereby obviating any incentive for drivers to use Wilson to avoid the congestion between Baxter and Highway 40. Since that time, other than replacing the narrow bridge on Wilson just north of the steep hill, the northern half of Wilson stands as it was constructed many, many years ago.

On your web page, the assertion is made "The project would address safety issues such as: sharp curves, narrow lanes, drainage, the intersection with Wild Horse Creek Road, as well as the lack of paved shoulders and bike/pedestrian accommodations." I would point out the single largest safety issue on all of Wilson is the steep hill which is curved and lies almost exactly half way from Clarkson to Wild Horse Creek. I know this because our property touches Wilson at the bottom of this hill. Every time the surface of Wilson is wet, we hear cars skidding on this hill. I would say that at least once every month or two there is some kind of incident in which a driver loses control of a vehicle and winds up off the road, sometimes even blocking the road. While many of these don't get reported to the Chesterfield Police, I would expect that there are more police reports of incidents on or at the bottom of this hill than on any other stretch of Wilson. We regularly retrieve car parts that have been damaged and left behind by the police in cleaning up after such incidents. While there have been people injured, street signs knocked down, telephone poles hit causing a loss of electrical service, and other consequences, so far no one has been fatally injured. A couple of years ago, a Monarch Fire District truck responding to one of these incidents almost t-boned a Chesterfield Police vehicle, barely stopping before colliding. We have complained many times to council members, only to be told that there is no interest on the part of Chesterfield to correct this hazard.

We would like to have the City of Chesterfield, since it is looking into improving Wilson in order to correct safety issues, to seriously consider undertaking this issue at the same time as everything that is north of this hill. It is my understanding that the City of Chesterfield already owns the land that could be used to straighten and lessen the steepness of this hill. If this is the case, this fix would be a fraction

of what will be spent exercising eminent domain, straightening sharp curves, improving drainage, etc. for what is north of the culvert.

I am willing to volunteer my time assisting the City of Chesterfield in finding grant opportunities and making applications for such funding. If you look at my signature line, below, you will see that I am an attorney. I think you will find this a worthwhile offer.

I am sure that the City of Chesterfield is aware of this hazard. We have found that whenever there is ice or snow on Wilson, the stretch of Wilson running from the top of the hill down almost to the culvert is impeccably cleaned and salted – better than any other stretch of road within the City of Chesterfield. I would expect that while I have been unable to persuade Chesterfield officials to correct this danger, I am sure these officials are aware of this danger. So, please do the right thing. Even if it adds time and costs, it's well worth it.

Gary Hansen

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<image001.png> <b>HANSEN LAW, P.C.</b>	Gary Hansen Principal  1515 Countryside Hill Chesterfield, Missouri 63005 (636) 237-8688 <a href="mailto:ghansen@hansenlaw.pro">ghansen@hansenlaw.pro</a> <a href="http://www.hansenlaw.pro">www.hansenlaw.pro</a>
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## **FINANCE AND ADMINISTRATION COMMITTEE**

Chair: Councilmember Moore

Vice-Chair: Councilmember McGuinness

### **NEXT MEETING**

The next meeting of the Finance and Administration Committee is scheduled for Tuesday, August 3, 2021, at 5:30 pm.

If you have any questions or require additional information, please contact Finance Director Jeannette Kelly or me prior to Monday's meeting.

## **PARKS, RECREATION AND ARTS COMMITTEE**

Chair: Councilmember Mastorakos

Vice Chair: Councilmember Budoor.

**Policy Updates** – As requested by the City Council; the Parks, Recreation and Arts Committee has reviewed and proposed revisions to PRA #6 & #7, with regard to the leadership and membership. The Parks, Recreation and Arts Committee recommends approval and adoption of these revised policies. **(A voice vote is requested)**

**Proposed Resolution** – The Parks, Recreation and Arts Committee recommends approval of a proposed resolution to authorize the submission of a grant application to the Municipal Parks Grant Commission, for the purpose of proceeding with Phase two of Logan Park. The initial cost estimates for phase two is \$665,000 and the grant is to be submitted requests \$525,000 of grant funds, resulting in \$140,000 as the local share. Please note, the Grant Commission may respond with a lesser grant approval. **(A roll call vote is requested)**

### **NEXT MEETING**

The next meeting of the Parks, Recreation and Arts Committee has not yet been scheduled.

If you have any questions or require additional information, please contact Parks, Recreation and Arts Director Thomas McCarthy or me prior to Monday's meeting.



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**PARKS, RECREATION AND ARTS COMMITTEE OF COUNCIL MEETING RESULTS**  
**July 26, 2021**  
**City Hall Room 201**

Chairperson Mastorakos called the meeting to order at 5:20 p.m.

Those in attendance included:

Councilmember Mary Monachella, Ward I  
Chairperson Mary Ann Mastorakos, Ward II  
Councilmember, Dan Hurt, Ward III  
Councilmember, Gary Budoor, Ward IV

Also in attendance were:

Mayor Bob Nation  
Director of Parks, Recreation & Arts, Tom McCarthy  
Executive Assistant, Parks, Recreation & Arts, Ann-Marie Stagoski

**Agenda Item #1: Approval of Minutes**

The meeting results of the June 23, 2021 Parks, Recreation & Arts Committee of Council Meeting were submitted for approval. Councilmember Budoor made a motion, seconded by Councilmember Hurt, to approve the meeting results. There being no discussion, the motion was passed by a voice vote of 3 to 0 with Councilmember Monachella abstaining.

**Agenda Item #2: Parks, Recreation & Arts Policy Updates**

Director McCarthy explained that in 2018 policies changed in an effort to rotate people through committees and offer opportunities to more residents. After some recent discussion, including a year "lost" to Covid, it has been expressed that there was a desire for no term limits. In addition, the balloting for positions on committees was addressed. The Parks, Recreation & Arts Citizens Advisory Committee is recommending that there be no term limits on committee and that nominations and voting for positions be as follows:

Any member of a committee can nominate a candidate approximately two months prior to the election by emailing the Director of Parks, Recreation & Arts.

The director will confirm the nominees' interest and their acceptance of the nomination.

There would be at least one week's notice of the election prior to the first meeting of the new year.

Committee members present at the first meeting of the calendar year may vote by secret ballot.

The policy as presented will have a spelling correction to change "tree" to "three".

Councilmember Hurt moved to move to move both policy updates with one spelling correction, as recommended by PRCAC on to full council. Councilmember Budoor seconded the motion. It was confirmed that there would be a request for nominees in November or December and that the Director would send out via email a list of nominees to the committee at least one week ahead. Members must be present to vote. There being no further discussion, the motion was passed by a voice vote of 4 to 0.

### **Agenda Item #3: Municipal Parks Grant, Round 22**

Director McCarthy explained that there is an opportunity for a grant through the Municipal Parks Grant Round 22. The City could seek \$525,000 (which is the maximum allowed) to help offset the costs of phase 2 of Logan Park. The City would need to fund an additional \$139,925 to complete all components of phase 2. The application is due at the end of August and Director McCarthy typically sends it in two weeks prior.

Included in the grant request would be: grading, an 8-foot-wide concrete trail, two pickle ball courts with fencing, retaining wall, storm water retention, three shade structures, native meadow plantings, landscape buffer, trashcans, benches, park sign, seed for turf and additional amenities, design, engineering, permitting fees, bidding and construction observation. The Parks Department has a good track record for receiving grants and a decision would be made in late December if we are to be awarded the Grant.

Councilmember Hurt moved to accept the recommendation and move this proposal to apply to the grant on to full council. Councilmember Monachella seconded the motion.

There was additional discussion on what would happen if we did not receive the grant and how many municipalities we competed with. There are 87 other municipalities however not all of them apply for grant funding for various reasons. If the grant is not awarded then plans would be reevaluated. Six to seven million in parks funding is awarded each year.

There was further discussion on the width of the trail, the segmented block retaining wall and preservation of existing trees. Councilmember Mastorakos inquired about the trail connectivity options. Director McCarthy explained that it would go north through Logan's property and through Greenleaf Valley subdivision. This has been on the City's Trail and Connectivity Plan for a long time. At this time the Parks Department is still exploring sidewalk connectivity at Schoettler to the trail system at Logan park.

There being no discussion, the motion was passed by a voice vote of 4 to 0.

### **Agenda Item #4: Unfinished Business**

No unfinished business.

### **Agenda Item #5: New Business**

Director McCarthy pointed out that membership in committees is dwindling and asked councilmembers to be cognizant if they hear of someone in their ward who may be interested. He suggested they attend a meeting prior to being added to the committee.

Councilmember Mastorakos inquired on the timing of construction of Logan Park. Currently it is going through an approval process with Metropolitan Sewer District and waiting on supplies to come in. By the fall there should be earth moving, a bathroom and playground. The parking lot will be closer to winter installation.

### **Agenda Item #6: Adjournment**

There being no further business to discuss, Chairperson Mastorakos adjourned the meeting at 5:46 p.m.

# Memorandum



**To:** Mike Geisel, City Administrator  
**From:** Tom McCarthy *T*  
Director of Parks, Recreation and Arts  
**Date:** 7/27/2021  
**Re:** Policy Update for CCEAC & PRACAC

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The Parks, Recreation & Arts Citizen Advisory Committee reviewed the updated policy for both Chesterfield Citizens Environmental Advisory Committee and the Parks, Recreation & Arts Advisory Committee. The term limits were removed and a voting format was added to make the voting for the three positions on each committee defined. A motion was made and a vote taken and it passed unanimously. We then discussed it at Our Parks, Recreation & Arts Committee of Council meeting on July 26. A motion was made and it passed with a vote of 4-0 in favor. It is now ready to be moved on to the full Council for their direction and recommendation.

With your approval we would like to move this forward to the full Council on August 2, 2021.



5  
7/27/2021

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**PARKS, RECREATION AND ARTS COMMITTEE OF COUNCIL MEETING RESULTS**  
**July 27, 2021**  
**City Hall Chambers, Room 201**

Chairperson Mastorakos called the meeting to order at 5:20 p.m.

Those in attendance included:

Councilmember Mary Monachella, Ward I  
Chairperson Mary Ann Mastorakos, Ward II  
Councilmember, Dan Hurt, Ward III  
Councilmember, Gary Budoor, Ward IV

Also in attendance were:

Mayor Bob Nation  
Director of Parks, Recreation & Arts, Tom McCarthy  
Executive Assistant, Parks, Recreation & Arts, Ann-Marie Stagoski

**Agenda Item #1: Approval of Minutes**

The meeting results of the June 23, 2021 Parks, Recreation & Arts Committee of Council Meeting were submitted for approval. Councilmember Budoor made a motion, seconded by Councilmember Hurt, to approve the meeting results. There being no discussion, the motion was passed by a voice vote of 3 to 0 with Councilmember Monachella abstaining.

**Agenda Item #2: Parks, Recreation & Arts Policy Updates**

Director McCarthy explained that in 2018 policies changed in an effort to rotate people through committees and offer opportunities to more residents. After some recent discussion, including a year "lost" to Covid, it has been expressed that there was a desire for no term limits. In addition, the balloting for positions on committees was addressed. The Parks, Recreation & Arts Citizens Advisory Committee is recommending that there be no term limits on committee and that nominations and voting for positions be as follows:

Any member of a committee can nominate a candidate approximately two months prior to the election by emailing the Director of Parks, Recreation & Arts.

The director will confirm the nominees' interest and their acceptance of the nomination.

There would be at least one week's notice of the election prior to the first meeting of the new year.

Committee members present at the first meeting of the calendar year may vote by secret ballot.

The policy as presented will have a spelling correction to change "tree" to "three".

Councilmember Hurt moved to move to move both policy updates with one spelling correction, as recommended by PRCAC on to full council. Councilmember Budoor seconded the motion. It was confirmed that there would be a request for nominees in November or December and that the Director would send out via email a list of nominees to the committee at least one week ahead. Members must be present to vote. There being no further discussion, the motion was passed by a voice vote of 4 to 0.

### **Agenda Item #3: Municipal Parks Grant, Round 22**

Director McCarthy explained that there is an opportunity for a grant through the Municipal Parks Grant Round 22. The City could seek \$525,000 (which is the maximum allowed) to help offset the costs of phase 2 of Logan Park. The City would need to fund an additional \$139,925 to complete all components of phase 2. The application is due at the end of August and Director McCarthy typically sends it in two weeks prior.

Included in the grant request would be: grading, an 8-foot-wide concrete trail, two pickle ball courts with fencing, retaining wall, storm water retention, three shade structures, native meadow plantings, landscape buffer, trashcans, benches, park sign, seed for turf and additional amenities, design, engineering, permitting fees, bidding and construction observation. The Parks Department has a good track record for receiving grants and a decision would be made in late December if we are to be awarded the Grant.

Councilmember Hurt moved to accept the recommendation and move this proposal to apply to the grant on to full council. Councilmember Monachella seconded the motion.

There was additional discussion on what would happen if we did not receive the grant and how many municipalities we competed with. There are 87 other municipalities however not all of them apply for grant funding for various reasons. If the grant is not awarded then plans would be reevaluated. Six to seven million in parks funding is awarded each year.

There was further discussion on the width of the trail, the segmented block retaining wall and preservation of existing trees. Councilmember Mastorakos inquired about the trail connectivity options. Director McCarthy explained that it would go north through Logan's property and through Greenleaf Valley subdivision. This has been on the City's Trail and Connectivity Plan for a long time. At this time the Parks Department is still exploring sidewalk connectivity at Schoettler to the trail system at Logan park.

There being no discussion, the motion was passed by a voice vote of 4 to 0.

### **Agenda Item #4: Unfinished Business**

No unfinished business.

### **Agenda Item #5: New Business**

Director McCarthy pointed out that membership in committees is dwindling and asked councilmembers to be cognizant if they hear of someone in their ward who may be interested. He suggested they attend a meeting prior to being added to the committee.

Councilmember Mastorakos inquired on the timing of construction of Logan Park. Currently it is going through an approval process with Metropolitan Sewer District and waiting on supplies to come in. By the fall there should be earth moving, a bathroom and playground. The parking lot will be closer to winter installation.

### **Agenda Item #6: Adjournment**

There being no further business to discuss, Chairperson Mastorakos adjourned the meeting at 5:46 p.m.

# 2

## Memorandum

**To:** Mike Geisel, City Administrator  
**From:** Tom McCarthy   
**Director of Parks, Recreation and Arts**  
**Date:** 7/22/2021  
**Re:** Policy Update for CCEAC & PRACAC



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Attached is the updated Policy 6 & 7 for the Parks, Recreation & Arts Citizens Advisory Committee and the Chesterfield Citizens Environmental Advisory Committee. The two changes that were made were the removal of the term limits, and the procedure in which voting would be handled for the Chair, Vice Chair and Secretary positions on a yearly basis to enhance the privacy of the voting process. This was discussed and direction given at our Last Parks, Recreation & Arts Committee of Council meeting and then brought back to the PRACAC with a small change in the voting process. I would like to bring these two policies back to the Parks, Recreation and Arts Committee of Council, and with their approval on to the full council for review and adoption.

**Please forward to the PR&A for further review and recommendation.**

*Mike Geisel*

**2021-7-22**

**CITY OF CHESTERFIELD  
POLICY STATEMENT**

**PARKS, RECREATION AND ARTS**

NO. 6

SUBJECT Chesterfield Citizens Environmental Advisory Committee

Index PRA

DATE February 15, 2018

DATE: July 14, 2021

ISSUED

REVISED

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**POLICY**

**I. Purpose:**

This policy is to establish the identity, composition, mission, method of operation, and oversight of the **Chesterfield Citizens Environmental Advisory Committee**.

**II. Description:**

The Chesterfield Citizens Environmental Advisory Committee (CCEAC) will be a non-statutory committee set up to serve as an advisory committee for the Parks, Recreation and Arts Department on recommendations for implementation, recommendations on recycling, environmental and nature-oriented issues and concerns for the residents of Chesterfield.

**III. Reports to:**

The Chesterfield Citizens Environmental Advisory Committee (CCEAC) will be under the direct supervision and control of the Parks, Recreation and Arts Department and the Parks, Recreation and Arts Director. The Parks, Recreation and Arts Director will be the department liaison to the Committee and attend a majority of the meetings. If the director is not available to attend a meeting they will send the Assistant Director or a Superintendent to take their place. Staff will work in concert with the members of the group to ensure that the goals of both entities are being met within the best interest of the City of Chesterfield.

**IV. Membership:**

"Chesterfield Citizens Environmental Advisory Committee" (CCEAC) is comprised of up to 17 Chesterfield residents. Membership shall consist of not more than four residents from each of the four wards plus one additional member "at large". Membership at any given time may fluctuate due to the resident's interest to serve.

**V. Leadership:**

The committee Chair, Vice Chair and Secretary shall be voted on annually in January or at the first meeting of the year by the committee. Voting will be done for the three positions by each individual member and the voting process will be handled by the Parks, Recreation & Arts Director. Individuals that would like to be considered for one of the three positions can send their name in for nomination or a committee member can nominate a member in November or December by e-mail to the Parks, Recreation & Arts Director. The Parks, Recreation & Arts Director will send out the nomination list one week prior to the first meeting of the new year. Each committee member in attendance will

receive one ballot which will have the three positions open and members names alongside the position to vote on. Committee members will fill in their ballot and the Parks, Recreation & Arts Director will tally the ballots and acknowledge who has been voted into the new positions after the vote

**VI. Appointment:**

Appointments to the Chesterfields Citizens Environmental Advisory Committee require that the individual be a resident of the City of Chesterfield. Appointments are made by the Mayor, with the confirmation from both councilmembers of the ward in which the appointee resides.

**VII. Funding:**

The City may provide funding to the CCEAC to enable them to accomplish their mission. Those funds are included as a line item expense in the Parks, Recreation and Arts Annual Budget. Tracking and approval of all expenditures is the responsibility of the Parks, Recreation and Arts Department. All proposed programs and expenditures of any funds by CCEAC must be previously approved by the Director of Parks, Recreation and Arts.

**VIII. Mission:**

- Research and recommend implementation, improvements, and extensions of all recycling issues relevant to the City.
- Investigate and identify environmental issues to enhance the quality of life for the residents of the City.
- Provide material and discussion for education in the areas of recycling, conservation, and control of our environment.
- Serve as a source of feedback to the Parks, Recreation and Arts Department for citizens' recommendations and concerns for recycling and environmental issues.

**RECOMMENDED BY:**

\_\_\_\_\_  
Department Head/Council Committee (if applicable)

\_\_\_\_\_  
Date

**APPROVED BY:**

\_\_\_\_\_  
City Administrator

\_\_\_\_\_  
Date

\_\_\_\_\_  
City Council (if applicable)

\_\_\_\_\_  
Date

**CITY OF CHESTERFIELD  
POLICY STATEMENT**

**PARKS, RECREATION AND ARTS**

NO. 7

SUBJECT      Updating the Parks & Recreation  
                 Citizens Advisory Committee

Index            PRA

DATE            February 6, 2018  
ISSUED

DATE July 14, 2021  
REVISED

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**POLICY**

I. Purpose:

This policy is to be used to describe the identity, composition, mission, method of operation, and oversight of the **Parks, Recreations & Arts Citizens Advisory Committee**.

II. Description:

The Parks, Recreation & Arts Citizens Advisory Committee (PRACAC) is a non-statutory Committee set up to serve as an advisory committee for the Parks, Recreation & Arts Department on recommendations for parks, arts, entertainment, green spaces, sports, recreation, aquatics, sports and wellness, older adult activities, outdoor education, special events, overall recreation and leisure activities implementation along with concerns and insight from the residents of Chesterfield.

III. Reports to:

The Parks, Recreation and Arts Citizens Advisory Committee will be under the direct supervision and control of the Parks, Recreation & Arts Department and the Parks Recreation & Arts Director. The Parks, Recreation & Arts Director will be the department liaison to the committee, attend all meetings, and work in concert with the members of the group to ensure that the goals of the committee are being met within the best interest of the City of Chesterfield.

IV. Membership:

The Parks, Recreation and Arts Citizens Advisory Committee is comprised of up to 17 Chesterfield residents. Membership shall consist of not more than four residents representing each of the four wards plus one additional member "at large".

V. Leadership:

The committee Chair, Vice Chair and Secretary shall be voted on annually in January or at the first meeting of the year by the committee. Voting will be done for the three positions by each individual member and the voting process will be handled by the Parks, Recreation & Arts Director. Individuals that would like to be considered for one of the three positions can send their name in for nomination or a committee member can nominate a member in November or December by e-mail to the Parks, Recreation & Arts Director. The Parks, Recreation & Arts Director will send out the nomination list one week prior to the first meeting of the new year. Each committee member in attendance will receive one ballot which will have the three positions open and members names alongside the position to vote

on. Committee members will fill in their ballot and the Parks, Recreation & Arts Director will tally the ballots and acknowledge who has been voted into the new positions after the vote

**VI. Appointment:**

Appointments to the Parks, Recreation & Arts Citizens Advisory Committee require that the individual be a resident of the City of Chesterfield. Appointments are made by the Mayor, with the confirmation from both councilmembers of the ward in which the appointee resides.

**VII. Funding:**

The City provides annual funding to PRACAC to enable them to accomplish their mission. The funds are included in the Parks, Recreation and Arts Department's Expense Budget which comes from the Parks Fund and the tracking and approval of all expenditures is the responsibility of the Parks, Recreation and Arts Department. All proposed programs and expenditures of any funds by PRACAC must be approved by the Director of Parks, Recreation & Arts prior to expenditures being allowed.

**VIII. Mission:**

The Parks, Recreation & Arts Citizens Advisory Committee is an advisory committee to the Parks, Recreation & Arts Committee of Council. This committee's purpose is to enhance the quality of life for all citizens of the City through the development of parks, recreation & arts. In doing so, it shall be the Committee's responsibility to address the following as directed by City Council:

**Objectives:**

- Maintain a symbiotic partnership between its own mission statement and the mission statement of City Council and Chesterfield Parks, Recreation & Arts Department.
- Identify park, recreation, art and entertainment attitudes of individuals and organizations in the community.
- Advise on basic policies that guide the parks, recreation, arts, sports and wellness and older adult activities.
- Review and advise on park development plans, conservation, art and green space opportunities.
- Serve as an information/education resource for our senior population.
- Recommend sites for park expansion and advocate for improvements, operations and maintenance standards consistent with NRPA, CAPRA, NWF accreditation.
- Submit ideas for both passive and active park areas that enhance the environment.
- Recommend new programs and activities for the inclusion of all age groups and assist with events as needed.
- Consider conceptualized funding mechanisms for the development of a comprehensive Parks, Recreation and Arts Master Plan at the direction of the Parks, Recreation and Arts Committee of Council.
- Submit all formal recommendations in writing to the Parks, Recreation and Arts Committee of City Council and the City Council to facilitate better communication.

RECOMMENDED BY:

\_\_\_\_\_  
Department Head/Council Committee (if applicable)

\_\_\_\_\_  
Date

APPROVED BY:

\_\_\_\_\_  
City Administrator

\_\_\_\_\_  
Date

\_\_\_\_\_  
City Council (if applicable)

\_\_\_\_\_  
Date

DRAFT

# Memorandum

**To:** Mike Geisel, City Administrator  
**From:** Tom McCarthy   
**Director of Parks, Recreation and Arts**  
**Date:** 7/27/2021  
**Re:** Municipal Parks Grant Round 22



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The Parks, Recreation & Arts Citizen Advisory Committee reviewed the Municipal Parks Grant proposal for Round 22 and had ample discussion on the amenities for phase 2 of Logan Park. A motion was made to approve the attached recommendation and to move it on to the Parks, Recreation & Arts Committee of Council. On the 26 of July at the Parks, Recreation & Arts Committee of Council meeting the committee discussed the recommendation on the Municipal Parks Grant and a motion was made and a vote taken which passed 4-0 in favor of moving the grant proposal on to the full Council at their next meeting on August 2, 2021.

With your approval we would like to move this forward to the full Council on August 2, 2021.

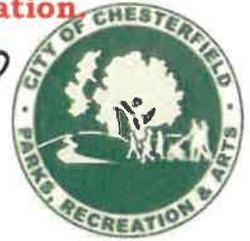
# Memorandum

#3

Please forward to the PR&A Committee  
for review and recommendation

2021-7-22

To: Mr. Geisel, City Administrator  
From: Tom McCarthy, CPRP  
Director of Parks, Recreation and Arts  
Date: 7/22/2021  
Re: Municipal Parks Grant Round 22



It's that time of year again and we are looking forward to applying for a St. Louis County Municipal Parks Grant. The City of Chesterfield has received thirteen grants over the years in the amount of \$3,305,233.00. The past few years we have received grants for the phase one of Logan Park which consisted of a pavilion, restroom facility playground and parking lot, a pavilion in Central Park and Awakening surface improvements, playground surface upgrades at Central Park, the CVAC, River's Edge Trail, pavilion and boat dock installation, the pool splash pad at the Aquatic Center and the Veterans Honor Park.

Attached is a Proposed Resolution authorizing our submission of the 2021-2022 grant application for round 22 of the Municipal Parks Grant Commission, to construct phase two of Logan Park in partnership with Logan University. I am requesting the maximum amount of grant funding at \$525,000. The grant application will include funding for additional grading MSD stormwater work, site grading, two pickleball courts with fencing and a retaining wall, a large native planting area with educational signage, an eight-foot-wide concrete trail around the park, additional bench and shade structures at the playground, picnic tables, water fountain, bike rack, park sign, design, engineering permitting fees, construction and bidding services, and several other items. Our grant match would consist of \$139,925 to allow us to get the phase two items on the list for the park. The attached resolution authorizes you, as the City Administrator to sign the grant application which is required for application acceptance by the Commission.

As is normally the case, if Chesterfield is successful and awarded the requested grant funds, we would return to City Council for project authorization and funding.

The grant application deadline is at the end August. Therefore, I request and recommend that this information be forwarded to the Parks, Recreation & Arts Committee of Council for action at their meeting on July 26<sup>th</sup> and then moved forward to the Full Council scheduled meeting on August 2, 2021 for consideration and passage.

If you have any additional questions or require additional information, please let me know at your earliest convenience.

## Attachments

1. Logan Park Phase 2 Implementation numbers for the Municipal Parks Grant
2. Proposed Resolution
3. Parks, Recreation & Arts Citizens Advisory Committee meeting results



# Logan Park - Phase 2 Implementation

Chesterfield, MO

SWT Design Project #21062.01

## Park Improvements Cost Opinion - Phase 2

Numbers based upon Concept Master Plan, dated July 6, 2021

1	Base Improvements	Quantity	Unit	Unit Cost	Subtotal
	Site Grading / Earthwork	1	al	\$13,000.00	\$13,000.00
	Concrete Loop Trail and Walks	21000	sf	\$8.80	\$185,000.00
	MSD Required Stormwater and/or Streambank Improvements	1	al	\$54,000.00	\$54,000.00
	Pickleball Courts (two) - Post Tensioned Conc. With Surface Coating and Fencing	1	al	\$125,450.00	\$125,450.00
	Shade Structure - Two Post Hip 10' x 16'	2	ea	\$36,400.00	\$72,800.00
	Segmental Block Retaining Wall	450	sff	\$52.00	\$23,400.00
	Playground Cantilever Shade Canopy	3	ea	\$19,500.00	\$58,500.00
	Native Meadow Plantings	1.25	ac	\$3,900.00	\$4,875.00
	Native Meadow Establishment	1.25	ac	\$2,600.00	\$3,250.00
	Landscape Buffer Plantings	1	al	\$15,000.00	\$15,000.00
	32 Gallon Trash Receptacles with Lids and Cable Attachments - Expanded Metal	8	ea	\$750.00	\$6,000.00
	Expanded Metal Benches - 6' long	4	ea	\$1,375.00	\$5,500.00
	Park Sign - Masonry Matching Shelter Column Stone	1	ea	\$9,000.00	\$9,000.00
	Seed Turf Lawn	30000	sf	\$0.46	\$13,650.00
					<b>\$589,425.00</b>
	9% Design, Engineering, and Preliminary Permitting Fees				\$47,500.00
	6% Final Permitting, Bidding, and Construction Observation Services				\$28,000.00
					<b>\$664,925.00</b>

KEY al. - allowance      Ht. - height      sy. - square yard  
 ea. - each                      lf. - linear foot      sf. - square foot

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION AUTHORIZING THE CITY OF CHESTERFIELD TO APPLY FOR A MUNICIPAL PARKS GRANT IN ROUND 22 FOR THE PROCUREMENT AND INSTALLATION OF PHASE TWO OF LOGAN PARK ON THE ACREAGE AT 1851 & 1859 SCHOETTLER ROAD IN PARTNERSHIP WITH LOGAN UNIVERSITY.**

**WHEREAS**, the City is an expanding municipality in the growing county of St. Louis and,

**WHEREAS**, the City Council deems it necessary to improve and expand their public parks, recreation and arts to serve the citizens, as well as the traveling public; and,

**WHEREAS**, through extensive public engagement that has been a strong voice over the years to acquire a park in the Ward three for the residents and guest of Chesterfield,

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, MISSOURI AS FOLLOWS:**

Section 1. An application should be made to the Municipal Parks Grant Program in the County of St. Louis for a grant-in aid for the funding of Phase Two in Logan Park at 1851 & 1859 Schoettler Road in partnership with Logan University, reimbursable upon completion by the Commission.

Section 2. That a project proposal for Phase Two construction be prepared and submitted to the Municipal Parks Grant Commission.

Section 3. If a Grant is awarded, the City of Chesterfield will enter into an agreement or contract with the Commission regarding said grant.

Passed and approved this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Bob Nation, Mayor

\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Vickie McGownd, City Clerk

KEY

- 01 PHASE 1 IMPROVEMENTS
- 02 LANDSCAPE BUFFER PLANTINGS
- 03 PICKLEBALL, TWO COURTS WITH ADJACENT SHADE CANOPY
- 04 THREE SHADE CANOPIES INSTALLED AT PLAYGROUND
- 05 LOOP TRAIL
- 06 NATIVE PLANTING/ POLLINATOR MEADOW
- 07 OPEN LAWN / FLEX SPACE
- 08 LARGE SYCAMORE TO REMAIN
- 09 WOOD CHIP TRAIL



OVERALL CONCEPT MASTER PLAN - PHASE 2  
 LOGAN PARK - MASTER PLAN | CHESTERFIELD, MO



JULY 14, 2021

## Parks, Recreation & Arts Citizen Advisory Committee Meeting Results

July 14<sup>th</sup>, 2021 at 6:15 PM.

Present

Ward Name

I – Ann Book

I – Laura Schellenberg

II – John Davis

III – Alan Politte

III - Kelli Unnerstall

III – Mike Whelan, Chair

III – Kathy Wintermann

IV – Brendan Block

IV – Jim Pisoni

Tom McCarthy – Parks Recreation & Arts Director

Mary Ann Mastorakos – Chesterfield City Council

(2) Guests – Merrell Hansen and Jane Staniforth

1. Approval of June 16<sup>th</sup>, 2021 Meeting Results – Meeting was called to order by chair Mike Whelan at 6:20. Minutes were reviewed and approved. Jim will forward emailed comments from Logan Park resident to Tom and Mike, and will add to the minutes.

2. Municipal Planning Grant Central Park Schedule – Tom announced that an open house will be held on July 28<sup>th</sup> from 6:00-7:30 PM in City Council Chambers. Revised conceptual plans for the Central Park development will be presented.

3. Logan Park – Phase I plan will be submitted to city council for approval on Monday 7/19/21. Phase II Planning Grant is in process and will include a walking trail, two Pickleball courts, shade structures, and other amenities. Ann requested the addition of two short connector trails from the walking trail to Logan Road. Tom will look into the possibility of adding these to the plan. A motion was made to approve the Phase II Plan which was approved unanimously.

4. Parks, Recreation and Arts Policy Update – Tom presented updated Policy Statements regarding the nomination process for the Chesterfield Citizens Environmental Advisory Committee and the Parks, Recreation & Arts Citizens Advisory Committee. Discussion was held and two revisions were suggested. First, nominations for committee positions will be sent to Tom in the November-December time frame. Second, Tom will prepare a ballot which will be sent to the members along with the agenda

for the first meeting of the year. Then the election will be held during the first meeting of the year. A motion was made to approve the policies as amended and approved unanimously.

5. Unfinished Business – Tom requested feedback from anyone who attended the Fourth of July event at CVAC. Comments were generally positive and traffic flow before and after was good. Tom asked if the Wednesday evening meeting times for May-September were still okay with the majority of the group, and it was decided to keep the current schedule.

6. New Business – Jim mentioned that the Monarch Levee trail was closed under the Boone Bridge again due to standing water and asked if the city has looked into possible solutions. Jim made a motion to have the city explore raising the trail in this section to alleviate closure when flooding occurs. It was seconded by Kelli. Discussion was held and the motion passed unanimously.

The meeting was adjourned at 7:15 PM.

DRAFT

## **PUBLIC HEALTH AND SAFETY COMMITTEE**

Chair: Councilmember DeCampi

Vice Chair: Councilmember Wahl

There are no Public Health and Safety Committee action items scheduled on the agenda for this meeting.

### **NEXT MEETING**

The Public Health and Safety Committee scheduled for Monday 7/26/2021 was cancelled and has not yet been re-scheduled.

If you have any questions or require additional information, please contact Chief Ray Johnson or me prior Monday's meeting.

## **REPORT FROM THE CITY ADMINISTRATOR & OTHER ITEMS REQUIRING ACTION BY CITY COUNCIL**

As directed by the City Council, I am requesting that the City Council review and consider approval of the 2021-2022 St. Louis County Metro Municipal League dues, in the amount of \$6,410. For the last two years, the municipal league has provided a 10% discount from the regular annual dues. As such, I request a roll call vote to authorize this payment, which is included in the 2021 approved budget. I would also request that City Council provide direction as to whether or not they desire to continue to require a separate and second approval of this annual expenditure if it is already included in the approved budget document.

### **OTHER LEGISLATION**

There is no “other legislation” scheduled for this meeting.

### **UNFINISHED BUSINESS**

There are no “Unfinished Business” action items scheduled on the agenda for this meeting.

### **NEW BUSINESS**



# MUNICIPAL LEAGUE OF METRO ST. LOUIS

LINKING LOCAL COMMUNITIES  
STRENGTHENING LOCAL  
GOVERNMENT

## DUES STATEMENT MUNICIPAL LEAGUE OF METRO ST. LOUIS July 16, 2021

Municipality: Chesterfield

Dues Amount: \$6410

Please send your check to: Municipal League of Metro St. Louis  
11911 Dorset Rd.  
Maryland Heights, MO 63043

Due Date: August 31, 2021

This statement is for the League's fiscal year: July 1, 2021 - June 30, 2022

This will be the seventh consecutive year without a dues increase and this year the League Board has maintained for a second year a 10% decrease from the 2019 dues amount.

Thank you for your continued support of League activities.

### BOARD OF DIRECTORS

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*City of Jennings*

**Pat Kelly**  
Executive Director

## Annual Report of League Activities and Dues Statement

DATE: July 16, 2021  
FROM: Pat Kelly, Executive Director

Dear Members:

By the middle of March 2020, the COVID-19 pandemic had the entire nation in a stranglehold. It seemed every day brought a new dire prediction on the potential number of deaths and negative impact on the world economy. Municipalities were struggling with how to protect the health and welfare of their staff while continuing to provide vital services, how to maintain open meetings to conduct city business and ultimately how to pay the bills with a shutdown economy.

Governor Parson was scheduled to be the keynote speaker for the League's 2020 May Installation Dinner but due to the pandemic, it was cancelled. The incoming officers and executive board members were sworn in though a ZOOM meeting.

The United States Senate had passed the CARES Act on March 26 and President Trump signed it into law on March 27, which was the first positive action or glimmer of hope. Unfortunately, there was no direct funding for local governments; St. Louis County received \$173 million. Early on, County Executive Page promised that the County would share funds with the municipalities, "within the guidelines issued by the Treasury", which require all expenditures be directly related to COVID-19 pandemic. In May, the treasury issued revised guidance which allowed the funds to be used for public safety payroll reimbursement. The League immediately estimated three months payroll expenses for all municipal police and fire departments, totaling \$47 million and requested that amount from the county's share of the CARES funds. Ultimately, the funds were distributed to all municipalities on a per capita basis.

The Executive Board authorized engaging special counsel to intervene in the Missouri American Water (MAW) Rate Case before the Public Service Commission. MAW was proposing combining the 5 rate districts across the State into one district and establishing uniform rates, meaning St. Louis County rates would increase by \$0.30. This would also dilute the effectiveness of the Infrastructure System Replacement Surcharge (ISRS) program specific to St. Louis County. We were successful in maintaining the five districts, limiting the rate increase, and protecting the ISRS program.

This was one of the most successful legislative sessions the League has ever had, passing seven key pieces of legislative including all four legislative priorities. They included:

- Wayfair – SB153
- Video Franchise – Attached to SB153
- High-Speed Internet Overlay District – Attached to HB271
- Missouri Government Expenditure Database – HB271
- Sunshine Law limiting access to public records – HB362
- Prescription Drug Monitoring – SB63
- Motor fuel tax increase for roads and bridges – SB262

Cities are currently seeking clarification from the Treasury Department on the use of the not yet released American Rescue Plan Act funds. State and County officials are anticipating additional guidance will loosen some of the restrictions. The U.S. economy has rebounded, more and more people are going back to work, and local businesses are slowly gaining traction as local health restrictions are lifted.

It is important to recognize the leadership of President Ruth Springer, Mayor of Olivette, and the League Board, for what has been an extremely productive year. Our goal is to advocate on your behalf. The League Board and staff would also like to compliment you for continuing to provide quality services during these unprecedented times.