



JANUARY 2023



BRICKLINE GREENWAY

ENGAGEMENT & OUTREACH SUMMARY

FOR ENGAGEMENT ACTIVITIES JANUARY 1 - DECEMBER 31, 2022


Created by:



VECTOR
COMMUNICATIONS

— 1998 25 YEARS 2023 —

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OVERVIEW



Great Rivers Greenway

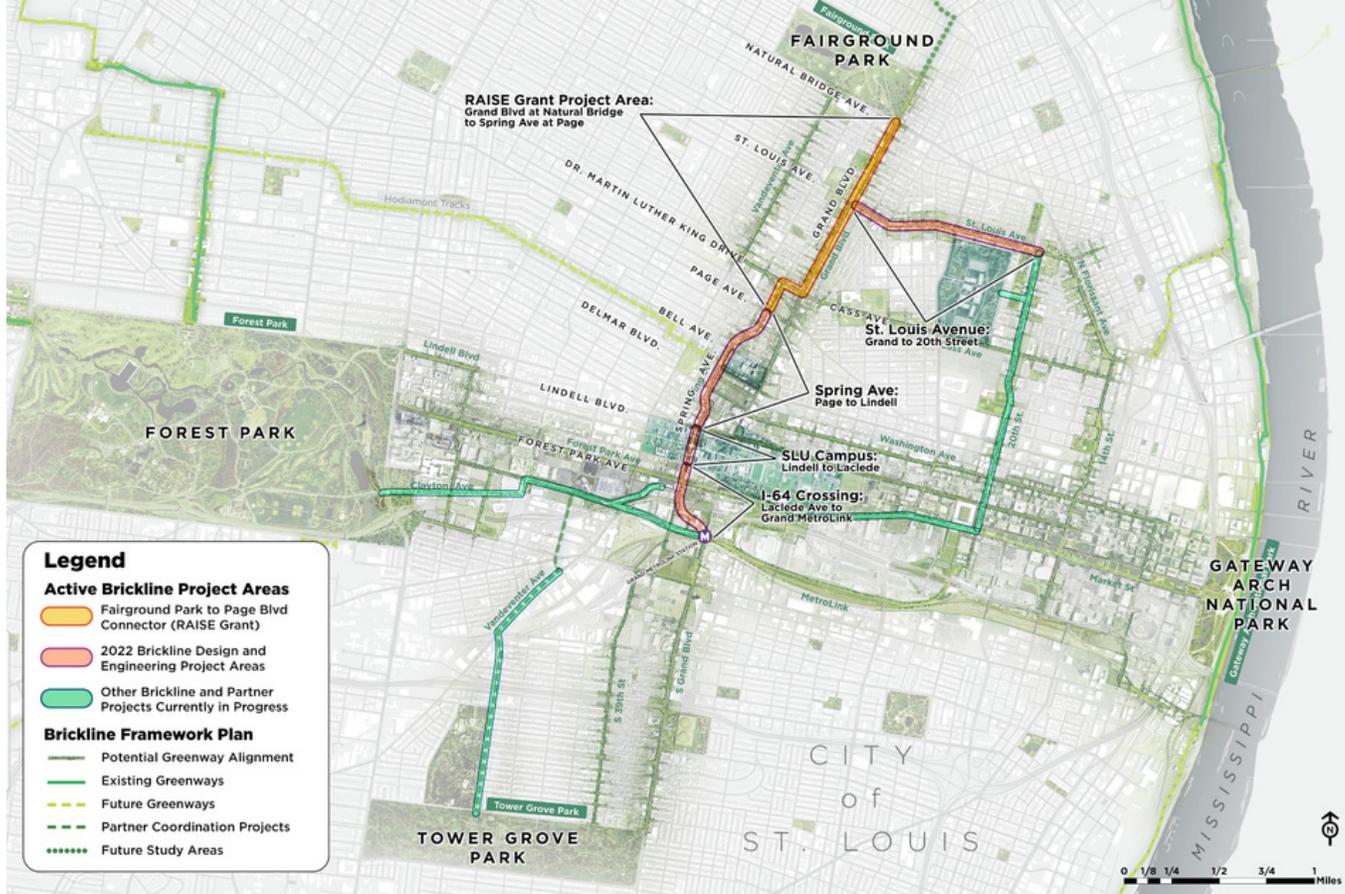
Great Rivers Greenway (GRG) is St. Louis' regional greenway agency specializing in the design of greenways, which include outdoor spaces that connect people and places. GRG collaborates with municipalities, public agencies, businesses, and nonprofit organizations to plan and aesthetically enhance local and regional connections through greenways. Each greenway is unique and includes the character of the communities it traverses. Greenways can include trails, conservation projects such as rain gardens and restored prairies, amenities like restrooms and drinking fountains, and connections to businesses, neighborhoods, parks, schools, waterways, and transit. With 128 miles of greenways constructed throughout the region, Great Rivers Greenway aims to meet the community's vision of equitable opportunities for growth, beautification, and interconnectivity through the Brickline Greenway.



Brickline Greenway

A concept originating in the late 1990's with the Chouteau Lake Plan then further developed in GRG's Chouteau Lake & Greenway Master Plan, Brickline Greenway is a major public- private partnership intended to connect Forest Park to downtown St. Louis and the Gateway Arch National Park with spurs north, anchoring to Fairground Park, and south to Tower Grove Park. GRG designed Brickline to connect the city's vibrant neighborhoods, parks, business and arts districts, employment centers, transit hubs, and dozens of cultural and educational institutions. This project has been an unprecedented undertaking for GRG in terms of size and scope. As such, Great Rivers Greenway, in combination with various teams of consultants, are leveraging the vision of Brickline through research and engagement with a goal of enhancing not only ecology, connectivity and health but also civic well-being and economic growth – creating an exceptional experience that is welcoming to all.





COMMUNITY ENGAGEMENT

Engagement & Outreach Strategy

Currently planning and design is focused on segments of the Brickline Greenway that are supported by a mix of federal grants and private donations. This resulted in a diverse approach to engagement for the entirety of the greenway. Stakeholders in segments not actively in the design stage continued to receive quarterly updates on general Brickline Greenway news and planning efforts. While stakeholders of currently funded segments in active design are engaged through community advisory and working groups, virtual and in-person stakeholder meetings, door-to-door outreach, mailings, surveys, and community events. These tactics were also employed to help guide planning for a Public Art Plan for the entire Brickline Greenway. Active segments include the North Connector, Market Street, and the Central Connector. Below is a brief description and engagement focus for each segment.

ACTIVE SEGMENTS

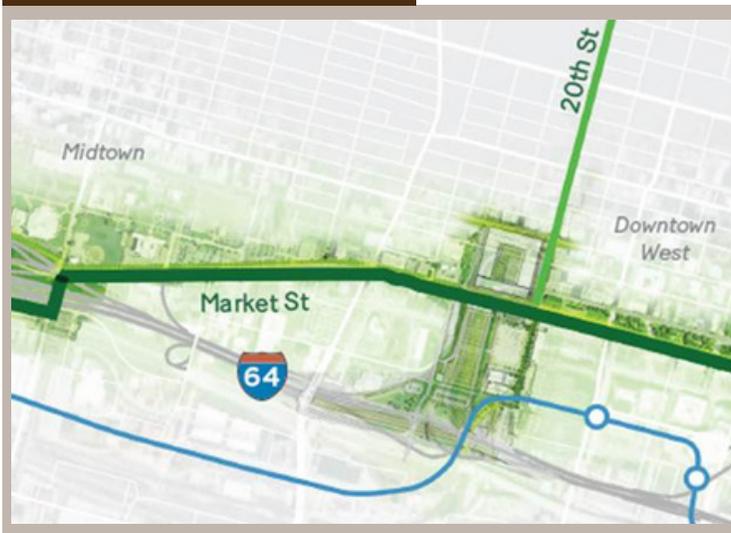
North Connector



North Connector: The entirety of this segment runs from Fairground Park south to the Grand MetroLink Station and east to NGA (National Geospatial-Intelligence Agency). We're focused on analyzing existing conditions and partners, engaging one-on-one with stakeholders and community leaders, and planning for future engagement. This engagement is focused on understanding the needs and priorities of the

business owners along this corridor. Two federal grants have been secured to fund this segment, including a grant from the U.S. Department of Transportation which awarded a portion of the North Connector a \$15 million for construction. Design for this segment is ongoing through 2024, and construction is anticipated in 2025 and 2026.

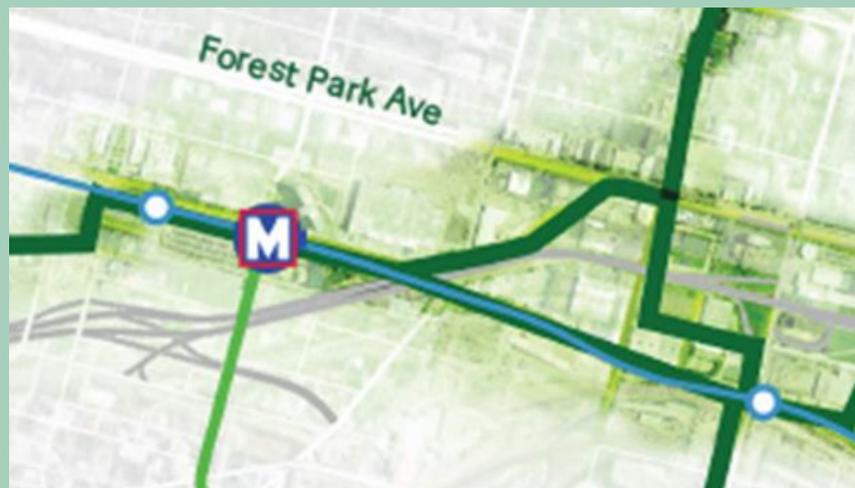
Market Street



The segment from Compton Ave, at the campus of Harris-Stowe State University to 20th Street to CITYPARK (the home of St. LouisCITY SC) is focused on the conceptual design of a public art project to commemorate the Mill Creek Valley neighborhood. Artist, Damon Davis is designing the piece with input from community stakeholders and

former Mill Creek Valley residents. Engagement is focused on understanding the needs and priorities of the business owners along this corridor. Design for the segment at CITYPARK was completed in 2022. Construction is underway with anticipated completion in 2023. Design for the segment from Compton Ave moving east to CITYPARK is ongoing through 2023, and construction is anticipated in 2024 through 2025.

Central Connector



Central Connector: The segment from the Central West End MetroLink Station east toward the Grand MetroLink Station will continue with planning and design. Progress within this segment will be coordinated with other projects including the City Foundry and the Armory District. Their respective timelines will be aligned as much as possible as this practice is of benefit to everyone. Part of this segment received a \$4 million federal grant and is now in design. Engagement is focused on understanding the needs and priorities of the business owners along this corridor.

2022 COMMUNITY ENGAGEMENT COUNT

In 2022, the Brickline project team attended 375 meetings and events as shown in the following chart.

2022 Brickline Engagement and Meeting Counts													
Meeting Type	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Advisory (Working Groups and Other Committees)	6	5	3	1	0	1	1	1	3	2	1	2	26
Agency/Project Coordination	5	2	7	7	10	5	4	7	4	5	3	9	68
Elected Officials	0	1	4	2	4	2	1	1	3	1	1	4	24
Events	2	1	2	3	6	5	3	4	11	5	5	4	51
Fundraising (Financial Institutions, Funders, Philanthropic)	4	2	3	0	2	3	0	1	3	5	5	1	29
Media	1	0	1	0	0	2	0	0	0	1	0	0	5
National Coordination (AIRR, Highline)	1	1	1	0	4	2	0	1	1	1	0	1	13
Stakeholders (Businesses, Residents, Organizations)	12	9	13	8	16	12	13	19	15	16	16	10	159
Total	31	21	34	21	42	32	22	34	40	36	31	31	375
Quarterly Counts	86			95			96			98			
Monthly Average	31.25												

The remainder of this report summarizes the engagement and outreach conducted in 2022 for the Brickline Greenway.



WORKING GROUPS

Working Groups

Over the last two years GRG convened a steering committee, Design Oversight Committee (DOC), and two iterations of four topic and segment-specific working groups for the purpose of providing guidance on the Brickline Greenway Framework Plan and further engagement. These groups also served as advisors during the design phase of the project, construction on the Major League Soccer (MLS) Stadium, and for the Public Art Plan.

These committees and working groups were composed of community leaders, neighborhood stakeholders, technical experts, and business leaders who met regularly and held facilitated discussions. With planning and design focused on the North Connector, Market Street, and the Central Connector, some groups took on a different frequency while others remained inactive. The DOC, Fairground Working Group, Universal Design Group and Public Art Sub-Committee had a total of 13 meetings in 2022. Below summarizes the meetings for each group.

Rosters of these groups can be found in Appendix A

Design Oversight Committee

The Design Oversight Committee uses the mission, principles, and intended outcomes as defined in the Framework Plan to provide guidance and recommendations that will ensure all Brickline Greenway project segments are designed in a cohesive and consistent, manner with a high level of design quality. The committee is particularly focused on objectives from the Framework Plan related to place making and aspirations for art. Design Oversight is also responsible for promoting landscape and architectural design components that have a distinct and unifying identity.

The design team for the Mill Creek Valley project along Market St from 20th to Compton Ave has benefited from the wisdom of the Design Oversight Committee (DOC) by revisiting the intended outcomes in the Framework Plan while focusing on the difficult question, “what is missing?” in order for this corridor to reach its full design potential.

Success of the design of the Mill Creek Valley project and the public art piece designed by Damon Davis at CityPark led the DOC to form a Public Art Sub-committee to help guide and inform the future of public art along the Brickline Greenway. The Public Art Sub-committee was helpful in the RFP process and brought Via Partnership to the project team as a consultant to help lead a public art planning process. In addition, the DOC’s work and focus helped to guide the Brickline branding, signage, and donor recognition with a consistent theme developed by BMD/Arcturis which compliments the existing Great Rivers Greenway branding. In 2023, the DOC will review more segments of the Brickline Greenway to ensure design consistency in addition to reviewing the project’s metrics of success.

Design Oversight Committee Meetings

Dates	Meetings Topic
February 15, 2022	North Connector & Central Connector partner coordination
April 19, 2022	Public art, branding and design
June 8, 2022	Introduction to public art team and new design team
August 16, 2022	Rescheduled
October 18, 2022	Public Art Master Plan, North Connector, Central Connector, design guidelines, Equity & Economic Impact Director, and funding



Fairground Working Group

The Fairground Park to Grand MetroLink Station Working Group used the mission, principles, and intended outcomes as defined in the Framework Plan to inform the metrics, strategies, and tactics for design while providing recommendations to GRG and the design team to help achieve a shared vision for the segment of the project that connects Fairground Park to the Grand MetroLink Station.

This group also provided feedback on the alignment based on the geography and offered recommendations to ensure equitable public engagement and feedback for the benefit of the design team. The committee met a twice in early 2022 to wrap up Concept Design planning.

Fairground Working Group Meetings

Dates	Meetings Topic
January 20, 2022	Vacant lots and nodes
February 24, 2022	Final Concept Plan presentation



Universal Design Group

The Universal Design Group ensured that project designs allow everyone, regardless of disability, to fully access and enjoy every aspect of a greenway development – to the extent of his or her own capacity – and to be able to do so jointly with friends, and family including those who are not disabled. The Universal Design Group uses the mission, principles, and intended outcomes as defined in the Framework Plan to inform the metrics, strategies, and tactics for design, and to provide recommendations to GRG and the design teams to inform a universal and inclusive design for each segment of the project.

The UDG recommendations informed the greenway and public art design by ensuring accessibility on the path, at intersections, and in the rest areas including signage, public art, amenities and the overall look and feel of the Brickline Greenway brand. The greenway design incorporates accessible benches, changes in materials at intersections, tactile models for public art, Braille, and other amenities for all to experience. The UDG will continue to add new members with different perspectives to help further inform the design and ensure that the Brickline Greenway can be an exciting and welcoming experience for all.

Universal Design Group Meetings

Dates	Meetings Topic
March 24, 2022	Branding and signage
June 23, 2022	Rescheduled
September 29, 2022	Signage, North Connector, Public Art Master Plan, design

Public Art Sub Committee

The Public Art Sub-Committee helps to ensure a public art strategy for all segments of the Brickline Greenway, and is guiding the development of a comprehensive Public Art Plan for the greenway overall. Composed of eight local leaders in the arts and creative space, this sub-committee held reoccurring meetings facilitated by Via Partnership, an art consultant. The Public Art Plan along with a smaller plan for the Mill Creek Valley segment is anticipated to be completed in early Spring 2023.

Public Art Sub-Committee Meetings

Dates
January 26, 2022
March 15, 2022
July 7, 2022
September 14, 2022
November 30, 2022



STAKEHOLDER & NEIGHBORHOOD ENGAGEMENT

Stakeholders

Stakeholders are individuals or groups that are directly impacted by this project. It was important to identify, engage, and inform stakeholders throughout this process. The engagement team compiled a stakeholder list that included elected officials, community leaders, and neighborhood groups who represent, are immediately adjacent to, or work with area residents within active project segment areas.

During the stakeholder meetings, participants were either introduced to or given an update on the Brickline Greenway project. In many instances guests were introduced to an Equity and Economic Impact Director, whose goal was to develop and implement a strategic plan for equitable outcomes. The stakeholders continuously discussed concerns and provided feedback on the proposed project. In 2022 the engagement team had 146 stakeholder meetings either virtually or in person.

Neighborhood Groups

The civic engagement process called for the engagement team to meet the community where they already gather. The team contacted various neighborhood associations, ward meeting leaders, and community organizers offering to provide updates on the project to their respective groups.

The engagement team attended 47 virtual and in-person community meetings and events. These gatherings provided an opportunity to introduce Great Rivers Greenway while discussing the Brickline Greenway project and process. We shared information through PowerPoint presentations and handouts. During each presentation, the engagement team answered questions. Community members interested in receiving project updates were asked to provide their email.

At community events, the engagement team set up a booth which included Brickline Greenway segment information that was specific to each tabling location. Additionally, the team displayed a Great Rivers Greenway regional greenway map and offered informational brochures about GRG, handouts, and giveaways. Visitors to the table were encouraged to sign their names and provide email addresses for the purpose of building up a database.



COMMUNITY COMMITTEES

Mill Creek Valley Commemoration Committee

The Mill Creek Valley Commemoration Committee is a group external to Great Rivers Greenway that formed in summer 2021. The group members consist of former Mill Creek Valley residents and those with ties to the neighborhood. The Mill Creek Valley Commemoration Committee meets regularly to research and commemorate the demolished African American community of Mill Creek Valley and inspire future generations to learn about its historical significance to St. Louis and the world. Great Rivers Greenway staff communicated and collaborated with the group throughout the year and attended one of their meetings on July 18, 2022.

Community Advisory Committee

The Brickline Greenway – North Connector Community Advisory Committee (CAC) is the second iteration of the of the CAC for this segment of the project. An extension of the prior committee, whose focus was conceptual design, the current committee is focused on the development of preliminary design plans, public art, and issues specifically related to the neighborhoods adjacent to the North Connector. To recruit members, an application was created and disseminated virtually and was made available in public spaces including libraries, community centers, and local businesses. The application asked for demographic information, as well as the question “why are you interested in serving on the Brickline North CAC?” Another question asked applicants about their community involvement. The goal was to have a cross section of members in terms of neighborhood, age, race, gender, and degree of community involvement. Former Fairground Working Group participants were invited to further their work by joining the committee. After reviewing more than 30 applications, GRG selected 30 people to serve on the CAC to provide guidance to SmithGroup, the design team, and Via Partnership, the public art consultant.

The CAC met both virtually and in-person a total of four times and contributed to the planning and execution of Northside Night Out. The final meeting of the year was held in person at the Great Rivers Greenway’s office on December 15, 2022. Below is a summary of their meetings.

Community Advisory Committee Meetings

Dates	Meeting Topic
July 27, 2022	Orientation
August 18, 2022	Introduction to new design team
October 20, 2022	Design team presentation and introduction to Equity + Economic Impact Director
December 15, 2022	Public art

CAC meetings will continue bi-monthly through 2023.

The flyer announcing recruitment for the Brickline Greenway – North Connector CAC and the CAC roster can be found in Appendices B and C, respectively.





BUSINESS OUTREACH

It is important to understand how businesses along the greenway interact with the community, their plans for development, and their feelings about the impact of a greenway. The engagement team reached out to businesses along active segments of the project corridor to solicit their input on the greenway and inform them of ongoing field studies. With the greenway as an opportunity to catalyze growth, engagement with the surrounding business community is a crucial part of constructing economic development strategies.

The engagement team went door-to-door in both the Market Street and North Connector corridors to engage business and property owners. In addition, a letter from Great Rivers Greenway's Civic Engagement Manager and Equity and Economic Impact Director was mailed to 29 businesses along the Market Street corridor. 157 businesses and property owners in the North Connector project area received mailed information regarding the receipt of federal funding through the RAISE grant, while 51 of those business and property owners, who are immediately adjacent to the future greenway, received additional communications regarding field studies and surveys. Businesses in the Central Corridor such as Cortex and Barnes-Jewish Hospital (BJC) were engaged via email. The correspondence included information about Brickline Greenway, the project's engagement efforts, and a business survey link.

SURVEYS



Metro Corridor Survey

Promoted through email, word of mouth, social media, bus and MetroLink ads, a survey was created to gather feedback from stakeholders within the Central Connector. The Metro Corridor Stakeholder Survey was intended to help the design team understand access within this greenway, existing conditions, desired amenities, and potential usage.

The survey was open from May 5th through July 25, 2022, and received 307 responses.

Verbatim survey responses can be found in Appendix E.

Business Owner Survey

The letter from Great Rivers Greenway's Civic Engagement Manager and Equity and Economic Impact Director was mailed to businesses within the Market Street and North Connector corridors. The engagement team also went door-to-door along both Market Street and N. Grand Blvd. to engage business and property owners with business cards yielding the survey link.

The business survey asked eight questions focused on business contact information, understanding of the project, willingness to support and offered the opportunity for a project presentation. A total of 27 businesses have completed the business survey.

Business outreach material can be found in Appendix F.

North Corridor Community Survey

An informational newsletter was mailed to residents and business owners along the North Corridor. Over 4,000 occupants received the mailer, and 500 copies were distributed to locations within the corridor with high foot traffic. The mailer was created to educate readers and address common questions and concerns, as well as garner feedback and insights. A survey QR code and link were placed on the mailer.

This 12-question survey is focused on cross-sections in the North Connector, the northern segment of the greenway from Fairgrounds Park to Lindell Blvd. The survey is currently open through January 2023 and does not yet have conclusive results to share.



Community Clean Ups

On Saturday, June 11, GRG joined its community partners and 70 volunteers to beautify 10 city blocks along North Grand by collecting and disposing of litter. GRG provided bags, gloves, grabbers, light snacks, and beverages for the volunteers.

The promotional flyer for the Volunteer Neighborhood Cleanup can be found in Appendix G.

Walk Wednesday

On various Wednesdays, May through September, GRG invited community members to join the Brickline Engagement Team to walk current, potential, and future greenway corridors with a goal of connecting with residents, business owners, and other community members. A total of 10 walks were conducted which included trash pick-ups and community conversations.

The promotional flyer for Walk Wednesday can be found in Appendix H.

Foundry & Metro Pop-Ups

GRG hosted Pop-up events to share information about the greenway to the community and gather feedback. At these events we hosted a table that featured informational material along with interactive surveys and/or boards.

Public Open House & Groovin' on the Greenway

The Foundry and Metro Pop-Up events culminated in an Open House and Groovin' on the Greenway event. Held at the City Foundry STL on Wednesday, July 20, 2022, from 4:00pm to 7:00pm, the community was invited to join us for music and movement. Attendees could review and offer their opinions on the design, and team members were available to answer questions. Attendees who completed a survey at the meeting were gifted a \$10 food gift card to the City Foundry STL.

Northside Night Out

The second Northside Night Out event was held on Tuesday, October 4, 2022, from 4:00pm to 7:00pm on Hebert Street between N. Grand Blvd. and Spring Ave. This community event featured 13 community resource organizations, free food from 5 local vendors, design activities led by Brickline Greenway project team members, a live DJ, art activities, and games. More than 200 community members participated in the event, including Mayor Tishaura Jones, Alderman Brandon Bosley from the City's 3rd Ward, Alderwoman Marlene Davis from the City's 19th Ward, State Representative Kimberly-Ann Collins for District 77, several City department heads, and City staff. Also in attendance were several local business owners from the businesses located within the project area.

The event was publicized through yard signs, door hangers, letters to nearby property and business owners, email, social media, e-newsletters, website, flyers, and word of mouth. Post-event, an online feedback tool was posted at <https://greatriversgreenway.org/brickline-greenway-nno/> to gather additional comments about the event, as well as about plans for Brickline Greenway project design and the overall public art master plan.

A summary of the feedback gathered at Northside Night Out for the Public Art Plan can be found in Appendix I.

Art Roundtables

To date, GRG in collaboration with Via Partnership and Tabari Coleman, have hosted individual and group meetings with local artists, creatives, and youth-oriented organizations. Meetings were held on November 16, 17, and December 6, 2022, both virtually and in-person. With over 60 participants, these discussions are helping to shape the development of the Brickline Greenway Public Art Plan.

A summary of the Public Art Plan Roundtable Engagement can be found in Appendix J.





This phase of engagement focused design, art, and equity for active segments within the Brickline Greenway alignment. In addition to SmithGroup launching schematic design for the Northern Connector, a master planning process for art is currently underway and Great Rivers Greenway invested in an Equity and Economic Impact Director for Brickline Greenway.

Though the project team has engaged the community through a variety of means, including Billboards, bus and Metrolink ads, yard signs, pop-ups, and collaboration local businesses – there is still work to be done. However, these channels have helped to expand awareness of both GRG and Brickline Greenway. As design continues to advance, GRG plans to leverage such interest while continuing to interact with established groups and committees.

With a second segment of the Brickline Greenway slated to open along Market Street in February 2023, GRG will continue to build upon the work, trust, and feedback from neighborhoods along the corridor.



Appendices

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Appendix A

Rosters of Active Workings Groups

Design Oversight Committee Roster

Name
Antionette Carroll
Alison Ferring
Anna Leavey
Donald Suggs
Ella Rothgangel
Emily Pulitzer
Grace Kyung
Henry Webber
John Breglund
Kate Daniel
Lee Broughton
Lauren Ross
Michael Willis
Deborah Patterson
Robert Cannon
Shantel Blakely
Susan Trautman
Heather Woofter
Yvonne Osei

Fairgrounds Working Group and Brickline Community Advisory Committee Roster

First Name	Last Name	Working Group/Committee
Virginia	Druhe	Community Advisory Committee
May	Graham	Community Advisory Committee
Cassandra	Griffin	Community Advisory Committee
Ronald L.	Jones II	Community Advisory Committee
Aqira	Laskley	Community Advisory Committee
Fae	McFadden	Community Advisory Committee
Gloria	Nolan	Community Advisory Committee
Ryan	Palmer	Community Advisory Committee
Debra	Robinson	Community Advisory Committee

First Name	Last Name	Working Group/Committee
Nathan	Schedler	Community Advisory Committee
Karen	Simmons	Community Advisory Committee
Reginald	Slaughter	Community Advisory Committee
Adrienne	Thorpe	Community Advisory Committee
Robin	Wheeler	Community Advisory Committee
Francesco	Ziniti	Community Advisory Committee
Imogene	Griffin	Community Advisory Committee
Andre	Alexander	Fairground Working Group
Matt	Ampleman	Fairground Working Group
John	Armocida	Fairground Working Group
Velma	Bailey	Fairground Working Group
Rev. Steven	Benden	Fairground Working Group
Judy	Bentley	Fairground Working Group
Tracy	Boaz	Fairground Working Group
Will	Bossio	Fairground Working Group
Juwanna	Brown	Fairground Working Group
Glenn	Burleigh	Fairground Working Group
Lillie	Clay	Fairground Working Group
Lois	Conley	Fairground Working Group
Audrey	Ellermann	Fairground Working Group
Flint	Fowler	Fairground Working Group
Walker	Gaffney	Fairground Working Group
Bob	Hansman	Fairground Working Group
Pamela	Harris	Fairground Working Group
Reggie	Jones	Fairground Working Group
Andy	Krumseig	Fairground Working Group
Lisa	Melandri	Fairground Working Group
Gwen	Moore	Fairground Working Group

First Name	Last Name	Working Group/Committee
Shelia	Pargo	Fairground Working Group
Steve	Poplawski	Fairground Working Group
Farrakhan	Shegog	Fairground Working Group
Rich	Simmons	Fairground Working Group
Melissa	Slator	Fairground Working Group
Darlene	Sowell	Fairground Working Group
Cara	Starke	Fairground Working Group
Will	Strang	Fairground Working Group
Jason	Watson	Fairground Working Group
Tricia	Whelan	Fairground Working Group

Universal Design Group Roster

First Name	Last Name
Luke	Barber
Colleen	Burdiss
Lisa	Cheatham
Jim	de Jong
Shannon	Dunphy Lazo
James	Frost
Katie	Greenstein
Donna	Gunning
Christie	Herzing
Gina	Hilberry
Tim	Klaas
Andrew	Lackey
Kimberly	Lackey
David	Newburger
Sheryl	Rose
Kerry	Smith
Naomi	Soule
Colleen	Starkloff
Michelle	Steger
Devon	Whitmore
Michelle	Wolters

Public Art Sub-Committee Roster

First Name	Last Name	Organization
Alison	Ferring	Former Board Member of Fine Arts Work Center
Antionette	Carroll	Creative Reaction Lab
Emily	Pulitzer	Pulitzer Arts Foundation
Lauren	Ross	Laumeier Sculpture Park
Min Jung	Kim	Saint Louis Art Museum
Shantel	Blakely	Washington University
Wassan	Al-Khudhair	Contemporary Art Museum
Cara	Starke	Pulitzer Arts Foundation

Appendix B

Brickline Greenway North Connector CAC Recruitment Flyer



CALL FOR COMMUNITY ADVISORY COMMITTEE MEMBERS

to help plan and design the Greenway in North St. Louis.

The Brickline Greenway is a public-private partnership that will connect the St. Louis region together. More than a path, this project aims to inspire action and build civic trust.

BE A PART OF THE ACTION!

Great Rivers Greenway is seeking community members to join the planning & design process for the Brickline Greenway. Residents, property owners, businesses owners, organizational leaders and other neighborhood stakeholders are invited to apply.

Community Advisory Committee members will advise project and design teams, add depth to engagement efforts and encourage community-driven decision making for the project.

APPLY TODAY: APPLICATIONS DUE JUNE 16

MAIL your application to:

Great Rivers Greenway
3745 Foundry Way, Suite 253
St. Louis, MO 63110

Applications can be picked up & dropped off at:

Mission: St. Louis (JeffVanderLou)
3108 N. Grand Blvd.

North Newstead Association
(Penrose) – 4601 Pope Ave.

Divoll Library (Fairground)
4234 N. Grand Blvd.

Jubilee Community Church
(Fairground) – 4231 N. Grand Blvd.

O'Fallon Park Rec Complex YMCA
(O'Fallon) – 4343 W. Florissant
Ave.



Complete your
application **ONLINE** at:
bricklinegreenway.org/cac-apply

For more information, contact:

Shaughnessy Daniels, Civic Engagement Manager
sdaniels@grgstl.org | 314-655-1301



Appendix C

Brickline Greenway - North Connector Community Advisory Committee Roster

First Name	Last Name
Andre	Alexander
Matt	Ampleman
John	Armocida
Tracy	Boaz
Juwanna	Brown
Lois	Conley
Audrey	Ellermann
Flint	Fowler
Walker	Gaffney
Karen	Greer
Zen	Harbison
Delores	Hardwick
James	Harris
Ronald	Jones
Almetta	Jordan
Jeremy	Main
Lisa	Melandri
Gwen	Moore
Kimberly	Murphy
Shelia	Pargo
Linda	Primer
Paulette	Sankofa
Cara	Starke
Will	Strang
Amir	Tibbs
Jason	Watson
Tricia	Whelan
Theresa	Wilkins
Carmen	Long
Constance	Siu

Appendix D

Letters to Business and Property Owners

Business and Property Owner Land Survey Notice



BRICKLINE GREENWAY

Project of



Great Rivers Greenway

February 2, 2022

COMMUNITY NOTICE – BRICKLINE GREENWAY LAND SURVEY

Dear Neighbor:

Please be advised that as a part of the Brickline Greenway project, Great Rivers Greenway, in partnership with the City of St. Louis and David Mason + Associates (DMA, a disadvantaged/minority business enterprise) will be conducting a land survey along N. Grand Blvd from Natural Bridge Avenue to Cass Avenue to N. Spring Avenue at Page Blvd. The project area is shown below:



Beginning the week of February 7, 2022 you may see uniformed workers in the area collecting general land and utility data. These workers may measure parcel boundaries adjacent to your property, however the survey crews should not require any access to your property during this time. We do not anticipate any impacts to your property as a result of this study.

The uniformed workers will be in proper personal protection equipment (PPE) and will be easily identifiable to community members. Workers may use equipment including tripods, spray paint, flags, or stakes to mark locations for study and measurement within the survey area. Depending on the work, the survey crew may also need to use traffic control devices such as signs, cones, or flaggers. Please adhere to all traffic control devices when they are in place. The traffic control is used to not only protect the surveyors, but the people driving and walking as well. The land survey work will be ongoing between the dates of February 7, 2022 through May 1, 2022.

The City of St. Louis is aware of this survey work. We will continue to update you of any additional field studies that may occur in the area, and you will be notified directly of any impacts that are specific to your residence, business or property.

www.BricklineGreenway.org



3745 Foundry Way
Suite 253
St. Louis, Missouri 63110



314-436-7009
info@grgstl.org

Market Street Business Owner Letter



BRICKLINE GREENWAY



Hello [Business/Property Owner]

April 19, 2022

I'm writing to share updates on the Brickline Greenway project coming to your area. Planning and design are underway, and I want to make certain you have the latest information. I would also like to encourage you and your staff to share your thoughts, ideas and concerns using our online **Market Street Business Survey**. The information you share will inform future design plans for the Market Street segment of the greenway. It will also help us gather the appropriate contact information for your organization so that we can stay in touch with critical project updates and engagement opportunities. You can scan the QR code below to access the survey.

I also want to alert you that you may see members of the GRG project team along Market in the next several weeks walking along the proposed alignment. We are gathering information about existing conditions so that we can understand the current pedestrian experience. This site visit, **along with your input**, will really help us determine the most appropriate options for the greenway in this corridor.

Please take the survey at your earliest convenience and share this message and the survey QR code with others at your organization. I am also happy to answer any questions you might have. My contact information is below if you have any additional questions or would like to schedule a time to meet.

Thank you!

Shaughnessy Daniels, Civic Engagement Manager

www.greatriversgreenway.org

www.bricklinegreenway.org



SHAUGHNESSY H. DANIELS *(she/her/hers)*

Civic Engagement Manager | [Great Rivers Greenway](http://www.greatriversgreenway.org)

office: 314-655-1301 cell: 314-537-7423 email: sdaniels@grgstl.org



Great Rivers Greenway
LIVE LIFE OUTSIDE

www.BricklineGreenway.org



3745 Foundry Way
Suite 253
St. Louis, Missouri 63110



314-436-7009
info@grgstl.org



BRICKLINE GREENWAY

Project of



Great Rivers Greenway

June 21, 2022

COMMUNITY NOTICE – BRICKLINE GREENWAY LAND SURVEY

Dear Business/Property Owner:

Please be advised that as a part of the Brickline Greenway project, Great Rivers Greenway, in partnership with the City of St. Louis and David Mason + Associates (DMA, a disadvantaged/minority business enterprise) will be conducting a land survey along Market Street from 22nd Street to Compton Avenue.

Beginning this June 22, 2022, you may see uniformed workers in the area collecting general land and utility data. These workers may measure parcel boundaries adjacent to your property, however the survey crews should not require any access to your property during this time. We do not anticipate any impacts to your property as a result of this study.

The uniformed workers will be easily identifiable to community members. Workers may use equipment including tripods, spray paint, flags, or stakes to mark locations for study and measurement within the survey area. Depending on the work, the survey crew may also need to use traffic control devices such as signs, cones, or flaggers. Please adhere to all traffic control devices when they are in place. The traffic control is used to not only protect the surveyors, but the people driving and walking as well. The land survey work will be ongoing between the dates of June 22, 2022 through August 1, 2022.

The City of St. Louis is aware of this survey work. We will continue to update you of any additional field studies that may occur in the area, and you will be notified directly of any impacts that are specific to your residence, business or property.

This survey work is critical to the development of the Brickline Greenway, and to ensuring an inclusive community process along the way. We are looking forward to working with you as planning and design of this greenway project continues.

If you have any additional questions or concerns about this survey or the project in general, please call the Great Rivers Greenway Project Manager T. Christopher Peoples at 314-887-4145 or send an email to tcpeoples@grgstl.org. For project information, please visit www.bricklinegreenway.org.

We appreciate your cooperation, patience and support.

www.BricklineGreenway.org



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BRICKLINE GREENWAY

Project of



Great Rivers Greenway



Brickline Greenway Mill Creek Valley Project Area

T. Christopher Peoples, E.I.T., L.S.I.T.

Senior Project Manager
Great Rivers Greenway
Direct: 314-887-4145
Email: tcpeoples@grgstl.org

Shaughnessy H. Daniels

Community Engagement Manager
Great Rivers Greenway
Direct: 314-655-1301
Email: sdaniels@grgstl.org

Cc: City of St. Louis, Board of Public Service (BPS)
City of St. Louis, Streets Department
St. Louis Development Corporation (SLDC)
Missouri Department of Transportation (MoDOT)
David Mason + Associates (DMA)

The Brickline Greenway, a public-private partnership, is one of many greenway projects connecting the St. Louis region together. Learn more about Great Rivers Greenway at www.greatriversgreenway.org.

www.BricklineGreenway.org



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BRICKLINE GREENWAY



June 24, 2022

COMMUNITY NOTICE – BRICKLINE GREENWAY LAND SURVEY

Dear Business/Property Owner:

Please be advised that as a part of the Brickline Greenway project, Great Rivers Greenway, in partnership with the City of St. Louis and David Mason + Associates (DMA, a disadvantaged/minority business enterprise) will be conducting a land survey along Market Street from 22nd Street to Compton Avenue.

Beginning Wednesday, June 22, 2022, you may have seen uniformed workers in the area collecting general land and utility data. These workers may measure parcel boundaries adjacent to your property. The survey crews should not require any access to your property during this time. We do not anticipate any impacts to your property as a result of this study.

The uniformed workers will be easily identifiable to community members. Workers may use equipment including tripods, spray paint, flags or stakes to mark locations for study and measurement within the survey area. Depending on the work, the survey crew may also need to use traffic control devices such as signs, cones or flaggers. Please adhere to all traffic control devices when they are in place. The traffic control is used to not only protect the surveyors, but the people driving and walking as well. The land survey work will be ongoing through August 1, 2022.

The City of St. Louis is aware of this survey work. We will continue to update you of any additional field studies that may occur in the area, and you will be notified directly of any impacts that are specific to your residence, business or property.

This survey work is critical to the development of the Brickline Greenway, and to ensuring an inclusive community process along the way. We are looking forward to working with you as planning and design of this greenway project continues.

If you have any additional questions or concerns about this survey or the project in general, please call T. Christopher Peoples, Great Rivers Greenway Project Manager, at 314-887-4145 or send an email to tcpeoples@grgstl.org. For project information, please visit www.bricklinegreenway.org.

We appreciate your cooperation, patience and support.

www.BricklineGreenway.org



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BRICKLINE GREENWAY

Project of



Great Rivers Greenway

T. Christopher Peoples, E.I.T., L.S.I.T.

Senior Project Manager

Great Rivers Greenway

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Shaughnessy H. Daniels

Community Engagement Manager

Great Rivers Greenway

Direct: 314-655-1301

Email: sdaniels@grgstl.org

Cc: City of St. Louis, Board of Public Service (BPS)
City of St. Louis, Streets Department
St. Louis Development Corporation (SLDC)
Missouri Department of Transportation (MoDOT)
David Mason + Associates (DMA)

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North Grand Business and Property Owners Letter



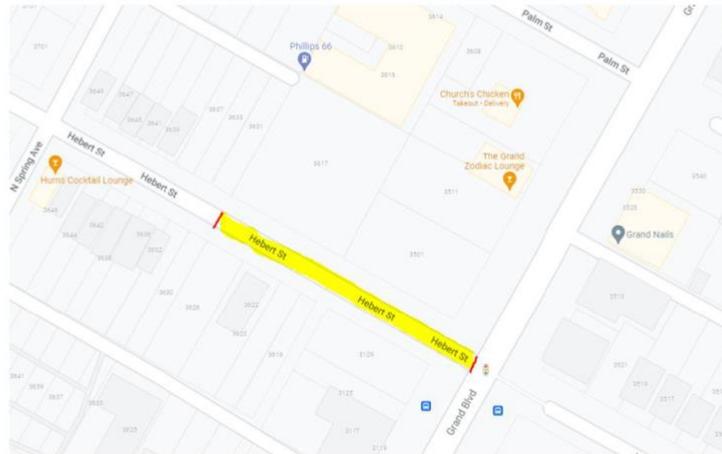
September 13, 2022

Business Owner/Company
Address
City, State Zip

Re: Your Properties at [ADDRESS] N Grand in St. Louis, MO

We are writing to share information about a special event planned in the community near your properties located at [ADDRESS] N Grand. On Tuesday, October 4, 2022, Great Rivers Greenway is hosting Northside Night Out, an engagement event to share information about the Brickline Greenway. The event will include food, music, games, community resources, and information about plans for the Brickline Greenway project in North St. Louis City.

The event will be held on Hebert Street between Grand Blvd. and N. Spring Ave. from 4pm to 7pm. Hebert Street will be closed at Grand Boulevard and no through traffic from N. Spring Avenue will be permitted from 1:00pm throughout the duration of the event. Event activities will be contained to the street and sidewalks within the City of St. Louis right of way. There will be no planned impact to your properties. A map of event footprint is below and a flyer is enclosed for your reference.



The Brickline Greenway project is an opportunity to do something special, not only because of the transformative power of greenways but also because it is intended to create inspiring experiences and equitable opportunities for growth. Plans for the Brickline Greenway include a paved trail that will travel from Forest Park through downtown to the Gateway Arch National Park, with spurs north to Fairground Park and south to Tower Grove Park. Once completed, the Brickline Greenway will connect vibrant neighborhoods, parks, businesses, and art districts and is part of an overall network of greenways.



We would love for you to attend the event and learn more about plans for the greenway in North St. Louis City. It would also be a great opportunity for us to meet in person. Please join us if you can!

In the meantime, if you have questions about the event, about the Brickline Greenway project or about Great Rivers Greenway please do not hesitate to contact me. My contact information is included below.

Sincerely,

A handwritten signature in black ink, appearing to read "Shaughnessy Daniels".

Shaughnessy Daniels
Civic Engagement Manager
sdaniels@grgstl.org
Office Phone: 314-655-1301
Mobile Phone: 314-537-7423

For more information about Brickline Greenway, please visit www.BricklineGreenway.org.

Business and Property Owner Land Survey Notice

BRICKLINE GREENWAY

Project of

Great Rivers Greenway

September 27, 2022

COMMUNITY NOTICE – BRICKLINE GREENWAY LAND SURVEY

Please be advised that as a part of the Brickline Greenway project, Great Rivers Greenway, in partnership with the City of St. Louis and Geotechnology, LLC will be conducting a land survey on N. Grand Blvd, Cass Avenue and N. Spring Avenue (see project area in map below). The survey work will occur approximate to the areas as marked.



Beginning the week of October 10, 2022 you may see uniformed workers in the area collecting pavement coring samples. The primary purpose of this coring work is to verify the existing pavement structure, conditions and depths. The samples will be used to study street conditions and to inform plans for future street resurfacing in the project area.

The pavement coring will take place in 12 locations on N. Grand Blvd, Cass Ave and N. Spring Ave. You will see uniformed workers and heavy equipment in these areas. The uniformed workers will be in proper personal protection equipment (PPE) and will be easily identifiable to community members. Work areas will be properly marked with signs, flags or stakes. Workers may also need to use traffic control devices such as signs, cones, or flaggers. Please adhere to all traffic control devices when they are in place. The traffic control is used to not only protect workers, but people driving and walking as well.

www.BricklineGreenway.org



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BRICKLINE GREENWAY



The work will be completed using a truck-mounted hydraulic drill rig on both the streets and sidewalks. Crews will spend approximately 2 hours drilling in each location identified in the map above, and the work for each location will be completed within 2 days. Streets will not be closed while this work is underway, however sidewalks may be blocked in several locations while drilling is in process. We anticipate all drilling work to be complete by October 14, 2022.

The workers may require limited access to the land in front of your property during this time. Field personnel will notify you if any access is needed prior to entering your property. Otherwise, we do not anticipate any impacts to your property as a result of this study.

The City of St. Louis is aware of this survey work. We will continue to update you of any additional field studies that may occur in the area, and you will be notified directly of any impacts that are specific to your residence, business or property.

This work is critical to the development of the future Brickline Greenway. Great Rivers Greenway is working to ensure an inclusive community process throughout the greenway planning effort. We invite you to contact us if you have any additional questions or concerns about this survey or the project in general, or if you would like to be involved.

Please contact Project Manager Lonny Boring at 314-932-4906 or send an email to lboring@grgstl.org for additional information about this land survey. Please contact Civic Engagement Manager Shaughnessy Daniels at 314-655-1301 or send an email to sdaniels@grgstl.org to learn more about the Brickline Greenway and to get involved. For general project information, please visit www.bricklinegreenway.org.

We are looking forward to working with you as planning and design of this greenway project continues. We appreciate your cooperation, patience and support.

Lonny Boring

Senior Project Manager
Great Rivers Greenway
Direct: 314-932-4906
Email: lboring@grgstl.org

Shaughnessy H. Daniels

Civic Engagement Manager
Great Rivers Greenway
Direct: 314-655-1301
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Cc: City of St. Louis, Board of Public Service (BPS)
City of St. Louis, Streets Department
St. Louis Development Corporation (SLDC)
Missouri Department of Transportation (MoDOT)
Geotechnology, LLC

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Appendix E

Metro Corridor Survey Responses

Question 1: The greenway is along the MetroLink train tracks from Sarah Street to Grand Avenue. A future spur off the greenway will connect to the City Foundry. If we could add another spur, meaning a short chunk (less than a ½ mile) of greenway branching off of the main one, where else would you want to connect to?
- South to The Grove, MOBOT, and Tower Grove Park - North to Grand Center
?
1) A more direct path from the Grand MetroLink to City Foundry; 2) Up and into the theatre district in Grand Center. Or 3) Across (above) the train yard to connect the development at Grand and Chouteau. (Target, SLU med campus, etc.)
1015 Washington Ave, #403, #403, #403, #403 #403
124 Caybeth
20 S. Sarah
3444 Pennsylvania Ave FL 1
3508 Watson Apt 20
3642 St Marguerite
3642 St Marguerite
39th Street and SLU Hospital
39th Street or down Grand to Tower Grove Park
4020 A St. Louis Av 2nd Floor
4159 Flora Place
4413 GIBSON AVE
5016 Michael Avenue
5083 Washington Place
5834 Nottingham 2W
6126A SOUTHWEST AVE.
A bridge over the train tracks from South Spring Ave to the greenway. I know the Tower Grove Connector is coming but another way to get from Tower Grove area to the Greenway/Cortex area is needed because the train tracks and 64 (none of the bridges have bike lanes) and Vandeventer conspire to make it very difficult!!
A connector to the Armory district seems feasible and would be useful. Also, a connector to the IKEA would certainly be widely used.
A safer access point to Central West End via Lindell. Car spacing between bike lane and car lanes.
A spur branching off from the main branch either at Vandeventer or west thereof to connect to Manchester Ave in the Grove would be great!
A spur connecting to the Tower Grove project.

Question 1: The greenway is along the MetroLink train tracks from Sarah Street to Grand Avenue. A future spur off the greenway will connect to the City Foundry. If we could add another spur, meaning a short chunk (less than a ½ mile) of greenway branching off of the main one, where else would you want to connect to?
A spur down Vandeventer (and accessible access to the Greenway from Vandeventer would be great). It would be great to further connect down vandeventer to the Grove and then ensure that there are multiple points of entrance/exit to the Greenway.
A spur is not needed in this study area. What is needed is safe and integrated connections to the Tower Grove Ave lane, Grand Ave, and N/S connections from North of the greenway. If you can't get TO the greenway, no amount of spurs will make a difference.
A spur running south on Vandeventer to Chouteau would provide true access to the Grove and Manchester Ave.
a spur south down vandeventer would be great. it could eventually connect up with the tower grove connector.
A spur south on vandeventer to the intersection of Chouteau and Manchester at the entrance to the Grove would be interesting
A spur to the Grove or to SLU campus would be ideal. But there's already small streets people use to get to those places that could be enhanced instead of creating new spurs
a spur to The Grove would be really cool!
access to The Grove neighborhood via Sarah Street corridor
Across railroad tracks to the south. At Spring Street?
Across train tracks to connect the SSM/Steelcote development area to the network
Anything that gets closer to the Grove or Central West end would be great.
Anything would Be great
Armory and Grand Metrolink
Armory or the grove
Armory?
Around Ikea, if this isn't around The Foundry
Botanical Heights / Shaw
can the greenway use the railroad bridge to go from the metro tracks over hwy 40 to the foundry?
Central west end north of Delmar; Bayard and the bus right-of-way.
Chaifetz arena
Chouteau & 39th
Chouteau Avenue in The Grove
Chouteau. The near south side is really poorly served by existing trails, and crossing the train tracks/I-64 is a challenge anywhere east of Tower Grove Ave
Compton and Market for another north south connection

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Connect it to Saint Louis University's pine blvd which is a no car zone, which is get you to from laclede to lindell and vandeventer ave to compton ave to Harris Stowe State University. The universities student will probably love the eventual path to Forrest park
Connect it to the entrance of the Grove.
Connect SLU via spring street
Connect to The Gove via Vandeventer Ave
Connect to the Grove along Sarah
Connect to Vandevetter - lots of north/south connections coming there
Connecting to City Foundry would be golden!
Connection to The Grove area would be fantastic!
Continue extending North.
Continue the spur for longer.
Continue this to the river front
Continuing the existing spur or potentially another location that reaches as far into SLU's campus as possible. There's already much more non-vehicular traffic on campus that should be connected to an capitalized on.
Cortex
Creating a spur that connects to The Grove is important. That neighborhood has exactly the kind of population that will use the greenway system. I know there's supposed to be a connection via Vandeventer to Tower Grove in the future, so my suggestion may not be very different than what's already planned.
Crossing I-64 at Spring - connecting The Foundry to Grand MetroLink
Crossing I-64 at Spring - connecting The Foundry to Grand MetroLink
Desoto
Don't know
Don't know
down arsenal street, from tower grove to kingshighway?
Down S Vandebenter or in the general direction would like the south side connected more also
Down sarah to the grove
down Sarah toward The Grove
Down south grand.
Down to the grove
Down Vandeventer area to the Botanical Garden district.
Dunno

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either extend the trail into forest park along clayton ave or running south to the south campus of st louis university
Euclid
Forest park
Forest Park
Foundry is the best choice.
Foundry to Armory
Fox theater, Symphony/circus flora,IF you could create secure bike parking
Fresh Thyme Market
Further west to connect up to Forest Park
Grand Center Arts District
Grand to Lindell
Grand to Locust
Great plan. Keep up the great work...the region needs it!
Honestly, can you just dig a safe tunnel under Forest Park Parkway at the end of that spur? I cross at Sarah on my bike when I ride to work, and I HATE it. The lights and lanes totally prioritize cars. Cars don't pay attention to bikes because they're focused on turning cars. I would so appreciate a car-free way to traverse the parkway safely.
I don't see how Forest Park connects to Boyle. Also, don't see a good connector from U City to Forest Park or The Brickline Greenway.
I like it the way it is! Doesn't need more greenway IMO.
I like the spur to the Foundry and Fresh Thyme. No other spur suggestions. My priority is connecting Forest Park to the Arch. That would be a game changer.
I think connecting to the South at least to Chouteau would be helpful, either at Grand or further west.
I would connect to Papin and S Sarah St [Seoul Taco region].
I would like a better connection to grand or parallel streets from the grand metro link station.
I would love it if the greenway branched south at the cortex station down Boyle. I love walking down to the grove from the central west end area where I live, but it feels awkward and I feel out of place when I'm walking through a more industrial area. I wish it felt more natural and that others would feel comfortable walking between the areas, and I think lengthening the greenway down to the grove area would be incredibly beneficial to both sides! I understand that there are some areas that cannot be perfectly bridged (eg where it crosses the highway) but if there is a way to make the cross any less intimidating to a pedestrian, I think it would be a big win!

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I would love to see a connector between the River Des Peres Greenway and Lindenwood park (then connect to Tilles Park, then Sublette Park, then go down Arsenal to Tower Grove!) "Park hopping" is awesome and will work. This area of town will prove that park hopping works for connecting neighborhood parks to bigger parks. It will encourage more biking/walking trips between city parks. Once you know it works, you can connect Mississippi greenway to Marquette, to Gravois to TGP. Then connect the St Vincent Greenway to Sherman, to Handy, to Fairground... the opportunities are endless!
I would love to see this section go all the way to the riverfront just south of Poplar street bridge along the rail as it does here, and connect to the riverfront trailhead there, and thus to arch riverfront. I'm a real timid cyclist, and don't like to cross traffic at all.
I'd like to see a connection to MO-100 Manchester from Sarah Street or Vandeventer so that the downtown stretch of Tower Grove from Seoul Taco to Urban Chestnut could be accessible by bike, and hopefully MO-100 could be made more bike-friendly. Alternatively, any spur that heads south and makes Shaw, Tower Grove or Forest Park Southeast more accessible would be great!
I'd like Somewhere on Manchester road (near dogtown/the grove/ Maplewood) to connect to the greenway. There are already some bike lanes on portions of Manchester but I don't think they connect to the greenway yet.
Ideally a connection from Vandeventer would make the most sense. I heard there's a project on the horizon to have protected bike lanes on Vandeventer so to have a safe passage way for cyclists, motorized vehicles for the disabled/elderly would be wonderful
If it would reach the Grove neighborhood that would be cool.
if possible all way down on to BJH campus from metrolink stop, unless it's there and I can't see that from the map; think too far away but Forest Park visitors center - can park and run/bike from there; also for students at STLFoPo Community College seems to be ideal - also science center; or zoo.
If possible, to go over the railroad and connect to Spring and Gratiot so there is easy access to Botanical Heights/Shaw/39th without having to risk death on Grand.
IKEA
into The Grove area on Manchester Road.
Into the grove neighborhood
Into the Grove.
Is it possible to connect the Tower Grove Connector (at TG Ave and Vandeventer) west to the bike lanes on Manchester. As a MUP/sidepath along the railroad to connect with the River Des Peres trail extension plan
It would be good to connect to the SLU campus or dorms?
It would be great if a spur could go toward Forest Park Southwest where so many young people have apartments.

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Just build it.
Lafayette Park
Lafayette Square
Lafayette Square and/or MLS stadium
Lafayette Square or Soulard areas
Locust Street maybe around N Compton?
Manchester Ave
Manchester Rd., The Grove area
Manchester/Tower Grove Ave area
Maybe south down vandeventer to the businesses there, or to the armory.
Maybe the zoo or central west end
Mersgoodwill thrift store
N/a
N/A
n/a
N/A
Need better connection from Grand Metrolink to SLU campus and Olive corridor. Current sidewalks and bike lanes are a terrible experience
No on the addition. My main concern would be getting to the trail on the riverfront
no opinion
None
None
None
North along Grand toward SLU campus
North off Spring Ave under the highway would be great
Not knowing if this is exactly within the segment you are examining, I'd say that what's missing most is a connection to the south side. This might take a spur over the railroad tracks leading to Teresa Ave., which would then connect to Chouteau Ave., with its bike lanes. That would make it much easier for people in the Gate District, Fox Park, Compton Heights, Lafayette Square area, etc., to connect with this greenway and take advantage. (No one likes biking over Grand or Jefferson viaducts. I've never seen another bicyclist on them even though there are bike lanes. We need dedicated, continuous bike paths separate from major streets). Overall, to the extent this is a continuous trail network linking fragmented parts of the city together (as opposed to bike lanes or bike paths alongside streets that have to stop-and-go at every cross street), the more successful it will be and the more it will facilitate bicycling both for recreation and esp. commuting.

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Not necessarily another spur, but if the pictured "Future Spur" terminated at the corner of Forest Park and Spring rather than in the middle of the block it would provide better access to the Saint Louis University campus.
not sure
Not sure!
not sure.
Off towards the new target being built.
On grand Ave as a north/south connection (Fairground Park to Gravois Ave or at least to the Schnucks)
past the Foundry is a good idea.
Please add pedestrian and cycling crossing at Theresa Avenue south across the RR tracks. This would connect to the developments coming at Grand and Chouteau, and is just a very sensible connector to south city in general.
Please take a connector to the south side of the mainline railroad tracks. There is no safe way for cyclists to cross these tracks without traveling on Vandeventer, Grand, Compton or Jefferson.
Probably connect to the new retail/residential development planned for chouteau and grand riverfront
Run a protected lane from 39th and Chouteau to the Grand Station. This will connect all the cyclists who use 39th to head toward Tower Grove North and South. Then cyclists can continue to "share" 39th south to Tower Grove Park.
S spring ave to the abandoned tracks that connect spring and 39th just south of chouteau.
Saint Louis University
Saint Louis University
Saint Louis University
Saint Louis University, or MetroLink stops

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Sarah in CWE from Juniper, Retreat and Scottish arms to the grove! Sarah is such an easy connection that would really add all three neighborhoods to join! CWE, Cortex, to the grove.
Sarah Street to the Grove and eventually to Tower Grove Park along 39th Street or some other North/South street.
shaw/botanical heights neighborhood
SLU
SLU
SLU along Vandeventer
slu campus
SLU Campus would be great.
SLU Hospital which added new bike parking during their new construction.
SLU's campus, Forest Park
SLU's undergrad campus?
SLUcare, Lafayette Square area, CWE, Locust/Midtown
something safer down south grand
Something to link towards the south. There are a lot of residences and commercial amenities to the south along Manchester (the Grove). There are plenty of sidewalks in this area, however, perhaps a dedicated and clear path linking to the Foundry and The Grove would promote interconnectivity as well as bicycle traffic.
South across I-44 somewhere between Grand and Jefferson to connect midtown with Shaw/Fox Park/Benton Park/Gravois Park. Especially need a bike crossing bypassing Gravois.
South across the Grove to Tower Grove Park and MoBot
South somewhere close to/parallel to Sarah to the Grove.
South to Chouteau & 39th st.
South to connect to The Grove
South to Manchester ave, tower grove retail
South to The Grove
South to the Grove
South to The Grove.
south toward the Botanical Garden
South towards tower grove. Vandeventer could provide a good opportunity -- connecting the greenway to the grove, and maybe even further down, as well as cutting down the width of a pretty wide and dangerous street. It could also be useful to run it down Sarah St. with the same affect, maybe just a quieter street to do that on.
Spring Avenue pedestrian viaduct, north from Armory District to City Foundry and/or south over the rail tracks to Chouteau.

Question 1: The greenway is along the MetroLink train tracks from Sarah Street to Grand Avenue. A future spur off the greenway will connect to the City Foundry. If we could add another spur, meaning a short chunk (less than a ½ mile) of greenway branching off of the main one, where else would you want to connect to?
Spur to Chouteau and Sarah for accessing restaurants. (Maybe nothing more than a protected bike line down Sarah.)
St. Louis University walkways
Starting at the east end of the existing greenway (near the grain silo) extend a spur south along Sarah St. connecting to the Grove at Manchester Ave.
Steelcote
Steelcote / new target
straight to downtown with exits to Compton, and/or Jefferson and/or 20th
test
test
test
TG Ave Bike Lane
The Armory and The Edwin
The Armory and The Edwin
The dream is to connect enough trails to make a trail to connect city to county. To that end, getting the Greenway into forest park would be key to then get it to connect to river des peres. These plans are already mapped on the Greenway website. What is desperately needed is a proper north/south Greenway like the Grant's trail somewhere in the county.
The future bike lane that will go along tower grove and vandeventer.
The Grove
The Grove (somewhere close to Vandeventer and Manchester)
The Grove and botanical garden
the Grove neighborhood to the south
The Grove or Tower Grove Connector
The Grove would be nice to connect to. So perhaps down Vandeventer to Manchester.
The grove, down sarah street

Question 1: The greenway is along the MetroLink train tracks from Sarah Street to Grand Avenue. A future spur off the greenway will connect to the City Foundry. If we could add another spur, meaning a short chunk (less than a ½ mile) of greenway branching off of the main one, where else would you want to connect to?
The Grove, if that's not too far.
The Grove! Tower Grove Park! (a bit longer) and head up to Fairground park as promised. The NORTH connector should connect to the Ville, and asap.
The Grove. Like, Manchester Ave, near Handlebar
The Grove(Manchester Ave.)
The Grove/SLU medical campus
The SLU medical school area. Anything connecting across ALL the rr tracks in the area between Vandeventer and Grand would be great.
The SLU undergrad campus?
The Tower Grove Connector project, especially if it would avoid the weird jog up Sarah and make getting to Forest Park (and therefor jobs in Clayton) easier for South City residents.
There doesn't appear to be another logical spur in that location. Would love to see as this heads towards downtown, spurs to local attractions as well as E-bike and/or bike rentals along the way to promote it to tourists. This is a great idea is we can keep crime under control along these pedestrian areas.
this is a test
This seems more like an area to move through, so I'm most looking forward to the greenway extending to Forest Park and downtown.
This survey is kind of vague. You should probably word this to refer to what's in the area: which resources? Why should I care about this
This wouldn't be a spur: it would be an extension. However, it would be great to connect this Greenway to the botanical garden. I used to bike this section of the city every day for my commute, and it is doable, but not very safe. A number of bike commuters use this corridor, as it is one of the only ways to cross the north-south divide. A Greenway between Cortex Station and the botanical garden would accomplish several things: 1) provide a Greenway connection to one of the cities great attractions 2) connect Forest Park and the arch to the botanical garden via greenways 3) provide recreation and exercise for residents of this corridor 4) connect those residents to the Metrolink 5) provide a safer option for bicycle commuters 6) increase options for commuters who use a combination of biking and transit I realize that there will be a connection to Tower Grove Park in the completed project. However, there is already a bike lane down much of Grand. In order to connect the city, we will need to create multiple safe crossings for pedestrians and cyclists--rather than channeling everyone through the existing bike lane on Grand. I really loved the proposal in one of the discarded Chouteau Greenway designs to make a crossing on Spring St. (which currently dead ends in the middle). Any chance of incorporating that into a future Greenway?
To and past, eventually, the future a target and sprawling medical campuses.
To and past, eventually, the future a target and sprawling medical campuses.

Question 1: The greenway is along the MetroLink train tracks from Sarah Street to Grand Avenue. A future spur off the greenway will connect to the City Foundry. If we could add another spur, meaning a short chunk (less than a ½ mile) of greenway branching off of the main one, where else would you want to connect to?
To Chouteau in the Grove
To forest park south east. Maybe down tower grove or boyle.
To Manchester either down vandeventer or Sarah
To SLU and Harris-Stowe
To the grove
To the Grove
To Tower Grove park
Toward the heart of The Grove
Towards the Grove/Choteau
Towards tower grove park/ botanical gardens/ the hill
Tower Grove
Tower Grove Avenue in Forest Park Southeast
Tower grove park
Tower Grove, Grove, SLU Hospital
UNION STATION
Unsure
Vandeventer street
Vandeventer to Forest Park Ave
Vandeventer to the Grove
Vandventer and manchester to get to the grove. That makes the most sense to me.
Washington Ave (arts district access, like to the Fox theatre and the circus) New MLS stadium
We
Would love it to connect to universities- many students would love it!

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?
I have yet to go there, but would like to in the future.
Clean, wide, great location. Dislikes- need to PAINT A YELLOW LINE with arrows showing which direction traffic should be traveling if expanding to bikes. Right now it's a nice sidewalk for the metro, really nice. No way it could accommodate bikes with ppl staring at their phones and walking the wrong direction. You need to spell out greenline etiquette for pedestrians.
cleanliness

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?

Decently wide & prominent; most casual observers would recognize it as a bicycle path.

Dislike: Lack of shade/tree cover

Feels clean and natural.

food trucks

Great that it is connected (or will be) to Foundry and Cortex commons. Additional insulation from the interstate and additional foliage/greenery would be welcome. Lots of concrete.

Ha

Have not ridden it

Have not seen it

Have not seen it yet.

Have not visited

Have not visited

Have not visited yet

Have not visited yet

Have not visited.

have not yet

haven't been there yet

Haven't been yet.

haven't visited it yet

Haven't been

Haven't seen yet.

Haven't visited this part of the greenway yet.

Havent visited

having it!

High quality; dislike that it's not longer!

Honestly, I did not know it was there! I think for it to be useful, it needs to be connected north/south along Boyle or Sarah. Boyle is already a popular biking route for those traveling north/south between the CWE and grove area.

I did actually seek it out with google maps. That section is great it was just disappointing that it is only a block long.

I did not know it existed.

I didn't realize it was there already. I ran on Clayton from Vandeventer to Boyle. I like the greenway option more!!

I dislike how short it is, especially as a commuter coming from the Metro to points beyond. Love the fact it exists!

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?

I disliked that it was so short and couldn't help me get to any destinations

I have never been

I have not been on it yet

I have not but have concern for personal safety; being robbed or attacked

I have not visited

I have not yet as I did not know it existed until saw the FB post this looks great

I have not, but plan on using it to commute to and from work.

I have visited, but it's been a minute and don't remember.

I have visited. It is nice, but the paving is not very distinctive. The main dislike is that it does not currently connect to much. It is also not well integrated into Cortex or the surrounding neighborhoods (you would not take an easy step off the greenway and find yourself immediately at a coffee shop for example).

I haven't been to it yet.

I haven't visited

I haven't visited that portion yet.

I havent yet visited this section of Greenway.

I just like it's there

I like how wide the Greenway section is and how nice that area is to walk in. At the same time (maybe because it's such a new area of development) it doesn't seem that welcoming. More trees and shade of various types might help.

I like it, wish it had more big trees (maybe plant some little ones , and wait?)

I like that it exists! I dislike that not every street has these kinds of considerations. I also dislike how close it is to so much parking for cars. Please remove all car parking and add cafes/grocery stores/etc.

I like that it exists. Wish it was longer/ connected to other bike pathways as it's not super useful as it is.

I like that it is there. It is hard to move around this area of down with out a car. More infrastructure will encourage more riders.

I like that it is well light and wide.

I like that it's open and walkable. I would like more trees surrounding it, which could provide shade while walking.

I like that it's there, but I'll admit I haven't been on it. For me when I think of trails, I think of lighting, benches, water fountains, bike racks and ideally a bike service station would be ideal. If we want more, having designated bike/walk lanes to help ensure it's being used properly

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?

I like that the plants and flowers that line the Greenway. I would like it if there were a portion on the side that were paved with asphalt or other material softer than concrete in order to make it more comfortable to run/jog on.

I like that they have good security and safety features associated with the Metrolink. It is clean and well-lit.

I like the native appearing plants

I like the native flowers along the way, the connection to the Cortex food truck area and MetroLink station. Basically just hate that it ends so soon and dumps off at the silo with rocks in the road and Ikea to bike across.

I like the native plant areas and overall aesthetic. It is quite short and doesn't currently connect to much, so would really like to see it connected.

I like the native vegetation and grass. The only current dislike is the short length

I like the openness and landscaping. Would love to see more integration with new and existing development. IE a restaurant patio connected to greenway

I like the separation from cars and the nice landscaping

I liked that I could see it from the inside of nearby buildings. It seemed easy to miss or to find, though, from the street.

I love that it's there, and we need more of it. At this point, it's too short to consider it an experience, so it feels like it's just a really nice feature of the Cortex Metrolink Station. I'm looking forward to an expanded and more integrated greenway / public transit system that makes getting around the city and experiencing natural landscapes easier and more accessible.

I love the beauty of it. I would prefer it to have more shade.

I love the landscaping and the wide open paths. I love that there are lime scooters nearby. It is nice that there is a fence between it and the metrolink, but I still think it might be too close to the tracks.

I missed it. I will check it out.

I really like the integration with the metro link stop. I like the use of concrete. I love the bike racks they are a friendly to use design. I think making it squiggly makes sense for somewhere that might have high pedestrian volumes. but when i was there there weren't a tone of people.

I really liked the bike racks, and how it integrates with the platform. I think the squiggly bits of the greenway are good for slowing cyclists down in a high pedestrian area like the cortex. although it was not terribly busy that day. I wish It had big tall tree's for shade.

I ride it. Oddly disconnected from other greenway paths. Wayfinding is difficult with speed of hybrid pedal bike.

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?

I ride the train daily to and from work from the cortex station and I really love the greenway so far, specifically the native plants (love the black eyed susans!) I think it has really brought life to a quiet area and I have seen many people relaxing alone and with friends at the tables and benches. I am excited for more future spots and hope that they too have lots of native plants

I think it's pretty, I like how it looks. Would be nice to have separate paths for bicyclists and pedestrians. I also think it's annoying that there's only one way to get on the metrolink platform, as opposed to entrances on the south and west sides of it.

I think it's simple and its nice, I think I just wish it kept going, which is obviously the point of this extension. I do think there are some ways to beautify it maybe a bit more, but overall its a pretty nice connection to sarah st. I think maybe it could be widened to better allow those on bicycles to keep moving without having to weave through pedestrians, especially if this becomes a more popular trail. There's no need to create animosity between peds and bikers, so a little widening may be something to look at, if possible. Just make sure there's a bollard at the end so drivers don't get any ideas.

I think its fine, but less curving and more straight trail is better, if possible. Also 12ft is much better than 10, and when possible 14 might be necessary as the area develops and more trails feed into it.

I walked that way once from the Cortex station to Sarah. I like all the plants growing along the path. I don't remember much of it.

I work in one of the Cortex buildings, and the greenway is a nice visual as opposed to basic metro link tracks.

I'd like to see more vegetation/trees and more surveillance/security measures. Very excited about the greenways!

I've visited but I'm usually going north/south so I just avoid it and take Sarah. I like the design of it, would be nice to have more shade though.

Inaccessible due to location, no real attractions/destinations nearby

it does not connect with anything, will be better when more is built.

It doesn't really go anywhere yet; Not wooded or especially natural looking (very industrial with nearby train, etc.)

It is a really good start. Keep going.

It is great! My only suggestions would be more shade and possibly defining separate spaces for bikes and a space for walking (though maybe this exists and I'm not remembering it correctly).

It is too short to be even remotely useful. It should connect to CWE Metrolink station and eventually Forest Park.

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?

It provides a safe place to ride and is Quiet but it needs more light to make it feel safe at night.

It was well maintained. I liked the plantings

It's beautiful, easy to navigate, and is along an area that is attractive to visitors and citizens.

It's fine but pretty useless right now. I look forward to using it when the section is longer.

it's nice that it's so wide and that there is a lot of greenery! The area directly around the station though, can be very easy to get "turned around" at - it would be nice if there was different colored brick work or striping to make the path and direction of the Greenway more clear

It's nicely landscaped. It's way too short to be useful right now. It's parallel and right next to Metrolink tracks - already an existing alternate to private vehicle travel.

It's not a greenway, it's a bike path. This is an urban investment in multi-functionality, vitality, outdoor living, and culture. Please don't let it become something like that strip of asphalt.

It's rarely green, and it's dangerous to cross Sarah: there's no real crosswalk remaining, and cars speed by without concern.

It's wonderful, we will be glad when more sections are completed.

It's a nice space to walk in, but it is too short to really be useful. Of course, this will be fixed once you build the other segments, but at the moment, it hardly serves any real use.

It's beautiful

It's great to have a quieter route that's free of the traffic and potholes that make alternative routes scary.

It's just short.

It's nice, I like everything about it, especially the native plants. There's just no reason right now to use it,

It's so nice to have a quieter stretch to bike/jog on without the traffic and potholes that plague the other routes!!

Lighting at Intersection with cross streets.

Like

Like - Well maintained Dislike - Not enough trees or other greenery

Like that it is signposted and easy to find. The only thing I don't like is the lack of people but the segment is too short to expect many people yet.

Like that it's where people are, dislike that this part of town is already very easy to get around on a bike and the Greenway would be better built in higher traffic areas

Like the foliage

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?

Like the general layout of it. I could see issues without clear markings for pedestrian crossing from Cortex buildings to Cortex station.

Like the landscaping.

Like the native plants, needs more trees.

Like the path quality

Like: Convenient to Cortex, open/visible

Like: it's one of the cleanest and safest stations; used to walk from CWE station to IKEA--was very excited when this station was created. Dislike: I don't know if there are any eateries in the area. (Would love to take the kids on a MetroLink ride to a nearby restaurant.)

Like: It's clean looking Dislike: There isn't much shade

Like: landscaping Dis link: too close to train

Like: native plants and place making Dislike: it does not have businesses and their entrances facing it to create people life and feeling of safety

Like: Nice native plantings. Dislike: Crossing/intersection at Boyle, which is busy

Like: Nice native plantings. Dislike: Crossing/intersection at Boyle, which is busy

Like: well landscaped, wide path, ample lighting, good use of materials Dislike: too close to the Metrolink tracks - need more sound/visual buffer

Like: Width of the path, lighting, native plants!! Dislike: no shade, right now it doesn't go anywhere but that's obviously in the works

Location

Love all the plants, just wish more trees for shade were offered

Love everything about cortex metro and greenway connections. Could be less exposed to sun and always rooting for more connections with university and neighborhoods.

Love the native plants and ease of access through cortex. Need it to be continued to be a better amenity, it dead ends at Sarah and then there are no protected bike lanes

Love the shaded spaces to sit, it is visually appealing. It is not always the most walkable due to traffic. Additional traffic calming would be welcomed for ped safety

More opportunities for shade be it trees, solar panel stands, pegolas etc. With more and more heatwaves and climate change, shade is critical.

N/A

N/a

n/a

n/a

N/A

N/A

N/A

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?

N/a
NA
Native plants and stonework
Need more outdoor art
Needs a water fountain, a big one, that is safe to swim in!!!
Needs better connection to core of Central West End and Forest Park. Needs raised crossings. I love the inclusion of native plants.
Needs more plants... less concrete.
needs more public art
Never tried it. It doesn't go anywhere yet.
Never tried it. It doesn't go anywhere yet.
Nice and flat
nice landscaping and add to the cortex district
None
None
None
not applicable
Not enough shade, needs more trees.
Not much shade, very hot in summer Very well maintained
not visited
Not yet! Didn't know it was done. I will visit.
Openness and walkability
Openness is great. Love the decor of the station

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?

Police substation maybe every so many blocks to miles to deter crime or stalkers

Positive: The open/outdoor station; easy to get on and off train; easy to get on and off platform

Restaurants

Ridden there many times. It's fine.

So small I never realized it was the actual Greenway?

Some of the area feels neglected

Station is nice but cortex needs residential.

Station itself is beautiful. So much potential. Hope the office park around it will make more public amenities available (food etc).

test

test

test

The concrete next to the Cortex metro station is extremely slick in the rain and should be roughed so as to be less dangerous.

the crosswalks at either end are scary to use if there's any amount of traffic around. I either walk up to a controlled intersection or wait for a train to stop traffic.

The design and construction is beautiful. My only concern is the lack of shade along that section (and the minimal locations where it seems trees could be planted that wouldn't possibly interfere with either the Metrolink wires or the driveway just north of the greenline).

the eastern most end of the trail stops at sarah and that street is in terrible shape. generally use duncan ave for the east west movement in this area

The existing greenway is great. Unfortunately, it is only 1/4 mile and dumps you into traffic. Therefore I don't use it because 1) it goes no where, and 2) there is no safe connection to the greenway. I like the vegetation/landscaping and integration with the transit station. Bigger trees would make it shadier, since it is running parallel to the Metro. Better traffic calming at the crossings of Boyle, Sarah and future sections. The greenway needs to continue west to connect to Forest Park. Needs to have safe N/S connections to CWE and The Grove/Tower Grove.

The existing segment is nice.

The infrastructure is very attractive, and I appreciate the wide path with no threat of automobiles. Negative: too short and doesn't take me anywhere (in it's current form.)

the location doesn't make sense to me. I would love these greenways to be accessible from residential areas, such as the hill or shaw.

Question 2: If you've visited the small portion of the Brickline Greenway at the Cortex MetroLink Station between Boyle and Sarah Avenues, what do you like and/or dislike about it?

The only thing I dislike about it is how segmented it is— which I guess solving that is the purpose of this survey so... go go go!!

The Prairie grass

The width of path is adequate. The lighting and security cameras are good. Additional crossing treatments at Boyle and Sarah would be nice to have (curb bump-outs, warning devices, if warranted)

This greenway is lovely, but too small to be usable. If it takes 6+ years to plan a few blocks, that's unacceptable. We should choose a simpler design that we can get in quickly then, budget willing, fill out the pretty things from there.

this is a test

too short

unsure of the lighting under the 64 bridge. its a shady area

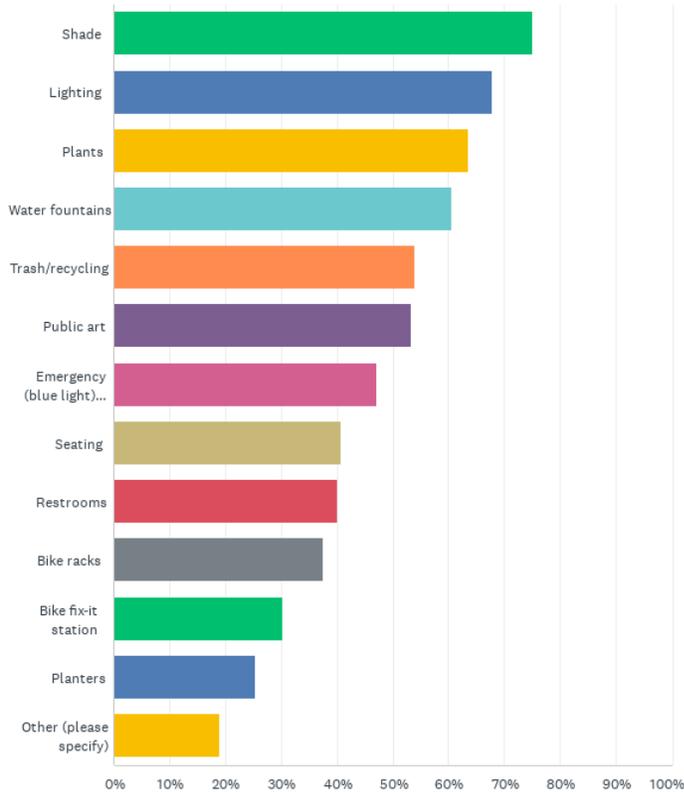
Vagrants

very nice- hope to see more

Yet to visit!

You truly don't think about cars

Q3 What types of amenities would be important to you along this segment (along the MetroLink train tracks from Sarah Street to Grand Avenue)? Please check all that apply. Feel free to share in your own words any other ideas.

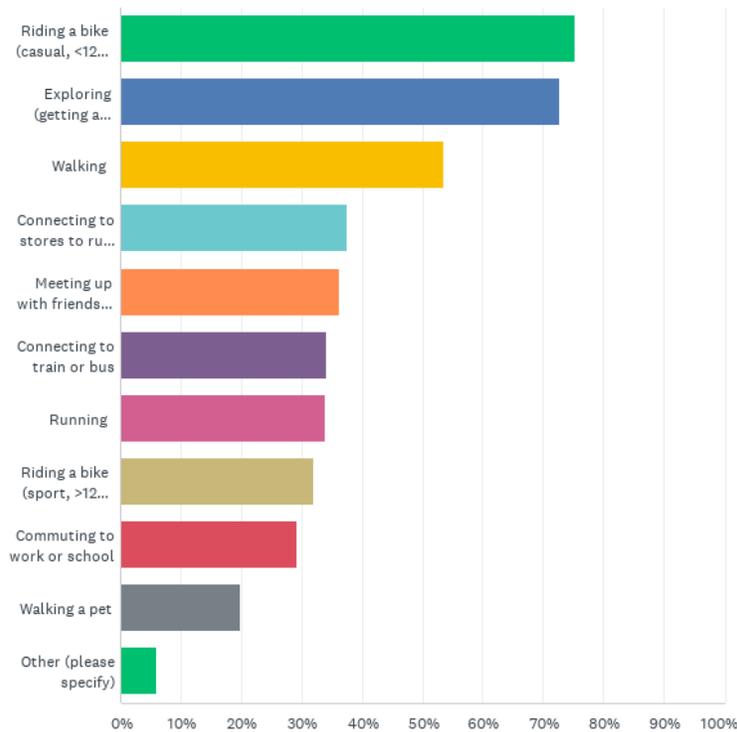


Other responses specified:
Access to grand station
All would be great but safety amenities definitely top priority
As much nature as possible! Lots of native plants. Features like rain garden. Less lawn, and more prairie features.
Bikeshare, scooter corrals
charging stations for phones and e bikes
Crime deterrent features
Crosswalk on Sarah
food cart, place for buskers
Formal and/or informal Space for programming/activation
Fountain w water bottle filler
Fun facts
Gotta be honest all of these sound great
Greenspaces, native plants

Other responses specified:
Having bikeshare stations throughout the Greenway is a no-brainer. There should be bikeshare stations throughout Forest Park and all along the Greenway
Historical markers
How about some kind of water feature - a fountain but not a drinking fountain.
I just want to emphasize the value of human scale lighting. a charging station would be cool too. for people needing to charge phones or e bikes.
I wonder how hot the "seat walls" will become during direct sunlight?
In looking at the renderings, it looks pretty bleak, honestly. It doesn't appear GRG has much right of way along this stretch. But it's critical that you put the "green" in the greenway. Given the St. Louis heat in the summers, riding through very narrow corridors, with zero shade, is just really not that inviting. Please, please, please consider how you create shading and greenery along this barren stretch.
kid friendly activities (storybook path or interactive/musical street art)
Lots of shady places. If put a restroom, concerns about safety and cleanliness of these
Maintenance - people to patrol, pick up trash, make sure people aren't shooting up or leaving their belongings in trash bags, as they do along the River Des Peres Trail.
mile markers; clear indication where you are if you had to call for help
No comment
Other opportunities for recreation, play, and community engagement / events. Live music, skating (skate boarding and roller skating), encourage all ages and all types of people. Shuffleboard, hopscotch - be creative. Major public art. Historical recognition. Educational opportunities. Wild plant variety. Edible food plants.
Paved street
Phone and bike charging stations
Planters that separate a walking/running lane from a cycling/scooter lane
Please mark the trail with directional arrows and/or signage for ppl that aren't familiar with bike paths
POLICE STATION AND DONUT SHOP
Prioritize getting protected walking/bike lanes done over amenities that can be added later

Other responses specified:
Restroom including changing station for babies.
restrooms and shade not essential. lights would be good in this area esp if it is used at night
SAFETY
safety!
Scooter parking/drop off area
Security
Security (feel safe when using it)
Security patrol.
Security that doesn't beat people up for playing with chalk!!!
Security- if it doesn't feel safe, I don't think a lot of people will use it
Signage directing to SAFE biking routes. Business if possible. Would be great to have cafe, ice cream shop etc along the route.
Small, small business owned pop up shops
Snow removal is very important for practical winter bike commuting.
Surveillance cameras for safety
Trash cans are nice, if there are able to be frequently maintained and emptied. If not, they contribute to a chaotic environment because they invite trash piling up even when full.
Trees
Vending machine
visual/sound buffer between track and trail
Want it to be completely safe and completely free from vehicles. INCLUDING police officers. A cop car driving on a path isn't helping anyone. Get your asses out the car and on bikes for security/safety.
way finding signage about what is in nearby areas
Wayfinding
wide lanes, or signage for pedestrian and bikes each way, speed limit sign for bikes
Would love it to be shaded by trees for temperature reasons, but also it makes it feel like you're not in a super commercial/industrial area.
Would love some sort of vendors— food truck style.

Q4 When this greenway is finished, it will connect Forest Park to the Gateway Arch and Fairground Park to Tower Grove Park, plus many places in between. When it's all done, how do you think you would be using this specific section along the MetroLink train tracks? Please check all that apply. Feel free to share in your own words any other ideas.



Other responses specified:
A place to go for a work break to decompress.
church on Sunday in CWE (from the Lafayette Square neighborhood)
church on Sunday in CWE (from the Lafayette Square neighborhood)
connector to other areas of the city
Getting to downtown without driving.
Going downtown for events when I want to avoid parking
Going to events (soccer, aquarium)
Going to sporting events, or perhaps concerts!
Healing our land and people
I live in St Peters but would definitely come this way more with the trail
No comment
Not going to use. The area around the Grand Metrolink station is not safe
on my way east to Broadway, Eads Bridge or Riverfront Trail and back
Roller skating, meeting friends, gardening, sharing food, investing in local businesses.
Tourism

Question 5: Anything else you'd like to tell us?
Safety is paramount. Especially I think to draw people into the city. I live close to Grant's Trail and even there I am aware of my surroundings. But to have a safe way to explore the city on foot or bike, that would be great. I was recently in downtown Chicago -- which does have it's own issues with crime -- but loved how walkable the city is.
<3 thanks for all the work going into this.
A simple safe ride to the river is important
Always consider safety and accessibility for all modes of transportation! This city prioritizes cars and it's dangerous. Anything to help ensure safety for pedestrians is crucial, and having protected barriers and bollards would help us dramatically. Paint isn't protection!
Amazing idea.
Any way that Webster can be Linked to Shrewsbury terminus ?
As a recent first time homebuyer in Forest Park Southeast, I chose this location based on future bike infrastructure / non-car mobility improvements planned.
As grand is elevated, will there be any ramping up to grand from the greenway for bike/scooter/wheelchair/strollers?
As someone who bikes a lot for transportation, I am a big fan of what you're doing. I also like that this will help connect cycling routes to Metrolink. I also believe that many routes that have been obstructed for car traffic (dead end streets or areas obstructed by industry and blight) could be made easily accessible for bike traffic making it a much more viable option in the city.
Can't wait for this!
Can't wait to see it built and use the trails!
Can't wait!
City Foundry needs a Metro stop!! A stop at Vandeventer where the tracks already pass would not only serve a great connection for this project, but would serve IKEA, The Armory, SLU and the whole East side of the Grove.
Confused how this section, which is at very low elevation, is going to work to get bikers back to street-level elevation.
Crossing Sarah St at the current endpoint is dangerous right now, because the crosswalk basically doesn't exist, and there are no lights or stop/yield signs.
Ditch the plan to build the greenway from the Cortex to Grand MetroLink stations. Make the future spur through City Foundry the next priority. Then take the greenway north through the SLU campus and up Spring Avenue to Fairground Park.
Family scavenger hunt games to learn and explore st louis
Get all this done as soon as possible! We need more bike riding options ASAP in the city. Surface streets are another problem but the more greenways we have the better!
Have a great day

Question 5: Anything else you'd like to tell us?
hope this project gets momentum soon
I am glad to see all of the work being done on the Greenway. I enjoy being just a short ride from my front door to the River Des Peres trail and the more trails that connect the better. Thank you!
I appreciate the opportunity to complete surveys (I saw the QR code for this one on a metro bus)
I can only repeat what I said above: this trail will succeed to the extent you can make it continuous and connective of the present fragmented parts of St. Louis--especially bridging the south side to the north through the industrial belt. Another place needful of a spur is, say, on 21st St. off Chouteau, connecting to the new soccer stadium area. This would be ideal, not only linking all the new development on both sides, but more importantly linking vast areas now cut off from each other, north and south of the industrial belt. (Again, no one ever takes Jefferson on a bike, and no one will take the proposed Tucker viaduct bike lanes. These are very bike-unfriendly. Bicyclists want safe-feeling, continuous dedicated passageways far from heavy automobile traffic.)
I can only repeat what I said above: this trail will succeed to the extent you can make it continuous and connective of the present fragmented parts of St. Louis--especially bridging the south side to the north through the industrial belt. Another place needful of a spur is, say, on 21st St. off Chouteau, connecting to the new soccer stadium area. This would be ideal, not only linking all the new development on both sides, but more importantly linking vast areas now cut off from each other, north and south of the industrial belt. (Again, no one ever takes Jefferson on a bike, and no one will take the proposed Tucker viaduct bike lanes. These are very bike-unfriendly. Bicyclists want safe-feeling, continuous dedicated passageways far from heavy automobile traffic.)
I can't wait, I live near forest park and can't wait til I can explore the city safely by bike!
I don't currently have a bike, but would enjoy having one if I felt like there were more safe places (i.e., safe from motor vehicle traffic) to ride. I hope e-bikes (less than 20 mph) will be permitted.
I have been and am so excited for this trail.
I have had trouble finding a place to park at some Greenways. Would it be possible to provide the best place to park for each greenway?
I have some concerns about crime. I've seen crime on grants trail and I think you can see it anywhere. I Don't really know what to do about crime , except that I think having a nice trail that is popular will make people feel good about their neighborhood and give some people access to metro link and better way to get to work.
I like the idea of Public Art
I like this idea a lot as I ride from Lafayette Sq to Forest Park on my bike and a closed dedicated bike trail would be nice to avoid traffic

Question 5: Anything else you'd like to tell us?
I live in Old North St. Louis and would love to find a safe way to bike to work at the WashU Medical Campus. Connecting these segments would help significantly with that goal. Have the riverfront greenway trails re-opened? I stopped trying to bike commute downtown after they were consistently closed for so many months - the roads aren't safe to bike in my area due to regular high speed car chases.
I love greenways but this corridor is asking for issues with crime and homeless encampments.
I love the idea of a Greenway
I love the overall idea of connecting the Arch to Forest Park and Fairgrounds to Tower Grove. With the Fairgrounds to Tower Grove section paralleling Grand, I would love to see an eventual continuation to Carondelet, the last of the big 3 parks on Grand (also connecting Brickline to Gravois & River Des Pares Greenways).
I love this idea and hope it comes to fruition!
I might use it for running but it seems like it might be too busy for that. I would mostly use it to commute and get to other places by bike. I think shade and lighting are very important to make people feel comfortable and feels safe.
I think the development of spurs is what will make the Greenway truly accessible and useful for the maximum number of people
I think this is a great idea.
I value this being family-friendly and a trail I can bike with my kids on. Water fountains, a few restrooms, and safety are most important.
I'll say that I wasn't entirely blown away by some of the renderings I saw, especially with fences. I think some of those fences are a big ugly and could be beautified in a number of ways, but most especially with plants or what not. This extension is going right through a pretty industrial area of Stl, so maybe going a little more over the top with color and what not can maybe attract more to use it. If it's a pleasant trail to use, visually, I think more people will want to use it, and recommend it to others as well. That just might be a more challenging think to do in this area than in other proposed areas of the brickline. But at the end of the day-- just get this stuff done. I'm very excited to use it and so are so many others. Thanks for the work you all do, it's going to make St. Louis a more desirable place for all of us to live.
I'm really looking forward to this developing further! I would love for the Greenway to be both a destination and a transportation corridor, and as someone who works in the Cortex, I'm really excited for the path to connect directly to Forest Park!

Question 5: Anything else you'd like to tell us?
I'm repeating myself in the hope the someone at GRG will read this. Forget extending the Brickline from the Cortex MetroLink station to the Grand station. There's no reason to have two greenway connections to MetroLink. Make the now-future alignment through City Foundry the preferred current route. At Forest Park Avenue, put the greenway on the wide sidewalk on the south side of the street. Turn north on Spring and put the greenway on what is now a parking lane. Enter the SLU campus at Spring to the clock tower, then turn east on the wide sidewalk there. Cross Grand at the established pedestrian crosswalk. Proceed to Hermann Stadium, then turn south to connect with the wide sidewalk formerly occupied by Laclede Avenue. Continue east on Laclede, through Harris-Stow, to Market Street. Thanks for reading.
I'd love for it to branch
I'm excited to see this moving forward!
Idk
If similar idea to Houston's trails greenway around Buffalo Bayou, would be great place to walk, bike and run. But safety big concern.
If there is anything we can do to help speed the project up please ask.
Im just thankful that we are connecting out city with safe human scale infrastructure.
It is a little disappointing that the Greenway is not running *through* City Foundry as nearly all of the renderings suggested it would. Relegating Foundry only to a "future spur" which may or may not ever get built is a huge swing and a miss. GRG needs to prioritize Greenway access to/from City Foundry. It should be like Chelsea Market in NYC along the High Line.
It would be amazing to create a bridge between the line and Chouteau. Grand and Vandeventer are just such precarious streets to ride on.
It would be awesome to beautify the area with native flowering trees like Redbuds. I love thier heart shape leaves too!
It would be great to connect slU hospital to slU main campus with a dedicated bike line with barrier
just a test
Just waiting for the expansion! The existing short section looks very nice
Keep building! Also please work with the city to keep existing shared bike lanes free of glass.
Keep up the good work and please do all of grand north and south.
Keep up the great work!
Keep up the great work! Once there is a safe way for me to commute from St. Charles to the CWE, I fully intend to get an E-bike and commute to work! I love what is being done, and hope the momentum continues!
Less surveys, more shovels. :)

Question 5: Anything else you'd like to tell us?
Let kids play with chalk so they don't do drugs!!! And some of us kids are 34 year old women named LittleFrog!!!
Looking forward to the project's completion! You're doing great work!
Love love love love what you all are doing. Thank you for your efforts in community feedback and helping STL become a more connected community!
Love this plan!
Love this!
loving the design so far
Mainly, it's important to connect the various segments. I think you'll see increased use when people can travel safely along longer distances, particularly between destinations of interest.
My dream is to be able to use the greenway for biking in lieu of a car to go to work and events and return home, even if it's well past dark or well before the sun is up. I think those off-hours are something I'm curious about. Sadly, I'm afraid public safety is of increasing concern (not just in STL, but nationwide). Yes, I'll have my phone, but I'm particularly interested in whether greenway users will feel safe after dark, and how design will address that.
My husband and I are avid cyclists and use the greenways usually twice weekly. I am looking forward to an additional greenway in the central corridor. We ride the streets in the areas cited on the map and are quite excited for this next phase that will get us off the streets and onto more paths.
N/A
Needs to be a top priority for St. louis. Urban vibrancy counteracts perceived image of St. Louis as decaying. Hugely important.
Nice work incorporating shady rest areas. If you can squeeze in additional trees along the narrow portions of the path, that would be great, but I understand it's a narrow corridor. In light of that, please pursue additional ROW from neighboring property owners so that the landscaping buffer can be widened.
No
Nope keep up good work for the community
Not any ideas
Not any ideas
Not any ideas
Not really. I like what you're doing and am excited to see it take form.
parking in the cortex is a big headache already, but i do think it would be helpful to have parking for those wanting to use that area as a trailhead/ way to access the metrolink

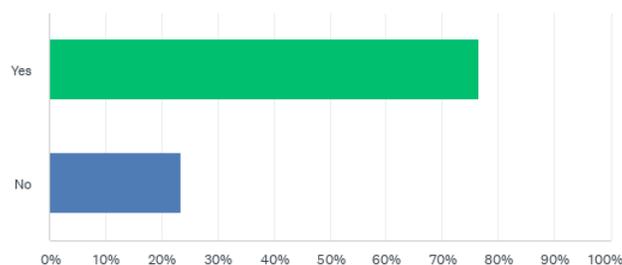
Question 5: Anything else you'd like to tell us?
People are scared to bike in St. Louis because of current road conditions and drivers who don't know how to drive around bikers. Creating safe streets to access the Greenway is as important as creating the Greenway.
plantings need to focus on native, drought-resistant varieties. you don't want to expend maintenance energy on landscaping. put all the work in up front. with good soil preparation and intelligent selection of plants. do not do mass plantings of the same variety, you need variations in order to avoid catastrophic failure off one species.
Please connect to compton ave protected bike lane and market what you are doing to the gate district east and west communities.
Please consider separating biking and walking as you will have many bike commuters moving quickly around people walking with children or dogs
Please do not include car parking at this or any future Greenways. Put money that would have been spent on car parking towards making the connections for trails to be near all people in your service area.
Please don't be afraid to add tons of trees! This part of the city has so much concrete and gets so hot without any shade.
Please get this done as soon as possible i would seriously love more safe biking avenues
Please include art or other visual aspects that includes the diversity of cultures in St. Louis - art from other countries by immigrant muralist/painters, signage in other languages, special recognition of the diversity of people that live in the region
Please keep making more greenways! It makes the city feel alive and connects the community.
Please move faster. I used to believe that GRG was working for the city, but it seems that the organization is LARPing progressive values instead of actually providing city residents with solutions.
please work with STL midtown development Corp., developers in the surrounding area, and reference recent ULI TAP report on the matter) to learn and plan to leverage the greenway to help improve safety, access, and connectivity for transit users at grand station and better integration transportation with new and existing development.
Really looking forward to getting this accomplished!
See above about the cortex strip -- be sure the greenway doesn't become just a bike lane!! (Though we need all the bike lanes we can get too!!)
Seems like a great idea, I only worry about feeling safe when fenced in on both sides
so excited for this
So glad the greenway is expanding. St. Louis needs this! Thank you!
Spread more in St Louis proper

Question 5: Anything else you'd like to tell us?
Spurs like you asking about that pull the greenway that last quarter mile into neighborhoods i think is really important. Living in the city, I have a lot of hesitancy taking children through city streets to get places. Due to the way people drive and the amount of pedestrian traffic accidents
Thank you for all the dedicated pedestrian pathways. I enjoy using them and feel safer doing so.
Thank you for all the dedicated pedestrian pathways. I enjoy using them and feel safer doing so.
Thank you for all your work to make this happen. Please also know that we need safe connections to the greenway to access the greenway from N and S neighborhoods.
Thank you for building a direct path between Cortex and City Foundry
Thank you for doing this! Excited to use the greenway when it's done.
Thank you for the greenways! They are some of the best things about St. Louis, and I look forward to more!!
Thank you for your efforts!
Thanks for all of your work! Keep it up!
Thanks for all your hard work on this!!! It will be a great asset when completed. Please be sure to consider how the greenway improvements might affect any wildlife crossings/paths/routes. If this is considered in the planning then that will help reduce the chance that any new fencing or boundaries might cause animals to have to take other, more dangerous, routes that could lead to injured or killed animals as well as increased traffic accidents. Additionally, if any plants are planted, please choose Missouri native species. I enjoy the greenways as they give a chance to see some wildlife like birds and butterflies, and native plants are the best for supporting and attracting them. It would be great if a summary of those considerations could be posted somewhere accessible to the public. Thank you again for all your work.
THE GREENWAYS JUST NEED TO BE SAFE. THE CLOSER TO THE DOWNTOWN AREA, THE MORE I WORRY ABOUT UTILIZATION

Question 5: Anything else you'd like to tell us?
<p>The planned greenways map has a large oversight in my view. There's a large gap between the Centennial and the Deer Creek greenways. Hi-Pointe, Hampton, Maplewood, Brentwood, Rock Hill, Richmond Heights and Clayton are all without any greenways that move north/northeast/east, leaving them oddly stranded. The most natural solution in my view is for a new greenway to be planned that would connect the Centennial and Deer Creek greenways, allowing the aforementioned neighborhoods (and others) to reach important areas like the Danforth campus of Washington University and the southwestern portion of forest park near the zoo. Danforth campus and the southwest portion of forest park are oddly without greenway access from the southwest. Building this sort of connecting greenway would be a huge help. That region already has a lot of cyclists, but most have to use sidewalks or major roads like Skinker and Clayton. A lot of bikers are students commuting to WashU (hence the Danforth connection) or recreationalists enjoying Forest Park. Hope you will consider this idea! Another idea for important new greenways would be to extend the Deer Creek Greenway to Tiles Park, perhaps through Ivory Crockett Park or Brentwood Park.</p>
<p>The renderings seem pretty exposed, hopefully we can plant some more trees along the path.</p>
<p>This is a great initiative and I'm appreciative for you soliciting feedback via the survey.</p>
<p>This is a great plan. Thank you all for doing this!</p>
<p>this is a test</p>
<p>This is so needed and will be something that St. Louisans will be proud of!</p>
<p>This portion, because of its surroundings, could use alot of trees and shade, there is no natural cover and alot of noise/air pollution is directly around this area. Remember to include water stations and bathrooms so people can stay on the trail longer!</p>
<p>This survey is kind of vague. You should probably word this to refer to what's in the area: which resources? Why should I care about this. How else are you spreading the word and breaking this down in laymen</p>
<p>This trail will pass through industrial areas. Please take design measures to shield the greenway from undesirable views, sounds, smells, etc. Capitalize on some great viewsheds to be had (e.g. the Arch, many historic buildings, natural features, etc.). Frame those views. Think "Instagrammable." Make a place people will want to take pictures of and share on social media. Think of a new visitor's guide to STL and this being on the cover. What do you want that photo to look like?</p>
<p>THIS WOULD BE AMAZING</p>
<p>Thx</p>
<p>To me public art and landscaping are very important</p>

Question 5: Anything else you'd like to tell us?
To me, the spur connecting to Foundry should be a higher priority than the segment that is the focus of the survey. From my perspective, connections to existing and in progress developments should be the top priority so that the Greenway can start developing a user base and interest.
Very concerned about personal safety
Very excited for this project!
Very excited!
Was having internet issues when I filled this out before, so it's possible this is a repeat submission with identical answers 🙄
We love the work you do. Thank you.
What is the ETA of this being complete? Will it be done before the MLS season? Would like to see more up to date information, as I see this being a huge attraction for making mls games accessible. I've visited other cities that have greenways making pedestrian navigation super easy and safe, and I'm excited for this project to connect STL. I think it'll be great for tourism and downtown bc STL is a really spread out city.
Why is there not a plan to connect to tower grove park/botanical gardens/the hill? These are 3 very beautiful and unique areas of STL that many residents use and I would hope we'd want to show off to visitors. I am not confident that many people visit fairground park on a typical year. Would love to see the numbers compared to Forest Park and Tower Grove Park. Please make these routes accessible from residential areas. I live in SW Garden and it is not pleasant running and biking to Forest Park or CWE because the sidewalks/roads/areas are not in good condition.
work at BJC
Would be nice to have plants down out noise pollution

Q6 Are you a current greenway user?



Appendix F Business Outreach Materials

(front)

(back)



**DO YOU WORK ON OR NEAR
NORTH GRAND BLVD?**

SCAN TO TAKE SURVEY BELOW



IMAGINE
BRICKLINE GREENWAY
ON NORTH GRAND

WE WANT TO
HEAR FROM YOU!




**QUESTIONS
COMMENTS
NEED MORE INFO?**

CONTACT US

314-436-7009

INFO@GRGSTL.ORG

WWW.BRICKLINEGREENWAY.ORG

WWW.SURVEYMONKEY.COM/R/GRANDAVESTL
BUSINESS SURVEY



FAIRGROUND PARK TO GRAND METRO



CONCEPTUAL IMAGE

The Brickline Greenway segment from Fairground Park south to the Grand MetroLink Station and east to NGA (National Geospatial-Intelligence Agency) needs to be driven by community engagement. Residents and community stakeholders who live and work along the project corridor will inform the project. The Design Team, including David Mason and Associates and Hood Design Studio, will use community input to frame a master plan and conceptual design for this segment.

For more information about Brickline events and activities, or to request a Brickline presentation please visit BricklineGreenway.org.



Learn more and stay connected at
BricklineGreenway.org

The Brickline Greenway, a public-private partnership, is one of the many greenway projects connecting the St. Louis region together, and will connect to existing and future greenways within the Great Rivers Greenway network. Great Rivers Greenway has planned, designed and built 128 miles of greenways in partnership with 250+ municipalities and institutions since 2000.



MILL CREEK VALLEY



CONCEPTUAL IMAGE

The Brickline Greenway segment along Market Street from the campus of Harris-Stowe State University to the St. Louis CITY SC Stadium District is focused on a conceptual design of a public art project to remember, honor and celebrate the Mill Creek Valley neighborhood that previously stood within this footprint. This art project is being designed by nationally-recognized St. Louis-based artist Damon Davis with input from community and key stakeholders.

This segment is in design now, to be constructed in phases over the next two years, linking major institutions and small businesses alike along the route.

Other projects in this area that we are coordinating with include Harris-Stowe's renovation of the Vashon Community Center into a Jazz Institute and National Black Radio Hall of Fame, the St. Louis CITY SC Stadium, as well as projects led by the City of St. Louis and the Missouri Department of Transportation.



SHARE YOUR THOUGHTS
Complete this Business Survey to help shape the Brickline process



Learn more and stay connected at
BricklineGreenway.org

The Brickline Greenway, a public-private partnership, is one of the many greenway projects connecting the St. Louis region together. Great Rivers Greenway has planned, designed and built 128 miles of greenways in partnership with 250+ municipalities and institutions since 2000.



(front)

MEET THE BRICKLINE GREENWAY

Just one of their many greenways across the region, public agency Great Rivers Greenway has multiple sections of the Brickline Greenway in planning and design now, one is going into construction this year. The major pieces above will be completed in the next 5-10 years.

Let's reimagine our city with 10 miles of greenway paths where we can walk, run, ride a bike, push a stroller or roll a wheelchair, connecting a dozen neighborhoods, four major parks, business and arts districts, job centers, schools and everything in between.

Let's open access to other parks and trails, to train and bus stops, filling in gaps along the way with open space, art, events and even new places, making everything feel alive and connected.

130+ institutional & cultural partners, neighborhood representatives, community organizers, city staff & philanthropists are working together to bring this to life.

(back)

LET'S SEE WHAT A GREENWAY CAN DO.

EQUITY

Let's build civic trust and create shared prosperity.

Targeting areas with high needs and huge opportunities so people benefit from the growth this greenway will bring: affordable housing, job training, and wealth creation.

ECONOMY

Let's make St. Louis a vibrant place to stay, move, start a business or invest in a big idea.

Indy Cultural Trail, Atlanta Beltline and others report return on investment ratios ranging from 4:1 to 8:1. Brickline Greenway is a key strategy in the STL 2030 Jobs Plan.

QUALITY OF LIFE

Let's change the way the city feels, how people connect and explore, how neighborhoods can thrive.

Walking or riding a bike can be a safe, fun and healthy choice if we make our streets work for everyone. Connecting destinations together makes for a dynamic St. Louis experience.

ENVIRONMENT

Let's get people moving in beautiful spaces that help us be resilient and sustainable.

Brickline Greenway is adding thousands of trees to areas nearly devoid of them, which manage stormwater, cool the ground and air. They provide shade and relief to us, too - lowering our stress and blood pressure.

Brickline Greenway is quickly becoming a nationally recognized example of innovative, cooperative, inclusive growth with an impact that will last decades, coordinated seamlessly with dozens of other projects and plans, from Cortex Innovation District to the St. Louis City Soccer Club to the National Geo-Spatial Intelligence Agency. Neighbors are excited, local and federal tax dollars are coming in and the business community is invested, too.

This project has a bold vision, broad-based buy-in and momentum.

BRICKLINE GREENWAY

(front)

BRICKLINE GREENWAY

LET'S REIMAGINE WHAT A GREENWAY CAN DO.

130+ institutional and cultural partners, neighborhood representatives, city staff, community organizers & philanthropists

EQUITY

A better St. Louis for all

- Improve people's quality of life, including building civic trust
- Values-based decision-making includes and serves existing residents
- Catalyze opportunities: affordable housing, asset building, household wealth creation, workforce, jobs

ECONOMY

Attracting investment & jobs

- Spur new development at all scales
- Make St. Louis more attractive to both new and existing residents, businesses and employees
- Extend benefits to neighborhoods to enhance economic mobility

QUALITY OF LIFE

A vibrant place to live, work, play, visit

- Experience a beautiful, natural place
- Create, connect to transport options
- Make it easy to be healthy, active
- Create a new must-visit destination for more visitors and residents

ENVIRONMENT

Excellence in ecology

- Watershed and habitat improvement
- Using the best sustainable practices
- Fewer cars means lower emissions and less wear and tear on roads
- Education and volunteering

The Brickline Greenway, a public-private partnership, is one of the many greenway projects connecting the St. Louis region together from Great Rivers Greenway.

More than just a path, this project aims to catalyze a movement to inspire action and build civic trust.

(back)

CONNECTING THE CITY

HOW WE WORK:

- Community voices shape planning
- Prioritize improvements each neighborhood wants, learn the stories that make each place special and share them through signs, art, tours, programs, events
- Collaborate with partners to catalyze investment and deliver economic benefits
- Engage people to help take care of places once they're built (jobs and volunteering)

PROJECT TIMELINE

Three segments in planning/design now (2021):

- Market Street from Compton to 20th includes an art installation from Damon Davis to commemorate Mill Creek Valley neighborhood, with the first segment finished in 2023
- Between the Central West End and Grand MetroLink stations is in design now, going to construction in the next 2-3 years
- Fairground Park south to Grand MetroLink Station and east to 20th Street is in planning now, going to construction in the next 3-4 years

VISIT US AND STAY CONNECTED:
www.BricklineGreenway.org
 314-436-7009

Volunteer Neighbor Cleanup Flyer



VOLUNTEER NEIGHBORHOOD CLEANUP



Saturday, June 11
10:00AM – 1:00PM

Along N. Grand Blvd. from
Natural Bridge Ave. to Cass Ave.



Join Great Rivers Greenway, partners and community members to help beautify our neighborhood along this future segment of the Brickline Greenway.
We will provide bags, gloves and grabbers, but please bring your own if you have them.



For more information and to register, visit
bricklinegreenway.org/north-grand-cleanup

Questions?
Shaughnessy Daniels
Civic Engagement Manager
sdaniels@grgstl.org | 314-655-1301

In partnership with:
City of St. Louis
Covenant Blu Grand Center
Neighborhood Association

Herbert Hoover Boys & Girls Club
Mission: St. Louis
Saints Teresa & Bridget Catholic Church
St. Alphonsus Rock Liguori Church



BRICKLINE GREENWAY

Project of



Great Rivers Greenway

WALK WEDNESDAYS

*Select Wednesdays
May - September



Scan the QR code for
schedule & sign-up

Walk current, potential, and future greenways with Great Rivers Greenway staff and fellow community members! Walks may include clean-ups, greenway tours, history tours and more!

*Dates and times for walks vary.



LEARN MORE ABOUT THIS PROJECT AT
BRICKLINEGREENWAY.ORG

Appendix I

Northside Night Out - Public Art Plan Feedback Summary

Northside Night Out - October 4, 2022

Public Art Plan Public Feedback Summary

Imagine Art Here, a station for sharing feedback and ideas for public art on the Brickline, was one of several Brickline-focused engagement stops at Northside Night Out on October 4, 2022. The station included boards where visitors could look at examples of public art from across the US and share which projects reflected the spirit of what they wanted to see in their neighborhood. There was also a place to share written thoughts and names of artists in the community. Many of the 200+ people who attended Northside Night Out took time to stop by the Imagine Art Here station to share their thoughts.

Image Boards

The image boards included 39 photos of art projects from across the US, broken down into five different categories. Participants were invited to place a sticker on the images that best reflected the kind of work they wanted to see along the North Connector and were invited to share their thoughts on why they chose specific pieces.

Markers & Icons

Three projects received strong responses in the Markers & Icons category: Kehinde Wiley, *Rumors of War*; Marvin Gaye Park; and Olalekan Jeyifous, *Wrought, Knit, Labors, Legacies*. Each of these works represent Black figures in a strong, heroic, and uplifting manner. While the public strongly connected to Marvin Gaye as an impactful artist, there were also comments that the format used to represent him could be used to share the stories of others and raise awareness about impactful local figures. People commented on the importance of representation within both Wiley's and Jeyifous's work, saying that Wiley puts a twist on the average statue of a white man on a horse, and Jeyifous presents artistic, appealing, and colorful imagery. Jeyifous, Marvin Gaye Park, and the other most appealing Markers & Icons project *All Power to All People* by Hank Willis Thomas all show the space around the work which is either a part of the installation or significant to the siting. The interest in these works could show the desire for purposeful places for art and spaces for people to experience art.

Fun & Functional

Mmmm, *BUS* and Deidre Saunder, *Spring Creek* received the most attention in the Fun & Functional category. People said that Saunder's project provided a safe place for children to play and for people to enjoy, which was also the appeal of Bob Cassilly's *Turtle Park*. *BUS* was said to be a thoughtful and intentional design that went beyond the basic utility of a bus stop, the work shows care and adds something special to a functional space through an exciting and playful design.

Beauty & Nature

Three projects most connected with people most in the Beauty & Nature category, these are: Teresita Fernandez, *Fata Morgana*; Simiya Sudduth, *From Infinity to Infinity*; and Ellen Harvey, *Mathematical Star*. People commented that these works represent shade, flowers, forestry, healthy living... Nature. To a lesser extent, people commented on the bright colors, interesting patterns, and appealing imagery.

Community Stories

The project that most connected with people in this category is Grace McCammond's *St. Louis Walk of Fame Mural*. The work is a representational mural of a dozen recognizable African American historical

figures and well-known celebrities from the St. Louis area. People commented the work shows the potential and depth of St. Louisans, the mural format of the work is accessible and easily sited. The work was painted with the help of youth from the Herbert Hoover Boys and Girls Club, a connection to the neighborhood that was also appreciated. Many community members were also excited and well informed about the upcoming completion of Damon Davis's project *Pillars of the Valley* in Downtown St. Louis. Comments reflected that the work will share a layer of history to audiences who may not know about or seek out that history.

Active & Changing

The most appealing project in this category shows a Dance Battle performance from TURFinc. People commented that the activity is bringing people together and offering an active, creative outlet for participants and viewers. Comments on other projects in this category shared that art could dress up an ugly space with something that inspires, bring together community, look different every time you see them, and that gardens should be everywhere.

Written Comments

The table provided an opportunity for participants to share their responses to the following prompt and question.

When I imagine art in the community I see...

- Community anchor, people in the community that influenced and lead it on a grass root effort.
- Art that represents my culture/ethnicity!
- Art that lets people know about the past (like Chuck Berry in the Loop)

Who are the artists in the community?

- Brock Seals
- Jamaica Ray
- Mr. Jamaica Ray is the heart of the 14th Street Art District!
- Carmen Ribaud [@carmroses](#)
- Dennis Walker, Phenom Photography studio320st.l@gmail.com

Overall Takeaways

In summary, participants voiced an interest in seeing art with the following characteristics.

- Inspiration, representation, and triumphant works of art in a contemporary format and medium that can share the stories of people in/from the community.
- Places for children to play and things for people to do and experience, including events, activations, performances, and interactive artworks.
- Greenery, nature, flowers, and shade! Either natural or artist made.
- Using existing or necessary infrastructure and buildings as platforms and canvases for art; using art to dress up something ugly to show care and to inspire.

Appendix J

Public Art Plan Roundtable Engagement Summary

Great Rivers Greenway Brickline Greenway Public Art Plan Engagement Roundtable Summary

Background

On November 16, 17, and December 6, Great Rivers Greenway (GRG) with Via Partnership and Tabari Coleman hosted a series of roundtable discussions to solicit input to shape the development of a Public Art Plan for the Brickline Greenway. The purpose of the roundtables was to share information about the Brickline and the public art planning process, to hear participants' ideas for public art and art programming on the Brickline, and to learn how artists and organizations are interested in partnering for public art or art programming on the Brickline and what they would need to make a partnership successful.

One roundtable focused on staff and leadership from St. Louis area arts and culture organizations, two groups focused on area artists and creatives, and one group focused on youth-oriented organizations. Some of the discussions were held in person at the Great Rivers Greenway offices and others were hosted as virtual Zoom meetings. Invitations for the roundtables were sent to more than 150 arts and culture organizations, more than 250 area artists, and more than 30 youth-oriented organizations with encouragement to share the invites with others who may be interested. The roundtables drew 40 participants.

On November 17, Via and GRG made an additional presentation for the High Noon Series at the High Low. Organized by the Kranzberg Art Foundation, the High Noon Series features guest speakers from across the arts, culture and thought leadership landscape. A sign in-sheet was not provided, but approximately 25-30 people were in attendance. A similar presentation was given, and the audience was invited to respond with their ideas for art on the Brickline. Their comments have been incorporated into this report.

Roundtable Format

Each of the roundtables began with all participants making a short introduction. GRG staff shared information about their organization, summarized their community engagement process, and introduced the Brickline Greenway, including its general path and highlighting areas that are currently under construction or in the design phase. Via followed with an introduction to the public art planning process. Via then provided images and descriptions of different types of public art and public art programming that is frequently found in the greenway systems that are being benchmarked as part of the public art planning process. Next, Via shared additional examples that demonstrated some of the goals that communities have when undertaking public art projects. Finally, Tabari Coleman led the conversation with participants, posing questions about what projects or goals resonated with participants and what they could imagine being successful on the Brickline, then asking about their interest in partnerships and what challenges they could foresee in partnering.

After the discussion, participants were linked to a follow-up questionnaire through Google Forms, which was also emailed to them so that they could share any additional thoughts or ideas. They were also encouraged to contact the hosts directly with ideas or questions.

Recurring Themes

The following ideas reflect topics that came up frequently in the roundtable discussions.

A Mix of Permanent and Temporary

A mix of permanent and temporary artworks was a repeated interest among roundtable participants. Participants expressed that commissioning several permanent artworks in a variety of neighborhoods along the Brickline could anchor key locations. Much like Damon Davis's *Pillars of the Valley*, other permanent works can become icons for the Brickline and draw a local and national viewing audience. Aside from these works, participants expressed a great interest in creating opportunities for temporary and rotating artworks or exhibitions that can encourage repeat visits. Some mentioned that public art commissions like murals can immediately beautify and improve spaces and recommended the creation of art along the Brickline before construction is complete.

A Mix of Local, National and International Artists

The topic of local vs. non-local artists came up in some, but not all the Roundtable discussions. There were some participants who felt that it would be important to prioritize local artists. Other expressed a desire to have a mix of local and non-local artists, as having work by nationally significant artists is both enjoyable to experience, as well as a benefit to the local artists that are part of the collection – that artists can be “a part of something greater.”

Performances and Activations

Participants felt that ongoing performances and activations (i.e.: pop-up projects, markets, festival-style projects, tours, and other creative artist engagements), will enliven spaces. Comments pointed out the ability of performances and activations to activate spaces that already have strong built-in audiences, as well as to enliven and bring people to spaces with sparser pedestrian and bike traffic.

Many participants in the roundtables warned that these types of projects and programs will need support to be equitable and frequent enough to be effective. A couple recommendations for achieving this came up during the discussions: making spaces along the trail that are conducive to performance; developing a program for commissioning performances and activations; and encouraging and potentially financially supporting partnerships with organizations or groups for performances and events.

Intersecting Arts

Roundtable participants were also very interested in combining visual art with music, history, science, and other intersections to incorporate a variety of interest and fields of practice into a vibrant Brickline. These types of connections also help the visual arts to engage with people beyond aesthetics. Ideas shared included a mural of flowers and musical bars to teach about the songs of Scott Joplin, artworks made from recycled materials to bring attention to the environment, and art-filled spaces that promote healthy living. Participants emphasized that artworks could be appreciated quickly for those passing through but should offer an additional layer of engagement for those who interact with the works. Connecting various disciplines through visual arts can make topics more accessible, universal, and present for dialogue.

Gathering Places Co-Locating Arts Activities

Both visual arts and performing arts participants pointed out the benefit of having visual art and performing art live together. Works of visual art can help frame and define spaces for performing arts and make those spaces artful when performance is not happening.

Connected to this idea were comments about creating places for gathering, whether for art activities or to just have a place to meet with others. Art can mark and create a focal point for these spaces.

Connecting Community

Participants discussed both how art can also connect different places along the Brickline and can also strengthen connections to the immediate surrounding area. Most participants felt that residents and those who work in the neighborhoods of the Brickline should be considered the primary audience for artwork and performances. Artwork themes can frame neighborhood stories past and present to elicit a sense of pride.

Community Engagement

Roundtable participants also discussed that public art projects can be a natural outgrowth of community involvement and investing in neighborhoods. They encouraged supporting grassroots efforts, engaging residents in artist selection, selecting artists with connections to the immediate area and creating avenues for public participation in the creation or use of the artwork.

Changing Perceptions

Participants shared the goal that artwork can help change perceptions about the city and the neighborhoods the Brickline Greenway passes through. Art can encourage people to learn more and explore the city's history, culture, and neighborhoods. Incorporating art can show that spaces are intentional and cared for and contribute to a sense of safety, comfort, and pride of place. Creating enjoyable spaces and artwork interactions that welcome people will encourage interaction among community members.

Involving Youth

There is a strong interest in involving and engaging young people. Youth can be involved in meaningful ways in the planning and creation of art on the Brickline, as well as an audience for art.

Interactive

There were multiple mentions of work that is interactive. Participants discussed both work that can be touched, played with, climbed on, etc. as well as artistic programming that invited interaction or participation.

Beauty

Many participants pointed to the ability of art to make places more beautiful, attractive and pleasant to be. Several comments spoke to the inclusion of both color and nature.

Attendees

Kevin Belford – Artist
Stephanie Bliss – Field House Museum
Matt Brinkman – Pianos for People
Sandy Brooks – Arts Chamber
Katie Carpenter – Perennial
Susan Colangelo – Story Stitchers
Jackie Dace – St. Louis Artworks
Damon Davis – Artist
Michelle Dezember – Contemporary Art Museum
Katie Engelmeyer – Kranzberg Arts Foundation
Genevieve Esson – Artist
Kristin Fleischman – Pulitzer Arts Foundation
Nicole Freber – Opera Theatre
Orlando Graves Bolaños – COCA
Robert Green – Artist
Jessica Hentoff – Circus Harmony
Almetta Cookie Jordan – Scott Joplin House
Emily Kohring – Bread and Roses
Sukanya Mani – Artist

Leslie Markle – Mildred Lane Kemper Museum at WUSTL
James McAnally – Counterpublic
CJ Mitchell – Contemporary Art Museum
Kathryn Nahorski – St. Louis Artist Guild
Marie Oberkirsh – Central Print
Luisa Otera Prada – Bread and Roses
Nezka Pfeifer – Missouri Botanical Garden
Robert Powell – Portfolio Gallery
Libby Reuter – Artist
Dr. Bill Russell – Artist
Jennifer Scanlan – Craft Alliance
Patricia Smith Thurman – 10th Street Gallery
Sabrina Silvers – St. Louis Artworks
Erin Simon – National Blues Museum
Kim Stahl – Artist & Arch Reactor Space
Wiktor Svoltok – Artist
Pat T. – Engagement specialist
Stephanie Weissberg – Pulitzer Art Foundation
Jessica Witte – Artist
Carlos Zamora – Artist & AIGA

Combined Roundtable Notes

Types of Public Art:

- Interactive and sculptural works that can be touchable.
- Artistically designed utilitarian and integrated artworks that are more than just a bench or a sidewalk but a space to enjoy.
- Permanent works interspersed with temporary for come see that's new appeal.
- Include opportunities or activations with food and drink.
- Artwork that encourages play and activates space.
- Works to incorporate nature.
- Art as an invitation, it stands on its own but if you have a moment you can interact with it and do more.
- Sense of place that centers people.
- A place for people to go to come together.
- Art integrated into signage.
- Think about the place and the people – connects and helps people to understand how history connects to and continues to impact today.
- Intersecting public history and disrupting monuments.
- Accessibility and universal design.
- Spaces for performance and theatre.
- Murals can quickly beautify spaces that aren't beautiful and can incorporate other types of art like poetry and performance.
- Artworks can support nature through recycling.
- Create instant gathering places that can also be markers and locations for tourists.
- Present artists in locations outside museum and gallery grounds – come up with a way to bring the message and importance to the Greenway.
- Infusing music into the space of the Greenway through themes within music, like modeling plantings on Scott Joplin's many songs about plants and flowers. Music and sound scaping or murals of sheet music.
- Mix of artists with opportunities for local and bring in national artists.
- Encouraging youth to have a voice – what message do you want to get across?
- Encourage healthy choices in the community through gardens or exercise.
- Performances and pop-up maker workshops.
- Anchor projects with lots of temporary opportunities for local new artists.
- Art can promote connectivity between areas that don't already connect.
- Collaborate thematically for organizations, combine arts with science organizations.
- Teen mentor programs and demo gardens – bring science, art and community together, sometimes these are odd collaborations, but they can achieve a lot.
- Intersections at intersections.
- Performances and markets as natural growth out of the community. Engaging local people and supporting local artists.
- Encouraging creativity for young people.
- Creating sound combined with nature to make music together.
- Hands-on interactivity and play.
- Get students invested in the space by having schools help participate and design work.

- Include more than one level of expression, and multiple ways to express yourself.
- Bringing people together as a small town and creating gathering places.
- Using natural materials so the work is ephemeral and will decay to create something transitory.
- Encouraging play and programming like a festival which is inclusive and can change how you feel about the community.
- Speakers stump but big enough for musicians and programmed by local musicians.
- Non-competitive games and equipment for play as a way to relate to others and participate.
- Remove intimidation for people to participate.
- Maneuver to get people to engage and touch the art.
- History of St. Louis area, especially stories that are area specific and outside the usual histories that institutions acknowledge.
- Surprise, grassroots, found art that are left by artists.
- Bring people together and put the people before the art instead of putting the art first and expecting that to draw the people.
- Emphasis on the people.
- Inspire people to know each other.
- Challenge people.
- Be inviting and encourage empathy and rethink the world view.
- Public art can't be turned off and is experienced by all so there is a lot of power there.
- Unexpected for a public space, bring the artwork out for the community to see.
- Storytelling that puts people first; artists as the shepherds for those stories.
- Playful and fun, engaging. People can interact on a light, surface level or can have more in depth engagement with artwork.
- Tailor performances for community participation, activations that may be ephemeral, on-the-spot, or event-based so that there is a sense of urgency to participate.
- How artworks are experienced or seen differently in different conditions, like daytime and nighttime, or different types of weather.
- Create space where people want to come at night.
- Activate the space – create a gathering place for events.
- Artwork to bring people together.
- History and challenging history should be involved in the development of artwork themes.
- Accessibility in arts for people of different abilities.
- Long-term residency to build audiences.
- Involving the public to feel connected and engage people.
- Heal some disconnection and bring people together.
- Artwork that brings thoughtfulness and intentionality into everyday spaces and activities.
- Exciting, connected artwork that promotes dialogue.
- Food and drink.
- Surprises along the way that are both big and small.
- Temporary installations help to keep things new.
- Social engagement and participation.
- Memorials to recognize the hidden histories.
- Reframe collected stories and share to ensure voices are being heard.
- Protect the stories of Black seniors before they are lost.

- Include more immersive experiences and festivals to activate, excite and bring the community together.
- Billboards.
- Communication and wayfinding for the public to know about performance spaces or upcoming activations.
- Temporary works
- Activate space possibly through largescale events, like closing streets for cyclists.
- Focus on the strong jazz and blues connections in St. Louis.
- Sculptures as wayfinding and safety for cyclists – safety and lighting.
- Consider St. Louis’ position in the American Bottoms, migrating birds, pollinators – support nature.
- Use color – induces dopamine response – color everywhere.
- Places for shade strategically placed – designed in a way to encourage gathering.
- Safe and comfortable through signs and lighting.
- Water play.
- Food and drink.
- Places to sit and be.
- Functional art – if you have to build it anyway – make it artistic.

Siting Considerations:

- Historic sites – acknowledging sites even if they’re not on the greenway, to expand out from and point to other places.
- Create a significant space at Grand and Natural Bridge
- Moments of performance space with power and lighting, a flat space and backing to resonate sound.
- Encounter unexpected performance in an equitable and well spread out spaces, performance spaces in all neighborhoods.
- Protecting artwork and creating spaces that are equipped to handle flooding and climate change potentially through sustainable plantings and design.
- Tree cover to protect for heat.

Engaging Youth:

- Listen.
- Invite youth to be both artists and audience. Create opportunities for young people to engage through interactive artworks or performances for kids.
- Youth will have a great sense of pride and ownership if they are able to site their artwork in public.
- Makes sure that youth and underserved communities have bikes or rides - a means to use the Greenway.
- Activities for kids like basketball or spaces with something that resonates with young people.
- Funding to pay for artists or performers
- Note and collaborate with the potential organizational partners in the area or those who are already working in/near neighborhoods.
- Develop a prototyping session for youth.
- Bring public art and social engagement practice to youth education so they can better relate and create.

Needs to Achieve:

- Bringing in the artists during the design phase with the engineers, landscapers and contractors made a huge difference in the art and project outcome.
- Advance planning to select artists and pay them.
- Resources for events.
- Financial support
- Need money to be successful.
- Space to connect with artists.
- Someone who is committed to the longevity of the space for maintenance but especially the activation and programming.
- The community should be reflected in the leadership and decision-making process.
- Community to support artists making a living!
- Opportunities to exhibit organizational mission in public space.
- Artists to re-interpret the collections of institutions.
- Makerspace as a hub to support artists to produce really unusual art.
- Promotion and paying artists, creating opportunities for collaborating between fields.
- Highlight and include organizations that tend to get overlooked.
- Mix of project types for local and non-local artists – build a program for collaborations.
- Local artists need experience to build up, mentor with other for opportunities to grow.
- Support artists with resources for growing and scaling up.
- Bringing in national artists and international is positive ambassadorship for St. Louis.
- Look to area institutions for helping to bring St. Louis arts into the national conversation.
- No tunnel vision – artists want to learn and be part of something greater.
- Grow connections for local artists by teaming up with others.
- People to maintain art and run programs, potentially an independent non-profit organization to achieve this.
- Mentorships by national artists can be a lot to ask of the artists, unless there is a paid program in place to support this, area arts organizations should be taking on the work of supporting and mentoring local emerging artists.
- Focus on how artists are being selected and make sure that process continues to involve community voices.
- Many successful spaces and projects have built-in audiences but in St. Louis public space can be a challenge because of population density. Will the artwork add beauty and meaning to neighborhoods and people's everyday lives? Or is it expected that the Brickline will be a convenor and destination to ensure an audience for the art? Heed the many public spaces in St. Louis that are built and programmed for a time but have no regular audience and are often empty.
- Broad maintenance plans should be sustainable and practical, as well as understanding who will pay for power and water, etc.
- Calls for artists that are local specific so that artists with a strong connection to the area have a better chance of getting the opportunity.
- Offer a reasonable amount of money and be clear on the parameters.
- Bring artists onto a team with more experienced artists.
- Artists want to have creative freedom to make work.
- Support for artists to achieve their ideas.

- Connect organizations to come together and create something big so St. Louis can feel like the art town that it is.
- Marketing to different communities to bring people along for the journey and talk to people throughout.
- Be out in the field and going out to see what others are doing.

Follow-Up Questionnaire Responses:

What's the most exciting idea that you heard during the Roundtable today?

- That there is a plan to incorporate public art throughout St. Louis.
- The opportunity to make a unique STL Greenway/Brickline.
- Permanent sculpture opportunity and funding opportunity
- The interdisciplinary idea of arts on the Brickline was the most exciting element for me.
- Interactive art and performance spaces
- That there will be a positive, safe space for thought and reflection in downtown St. Louis as opposed to the negativity talked about on TV.
- I love the idea of art celebrating and diving deep with Scott Joplin that incorporates nature. Also murals!
- Art market bringing together local artists and the community. Mural art integration of art schools and the next generation of local artists.
- The idea of Residencies. What if there were a permanent sculpture/ bike workshop along the trail. Similar to one that had been in St. Louis, it would teach kids how to refurbish donated bikes, or build skateboards, so they would have a way to use the trails. Artists in residence would use the shop to build fantastic bikes, bike racks, trail sculptures, or pedal-powered delivery/vending/ camping vehicles. End of each residency could result in a parade of decorated byc
- That there is a priority being placed on art in the planning.
- The idea I came to based on our discussion and that I think would hit on several points of bringing art into the space, working with a local artist and getting the community involved and give them the feeling of being a part of the greenway is this: Commission a local artist to come up with a mural, then enlarge the mural and section it off and pass out those sections to locals in the community to paint, or 3D sculpt out of found objects or whatever medium they choose and then add that to a grid of the mural so that the completed mural is comprised of small sections completed by area residents. I hope that I conveyed it correctly - but if it's not clear, feel free to follow up.
- Activating spaces with various art forms and disciplines and using youth influences
- I'm familiar with the plan through my director and think it's fantastic how much investment to infrastructure building and beautification is underway...this presentation was exciting to hear about the comprehensive attitude of what is defined as public art, including participatory, temporary forms.
- artist residencies as part of the project
- The potential inclusion of performance art (which is often not considered for public art)
- The diversity of organizations who are collaborating on this project!
- Arts organizations are beginning to see the need for collaboration
- The Brickline is an exciting and wonderful concept for our region. I love the idea of temporary art projects/installations, performances, and partnerships throughout our city/region. And
- The idea of how the Brickline can facilitate connections between St. Louis City, St. Louis County, and St. Charles County was the most exciting thing for me today. For this to work, I think the trails will have to be kept up with an equitable approach. A lot of the negative feedback I hear about St. Louis City is that it's dangerous and associated with danger is a feeling of neglect. It is possible that the St. Louis City portion of the Brickline will need more

maintenance than other areas (and it's also possible I'm very wrong in this prediction). But anyone who goes hiking regularly knows we have a surprisingly large outdoorsy community in the area, so the brickline would certainly bridge the counties together, and hopefully dispel some negative associations/ bring us all closer together.

- I love the combination of permanent anchor works and rotating platforms of exhibition that can be realized with cultural partners in STL.
- That there were so many exciting community art projects in the works.

What do you feel is the most significant benefit of art and culture as part of the Brickline?

- Unifying, and creating a space of beauty.
- The Connectivity among different parts of the city that will bring people to a common place.
- Art tells stories and opens doors to understanding.
- The benefit of art and culture be reflective of the people of the community or historical significance of that neighborhood.
- Art making it accessible and attractive to draw people to the Brickline. Also this could be quite an attraction for tourists to see.
- That art and culture will bring people downtown as many county people only visit for sporting events.
- Invite play and connection in a safe and welcoming space. Also attract tourists.
- Community building. Continuing, populating, articulating, connecting silos in the city. Eliminating barriers.
- identifiable/memorable public spaces for individual restoration and to experience community
- Changing perceptions about parts of the city that are considered dangerous.
- It not only beautifies the space but invites people to come over and over again to see the changes or participate in the changes. It's like regifting the Greenway each time something is added, updated or scheduled as an event.
- Beautification of spaces and connecting access points throughout the city as well as being having art be a means of educating the public through art
- Building community relationships and pride in North St. Louis's history and people
- connecting people and honoring where it is
- Free. Easy access. Variety of locations.
- This democratizes art for everyone
- Depending upon how the art programming is set up, if resident input into the art in their area of the Brickline is included, the potential to bring communities together
- adding arts and culture to the Brickline enhances the value of both
- Inspiration, respite, exercise, and the blending of communities.
- I think the most significant benefit would be the community engagement aspect. Not everyone is comfortable going to a white cube gallery or museum, so if we can continue bringing art (visual and performance) to the community, that's going to serve the most people. I imagine it would be similar to airport exhibitions or shopping mall performances.
- Deepening connections with culture and public space hasn't been done in a comprehensive way in the region, so I see this as an opportunity to create connections between new and existing cultural infrastructure and public art.
- It will help connect people and make them feel happy & secure.

What will draw you to the Brickline when it's complete?

- I enjoy visiting spaces where all of my senses can be activated.
- Nature-Art-People. Beautiful design-color-inspired in out city people spots.
- Public art
- Accessibility would definitely be important
- Exploring all the art along the Brickline and seeing all the different ideas.
- The safe trails for walking as a family.
- Something beautiful, murals would get me there, activities would get me coming back. Also snacks.
- People, art that attracts a sense of place. Light. Open air inspiration, a safe outdoor activity with an urban feel. Integrating my teenage children into physical, safe, family friendly activities.
- Memorable entry points, interesting programs, bike rentals
- The opportunity to safely explore areas of the city that I'm not familiar with.
- I love discovering the places that I live and especially would come more often with guests if I had a part in it or there was art that I was drawn to.
- Art, Activities, Music, Markets, Landscaping, Serenity
- well lit places with robust landscaping and seating options as well as access to public memory, history, and culture
- my biking, but also events and public art projects that change over time
- Intersectional art- intersecting disciplines in partnership. Would be nice if there were coffee and other food carts along the way. Live performances.
- To see the works and experience them in person, and share them with out-of-town visitors too
- probably events and nice weather. Also biking if possible, and places to bring my dog. And of course cool art!
- I would love to ride my bike safely across our city visiting unique sites, wonders of nature, architecture and art.
- The safety and security of having a way to maneuver throughout town without having to drive. I love taking walks, but I usually don't feel safe doing so alone. If there was a way to ensure my safety, I would be very compelled to go on my own instead of only when a friend is available. Also, if the safety measure can be something like the poles with a police call function instead of overly bright lights, that would be even better for the wild life (that's a response to a comment made during the High Noon presentation). I feel safer knowing help is near by than I do being able to see everything.
- Pedestrian experience combined with cultural experience
- The beautiful public art and trailways for people to share.

Any additional thoughts, concerns, questions, or ideas about public art along the Brickline that you would like to share?

- Thank you for including us.
- I would like to know the project more in detail - How the Brickline is going to look for example from SLU to Fairground Park?
- Not at this time.
- Protection for the art making it graffiti proof (or having graffiti space for artists).

- I'm excited, good luck!
- Expand the outreach to Latino communities. Incorporate the community awareness through social media. Let the people of St. Louis know this development is taking place. Make sure that there is an organization with funds, workers to maintain it. Consigning it to the City of St. Louis, puts it at the mercy of other city priorities
- For more input from youth, rather than asking them to volunteer time, perhaps seek permission to go into nearby schools and present the plans and an opportunity to participate.
- I understand the significance of learning about the history of a place, but I don't go to greenways to learn about history or for reminders of the past. Not everything in this cities history is good and I think that a greenway should only be a place to enjoy the current time and not have to be constantly reminded of the past. That's the stuff I go to historical sites and history museums for.
- The Art should be amazing and something that truly stands out
- I wasn't 100% sure what the vision for how CAM could contribute and/or collaborate (beyond Lisa's participation to date), but please don't hesitate to reach out with any thoughts or ideas!
- What I would like to involve myself in: functional aspects, artist in residence (month long or year-long... more with additional community meetings), projects that broaden the vehicles of history that take into account neighborhood stories , festivals and events, longer term projects that occur longer, open-ended, support for making sustainable projects, funding avenues to make projects easier to see how to make it happen on a smaller scale, coordination with organizations along the way,
- who will choose what is used?
- Engaging residents in the planning, installation etc will be critical if the art is to survive damage such as graffiti etc. Key to this will be setting up the art to address issues in the communities such as education, crime, violence, property values etc. I.E. the principles of creative placemaking can make a huge difference in the outcome.
- I'm thinking about the unhoused and the ways in which they can be accommodated and welcomed while maintaining safety and cleanliness for all
- I am sorry I had to leave the meeting early. I think a couple of the missing topics are safety and commerce. How does the Brickline project grow safety and commerce?
- Only a few:) I wanted to echo the sentiment surrounding the maintenance component of the Brickline--since it's at vehicle level, there is likely to be debris pile-up, late-night shenanigans, and other events that would make it a less appealing place to be if not remedied soon thereafter. The idea of interdisciplinary interactions made me think of one that already exists at the St. Louis Art Museum--Art in Bloom. The Brickline could have a similar celebration of florals etc. Also, with the focus remaining on the native plants as discussed, I also think it would be fun opportunity for landscape art--topiaries, painting with plants (similar to color-by-number), etc. I also wanted to share a website with you of another local who is focusing on gardening and greenery and bees: Juan William Chavez <http://northsideworkshop.org/>
- Participants in the roundtable discussion mentioned the desire for temporary public art. Is there infrastructure planned to support rotating exhibitions or temporary artworks?
- Thank you all for your thoughtful work and we look forward to continued collaboration!

- Creating community art projects such as street murals

