



September 4, 2007

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Charlie Dooley
County Executive
41 S. Central
Saint Louis, MO 63105

re: Hanley Road/Manchester Road

Dear County Executive Dooley:

First, on behalf of Trailnet and all of its constituents, I thank you for taking the time to meet with us on July 19th. We both, in pursuit of our respective missions, seek to serve the public good. We respect the difficulty of the mission you are tasked with, and continue in our belief of the benefits to be obtained from our mutual collaborative efforts. As our mission statement, in relevant part, states ..." through bicycle and pedestrian activities to improve the health of individuals, communities and the environment," we exist to improve and benefit our community.

There do come critical points in time, however, when being faithful to one's mission requires the collaborative approach to be suspended in favor of open and honest debate, and at times, disagreement. Such is one of those times in reference to the Hanley Road/Manchester Road project.

Trailnet believes strongly that the public benefit will not be served by the proposed design, especially due to the proximity of both the Maplewood and Sunnen MetroLink stations. In fact, we believe the opposite is true. The present choices will lead to an increase in pedestrian and bicycle injuries, not prevent or reduce them. This harmful outcome is entirely foreseeable, based upon the planning information, the studies, and the design criteria. The attached analysis and summary by Dr. Greg Luttrell, who, independently studied the County's current plan, provide sufficient detail for an improved road and intersection design to accommodate bicycles and pedestrians on the proposed Hanley Road project without additional right-of-way acquisition. As we've indicated in previous conversations, bicycle and pedestrian costs are generally nominal in relation to overall road construction costs. In the case of this Hanley Road project and the tremendous opportunity to accommodate MetroLink users, the benefits of reduced congestion certainly should be considered as outweighing any incremental costs.

Trailnet has carefully listened, analyzed, and pondered the stated reasons for your choice of the interchange over the intersection and the lack of bicycle accommodations. The position that it will discourage pedestrians and bicyclists and prevent lawsuits is a conclusion we cannot reach from studies and standards regarding bicycle and pedestrian accommodations. We believe the opposite to be true, that your present plans needlessly imperil human life and well-being.

We ask that this decision be changed in order to prevent needless harm that will occur to human life in the future, harm that can and should be averted now while at the same time being less costly and more beneficial to the overall design goals of pedestrian, bicyclist, and vehicular traffic. It appears that the only way that this decision can be supported is if the criteria for vehicular traffic is the only basis of analysis, which is contrary to regional and federal policy as excerpted on the attached documents.

At a time when our region should be designing and building for the increased safety of pedestrians, cyclists and Metro riders, any traffic studies should account for expected increases in these modal types. For the sake of preventing loss of life and human harm and suffering, which is foreseeable and not justified based upon the needs of all road users, we urge you to support your staff in incorporating the attached engineering recommendations.

Sincerely,

Ann Mack
Executive Director

Enclosures

c: Congressman Russ Carnahan
 Senator Wayne Goode
 Senator Joan Bray
 County Council Members
 Mayor Mark Langston
 Mayor Pat Kelly