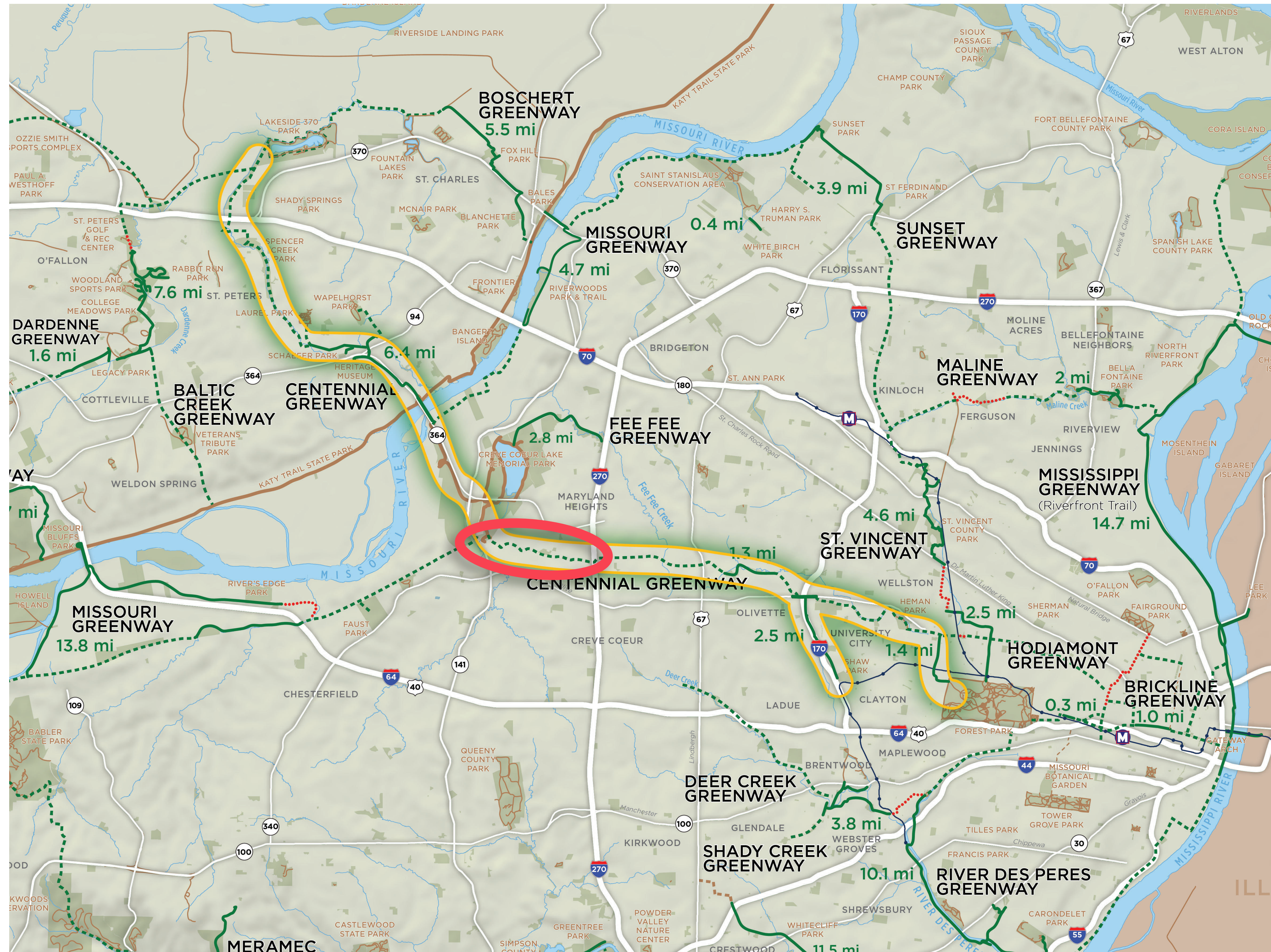


THE CENTENNIAL GREENWAY

WHAT IS THE CENTENNIAL GREENWAY?

The plan for the Centennial Greenway calls for a 17-mile corridor that stretches between Forest Park in the City of St. Louis and St. Charles County. The greenway will connect St. Louis, University City, Olivette, Ladue, Clayton, Creve Coeur, Maryland Heights and St. Peters in St. Charles County. In addition to connecting communities, it will also connect some of the St. Louis region's most treasured parks and green spaces including Forest Park, Shaw Park, Indian Meadows and Warson Park, and the Katy Trail.

Where did the name Centennial come from? The St. Louis World's Fair, also known as "The Louisiana Purchase Exposition of 1904", celebrated the centennial of President Thomas Jefferson's real estate deal with Napoleon Bonaparte of France: \$15 million for 600 million acres of the Louisiana Territories. Because a portion of this greenway follows the same route of the 1904 Olympic marathon held in St. Louis as part of the World's Fair, it was given the name Centennial!



THE ROUTE

I-270 to Creve Coeur Lake Memorial Park



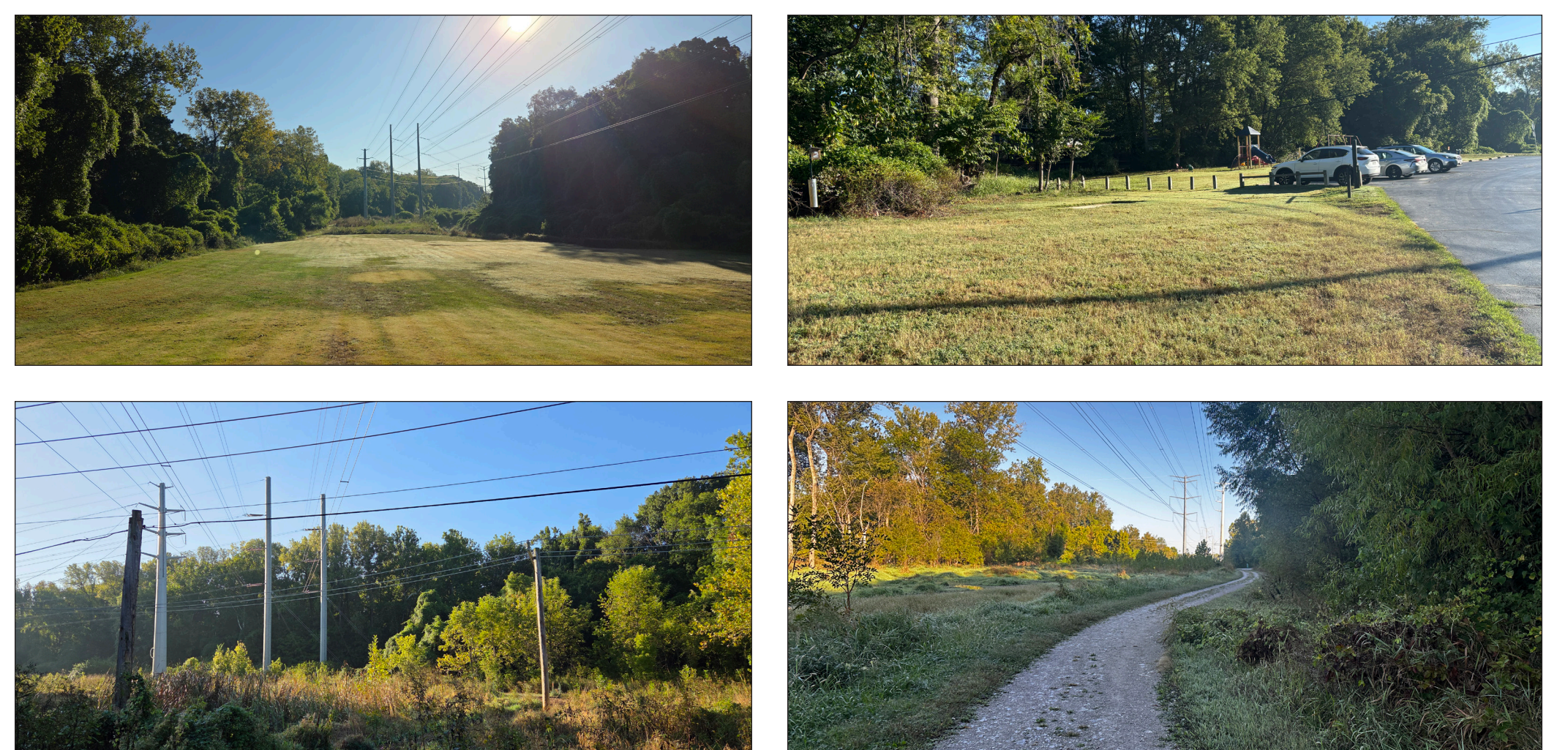
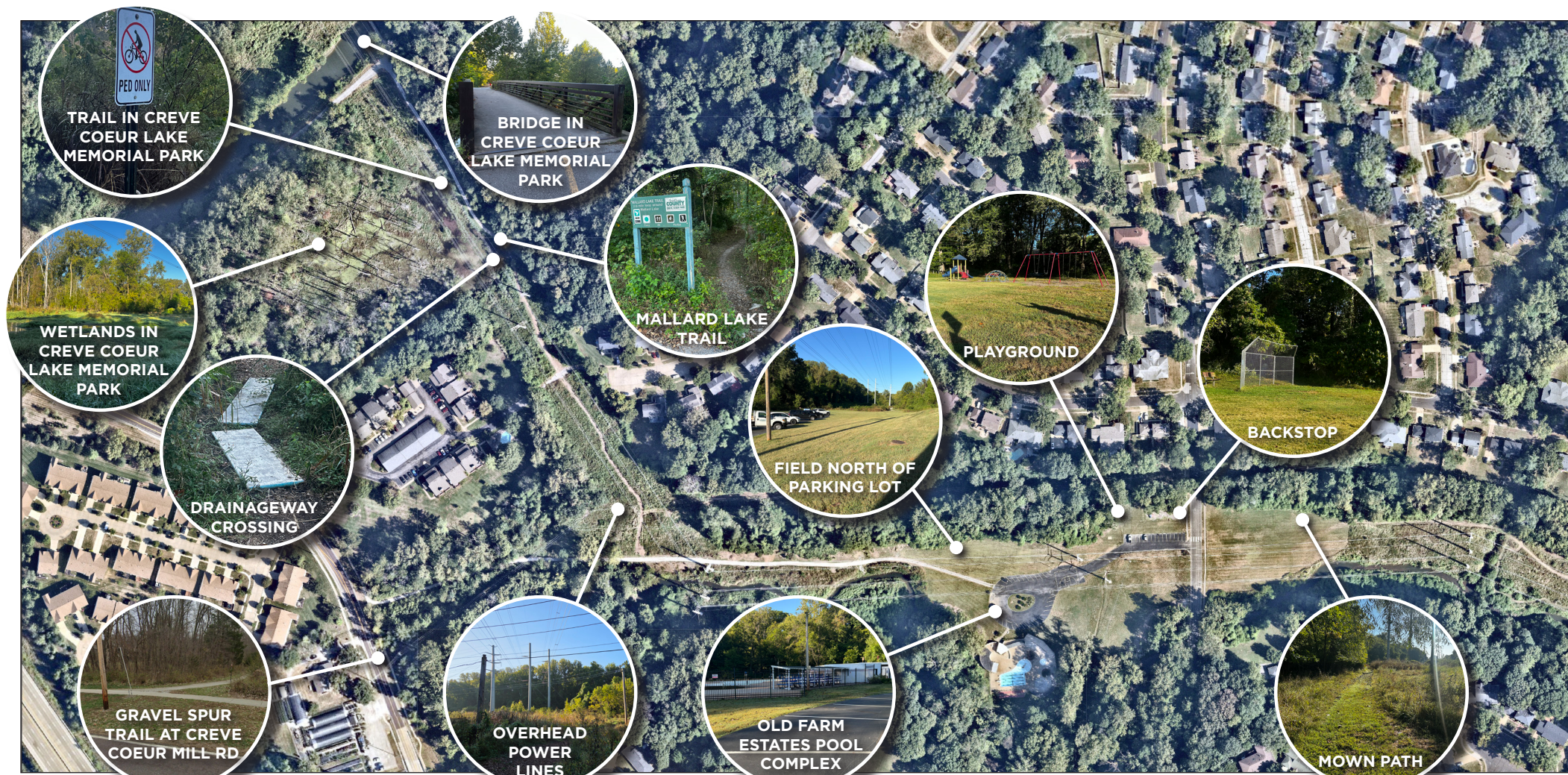
THE ROUTE

I-270 to Creve Coeur Lake Memorial Park

The Centennial Greenway: I-270 to Creve Coeur Lake Memorial Park Project is a unique 2.5 mile multi-use trail that will connect neighborhoods in Maryland Heights and unincorporated St. Louis County to Creve Coeur Lake Memorial Park. The trail follows a utility corridor between Page Avenue and Olive Boulevard, offering connectivity to Parkway North High School and many neighborhoods, as well as the park.

The project is a critical segment of the larger Centennial Greenway, which calls for a 17-mile corridor that stretches between Forest Park in the City of St. Louis to St. Charles County.

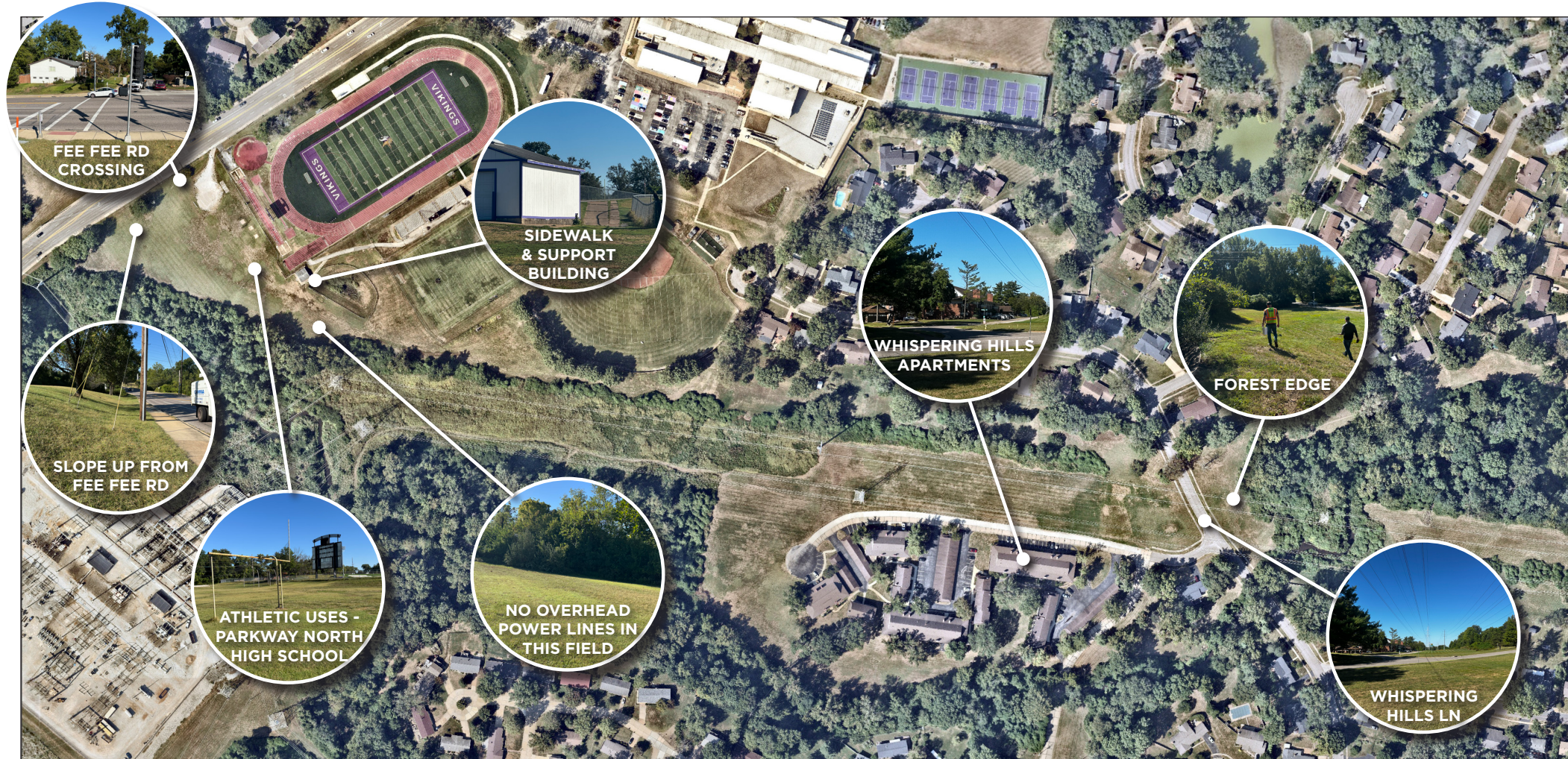
EXISTING CONDITIONS - CREVE COEUR LAKE MEMORIAL PARK TO BOOKBINDER DR



EXISTING CONDITIONS - BOOKBINDER DR TO FEE FEE RD



EXISTING CONDITIONS - FEE FEE RD TO WHISPERING HILLS LN



EXISTING CONDITIONS - WHISPERING HILLS LN TO I-270



PROJECT BACKGROUND & TIMELINE

PAST WORK

This segment of Centennial Greenway was first identified in the 2006 Centennial Greenway Master Plan. With new partnerships and growing momentum to complete Centennial Greenway, we are now ready to move forward with segment planning and design.

PROJECT TIMELINE

Phase 1: Stakeholder Engagement (Winter 2026)

Targeted discussions with those living closest to the potential greenway to address questions and gather input.

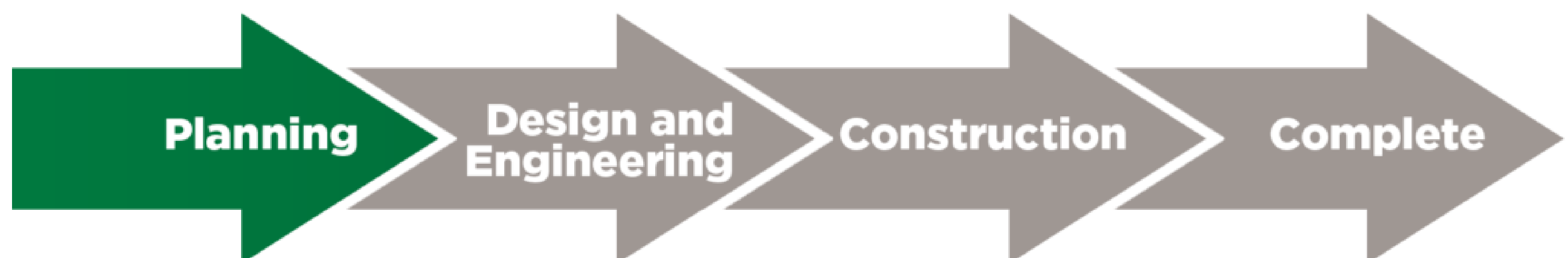
Phase II: Public Engagement (Spring/Summer 2026)

Earth Day Pop-Up at Creve Coeur Lake Memorial Park, Community Survey, and Open House to invite broader input on potential greenway routes and features.

Report: Final Summary & Recommendations (Fall 2026)

Begin Design & Engagement (2027)

Construction (Future)





WHO IS INVOLVED?

YOUR VOICES DRIVE PROJECTS

Throughout all stages, our greenway projects use a cycle of engagement that prioritizes community voice and input throughout planning and design.

We do our best to meet people where they are and build civic trust, involving the public in the project because we know they are the experts on their communities and their investment and ownership are crucial to long-term successful projects. The methods we use to engage community stakeholders depend on the project’s impact on their homes, businesses, and lives. We actively gather feedback from community members that helps shape the plans and designs for the greenway, and we keep everyone informed of the project’s progress.

Then we align that feedback with other components of the project, including technical feasibility, project costs, partner agreements, land ownership or permissions, timing and more. We work to manage expectations and find the best way forward with as much positive impact as possible. We continue to ask and align as we move forward through the project’s planning, design and construction activities.

We have reached out to the following stakeholders...

- | | | |
|---|---|--|
| <ul style="list-style-type: none">• Maryland Heights – City Staff & Elected Officials• St. Louis County – Parks & Recreation Department, Department of Transportation & Public Works | <ul style="list-style-type: none">• Nearby Residents and Property Owners• Subdivision/HOA Representatives• Current Easement Holders• Nearby Businesses, Civic and Cultural Organizations | <ul style="list-style-type: none">• Parkway North High School Administrators• Biking and Walking Clubs• Public Utilities – Ameren, St. Louis City Water• Greenway Users/Fans of Centennial Greenway |
|---|---|--|

Who else should we be talking to?

Use a sticky note to suggest people or organizations that should engage with this process.

What is most important to you?



Use the sticky dots to choose which 3 you think would be best.

PLACES TO REST

Use the sticky note to provide a suggestion here.

BOOKBINDER DRIVE

Roadway Crossing

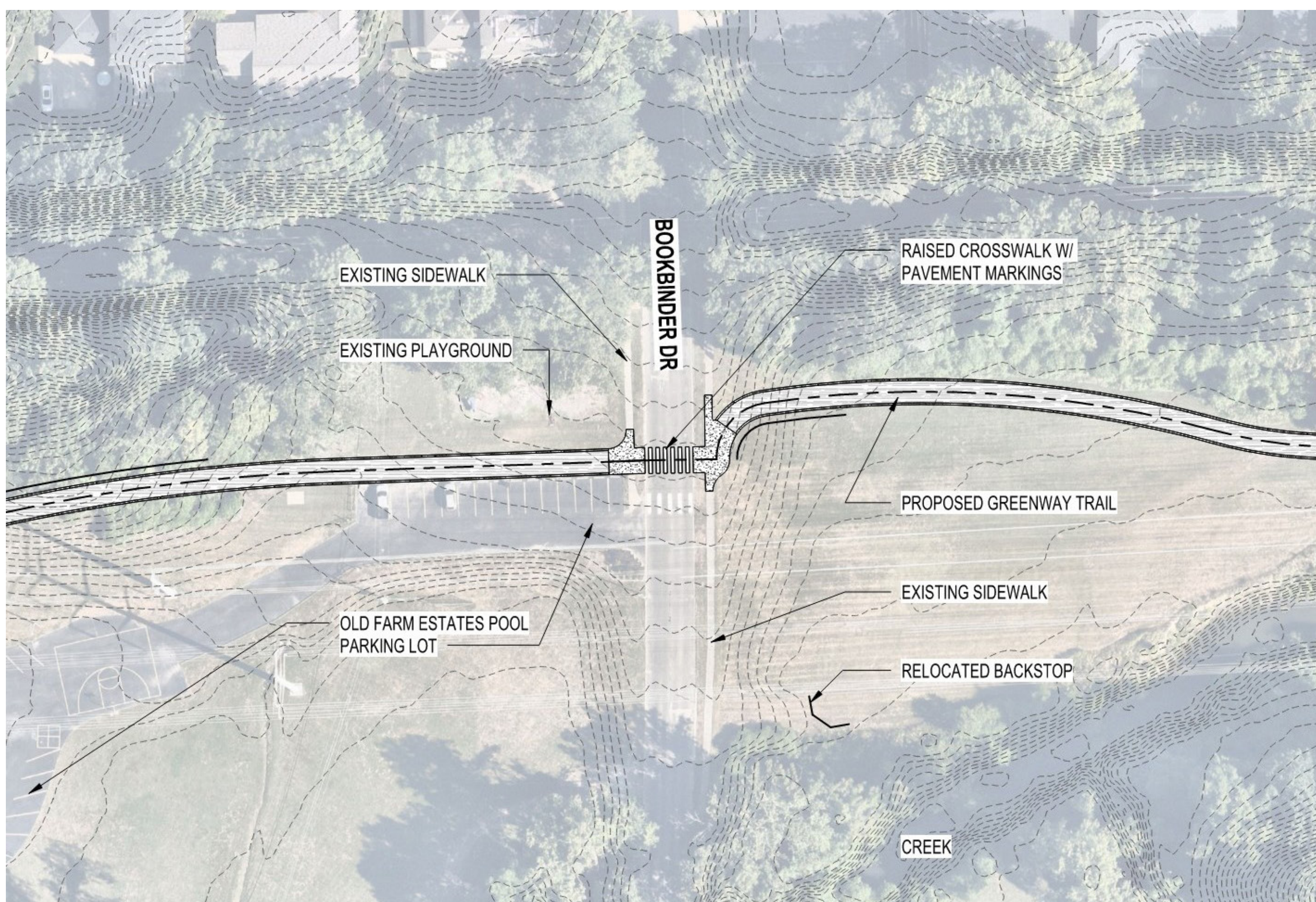
CURRENT CONDITIONS

CROSSING

- Two-lane local street; 25 MPH speed limit and approximately 9,000 vehicles/day
- 12-foot continental crosswalk spans the 25-foot roadway
- Crossing is north of the pool parking lot, between the swimming pool/playground and neighborhood baseball field
- Crossing is not fully ADA compliant; curb ramps are missing and the east side lacks a paved sidewalk connection
- Advance crossing and crosswalk warning signs are provided in both directions

ADJACENT CONDITIONS

- Roadway curves and mature trees limit sight distance approaching the crossing
- Power lines run both parallel and perpendicular to the potential greenway alignment
- Drainage ditch west of Bookbinder Drive and a stream primarily east create terrain challenges
- Existing baseball backstop and field may conflict with the potential greenway alignment



PROPOSED CROSSING

- Relocate crossing north of pool parking lot to improve visibility and safety
- Install raised crosswalk, trail-user stop signs, enhanced warning signs, and pavement markings
- Provide ADA-compliant curb ramps, detectable warnings, and accessible trail connections
- Improve sight distance by moving crossing away from roadway curve and other visibility constraints
- Maintain privacy by locating crossing away from adjacent property lines
- Relocate baseball backstop south
- Use retaining walls to achieve an accessible trail grade while minimizing impacts to the pool, playground, and ball field

ROSS AVENUE

Roadway Crossing

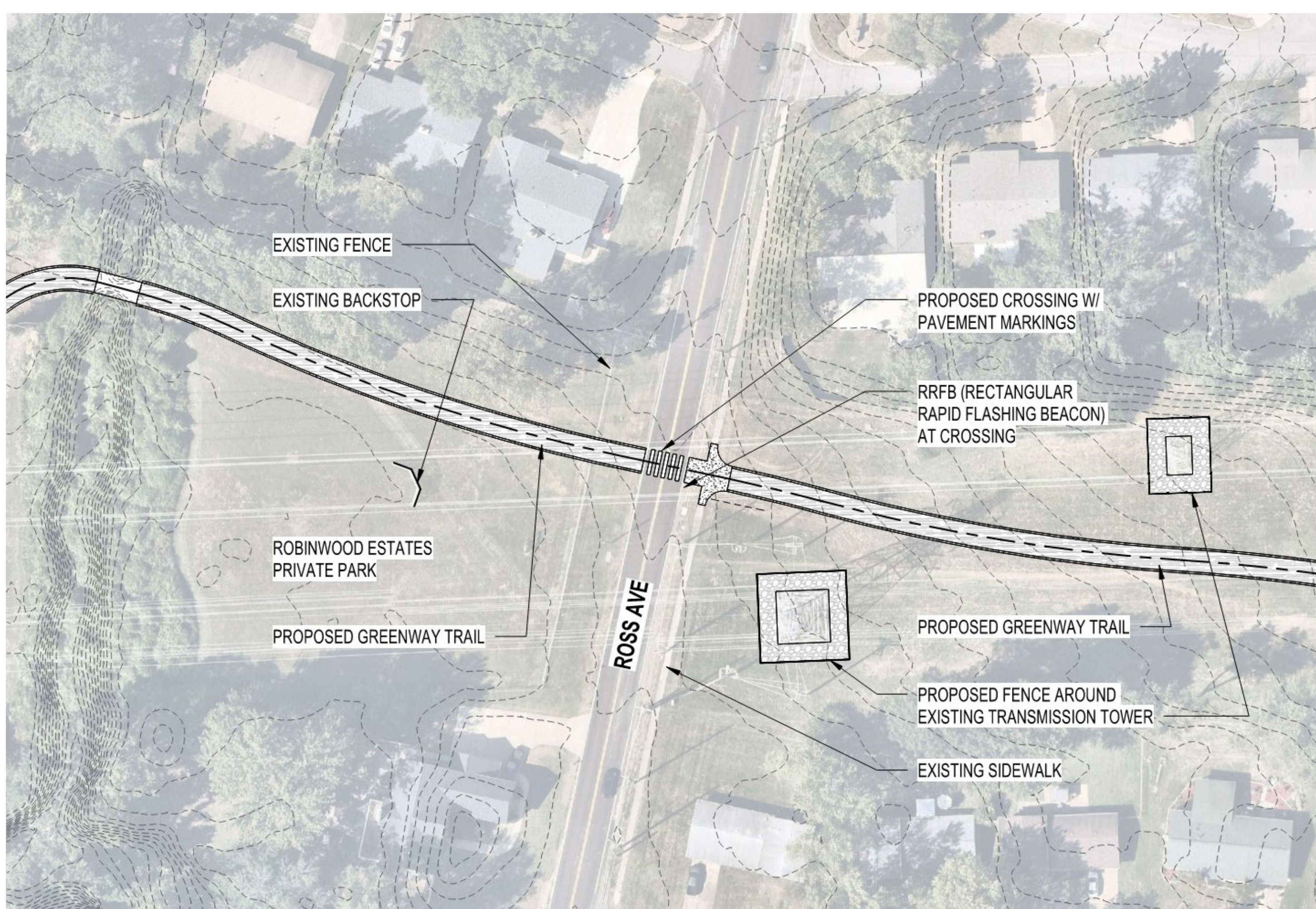
CURRENT CONDITIONS

CROSSING

- Two-lane roadway with 12-foot travel lanes
- Six-foot-wide sidewalk along the east side of the roadway
- Classified as a Major Collector
- No marked pedestrian or trail crossing

ADJACENT CONDITIONS

- Private park and baseball backstop located on the west side of the roadway
- Overhead transmission lines run both parallel and perpendicular to the roadway
- Single-family homes back up to the trail alignment and crossing with minimal tree or shrub cover. Some have privacy fencing.
- A fire hydrant is located on the west side of Ross



PROPOSED CROSSING

- Install a pedestrian-activated RRFB for a more protected crossing
- Provide high-visibility crosswalk markings and trail crossing signage to increase driver awareness
- Install stop signs for trail users approaching the crossing
- Provide ADA-compliant curb ramps, detectable warnings, and accessible trail connections



Rectangular Rapid Flashing Beacon (RRFB)

OTHER SITE IMPROVEMENTS

- Install fencing around existing transmission towers

WHISPERING HILLS LANE

Roadway Crossing

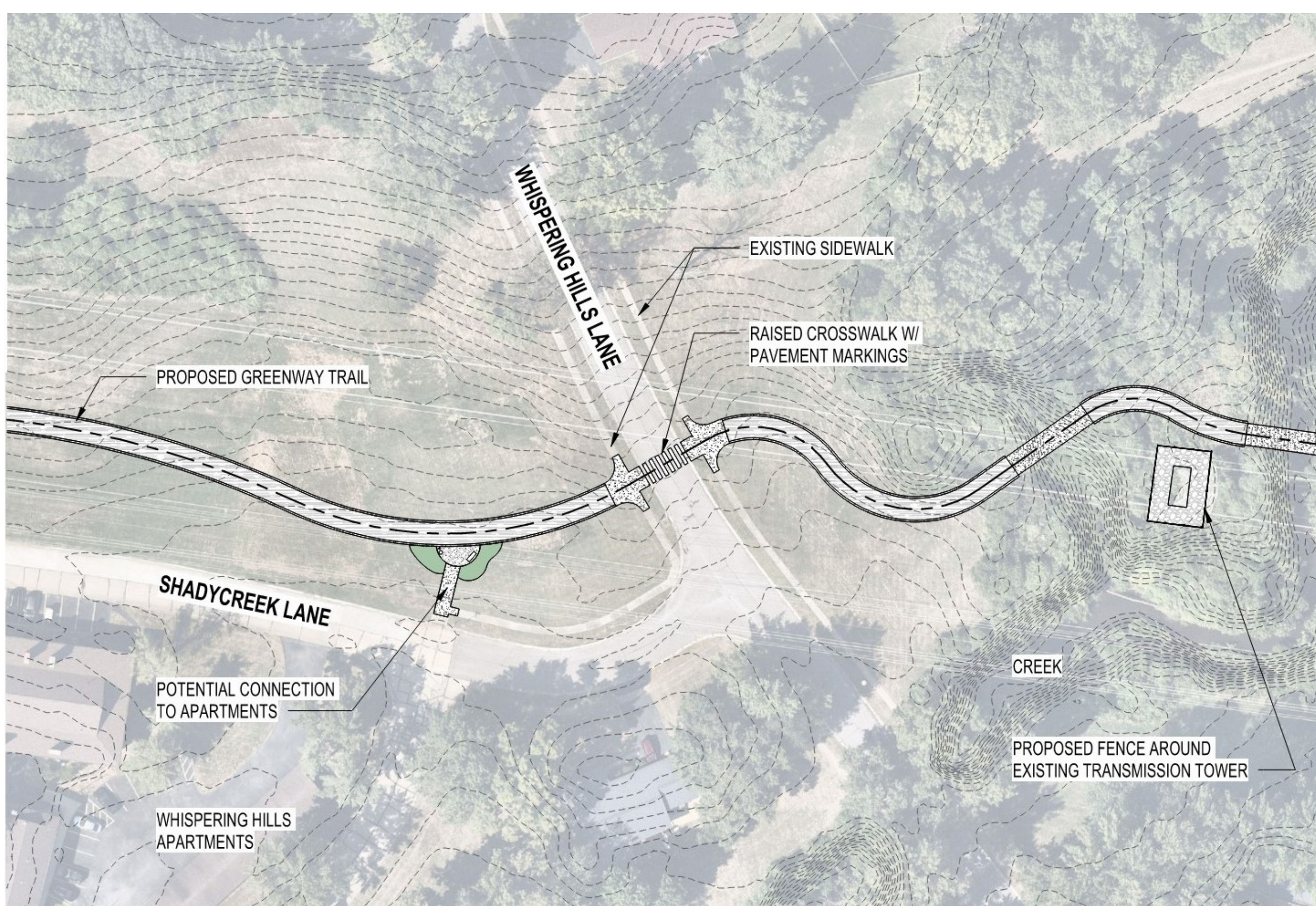
CURRENT CONDITIONS

CROSSING

- Two-way neighborhood street with a posted speed limit of 25 MPH
- 24-feet across
- Parallel sidewalks on either side of the street
- No marked crossings currently exist
- Parking is allowed except on school days between 8 AM and 3 PM
- Horizontal curves, mature trees, and a slight grade limit visibility approaching the crossing, especially from the north

ADJACENT CONDITIONS

- Intersection with Shady Creek Lane, which serves Whispering Hills Apartments, immediately south
- Single-family and multi-family homes comprise most of the surrounding land uses



PROPOSED CROSSING

- Place a raised crossing for traffic calming.
- Install stop signs for trail users approaching the crossing
- Provide ADA-compliant curb ramps, detectable warnings, and accessible connections
- Place trail crossing warning signs and pavement markings
- Locate away from top of grade, nearby intersections, and mature trees to maximize visibility from motorists

OTHER SITE IMPROVEMENTS

- Opportunity for spur connections to neighboring apartment complex
- Install fencing around existing transmission towers

FEE FEE ROAD AT SEVEN PINES DRIVE

Roadway Crossing

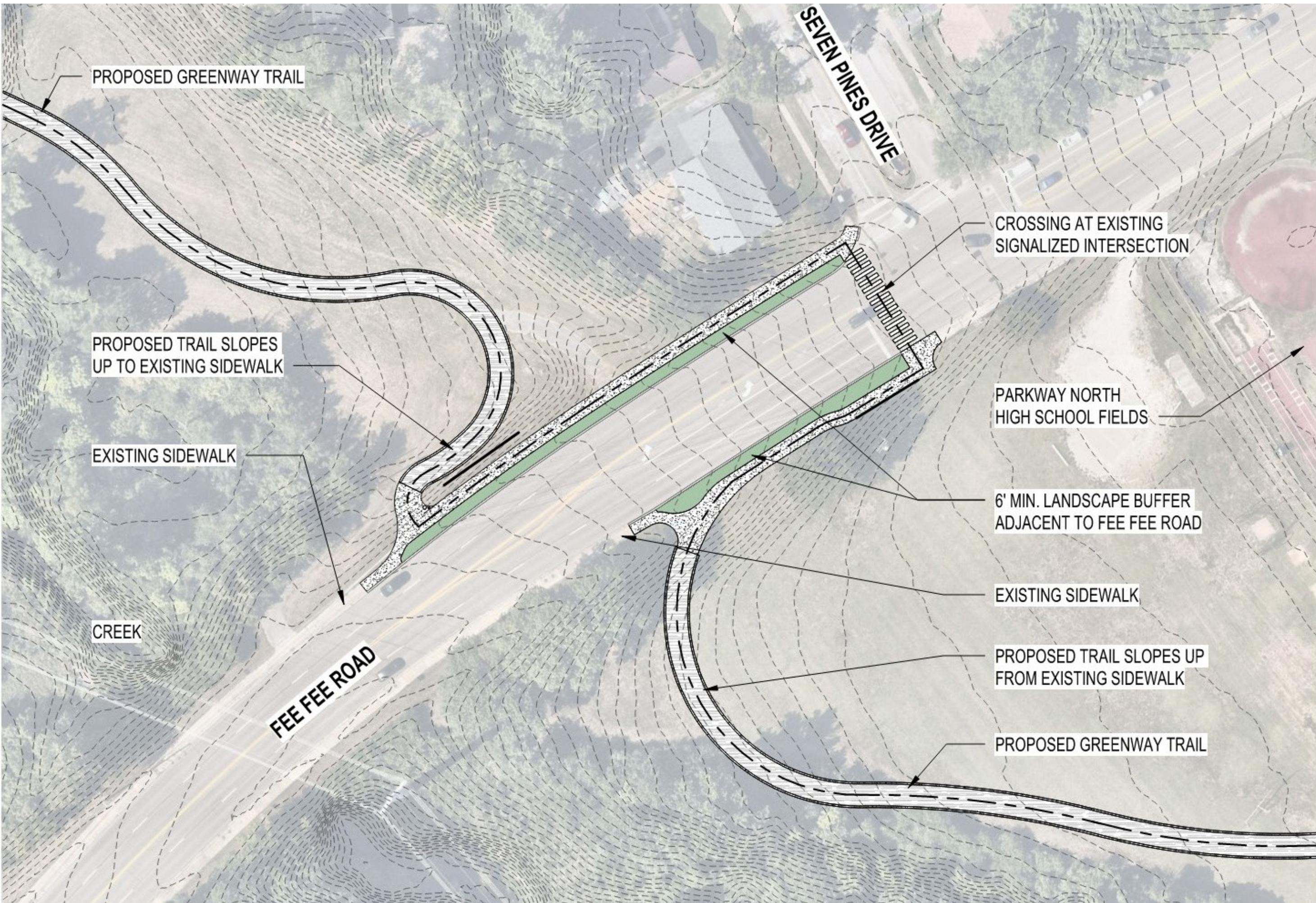
CURRENT CONDITIONS

CROSSING

- Classified as a Minor Arterial with AADT of 14,000 vehicles
- Four-lane arterial roadway with dedicated left-turn lanes at Seven Pines Drive
- 12-foot travel lanes
- Posted speed limit of 40 MPH
- Existing six-foot-wide sidewalks on both sides of the roadway
- Roadway slopes downhill from north to south
- Adjacent land uses include primarily single-family residential and Parkway North High School

INTERSECTION AT SEVEN PINES DRIVE

- Signalized T-intersection
- Seven Pines Drive consists of three lanes with a raised median; classified as a Major Collector
- Standard-style crosswalks provided on two of the three intersection legs
- Existing ADA-compliant curb ramps at crossings
- Pedestrian push-button signals provided at marked crossings



PROPOSED CROSSING

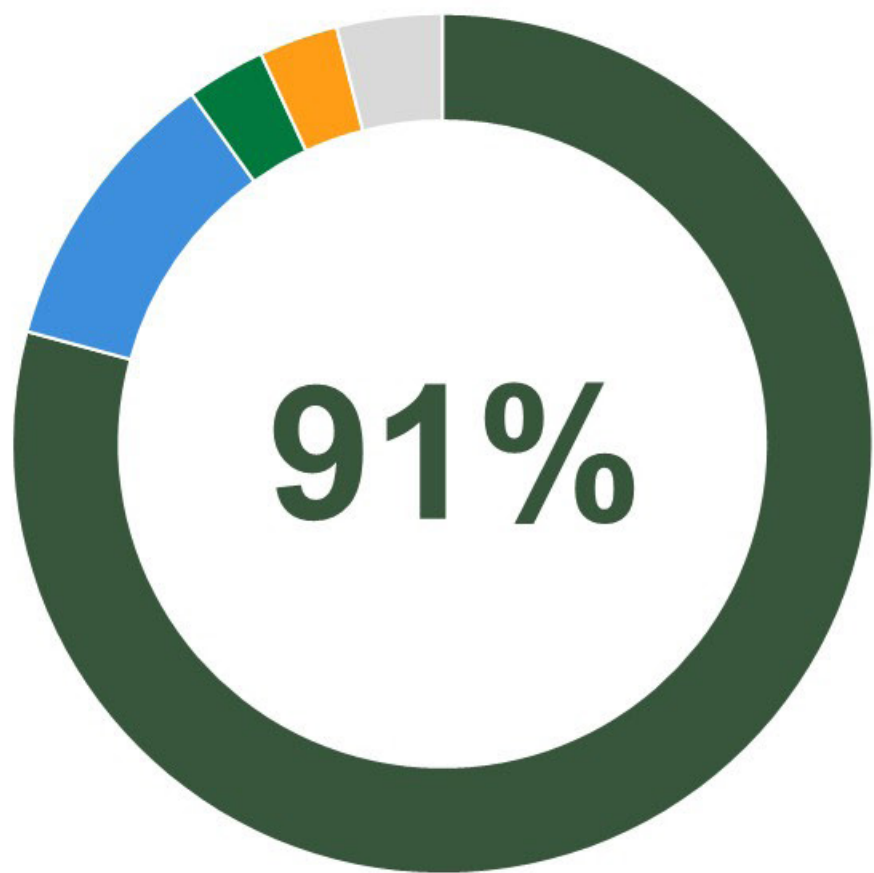
- Upgrade the existing crosswalk to a high-visibility continental crosswalk
- Align the west approach to accommodate steep grades before connecting to the existing sidewalk south of the intersection
- Align the east approach to connect with the existing sidewalk south of the intersection
- Widen existing sidewalks to match the greenway width to provide a continuous trail connection
- Set the sections of sidewalk that have merged with the greenway back from Fee Fee Road to create a landscaped buffer
- Construct retaining walls on both sides to support the proposed trail alignment
- Provide an ADA-compliant crossing and trail connection using current guidelines

COMMUNITY FEEDBACK

Survey Results

SUPPORT FOR THE GREENWAY IS STRONG

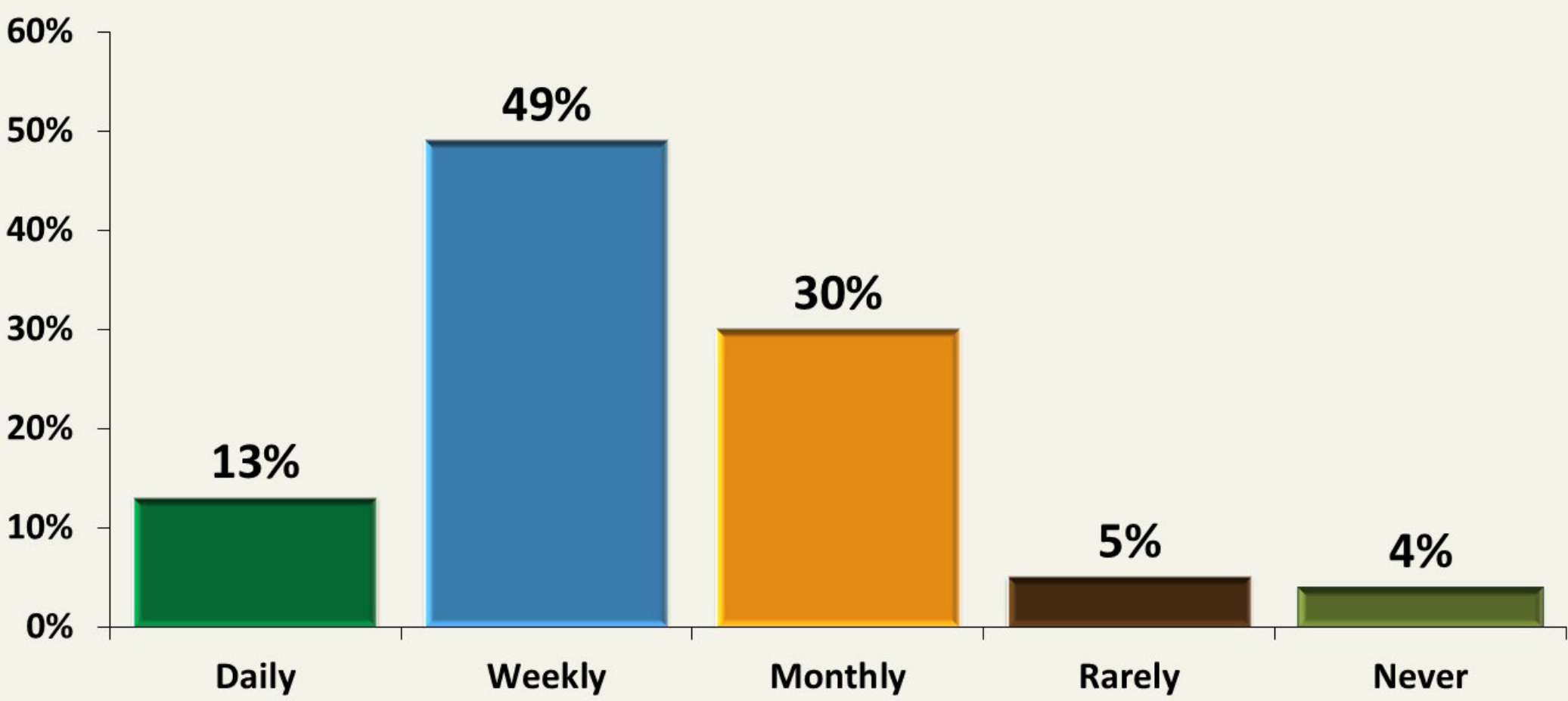
91% of respondents were supportive or very supportive of the greenway.



- Very supportive
- Supportive
- Neutral
- Somewhat opposed
- Very opposed

FREQUENT USAGE

49% of respondents said they would use the greenway weekly and 13% said they would use it daily, suggesting the greenway would be a routine part of life for many users.



CONNECTIVITY IS IMPORTANT

72% of respondents said one of the ways they would get to the greenway was by walking or biking – an indication that the greenway would connect local users to destinations in the area.

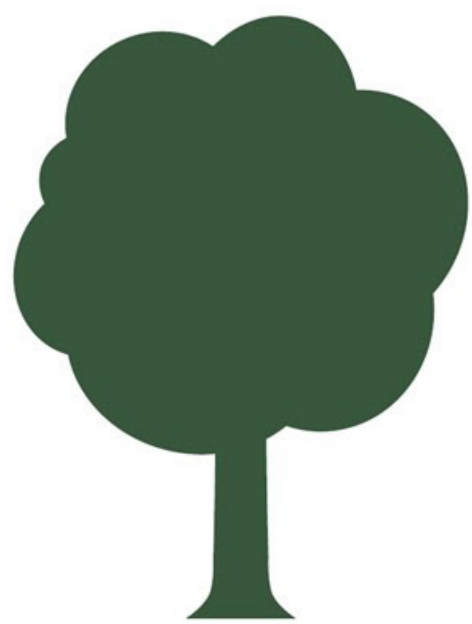
How respondents would get to the greenway

72% WALK OR BIKE



Local and regional destinations topped the list of desired connections, including Creve Coeur Lake Memorial Park, the Katy Trail, Forest Park, as well as local restaurants/shops/ and businesses, and adjacent communities

THE TOP 5 PREFERRED AMENITIES



71% SHADE



64% RESTROOMS



62% SIGNAGE / MAPS



61% BENCHES



55% DRINKING FOUNTAIN

PERCEIVED SAFETY OF THE GREENWAY ALIGNMENT

41% Very Safe



51% Safe

8% unsafe / very unsafe

TOP SAFETY CONCERNS



ROADWAY CROSSINGS 57%



VEHICLE INTERACTIONS 52%



PERSONAL SAFETY 41%



Share your thoughts!

USE THIS SPACE TO POST YOUR THOUGHTS, OPINIONS, AND CONCERNS ABOUT THE PROJECT! WE WANT TO HEAR FROM YOU!

“I’m a cyclist. I love our trail system and support it’s expansion.”

-Community Survey Respondent

“I love the idea of having a robust trail network in my community.”

-Community Survey Respondent