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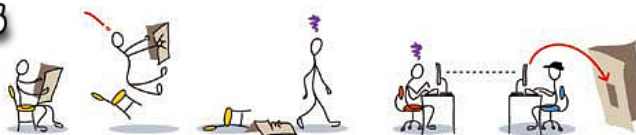
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# Letters to the Editor



## St. Louis County needs to rethink South County Connector project

July 20, 2013 12:00 am

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The proposed South County Connector would cut through this portion of land where Landsdowne Avenue meets River Des Peres Boulevard, photographed on Tuesday, July, 16, 2013. Photo by Christian Gooden, cgooden@post-dispatch.com

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St. Louis County needs to rethink its potential investment in the South County Connector and consider transit instead. New, unwanted roadway construction wastes precious state dollars and diverts attention and resources away from the more sustainable transportation options in which the region has already invested.

St. Louis County Executive Charlie Dooley needs to seriously consider withdrawing the Draft Environmental Impact Study and allocate the county's "extra" transportation monies toward the improvement of our public transit system, already seeing record demand across the region.

### Put connector in a different place

What St. Louis County really needs is a connector from Interstate 64 to Laclede Station Road. By the time the Clayton rush-hour traffic on Han... Read more

### South County Connector not worth the small benefit

Members of The American Institute of Architects St. Louis Chapter have reviewed the South County Connector Draft Environmental Impact Study, a... Read more

### South County Connector is needed for better access

In response to the Post-Dispatch's editorial "Disconnect" (July 23) regarding the lack of a need for

- MetroLink has proven to be an invaluable tool for lessening traffic congestion, improving air quality, and improving connectivity throughout the region.
- The region invested millions of local dollars in the Cross County Light Rail extension, making the South County Connector a duplicative and unnecessary project.
- Several studies show that road capacity is filled within five years of its construction, making it a poor solution to congestion in the region.
- Metro is already planning state-of-the-art rapid transit services in the county, a less costly and more efficient transportation solution for the region.
- The Draft Environmental Impact Study used traffic modeling data from 2002, which does not incorporate data from the Cross County Light Rail extension completed in 2006. The assumptions informing the study are out of date and do not reflect the changing demographic and transportation trends of the region.

At a cost of \$110 million, St. Louis County would be better served by transit investment, usage, and service than it would by the proposed South County Connector.

Citizens for Modern Transit joins Trailnet, the mayor of

the South County Connector, I am sure  
tha... Read more



**The South County Connector:  
Can we get a better return on  
investment?**



The time to rethink  
how we spend  
infrastructure dollars  
has clearly arrived.  
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Maplewood and other elected officials in opposition to the proposed project and is encouraging concerned residents throughout the region to contact County Executive Dooley and Councilman Pat Dolan (the majority of the South County Connector would be in Dolan's district) to withdraw the South County Connector Draft Environmental Impact Study. Transit and other multimodal alternatives are the region's solution for the future. Let's invest in them and ensure that our system becomes a more viable, reliable, and desirable transportation system for the entire community.

*Kimberly M. Cella • St. Louis*  
*Executive director, Citizens for Modern Transit*

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opportunity for transportation  
innovation**

County should build connector as a high-  
occupancy toll  
route. Read more



**Opposition builds to South  
County Connector proposal**



Officials in  
Maplewood and St.  
Louis are on record  
against it, and  
environmental activists are voicing their  
worries, too. Read more

**Proposed South County  
thoroughfare no relief to some**



Road would cost  
\$110 million to  
build. Read more



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**Tags** Charlie Dooley, St. Louis County, Metrolink, South County, Citizens For Modern Transit, Pat Dolan, Trailnet, Kimberly M. Cella

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