# Exhibit C CAPITAL IMPROVEMENT PROGRAM FISCAL YEARS 2018-2022 CITIZEN RECOMMENDATIONS & STAFF RESPONSES

#### 12 Property Owners on Fairways Circle (received 6/2016)

- The fence along Fairways Circle and adjacent to the Creve Coeur golf course is beyond repairs due to aging, rust and overgrowth. The only solution is to replace the fence with a new one.
  - Staff Response (submitted 1/2017): The fence along the east side of the Creve Coeur Golf Course will be replaced in early 2017. The City was successful in obtaining a Municipal Park Grant to make this and other improvements to the golf course. The fence replacement was a known need for the golf course, but the subdivision's support for the work encouraged the City to include it as part of the project.

#### Peter Wittenberg, 124 Bellington Lane (received 6/12/2016)

- No pedestrian crosswalk at Olive and Old Olive, Unsafe intersection there is no crosswalk
  marking from the southeast corner across Olive and no walk light. Add a pedestrian crosswalk
  and protected walk light across Olive from the mall to Schnucks.
  - O Staff Response (submitted 1/3/2017) This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. A new crosswalk across Olive is not planned through the current project, and City staff understands that this would be due to the combination of the width of Olive at this location and the lack of a wide enough median to provide a refuge island for the crosswalk. The nearest pedestrian crossing would be at Olive and Spoede.
- Missing pedestrian crosswalk at Olive and Spoede No crosswalk across Olive on west side. Add a pedestrian crosswalk and protected walk light across Olive from the sidewalk on Spoede
  - O Staff Response (submitted 1/3/2017) This intersection is owned and maintained by MoDOT, and we will forward this request for their review. The current MoDOT project will include improvements to the Olive/Spoede intersection. A new crosswalk across the west side of this intersection is not planned. Pedestrians are encouraged to use the crosswalk on the east side of the intersection. MoDOT's project includes cutting back the median at the entrance to the Briarcliff subdivision on the north side of this intersection to accommodate the pedestrian path there.
- Missing pedestrian crosswalk at Olive & Mosley No crosswalk across Mosley. Add a pedestrian crosswalk and protected walk light across Mosley on the south side of Olive.
  - Staff Response (submitted 1/3/2017) This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. The current MoDOT project on Olive will construct new ramps at this intersection and will create a crosswalk across Mosley Road. The crosswalk across Olive will remain.
- Plaza Land Rover on Olive The sidewalk is shared with a display of cars. Unfortunately, the dealer sometimes parks cars blocking wheelchair access and access ramps. Teach the car dealer to be careful to leave a path sufficient for wheelchair access on the sidewalk
  - Staff Response (submitted 1/3/2017) City staff will notify Plaza Motors that they are required to keep the pedestrian path open. If this problem persists, then enforcement actions may need to be taken.
- Walk lights at 270 & Olive Walk lights not on enough. It is possible to have the walk lights on for several times as long as currently without any problem for cars. Completely rethink when the

walk lights should be on. They need to be off when a car can drive across the crosswalk, but on otherwise.

- Staff Response (submitted 1/3/2017) This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. The timing and sequence of the signals is developed by MoDOT traffic engineers and would need to meet specific requirements. This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. This appears to be an enforcement issue, and we will pass this on to the Police Department for their review.
- 270 N to Olive East Cars often do not stop at the red light for right turn on red. This is particularly dangerous for one walking west as the view of the off-ramp is impeded. Mount a mirror on a pole so that a pedestrian can view the cars coming up the onramp.
  - Staff Response (submitted 1/3/2017) This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. We will ask that MoDOT consider painting crosswalk lines here.
- Coeur de Ville near Saint Monica Church There is not a marked crosswalk near Olive. There is
  one somewhat further down Coeur de Ville. Add a marked crosswalk across Coeur de Ville for
  those walking on Olive.
  - Staff Response (submitted 1/3/2017) This intersection is owned and maintained by MoDOT. The current phase of the City's Coeur de Ville Rehabilitation Project is now substantially complete. This project included moving the crosswalk that was located next to one of the St. Monica entrances to the intersection of Olive and Coeur de Ville. This provided a straighter and more intuitive pedestrian path for those walking along Olive. The new crossing includes new ramps, crosswalks, and a pedestrian pushbutton to alert motorists of the presence of pedestrians.
- 270 S to Olive W Just as with 270 N to Olive E, pedestrians cannot see the cars coming on the off-ramp. Mount a mirror on a pole so that a pedestrian can view the cars coming up the onramp.
  - Staff Response (submitted 1/3/2017) This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. We will ask that MoDOT consider painting crosswalk lines here. This crossing appears to be oriented to provide the shortest distance possible at this on-ramp. The design of the ramp on the west side of this crossing forces pedestrians to stop and turn perpendicular to the on-ramp, and this has been found to encourage pedestrians to look for on-coming vehicles
- Missing sidewalk Olive Missing sidewalk from Saint Monica Church to Pulaski Bank. Add a sidewalk
  - Staff Response (submitted 1/3/2017) This intersection is owned and maintained by MoDOT, and we will forward this request to them for review. We will ask that MoDOT consider painting crosswalk lines here. This crossing appears to be oriented to provide the shortest distance possible at this on-ramp. The design of the ramp on the west side of this crossing forces pedestrians to stop and turn perpendicular to the on-ramp, and this has been found to encourage pedestrians to look for on-coming vehicles
- Landscaping blockage Olive Several businesses along Olive are not trimming vegetation to allow easy access to pedestrians. Teach landscapers to leave an 8 foot high window over sidewalks - no tree branches, no bushes blocking pedestrian access to the whole sidewalk.
  - Staff Response (submitted 1/3/2017) The public right of way at this location is owned and maintained by MoDOT. We will forward this request to them for review. City staff will watch for landscaping encroachments into the pedestrian path and will contact business owners to correct any issues that are found or reported.

- Westgate lack of wheel chair ramps at Tempo Several locations of curbs at the Westgate shopping center and Paragon building do not have wheelchair accessible curb ramps.
  - Staff Response (submitted 1/3/2017) The pedestrian accommodations within the Westgate shopping center are the responsibility of that shopping center to maintain. Staff will notify the shopping center of this request.
- Landscaping blockage at Tempo Apartments along Olive are not trimming vegetation to allow
  easy access to pedestrians. Teach landscapers to leave an 8 foot high window over sidewalks no tree branches, no bushes blocking pedestrian access to the whole sidewalk.
  - Staff Response (submitted 1/3/2017) City staff will review whether the tree branches along this sidewalk encroach upon the pedestrian path and will notify the apartment complexes to have the branches trimmed, if necessary. The sidewalk along the west side of Tempo is not continuous and has a dead end in the trees and honeysuckle that have overgrown it. We can add this section of sidewalk to our trimming schedule
- Missing sidewalk at Mason There is no sidewalk along Mason from Bellerive Springs to Hibler. Add a sidewalk for the approximately 0.5 miles of Mason that still does not have a sidewalk.
  - Staff Response (submitted 1/3/2017): Mason Road is owned and maintained by St. Louis County. The City is working with St. Louis County and Town and Country to develop a plan for a continuous sidewalk from Olive Boulevard to Clayton Road. This plan is nearly complete and may serve as a basis for future projects
- Ballas S to Ladue W Drivers do not always stop for right turn on red and visibility is blocked because of a hill. Pedestrians travelling east cannot see cars. Add a mirror on the walk island to provide pedestrian visibility.
  - Staff Response (submitted 1/3/2017): Staff will notify the Police Department of this report. The City has recently hired an engineer to develop plans to improve the sidewalk along the west side of New Ballas Road from Ladue to De Smet High School. The visibility concern should be addressed through the implementation of those plans. Construction of a section of this sidewalk is expected to occur in late 2017.
- Landscaping blockage Spoede Several residences are not cutting back plants and debris that reduce the usable sidewalk. It is pretty landscaping, but prevents pedestrian access. Teach landscapers to leave an 8 foot high window over sidewalks no tree branches, no bushes blocking pedestrian access to the whole sidewalk.
  - Staff Response (submitted 1/3/2017) Staff will notify the adjacent property owners to remind them of their responsibility to maintain their vegetation as issues arise. The City has an annual trimming program that clears vegetation away from the street and sidewalk. This trimming is typically completed in the spring and summer of each year.
- Pedestrian Safety at Lindbergh & Olive There is no safe way for pedestrians to cross Lindbergh.
   Because of the poor MoDOT design, there is no good way for pedestrians to cross. I don't see a cheap way, anything other than a pedestrian bridge.
  - Staff Response (submitted 1/3/2017) This intersection is owned and maintained by MoDOT. We will forward this request to them for review. A planning study is currently underway for this section of Creve Coeur, and pedestrian connectivity is a significant portion of that study. The current version of that study calls for a fully redesigned intersection that provides a pedestrian crossing. This study can be found at <a href="http://plantsciencemasterplan.com/#">http://plantsciencemasterplan.com/#</a>

- Pedestrian Safety at Lindbergh & Ladue There is no safe way for pedestrians to cross Lindbergh. Some traffic lights, walk lights, and crosswalks would help significantly. There is a further problem that Ladue doesn't seem to want to add sidewalk all the way to Lindbergh.
  - Staff Response (submitted 1/3/2017): This intersection is owned and maintained by MoDOT. We will forward this request to them for review. There is a crosswalk across the north side of this intersection, and all crosswalks at this intersection appear to have pedestrian buttons and signals. Ladue Road falls within the City of Ladue as it extends east of this intersection. We will notify Ladue of this request.

#### Ed and Mary Tokas, Country Forest Subdivision, 12395 Woodline Drive (received 12/6/2016)

- Strategic placement of gentle rolling speed bumps along Falaise as a deterrent to those who
  shortcut through our subdivision and to those who drive over 20 miles an hour. The gentle
  rolling speed bumps we are suggesting are not the large deep kind that would interfere with
  Firetrucks and other emergency vehicles. Instead, we are asking for similar speed bumps like
  those placed on Chasselle a nearby street off Mason.
  - Staff Response (submitted 1/3/2017): The request is for speed tables similar to those on Chasselle Lane rather than for speed bumps. The Creve Coeur Fire Department will not allow speed bumps on streets, because these will damage fire trucks responding to calls. The City has a Traffic Mitigation Plan that is managed by the Police Department. Residents may petition the Police Department and the City's Police and Safety Committee to investigate whether conditions warrant traffic-calming devices such as speed tables. More information regarding the Traffic Mitigation Plan can be found on the City's website at: <a href="http://www.creve-coeur.org/index.aspx?NID=170">http://www.creve-coeur.org/index.aspx?NID=170</a>. We will also forward this request to the Police Department for their information.

#### Michael Grant, 12377 Falaise Drive (received 12/6/2016)

- Installation of a sidewalk for the Country Forest Subdivision on the east side of Falaise Drive where there is common ground on approximately 20% of the East side of the road with the roadway at its widest portion bordering this area. Hibler and Tempo only have sidewalks on one side of them and would keep Falaise Drive wide enough for resident use of on street parking when necessary as is the case on Tempo. A sidewalk along the East side makes sense economically, aesthetically and would provide added safety for pedestrians, car traffic and subdivision homeowners alike by keeping pedestrian traffic in front of homes along Falaise Drive.
  - Staff Response (submitted 1/3/2017): City staff has investigated this request in previous years and feels that this could be a good improvement project. However, the need for easements, meeting ADA requirements, and the cost to construct the sidewalk could be significant hurdles to overcome. The suggestion of putting the sidewalk on the east side of the street is a good one, particularly for the section of Falaise south of Country Glen. It appears that the most feasible location for the sidewalk north of Country Glen would be on the north/west side of Falaise due to the retaining wall on the opposite side of the street.

# Tony & Joan Koester, 414 Briergreen Ct, County Forest Subdivision (received 12/6/2017)

- Include curbs on Briergreen Ct., in Country Forest Subdivision
  - Staff Response (submitted 1/3/2017) Replacement of any damaged curbs on this street would probably not be a capital improvement project on its own. This work would be incorporated into the annual concrete pavement replacement programs. Pavement

evaluations are completed each year to determine the streets that will be repaired for the upcoming construction season. Staff will evaluate the curbs on Briergreen this winter, and these will be evaluated along with all of the repair needs in the City so that repairs can be prioritized. Ideally, we would schedule any curbing replacement on Briergreen to be completed within a year prior to the next microsurfacing application, which will probably be in a few years for Briergreen. Failed curbing may be addressed in the meantime through patching or isolated replacement.

# Robert Kent, 13084 Ferntrails Lane (received 12/14/2016)

- Move engineering to complete the west Olive Boulevard sidewalk and Fernview Drive reengineering from the Future Project status to the current Capital Improvement budget for
  installation in FY18. This request is consistent with a promise made by the City to accomplish
  this project and subsequently install the sidewalk in accordance with a legal settlement between
  the City and the Holy Cross Lutheran Church.
  - O Staff Response (submitted 1/3/2017): Olive Boulevard is owned and maintained by MoDOT. MoDOT required that the City fully update the pedestrian accommodations at the intersection of Fernview and Olive as part of this project, and this requirement made the project cost much more than was anticipated. The City decided to focus its efforts on maintaining sidewalks within its right of way rather than to introduce new sidewalks within MoDOT's right of way. Staff is not aware of any standing agreements with Holy Cross Lutheran Church regarding this sidewalk or any related obligations. Staff understands that the City has refunded the funds deposited by Holy Cross Lutheran Church for the purposes of future sidewalk development along Olive.

#### Steve Becker (received 12/19/2016)

- Poor condition of pavement on Plantation Drive repair requested in FY18. [Mr. Becker had submitted a similar request in summer 2016.]
  - o Staff Response (submitted 1/3/2017): Repairs to Plantation Drive would probably not qualify as a capital improvement project as a stand-alone project. These repairs would be included in the City's annual concrete pavement replacement program. The approach outlined in the message that staff sent to Mr. Becker in the summer of 2016 has not changed. The projections for the City's concrete pavement replacement program can be found on the City's website at: http://www.creve-coeur.org/DocumentCenter/View/6163. Staff anticipates that the concrete program will include Plantation Drive in the next few years. Repairs to Plantation Drive and every other street in Creve Coeur will be considered for the upcoming construction season. While it remains likely that this plan will remain substantially the same, we will need to wait until the spring, after the pavement evaluations are complete, to prepare the updated repair projections.

## Margie Jaffee (received 12/15/2016)

- Replacement of the Beirne Park in the summer of 2017. The courts are in serious in serious need
  of replacement, with their myriad of cracks throwing off the bounce and trajectory of balls,
  ruining the experience of playing tennis.
  - Staff Response (submitted 12/15/2016): Staff is receiving project requests for the 2018-2022 Capital Improvement Project list. Public Works staff planned to introduce this project to the 5-year plan and your support will help during the project evaluation process.

## Yvonne Darrow (received 12/19/2017)

- Beirne Park courts there are in disrepair and basically unplayable.
  - Staff Response (submitted 12/19/2016): City staff plans to recommend this project for the 2018-2022 CIP Project list.

#### Richard Kutta (received 1/9/2017)

- Winterize rest rooms at 4 parks: Beirne, Malcom Terrace, Conway and Lake School. Capital cost \$100,000 to include furring walls, drywall walls and ceiling, insulation, exhaust fan, infrared heat, plumbing supply modifications. Justification make parks and playgrounds accessible yeararound for walking, sports, fitness and enjoyment by all residents.
  - Staff Response (submitted 1/9/2017): Thank you for the suggested improvement to the City's parks. We have received a similar request from you before, and we will consider this among the other parks capital improvements projects.

#### Alexis Corrigan, 12384 Woodline Dr. (received 1/8/2017)

- Install a sidewalk on Falaise Drive, preferably on the east side where we mostly have common ground to make the community much more walkable, and safe as narrowing Falaise would naturally slow down traffic that runs through the sub-division. A floating sidewalk (similar to the one on Hibler) that does not encroach too much on resident's properties would be received much better. Add Falaise Drive on the re-paving list as a result of significant wear throughout the subdivision with more erosion happening in the cul-de-sac's. Along with the unsightliness of the erosion, there is gravel that can get tracked into yards and homes.
  - Staff Response (submitted 1/9/2017): City staff has investigated the request for a sidewalk along Falaise Drive in previous years and feels that this could be a good improvement project. However, the need for easements, meeting ADA requirements, and the cost to construct the sidewalk could be significant hurdles to overcome. City staff is currently reviewing the conditions of all of its streets to lay out the recommended street repairs for the next few years. The needs of the Country Forest subdivision will be included in this review. As you have noted, the microsurface application that was completed several years ago is wearing off. Staff anticipates that the subdivision will receive a similar application in the future, and staff will present its recommended schedule for the program to the City Council in the spring as part of the CIP process. In the meantime, potholes and other concerns will be addressed as typical street maintenance.

## Trina Bremerkamp, 15 Falling Leaves Ct. (received 1/19/2017)

- I live in Ladue Lake Estates and the streets in the back part of the subdivision are really bad. Some sections are OK but then other sections are very broken up. And the continuous patching is really looking bad and doesn't last. Many sections need new concrete in lieu of more patching.
  - Staff Response (submitted 1/23/2017): Individual streets are not identified in the CIP, only the pavement maintenance program budget as a whole. Public Works staff has identified Ladue Lake as an area of focus for concrete slab replacement this year. As other subdivisions this will be a multi-year effort to replace damaged street and sidewalk slabs. We anticipate working in this subdivision as well as others between July and November 2017.