

## Experience - Trails and Greenways

### Hinkson Creek Trail, Columbia, MO

Project manager for feasibility study and construction documents of a two mile segment of greenway in Columbia, Missouri. Final design included pedways, multi-use trail, and an under-crossing. The undercrossing was cut into the existing slope to minimize impact to the adjacent Hinkson Creek and to minimize fill in the floodway to achieve no-rise.

### Shady Creek Greenway, Webster Groves, MO

Project Landscape Architect for the Shady Creek Greenway planning study. The planning study encompasses three municipalities: Webster Groves, Brentwood, and Maplewood, Missouri. The proposed greenway is an important link in the overall regional plan for the Great Rivers Greenway District. The proposed plan identifies social, economic, environmental, and implementation goals for the project corridor. Key issues of the project included analysis of water resources along the corridor including flooding levels and water quality, public involvement, neighborhood connectors, public safety, and economic redevelopment opportunities. Components of the greenway plan included walking and bicycling trails, neighborhood parks, and preservation of open space.

### Eagle Valley Trail, Greensfelder Park, St. Louis County, MO

Project Manager for a renovation and new alignment of the existing Eagle Valley Trail in west St. Louis County, Missouri. Greensfelder is a 300 acre park in west St. Louis County. The scope of the project was to convert the existing Eagle Valley Trail, which was an equestrian trail, into a multi-use trail. The multi-use trail would be the backbone trail of the park and also part of the western greenway as outlined in St. Louis regional greenway system. Existing features of the part included steep topography of 2:1 to 3:1 slopes. New trail alignments were design to switchback on the hillside slopes to accommodate the new multi-use trail.

### Branch Street Trestle Bicycle / Pedestrian Feasibility Study, St. Louis, MO

Project Landscape Architect for feasibility study to evaluate the conversion of an abandoned railroad trestle into an elevated bicycle/pedestrian trail facility. The trestle will connect the existing St. Louis Riverfront Trail with the McKinley Bridge, allowing a cyclist to cross the Mississippi River for access to trails in Illinois. The study evaluated the structural stability, urban design, spatial qualities, security, construction, and costs feasibility of converting the trestle into a bicycle/pedestrian trail. As project landscape architect, analyzed regional trail connections to the trestle and developed conceptual bicycle trail options from the trestle to existing trails in Missouri and Illinois. Developed conceptual site designs for the trailhead and urban design enhancements for the trestle including pedestrian lighting, railings, paving and signage.

### Owen Ridge Trail, Webster Groves / Brentwood, MO

Project Manager for the \$2 million dollar plus, two mile first phase of the Shady Creek Greenway. Project included 50% phase construction documents for a multi-use trail, creekbank stabilization, multiple pedestrian bridges, trailheads, signage, grading, and landscaping. Multiple options were evaluated for the trail to avoid complex property ownership issues, 1:1 streambank areas, and railroad right-of-way constraints and limitations.

#### Other Trail and Greenway Experience:

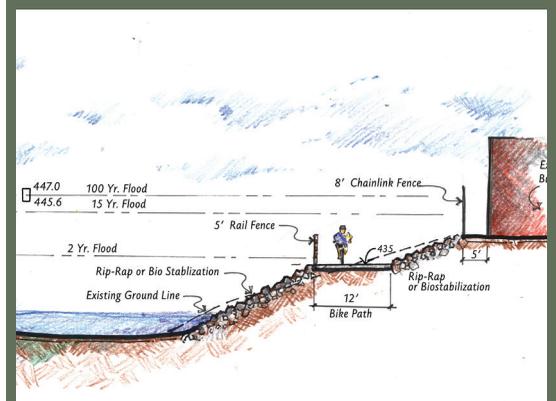
Grindstone/Old 63 Pedway, Columbia, MO  
East-West Gateway Bicycling and Walking Regional Transportation Plan  
Explore Columbia, Swansea, and Waterloo Bike and Pedestrian Facility Plans  
North Riverfront Bicycle Trail  
Belleville, Fairview Heights, and Smithton Complete Streets Policy



Trail alignment option as part of the feasibility study for the Hinkson Creek Trail in Columbia. The trail had to be aligned so as to keep a “no-rise” condition of the adjacent creek.



Construction photo of the Hinkson Creek Trail in Columbia, MO. The trail was benched into the slope.



Trail design alternatives for the Owen Ridge Trail. The trail had to stay above a two year flood event while avoiding property and existing slope issues.

resume continued:  
Stephen Ibendahl, ASLA, RLA