

# Welcome!

## Welcome to the

**WALK BIKE**  
**JEFFERSON**  
**COUNTY**



**Visit the  
Project Website!**

## OPEN HOUSE!





# About the Project

- 1 Link together community assets
- 2 Create a network for walking
- 3 Create a network for biking
- 4 Prioritize projects for implementation based on a phased approach
- 5 Improve safety, comfort and accessibility
- 6 Encourage more walking and biking in Jefferson County



## Pedestrian Network

Paths, sidewalks, trails, focus on destinations within a 1-mile or 20-minute walk. Important to consider where people cross the street walking or wheeling.



## Bike Network

On- and off-street bike routes, and recreational biking opportunities. Protection in and through intersections to ensure cohesive network.





# Project Timeline



## Community Engagement Throughout Project

Public launch of community engagement effort with an initial open house in summer 2024. Complete walk & bike audits, attend community events, and host focus group meetings through fall 2024.

*We are here* →

**Draft Plan & Open House/ Pop-Up Demonstration**  
**Fall 2024**

Share draft plan recommendations with the public at a second open house and a pop-up demonstration. A pop-up demonstration is a temporary build, using tactical materials, to showcase potential walking and biking facilities.

## Implementation Dependent on Funding

With a formally adopted plan for walking and biking, Jefferson County staff can make informed decisions about infrastructure priorities. The plan can aid in leveraging federal funding opportunities for project support.



## Existing Conditions Completed

Compile existing conditions information. Review relevant plans, programmed projects, and existing facilities. Analyze existing level of traffic stress and level of service for people on bike and on foot. Map important community destinations and land uses.

## Network Mapping & Priority Route Scoring Drafts Completed

Identify networks for walking and biking. Using existing conditions information, and a matrix to score routes, assign route prioritization for walking and biking projects implementation. Present networks to Jefferson County & advisory team members.

## Final Plan & Adoption Early 2025

Refine plan recommendations (network & project prioritization) and deliver plan to Jefferson County staff. Assist with necessary presentations and meetings to get plan through the county adoption process.



# Thank You for Attending!



Visit the  
Project Website!

## We greatly appreciate the input you provided!



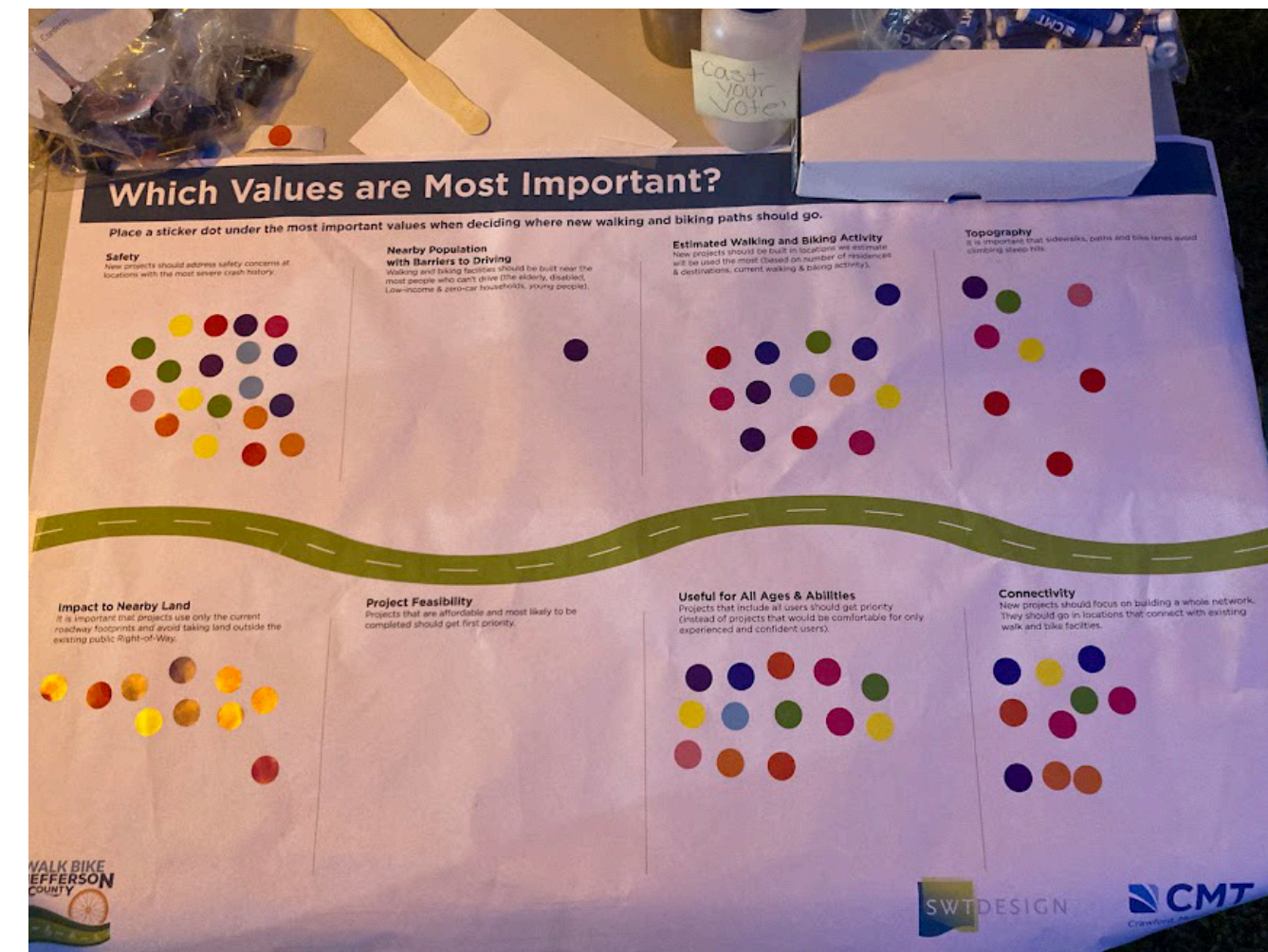


# Engagement Summary

## PEVELY DAYS

The project team hosted a table at Pevely Days on August 15, 2024 to showcase the draft walking and biking network and get feedback on what people like and what they would like to see.

- 25+ respondents to Top 3 Values voting



## STRAWBERRY FESTIVAL

The project team hosted a table at the Kimmswick Strawberry Festival on June 1, 2024 to raise awareness for the project and publicize the project website. Additionally, the project team sought feedback as attendees walked the festival grounds.

- 25+ comments



We will also be at the Apple Butter Festival on October 26 from 1 - 5 PM to get additional input on the draft design guide and facility scoring.

## STAKEHOLDER MEETINGS

The project team sought targeted input from groups with unique needs and perspectives regarding walking and biking in July 2024. These groups were:

- Elderly and People with Disabilities
- Youth
- Tourism and Economic Development
- Local Government
- Bicycling Community



## ADVISORY GROUP MEETINGS

Advisory group meetings brought together a group of Jefferson County residents in April, August, and October 2024 to identify walking and biking trends and needs in the county prior to broad public engagement and to discuss the materials and concepts the project team was developing.

- 6 hours of advisory group meetings




# Engagement Summary

## By The NUMBERS

**18**   
engagement events  
with the public  
and community  
stakeholders

**211**   
survey  
responses

**125**   
in-person comments  
given by Jefferson  
County residents

**21**   
miles of Jefferson  
County streets  
walked & biked  
during audits

### JUNE OPEN HOUSE

The public was invited to learn about the project scope and existing conditions on study roadways and to give feedback on where they want to walk and bike in the county.

- 40 attendees
- Over 60 written and drawn suggestions on the maps
- 12 anonymous feedback forms

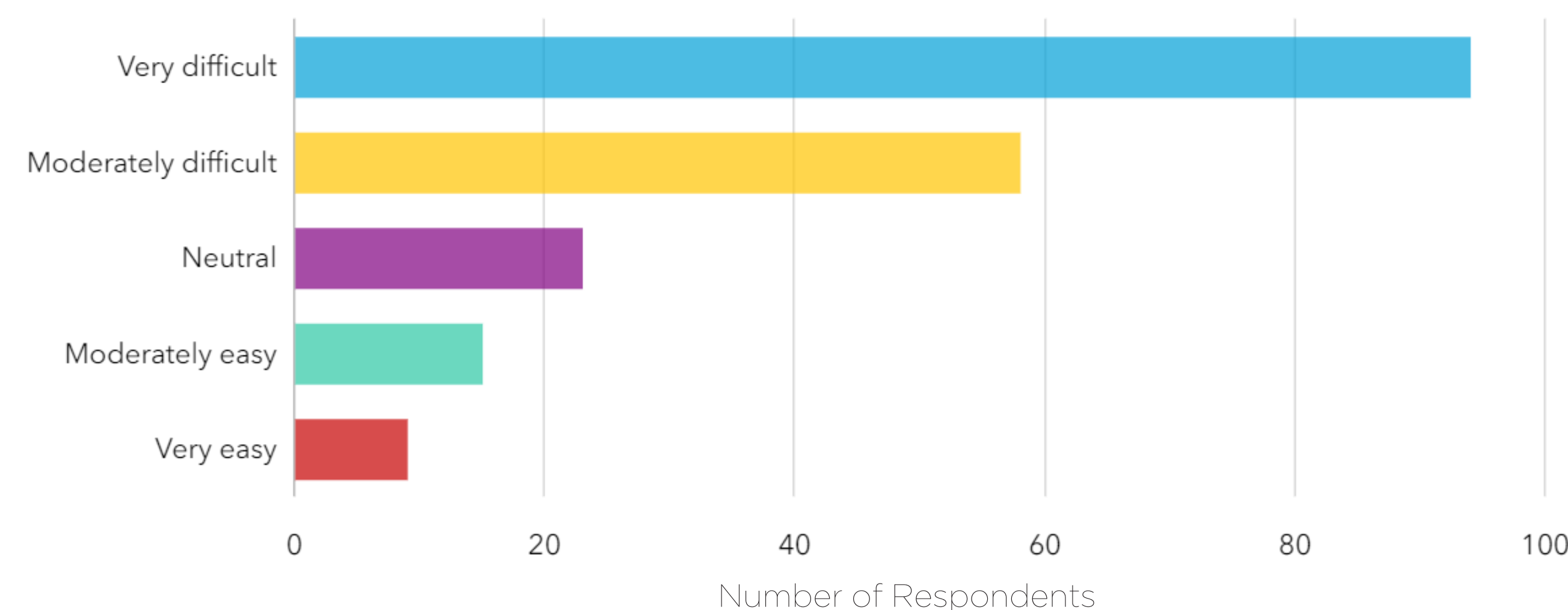


### ONLINE SURVEY

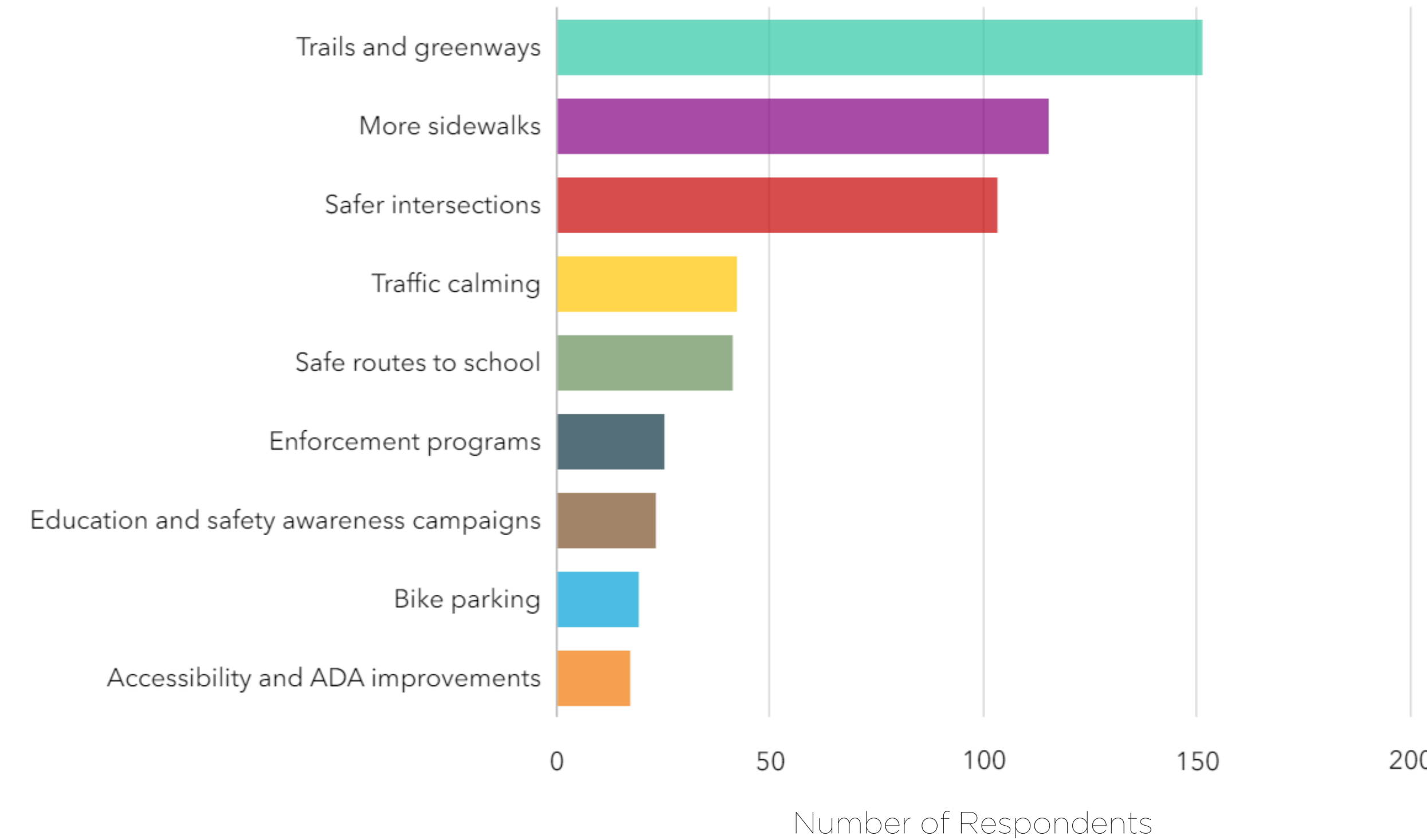
From May to August 2024, an online survey was available and collected information on current transportation activity, interest in walking and biking more, walking and biking investment priorities, and tolerance of trade-offs.

- 211 total responses
- 124 open-ended responses
- 80% of open-ended responses were in favor of the plan

#### How easy is it to walk to nearby destinations?



#### What types of investments in walking and biking are most important to you?



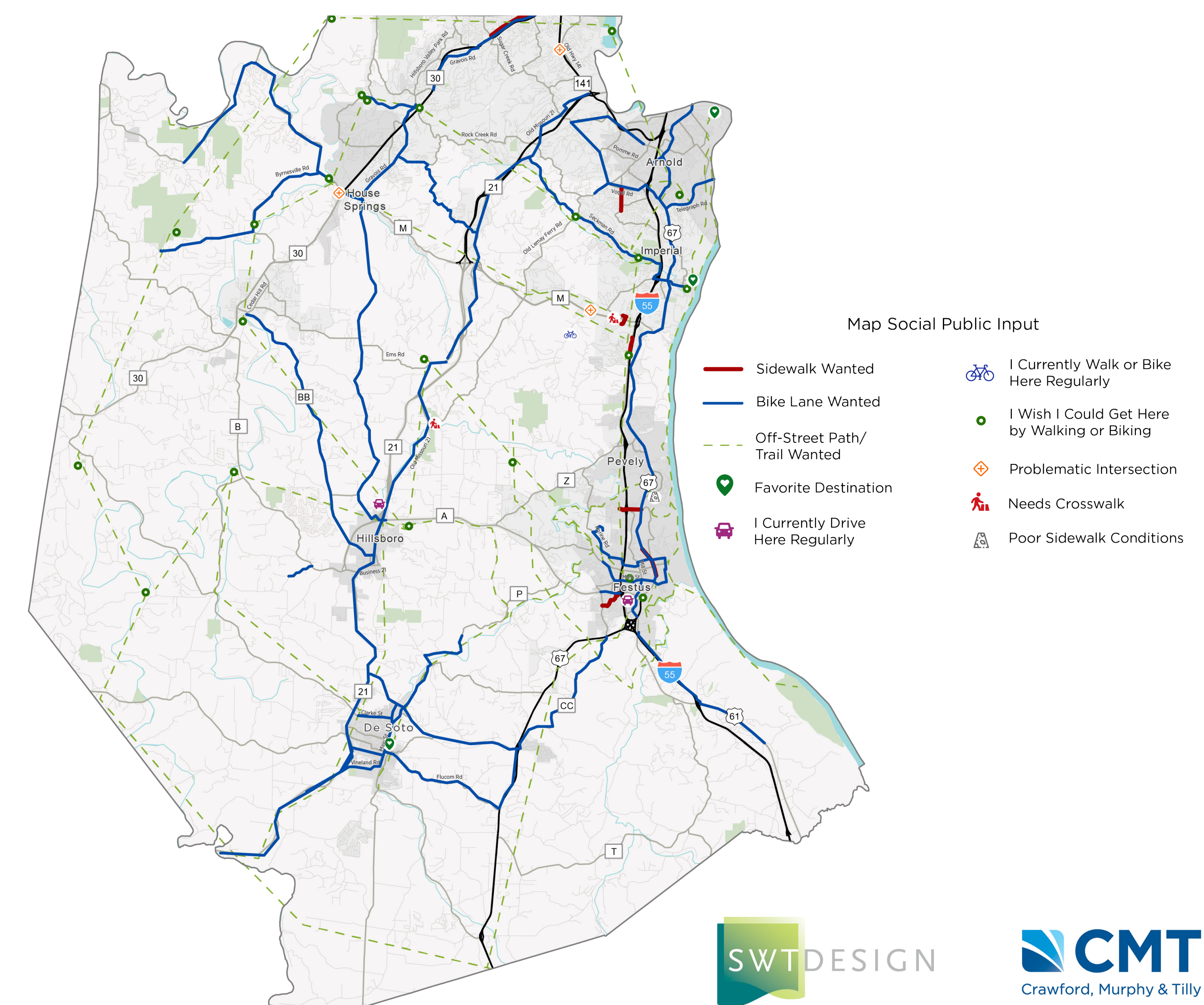
### WALK/BIKE AUDITS

The project team and advisory group identified different locations throughout Jefferson County to walk and bike along, to experience what it is like to walk and bike in Jefferson County.



### MAP.SOCIAL

A community mapping tool was live on the project website from May to August 2024. This map allowed users to draw desired paths from one place to another, favorite destinations, and areas of concern.





# Design Guide

## What is the Design Guide?

The Design Guide provides best practices for designing bicycle and pedestrian improvements to County roadways. The Guide will include many different kinds of facilities and outline the contexts where those facilities should be used.

## How to Use the Design Guide

### Example Page

This section identifies the network typology by name and brief description.

Perspective graphic illustrating components of the typology improvements.

Legend describing key components identified in graphic above.

### Guiding Principles:

- Re-design / Retrofit existing roadways to create a safe, comfortable and effective walking and biking network
- Design facilities that accommodate all ages, abilities, and skill levels
- Build comfortable, safe connections from neighborhoods and downtown streetscapes
- Foster business growth by encouraging foot traffic in commercial areas

### Reference Resources:

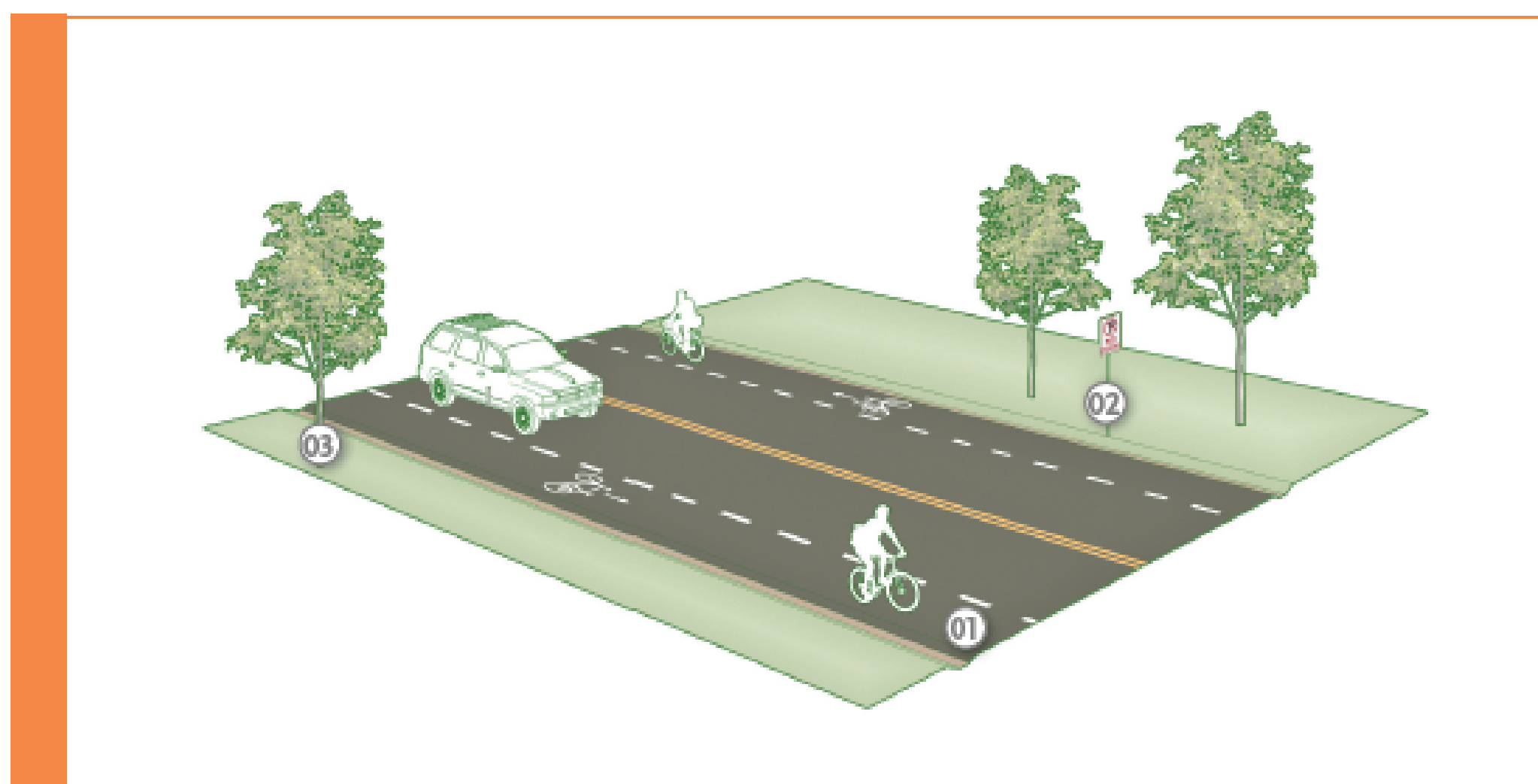
- US Department of Transportation / Federal Highway Administration
- Great Rivers Greenway / Design Guidelines
- MoDOT Blueprint for Arterials

#### CHAPTER 06

#### JEFFERSON COUNTY - WALK BIKE STUDY

### ON ROAD BIKE FACILITIES

These facilities are bi-directional shared use paths, located within the road, and are most applicable to low volume roads with low speeds. Road Bike Facilities can offer a medium quality, medium stress trail in low traffic areas, maintaining rural character. It provides an experience for all users of higher abilities and encourages bicycling in low volume vehicle traffic. The on-road bike facility should be highly visible indicated by striping. Additional markings within the path identify clearly the use of bicyclists.



#### Key Components

- 01 Bike Lane - markings designate specific lane for cyclists
- 02 Signage - no parking signs alert drivers to the bike lane and its functions
- 03 Vegetation - plantings provide shade and interest for pedestrians using the trail

#### JEFFERSON COUNTY - WALK BIKE STUDY

#### CHAPTER 06

### Prioritized Segments

route 1  
route 2

### DIMENSIONS

The one-way shared use path width should be 6' minimum for passing. The shared use path applies best to roads that have a minimum width of 34 feet, allowing vehicular traffic adequate space during safe passing operations.

### MATERIALS

Contrasting materials and/or pavement colors should be considered for additional safety and user awareness. These facilities are comfortable and safe for users, however available space and adequate topography might be limited to implement on-road bike lanes. Traffic signs raising awareness of bicyclists sharing the road with vehicular traffic should be placed preferable every half mile minimum.

### AMENITIES

Tree plantings adjacent to the on road facilities add comfort for users, mitigate high temperatures during summer month and provide traffic calming effects. Tree planting spacing should preferable be at minimum 50 feet, and at 6 - 8 feet of the paving edges. In areas where nice vistas of the county can be enjoyed and where topography and ROW conditions allow, benches and other facilities for resting could be added to the side off the road.

### OPERATIONS AND MAINTENANCE

These bike facilities enables the most use, if they are kept clean from any debris and gravel throughout the year and specifically snow and ice during winter month.

This section will list prioritized routes and segments for which this facility typology is recommended.

Typology design guidance for standard dimensions, materials, recommended amenities, and operations & maintenance considerations.



# Facility Scoring Framework

## SCORING

### How Were Facilities Selected?

The facilities in the draft network for walking and biking were identified by existing conditions data and by the public and community stakeholders during the many engagement events in the first phase of the Walk Bike Plan.

### What is the Route Scorecard?

The Scorecard is a methodology for estimating the value and costs of proposed bicycle and pedestrian infrastructure projects.

### How Was the Scorecard Developed?

To draft the scorecard, the project team reviewed peer active transportation plans and academic research. These findings were combined with takeaways from public engagement to create a draft scorecard. The scorecard and the criteria were presented to the Advisory Committee at their meeting on August 7th, 2024. The Advisory Committee provided feedback on the scoring framework, and the final scorecard was developed.

The scoring categories break out broadly into Safety, Utility, Equity, and Feasibility.



SAFETY



UTILITY



EQUITY



FEASIBILITY

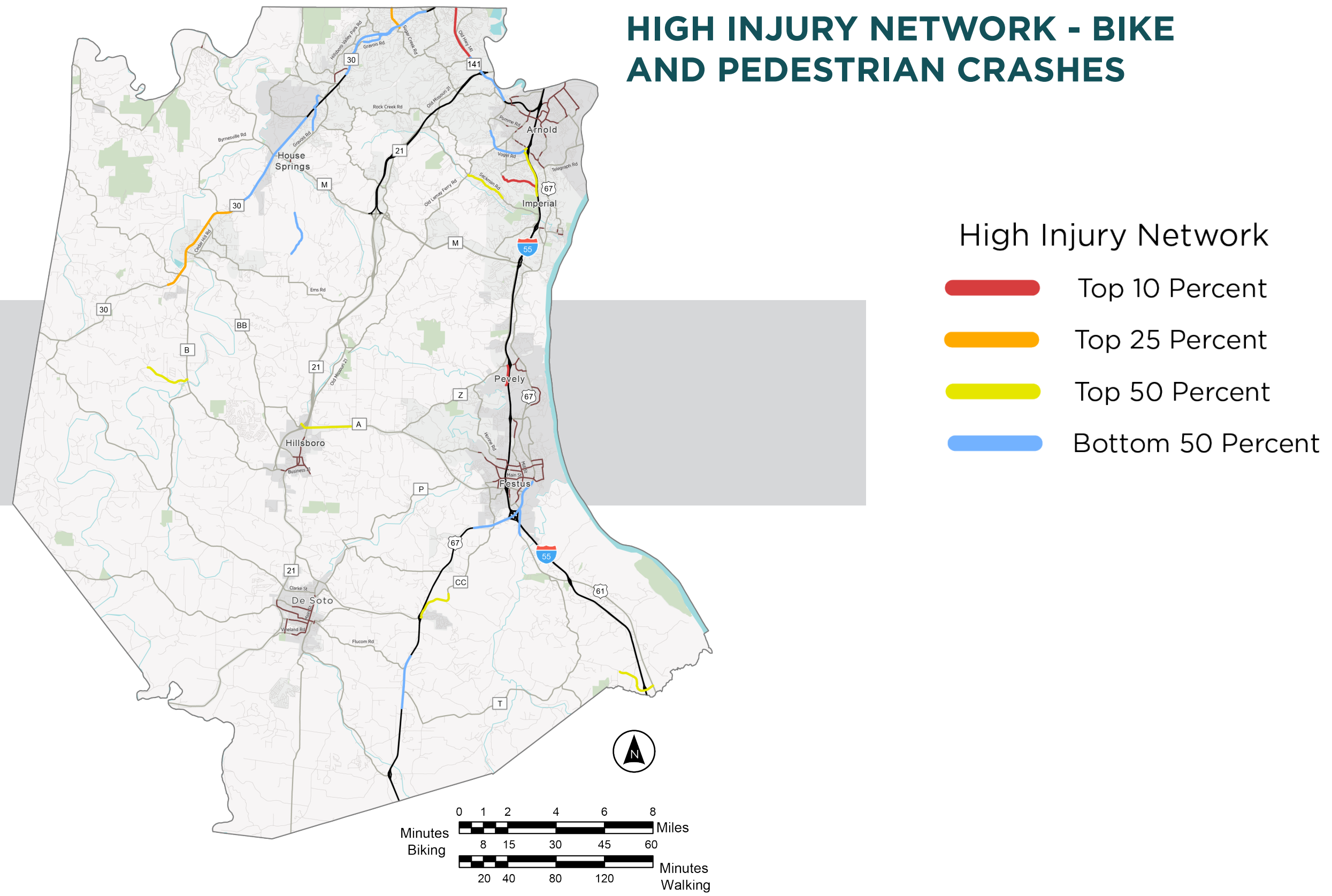
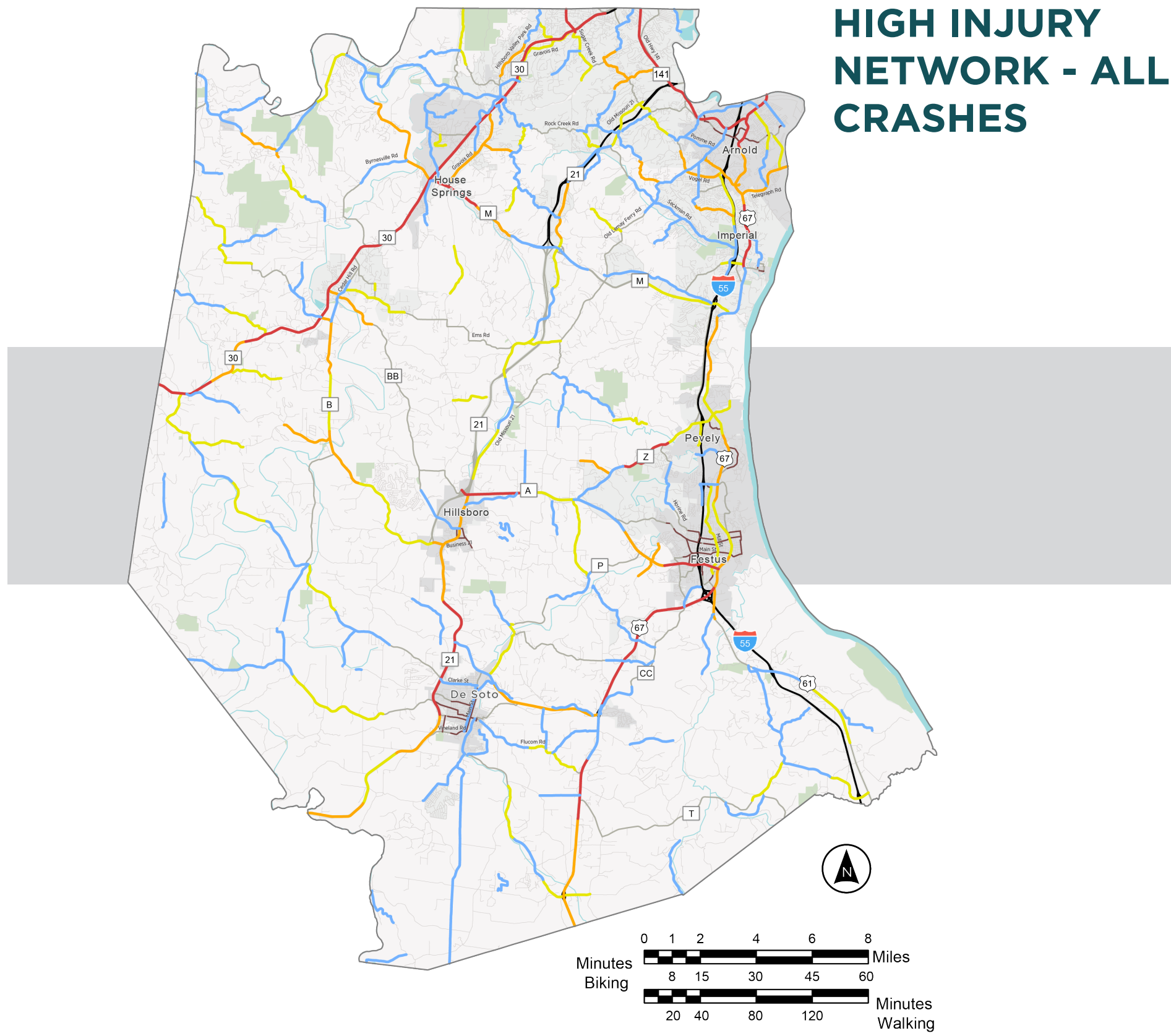
## DRAFT SCORING INPUTS

### SAFETY: HIGH INJURY NETWORKS

Weight: HIGH

Safety is the top concern when walking and biking for Jefferson County residents, and safety is weighted highly in similar plans and research.

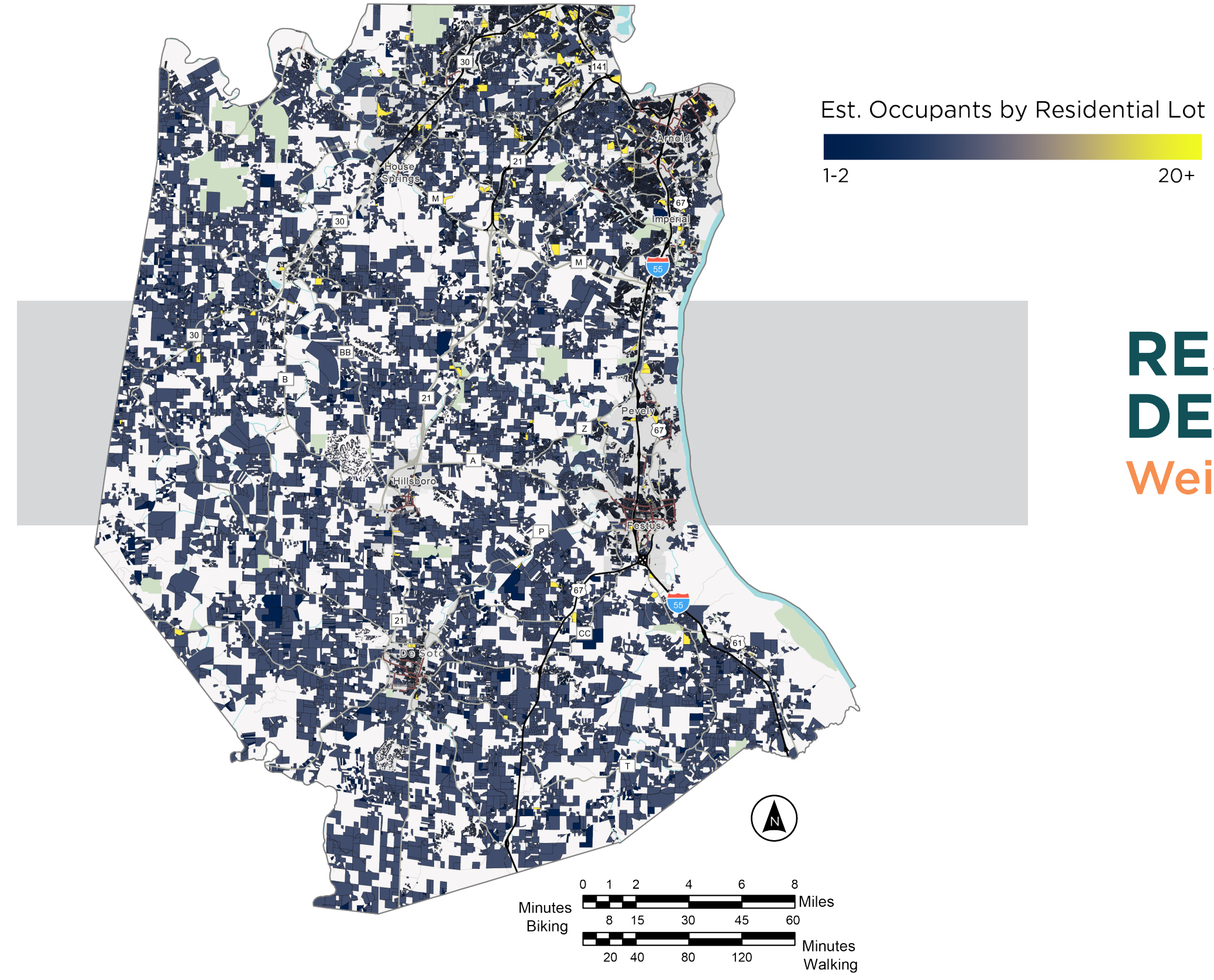
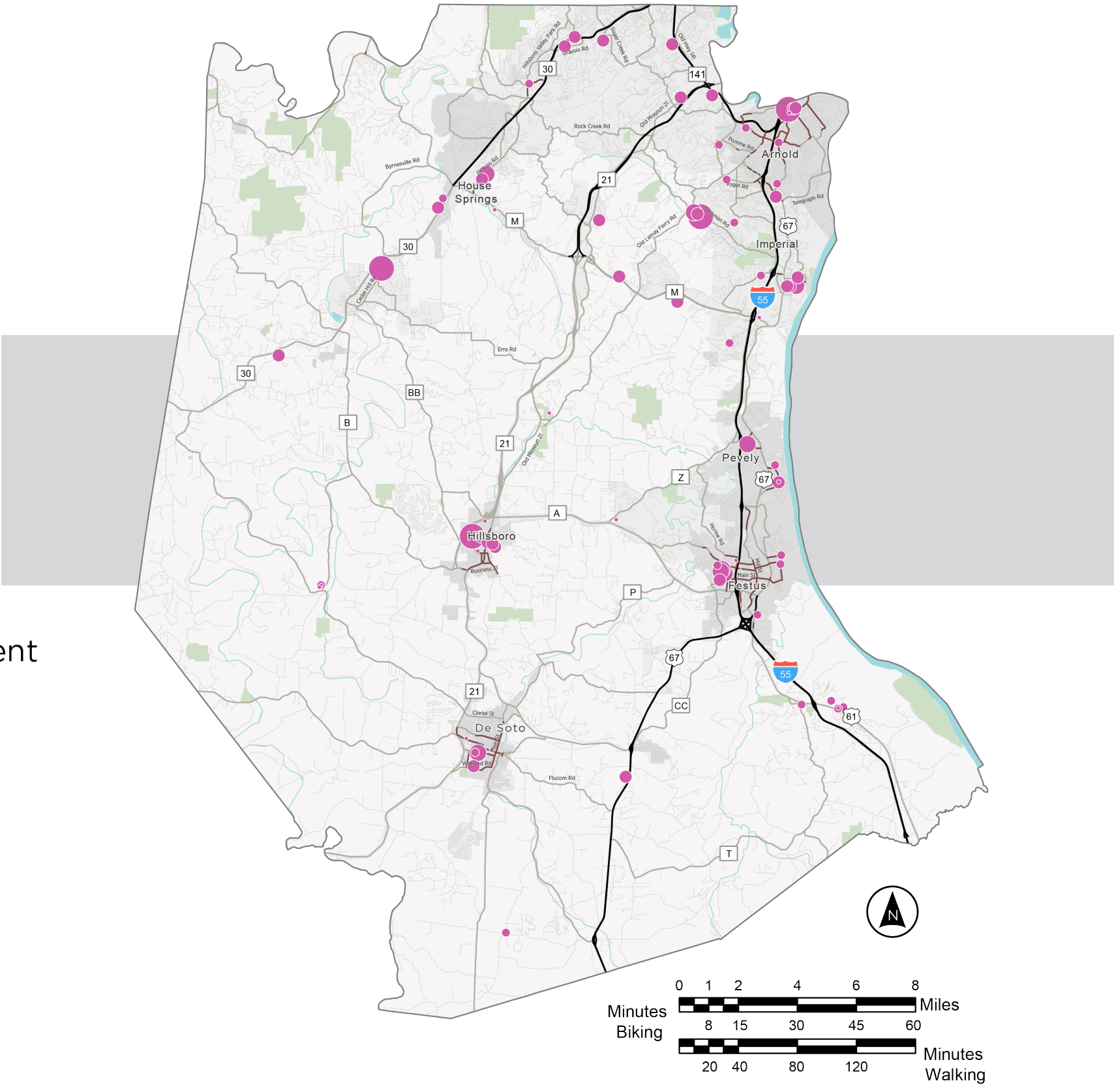
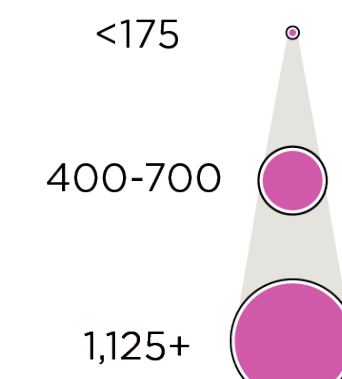
East-West Gateway has identified the region's High Injury Network (HIN), the region's streets with the most severe crashes.



### SCHOOL ENROLLMENT

Weight: MEDIUM

School Enrollment



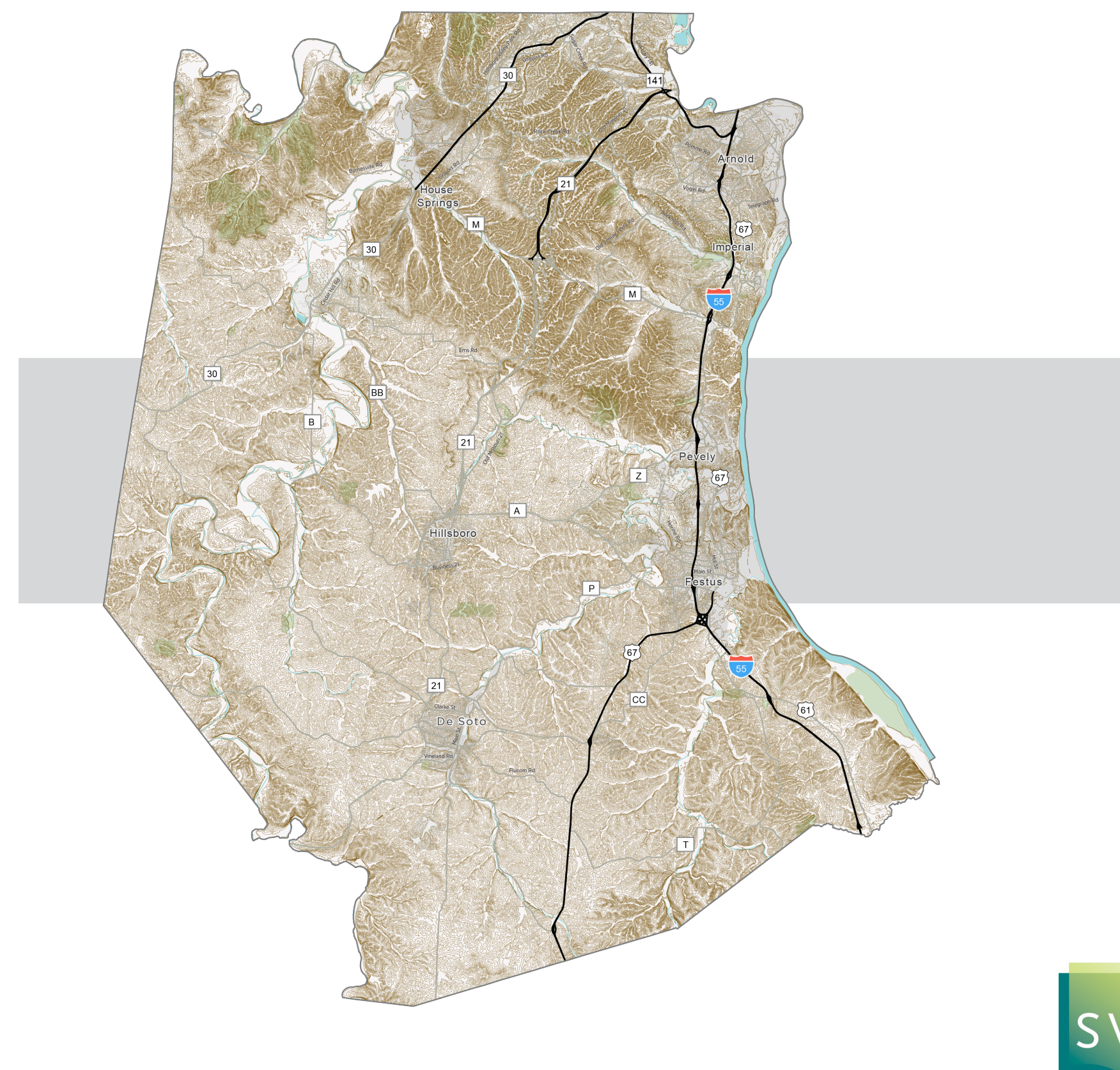
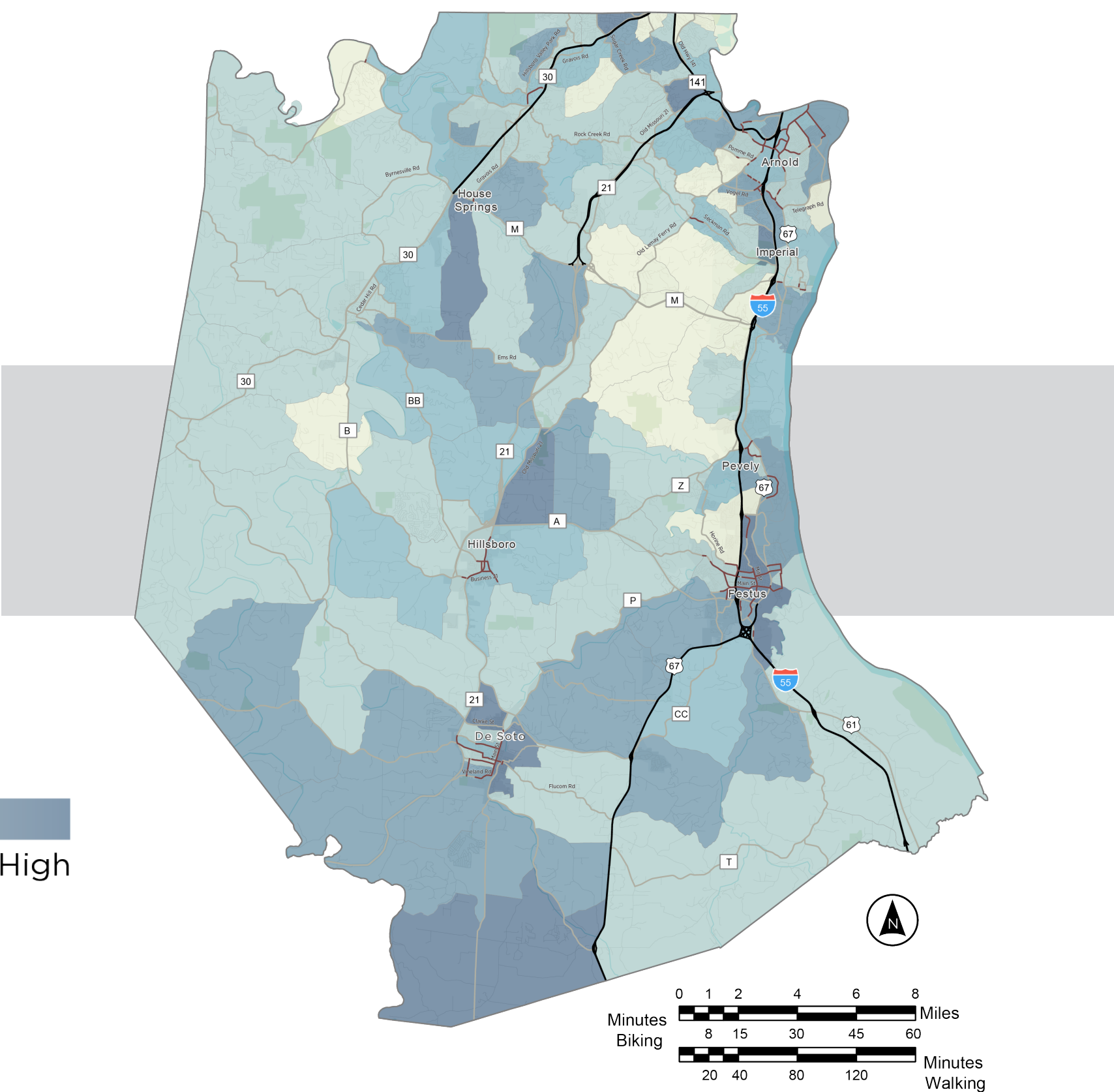
### RESIDENTIAL DENSITY

Weight: MEDIUM

### POPULATION WITH BARRIERS TO DRIVING

Weight: MEDIUM

As much as one third of the US population do not have driver's licenses. Groups include: **young people, the elderly, zero-car households, and people with disabilities.**

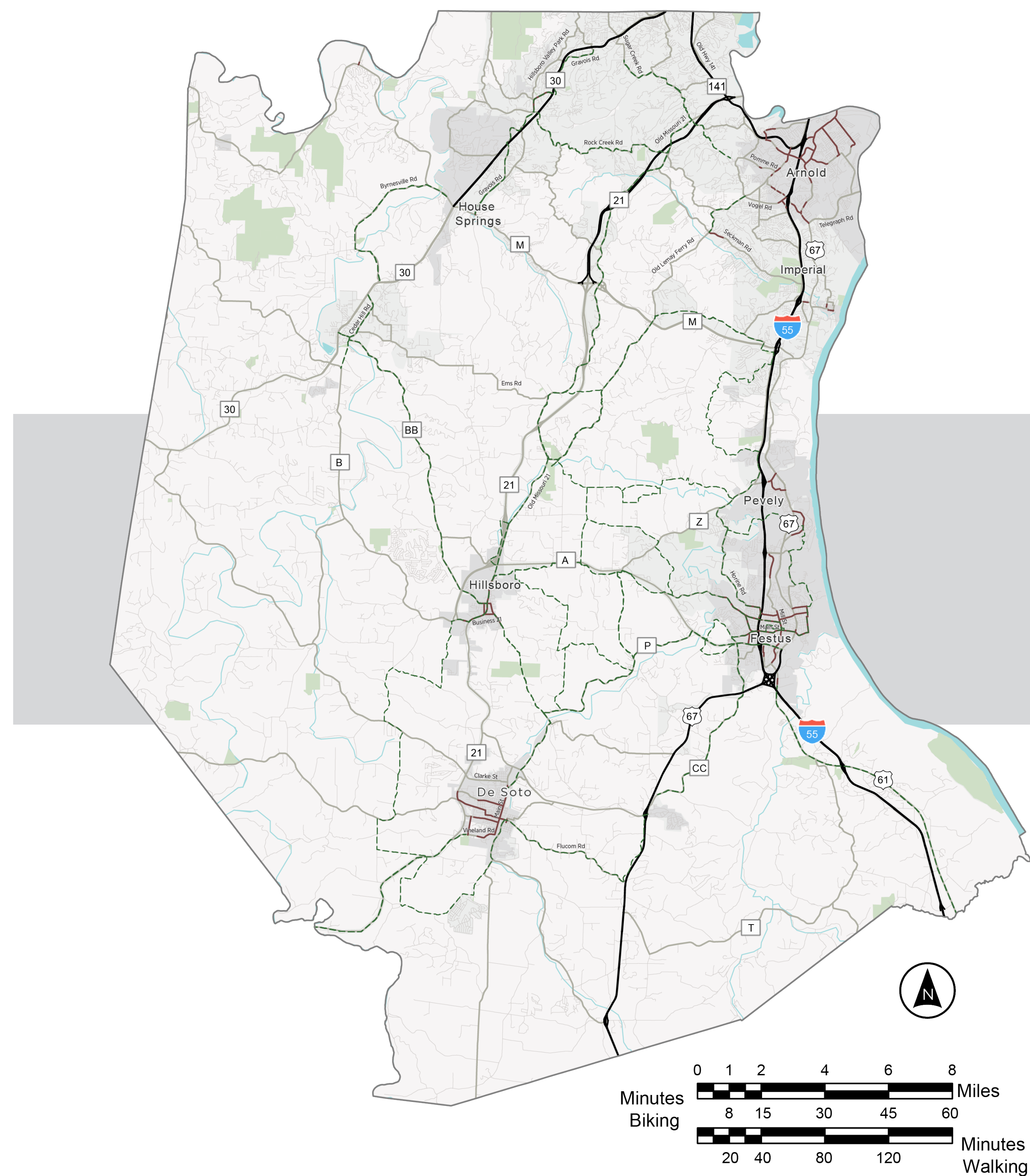


### TOPOGRAPHY

Weight: LOW

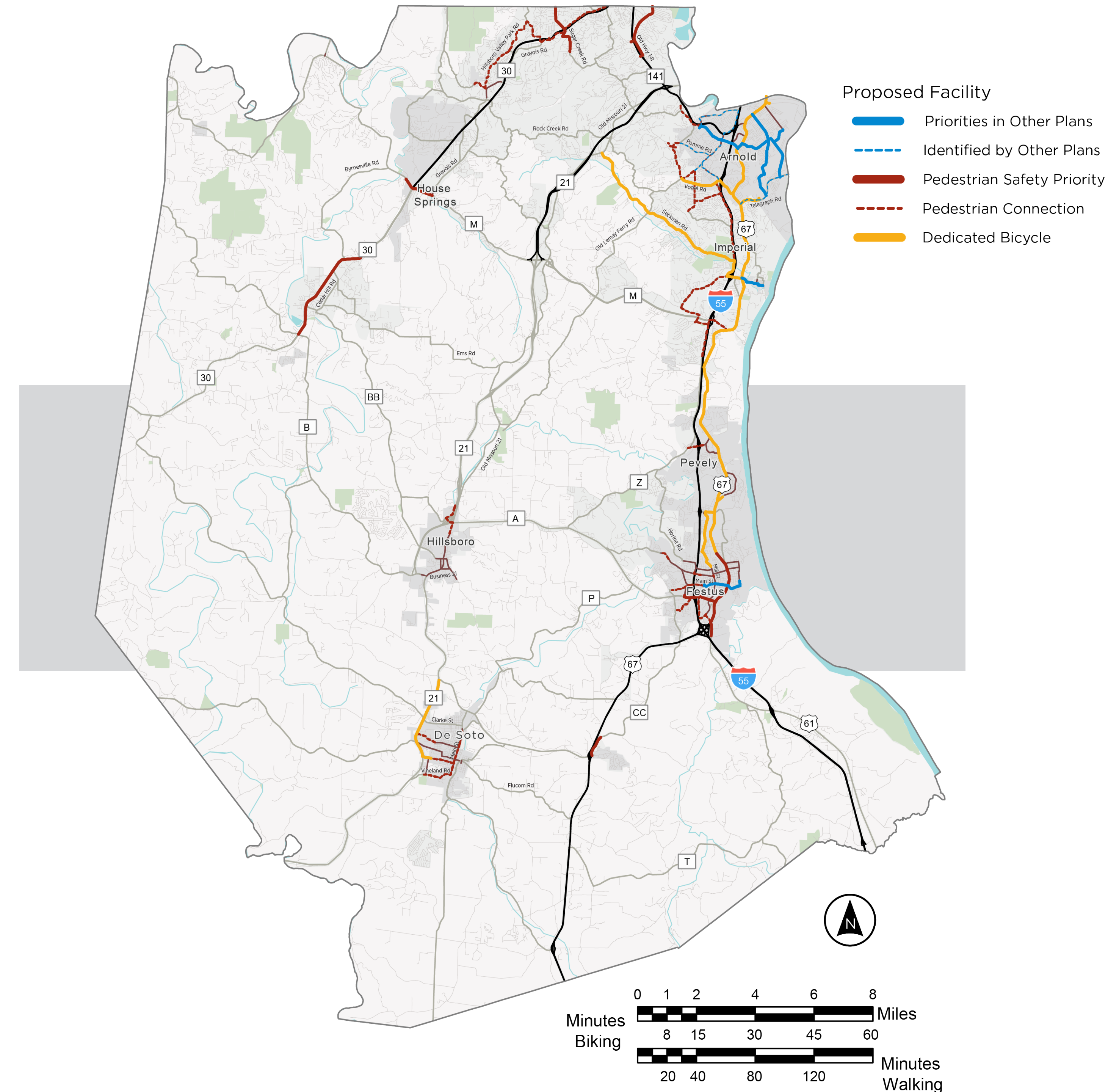


# Walking and Biking Networks



## SIGNED BIKE ROUTES

These routes get low-touch treatments to make road biking safer and increase awareness of all users that bicyclists may be present. These facilities are not scored.

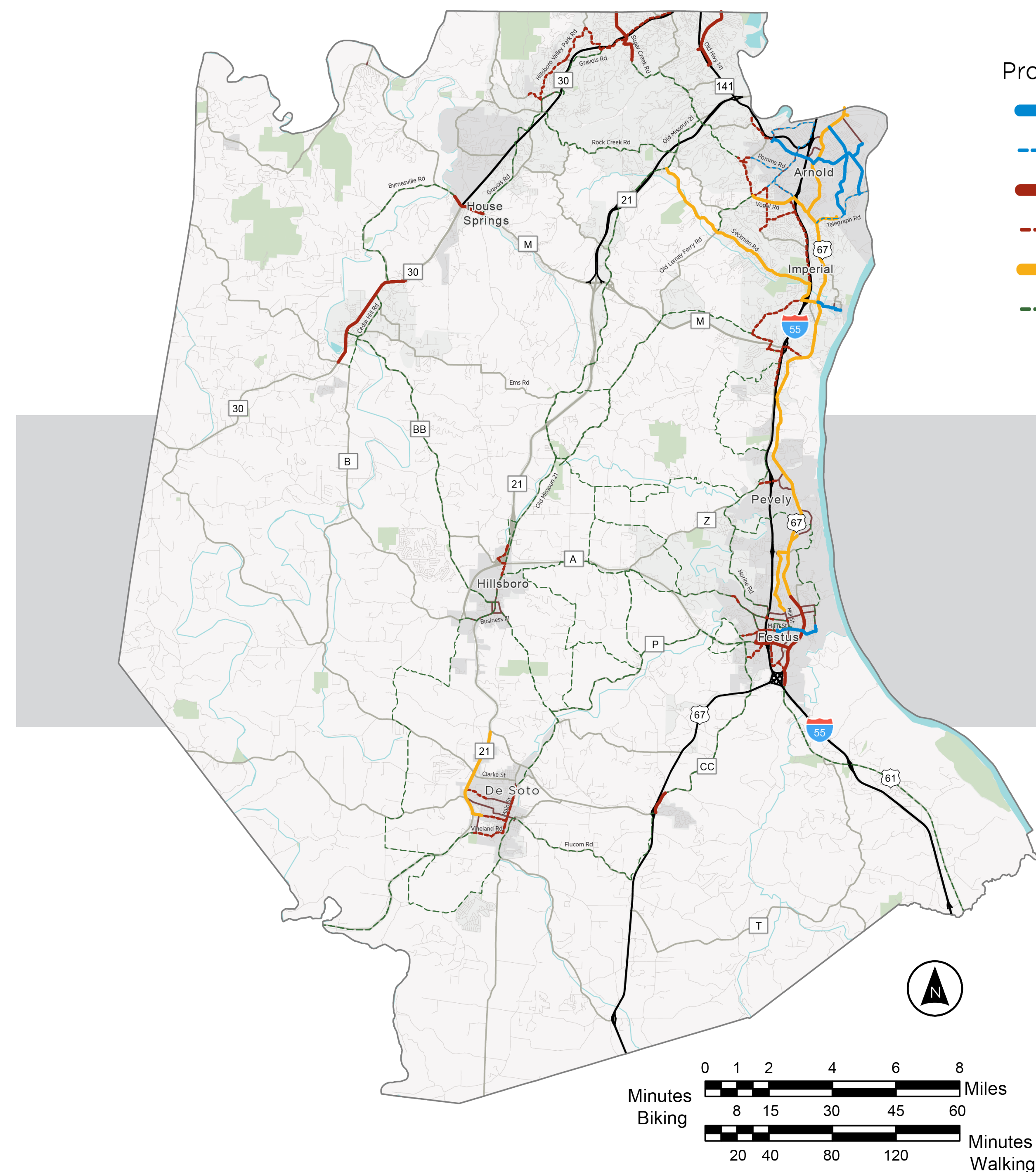


## DEDICATED FACILITIES

These facilities make up the envisioned network for walking and biking in Jefferson County.

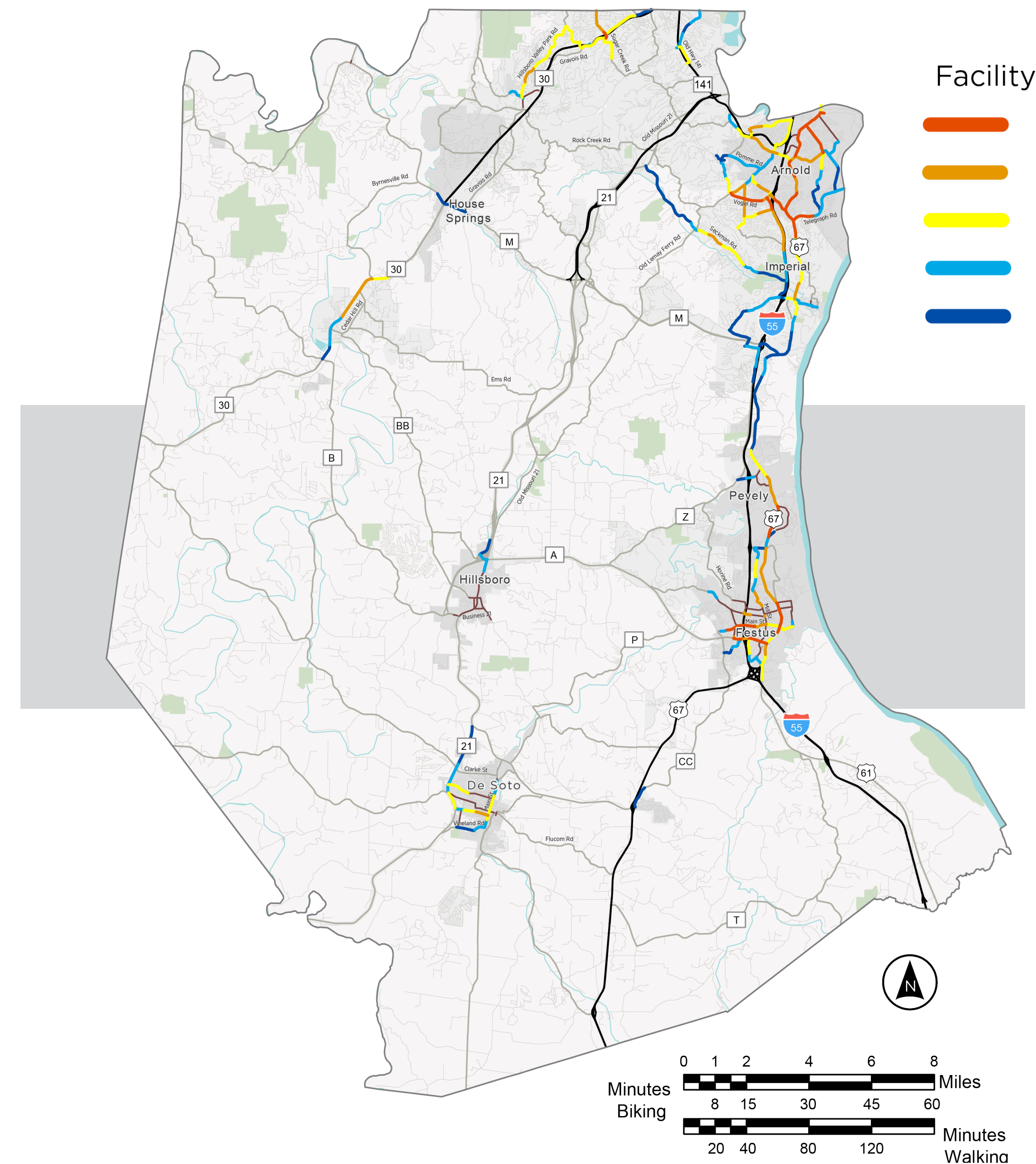


# Facility Scoring Results



## DEDICATED FACILITIES + SIGNED BIKE ROUTES

These facilities make up the envisioned network for walking and biking in Jefferson County.



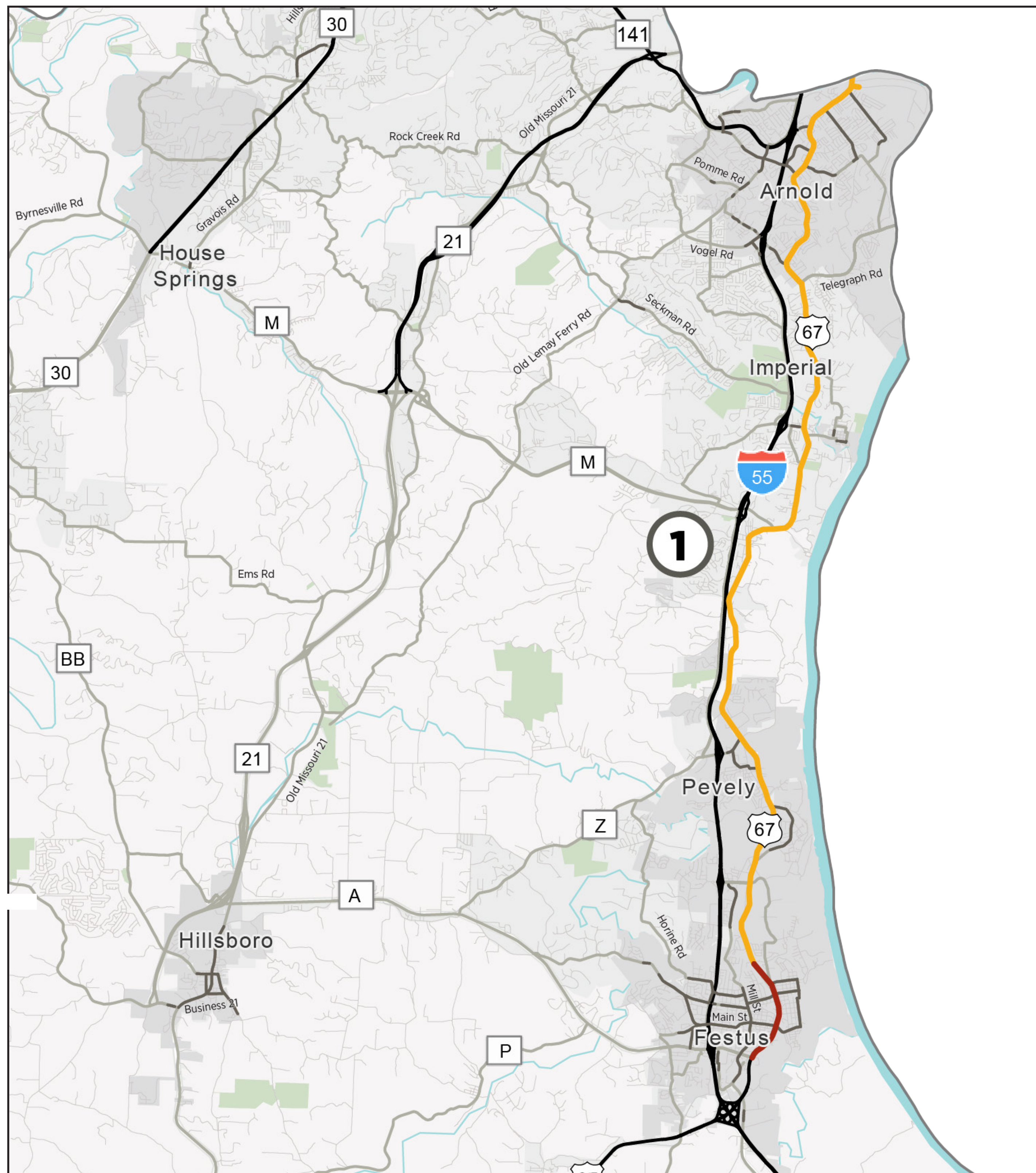
## VALUE SCORING

Very High facilities score well in all categories. Low and Very Low scores may still be important for connecting the walking and biking network and other considerations.



# Potential Routes for High Scoring Facilities

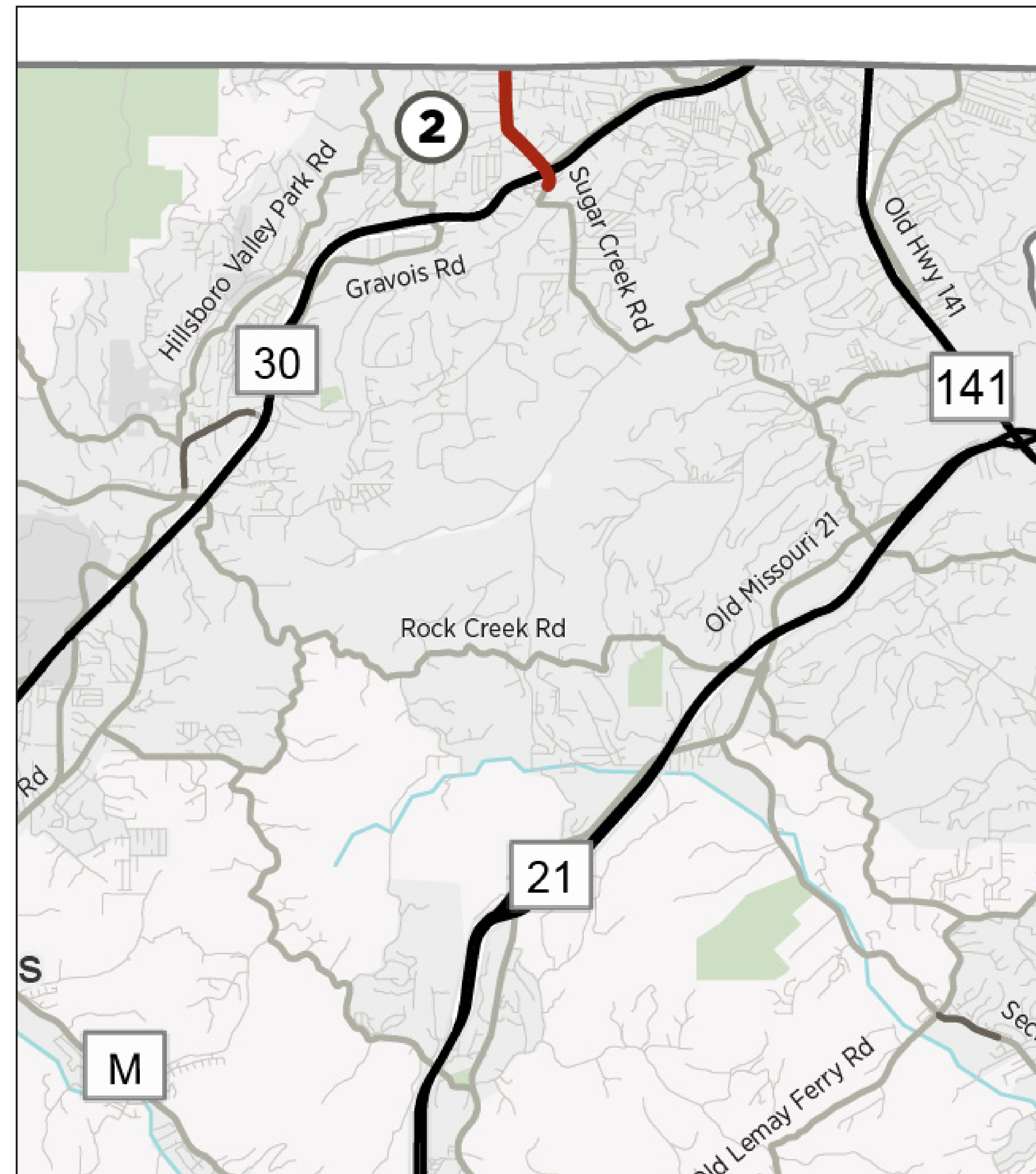
## 1. US 61/67 PROJECT



Shared-use path along US 61/67 from Arnold to Festus. Partner with MoDOT and Cities of Arnold, Pevely, Festus, and implement in multiple phases.

**COST: \$\$\$\$**

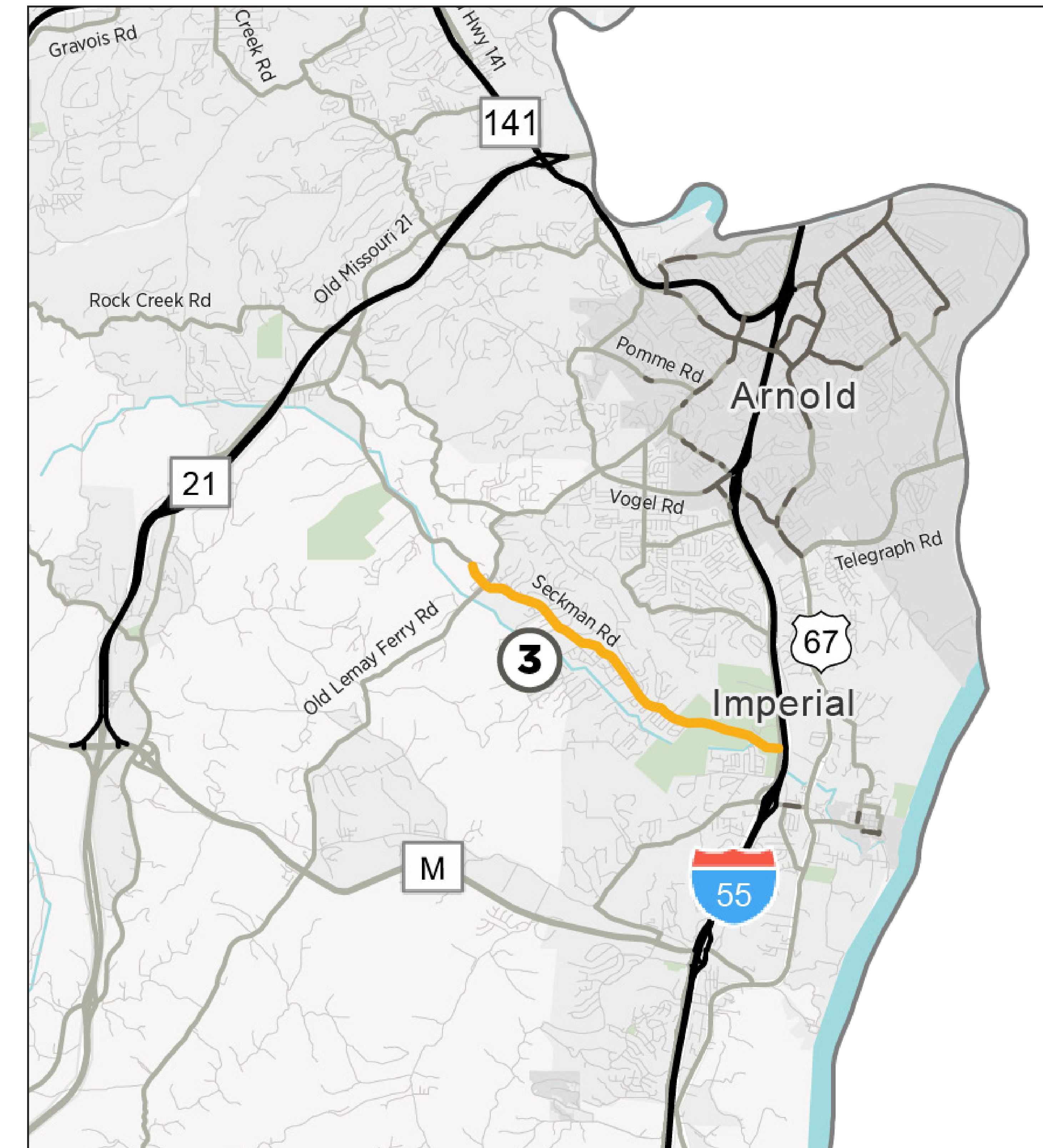
## 2. NEW SUGAR CREEK ROAD



Sidewalks and enhanced crossings on New Sugar Creek Rd from County Line to MO 30.

**COST: \$**

## 3. SECKMAN ROAD



Shared-use path along Seckman Rd from Outer Rd to Old Lemay Ferry Rd.

**COST: \$\$**



# Implementation

## Potential Funding Programs

### Safe Streets and Roads for All (SS4A)

Federal grant for projects that improve safety for all road users.

- Two types of grants:
  - Planning and Demonstration
  - Implementation



### Transportation Alternatives Program (TAP)

- Federally grant to support walking and biking
- Applications submitted to East-West Gateway (EWG)
- Projects identified in a plan (like the Walk Bike Plan) score well

### MoDOT Cost-Share Program

- 50/50 cost-share program with state and local funds

## Funding and Implementation Partnerships

### MoDOT

Many proposed projects are along MoDOT-controlled roadways, and joint funding opportunities with MoDOT exist for implementation.

### Great Rivers Greenway (GRG)

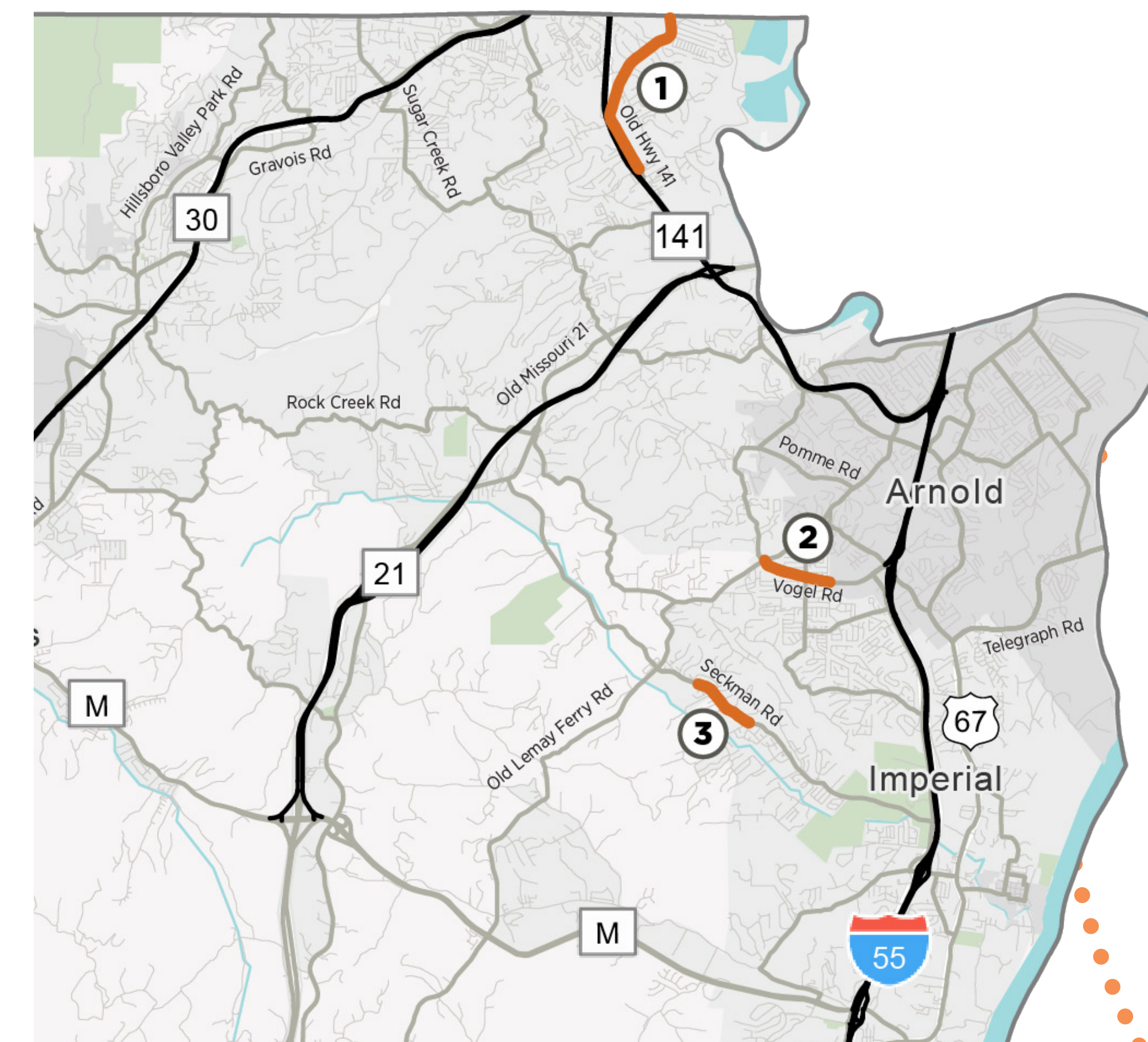
GRG helps to fund and construct trails in the St. Louis metro area. If Jefferson County joins GRG, it has access to GRG resources.

## SS4A Demonstration Grant Application Submitted (2024 Cycle)

### What is the SS4A Demonstration Grant?

- Temporary Safety Improvements
  - Low Cost, Removable Materials
- Proof-of-concept:
  - Test a Strategy
  - Measure Potential Benefits
- Inform Further Implementation

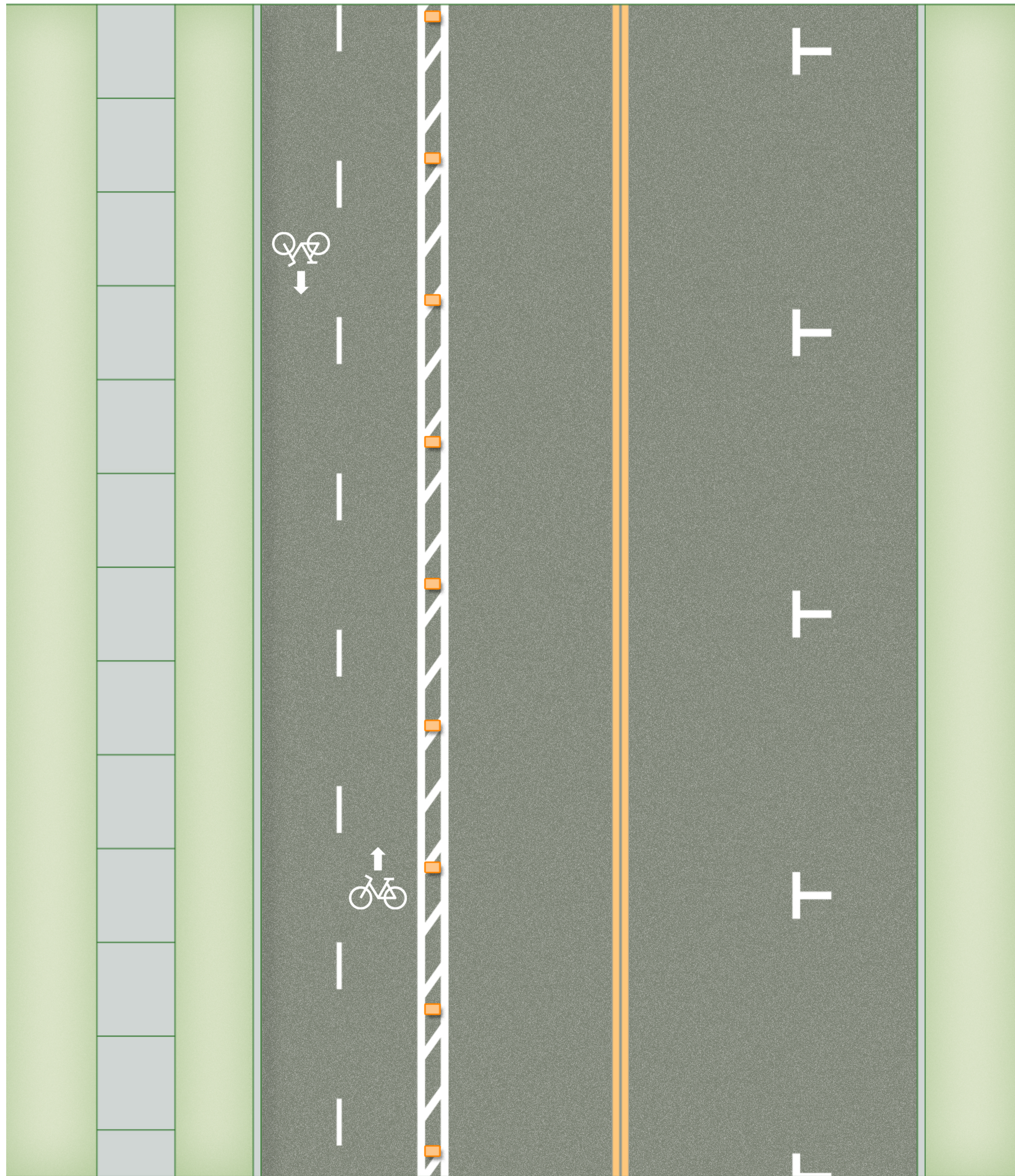
### Jefferson County's Application Focuses on Streets Identified Early in Project Prioritization:



- ① Old Highway 141; Fiedler Ln to County Line
- ② Vogel Rd; Old Lemay Ferry Rd to Arnold City Limits
- ③ Seckman Rd; Frisco Hill Rd to Seckman High School



# Design Elements



## MATERIALS

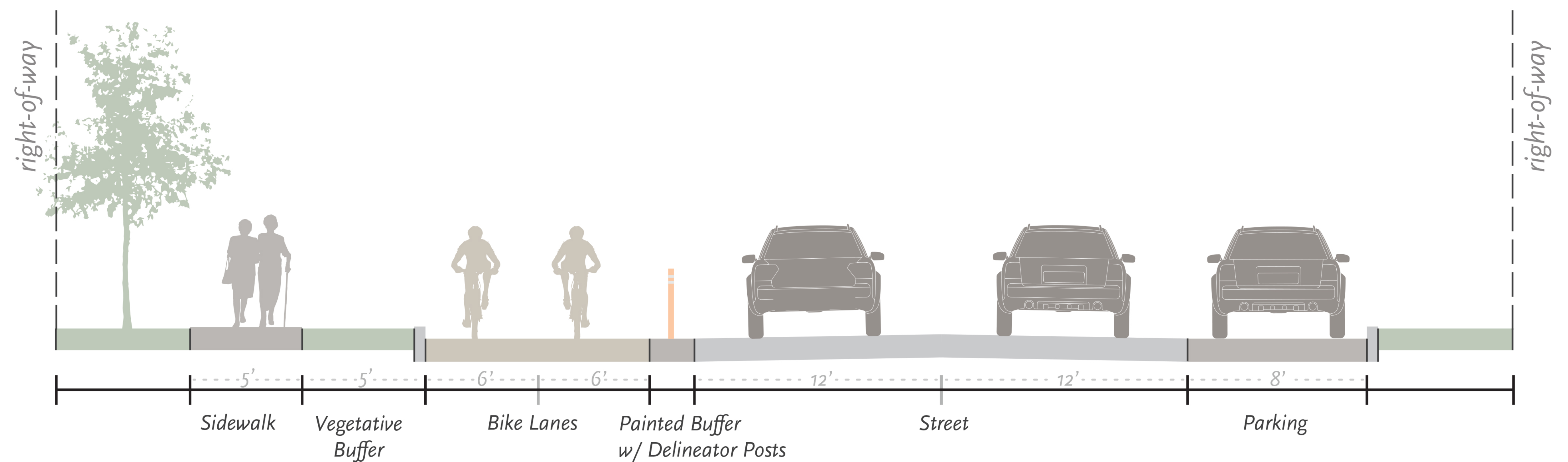
Contrasting materials and/or pavement colors should be considered for additional safety and user awareness. These facilities can be comfortable and safe for users, however available space and adequate topography might be limited to implement shared use paths. Traffic signs raising awareness of bicyclists sharing the road with vehicular traffic should be placed preferable every half mile minimum.

## AMENITIES

Plantings adjacent to the sidewalk add comfort for users, mitigate high temperatures during summer month and provide traffic calming effects. In areas where nice vistas of the county can be enjoyed and where topography and ROW conditions allow, benches and other facilities for resting could be added to the side off the road. Additionally, 8 ft parking spaces can be incorporated alongside the road, providing convenient access while maintaining the balance between pedestrian-friendly environments and vehicular needs.

## OPERATIONS AND MAINTENANCE

These bike facilities enable the most use, if they are kept clean from any debris and gravel throughout the year and specifically snow and ice during winter month.





# Pop-Up Feedback



**LET US KNOW WHAT YOU THINK!**

## **QUESTION #1:**

**Would you be comfortable walking or biking on this facility?**

## **QUESTION #2:**

**Do you prefer using this space as shown today, or for its regular use?**