



Community Engagement Summary

October 2024



01

Community Engagement Summary

INTRODUCTION

Community engagement is a critical component of this Plan. A variety of community engagement events were held throughout 2024, including public open houses, hosting booths at festivals and community events, advisory and stakeholder group meetings, and walking and biking audits. Summaries of these engagement activities are listed in this chapter in chronological order.



ENGAGEMENT EVENTS

Advisory Group Meeting #1

The goal of the Advisory Group was to convene a group of Jefferson County officials and regional leaders to hear an overview of the Walk Bike Planning process and to identify walking and biking trends and needs in the county prior to broader public engagement. The first Advisory Group meeting on April 23, 2024 helped to set general principles to follow during the planning and engagement process. Multiple advisory team members are active bike enthusiasts and were able to share the existing momentum around biking in Jefferson County. Specific organizations devoted to advancing cycling are Living Life on Two Wheels, and the Tuesday Night Ride. Energized participants for both of these groups were active on the advisory team, providing significant insight to specific routes and biking needs.

MEETING SUMMARY

The Jefferson County Walk Bike Master Plan is in its early stages, with existing conditions analysis ongoing and early public engagement beginning. The purpose of this advisory group meeting was to bring together a group of Jefferson County residents to hear an overview of the Walk Bike Planning Process and to identify walking and biking trends and needs in the county prior to broad public engagement. The key outcome of this meeting is to set general principles to follow during the planning and engagement process.

During the presentation, Advisory Committee members were polled on their impressions of walking and biking in Jefferson County. Half of the group indicated that they rarely walk or bike, 25% indicated that they walk or bike daily, and the other 25% either weekly or monthly. These results show that the Advisory Committee includes two key perspectives. The first comes from those who currently walk or bike often and have the understanding that comes with experience. Equally important is from those who do not currently walk or bike often and can speak to current barriers to entry that the plan can address.

Attendees were also polled on the top outcomes of a walkable and bikeable community. The group's top three outcomes were:

- safety benefits,
- improved quality of life, and
- enhanced local connectivity.

After the presentation, members were split into three small groups to discuss guiding questions and map key destinations, trouble areas, and other comments. The six guiding questions are in bold below, with a synopsis of discussion and responses to each question. This synopsis also incorporates discussion and comments during the mapping component of the meeting.

Of note, discussions among meeting attendees were generally more focused on biking than on walking. One group recognized that they have a stronger interest in biking and that an emphasis on walking and running will need to be made as well.

1. What is good about walking and biking in Jefferson County?

Many expressed positivity with Jefferson County's scenery, and hope that expanded walking and biking opportunities will let residents enjoy natural beauty more, as well as increase tourism to the county from other residents who come into Jefferson County to walk or bike.

There was also a sense of positivity surrounding the biking culture, in which attendees felt that there is a supportive community for biking.

There is a strong group bike ride culture in Jefferson County. These group rides also offer educational opportunities for riders and bike awareness for vehicles on the road, creating a "safety in numbers" effect and helping to change the cultural mindset that tends to favor cars and drivers over people walking and biking.

2a. Top reasons for walking and biking.

Most emphasis on why attendees like to walk and bike were related to recreational purposes, and as a way to exercise, stay healthy, and enjoy the outdoors and the natural scenery that Jefferson County offers, all at the same time.

2b. Top reasons for not walking and biking.

Some challenges and obstacles that attendees identified that may cause difficulty in expanding biking and walking in Jefferson County include the lack of a political will to expand walking and



Advisory Team Meeting #1 on April 23, 2024

biking facilities (“car culture”), high speed traffic, hills and elevation changes, lack of biking and walking facilities (including shoulders), maintenance burden that new infrastructure presents, and funding challenges.

Based on top reasons for and against walking and biking, this suggests that attendees recognize that walking and biking in Jefferson County is more recreational-based and is not as conducive to using walking and biking as a form of transportation and a means to get around.

3. Think about another place where you enjoy walking and biking. What did you like about it?

Here the groups provided a diversity of responses, mostly related to biking. Some prefer areas outside of the county that are flatter for biking, while others want an expansion of mountain biking opportunities to take advantage of Jefferson County’s signature terrain.

Bentonville and Fayetteville, AR were frequently mentioned as admirable places for walking and biking. They noted that these places have well-funded and well-connected walking and biking networks, with high levels of biking activity and community and driver awareness. In these places, there is special care towards incorporating walking and biking into new development and utilizing “fringe” spaces to enhance the network.

4. What/Where are the biggest opportunities for improvement in our walking and biking network?

Future opportunities that were noted included a desire for improved facilities along the Mississippi River/MRT, joining the Great Rivers Greenway district, and supporting biking and walking within and around downtowns.

Generally, connectivity was a major desire among attendees. There was also support for a change in development patterns and policies to support making destinations closer together and more reachable on foot or bike.

Utilizing underutilized spaces was a point discussed at length, especially seeking the opportunity to use the space between developments as trail connections. In addition, requiring or encouraging developers to include paths in their developments can help to facilitate this future aspiration of better connecting different developments.

5. What do you believe is your community’s current comfort level when biking/walking in Jefferson County?

There are varied levels of comfortability, but a general trend was that most people do not feel very comfortable walking and biking with current infrastructure, except for “regulars” who have pre-planned routes and bike often. Lack of wayfinding is also a barrier to entry for people who might be interested in walking or biking more.

6. What is the vision for walking and biking in Jefferson County 5 or more years into the future?

A significant connectivity desire that attendees noted are safe routes to schools, to support safe walking and biking to school for children, as well as getting kids to walk and bike more by making it more comfortable for families to walk and bike together with safer infrastructure. This would promote walking and biking to kids and “start them young” in a desire to expand walking and biking to more people, increase awareness, and ultimately change the car-oriented cultural mindset.

Connecting to other key community destinations was a focal point, such as Don Robinson State Park, Raintree Plantation, Jefferson College, De Soto Athletic Complex, wineries, parks, and schools.

It became apparent through the mapping exercise that people want most population centers throughout the county connected via a trail system to support intercity walking and biking. Collector streets and old MoDOT routes were identified as good candidates for improved bike and pedestrian infrastructure to improve these desired inter-city connections.

There is also a desire for inter-county connectivity – not just connecting destinations and population centers within the county, but also connecting to St. Louis County and other surrounding counties.

In sum, a connective network within communities to schools and other important destinations are also connected to each other via a network that connects population centers within the county. This desired larger county network is then connected to existing and future networks in neighboring counties.

Kimmswick Strawberry Festival

The project team hosted a table at the Kimmswick Strawberry Festival on June 1, 2024. The goal was to raise awareness for the project and publicize the project website. Additionally, the project team sought low-touch feedback as attendees walked the festival grounds. Popping up within the community is a key component of this plan’s engagement strategy. This strategy focused on meeting people where they are in addition to hosting traditional open house meetings and focus groups.



Kimmswick Strawberry Festival on June 1, 2024

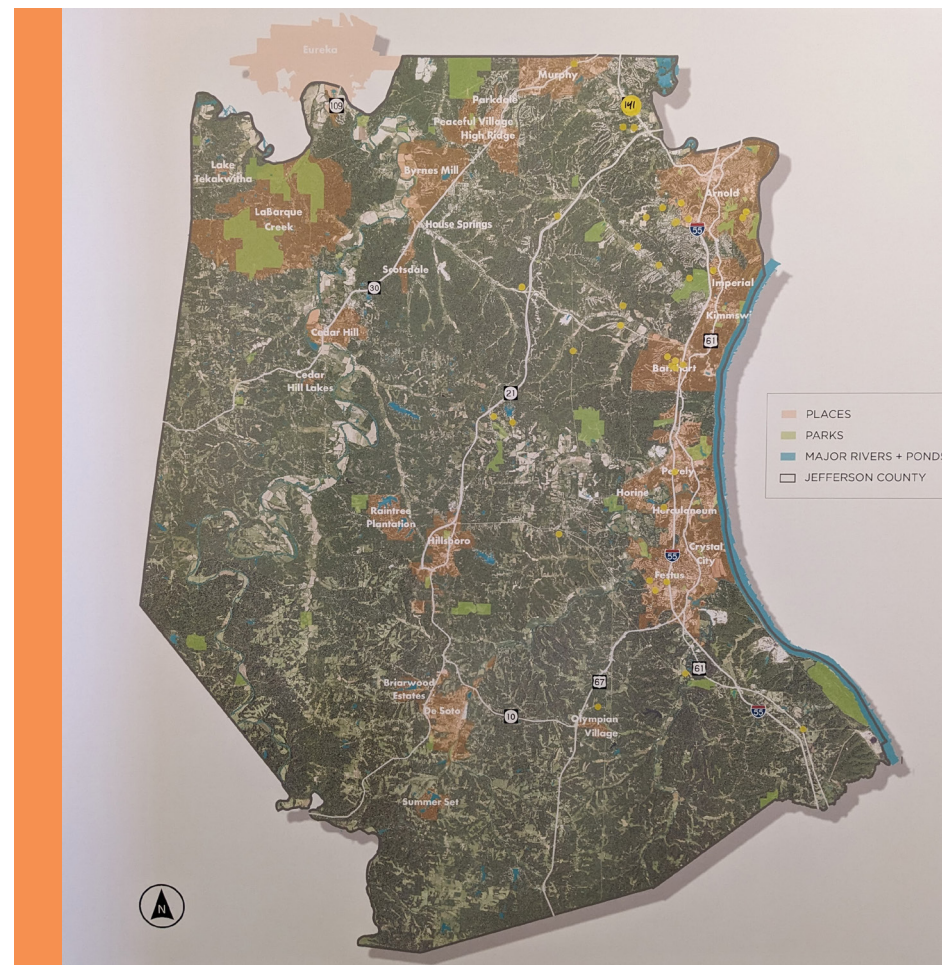
Public Open House #1

The first Walk Bike Jefferson County Open House was held on June 6th, 2024, at Antonia Middle School. The self-guided presentation focused on introducing the project and outlining the existing condition. Attendees were also encouraged to provide their feedback by sketching these ideas on map details and filling out a comment form. There were 40 attendees, representing a variety of ages and experiences, from all over Jefferson County. Most attendees expressed a positive interest in developing Jefferson County's walking and biking network and shared their experiences on the street, and numerous contributed their ideas for on-street and off-street connections they would like to see.

MEETING SUMMARY

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.

There were 40 signed-in attendees of the Open House. These attendees mostly visited from The North and East parts of the County, especially Arnold, Barnhart and nearby areas (see yellow dots added by attendees below).



Public Open House #1 at Antonia Middle Schools on June 6, 2024

Attendees reviewed boards at their own pace with Walk Bike Jefferson County staff present to discuss if desired. The boards focused on project scope and schedule, typical sections for walking and biking in urban, suburban and rural contexts, and characteristics for roadways included in the study area. Many attendees inquired about plans to build bicycle and pedestrian infrastructure ("what," "where," "when"). The project team reinforced that the draft plan is yet to come, and that public engagement throughout the summer would inform these priorities.

COMMUNITY FEEDBACK VIA SUBAREA MAPS

After reviewing the project status, attendees were asked to note down their insights, hopes and concerns by drawing on four subarea maps. This activity led to fruitful discussion among attendees and staff and produced more than 60 written and drawn suggestions on the subarea maps. Images of the marked maps are provided at the end of this document.

Here is a selection of feedback provided on subarea maps:

- Improved bicycle and pedestrian infrastructure along US 61 – Arnold to Festus
- Use of "Old Numbered" routes (e.g., Old MO 21) as cross-county bike routes
- Trail connections to St Louis County, along the Mississippi River or from Arnold
- Upgrading pedestrian facilities in neighborhoods near schools, such as along Miller Rd to Simpson Elementary School
- A trail following Rock Creek from MO 21 to Mastodon State Park
- Identification of safety trouble spots, especially crossing major roadways (e.g., MO 30 at W/ MM, 141 at 13st Street)

After the Open House was complete, the project team reviewed the suggestions on project maps and added them to the project's spatial feedback application, map.social. Adding Open House feedback to this platform allows for public viewing and comment on these ideas throughout the project, as well as easier download of final public comment as the plan reaches completion.

COMMENT FORMS

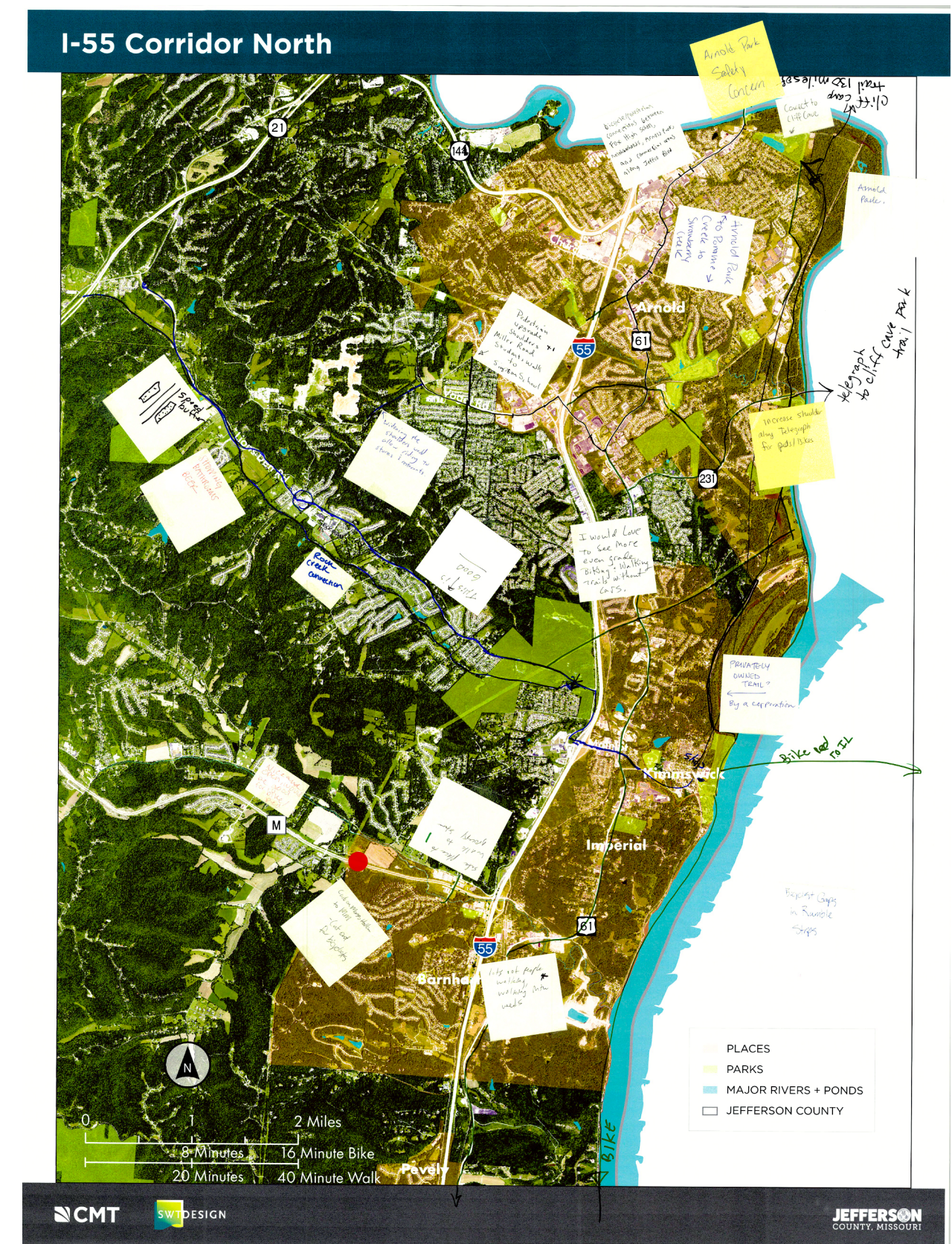
Of the 40 attendees, 12 left anonymous feedback on the provided comment forms. These forms expressed nearly unanimous positivity for the project status, goals and direction. Many written comments expressed the urgency for facilities to be built.

Table 1: Count of Responses by Agree -- Disagree

Prompt	Strongly Agree	Agree	Disagree	Strongly Disagree
More people walking and biking is good for the health of Jefferson County residents.	12	0	0	0
More people walking and biking is good for businesses.	11	1	0	0
Walking and biking are good for more than just exercise.	11	1	0	0
The project is helping create a safer environment for people in Jefferson County.	12	0	0	0

A top concern expressed was safety, both as a motivator for the project and an impact on quality of life today. Respondents mentioned a desire for safe options to get out more, reach new activities, and even run errands without a car. Some placed special emphasis on safety for their children as well as themselves. Opinion was split on infrastructure quality. A few mentioned that they would be ok with “just something,” like shoulders and simple sidewalks, while others were willing to pay to get premium infrastructure quality.

The top concerns listed were related to funding, though two mentioned that expensive but effective infrastructure is worth it to them. One respondent mentioned risks related to implementation follow-through (“giving up the fight”), and another said that people might not support projects that get in the way of driving.



Festus & Herculaneum



High Ridge, House Springs & Cedar Hill



Hillsboro & De Soto



CMT

SW DESIGN

JEFFERSON
COUNTY, MISSOURI

Bike-Walk Audits

The project team and members of the advisory group identified several different locations throughout Jefferson County to walk and bike along, to immerse themselves in the built environment and experience what it was like to walk and bike in Jefferson County.

Audit participants were divided into two groups. Each group met for introductions and to review the schedule, audit guides, maps, and safety before embarking on the audits. The following are summaries from those two groups.

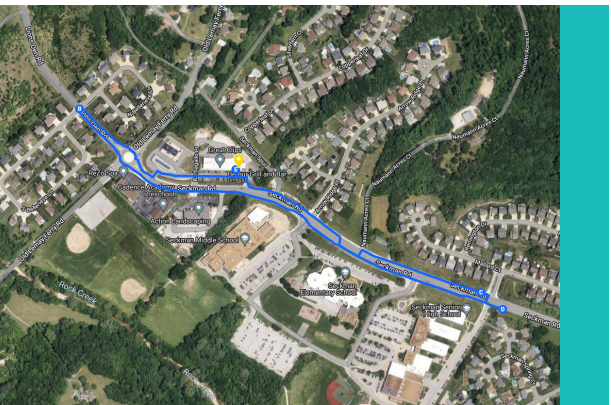


Bike-Walk Audit pictures from June 2024

GROUP 1

WALK AUDIT LOCATION B: DETOUR BAR & GRILL\IMPERIAL

- Pedestrian routes were designed with routes to and from school in mind. Facilities are limited for walking trips that do not follow this pattern. Multiple pedestrians observed walking on side with no sidewalk.
- Sidewalk provided flips between the north and the south sides of the road, forcing pedestrians to cross the street, potentially more than once, to remain on a sidewalk, with a sidewalk on only one side of the street at parts. Not all intersection crossings are signalized, striped, or timed for pedestrian activity.
- Pavement footprint throughout the area remained with striping to reduce the lane width. The feel of a large roadway remained.
- Split lanes of traffic in roundabout after improvements. The roundabout does not accommodate a north side crossing; in all cases, pedestrians may find it hard to follow where cars are coming from with multiple simultaneous traffic movements.
- Some drivers did not stop for pedestrians at active RRFB crosswalks, even as we were all wearing vests and looked "official."
- Presence of uncontrolled slip lanes at signalized intersections after improvements. Given observed driver behavior above, slip lanes causes discomfort and a vehicle-first feel for some movements at improved intersections.
- The rapid flashing beacon at the north side of Seckman at Detour Bar and Grill was removed after the update of this project due to being struck by a vehicle.
- This same midblock crossing had poor driver compliance yielding ROW to pedestrians crossing, even those wearing traffic safety vests.
- Debris buildup on sidewalks, especially at curb ramps, has already occurred despite the recent improvements.
- Sidewalks were not buffered; it seemed as though roadway ROW was available to add this allow for this buffer.



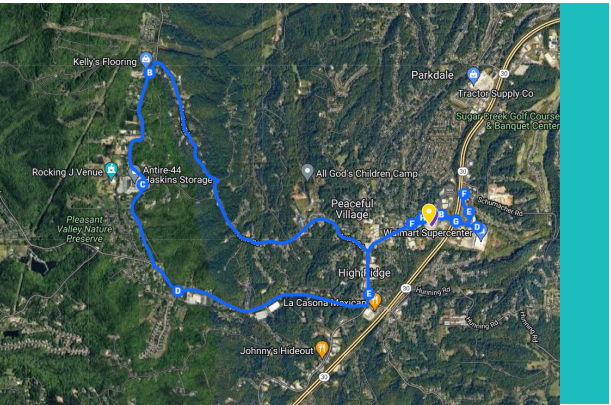
- ✓ Walk Audit Location B
- A Detour Grill and Bar
 - B 5303 N Bellerieve Ln, Imperial, MO 63052, USA
 - C 2806 Mallard Ct, Imperial, MO 63052, USA
 - D 101 Seckman Spring Cir, Imperial, MO 63052, U...
 - E Detour Grill and Bar



Group 1 on a walk audit on June 18, 2024

BIKE AUDIT LOCATION A: ALDI PARKING LOT\HIGH RIDGE

- Opportunity for connections from grocery stores and other essential places to low income housing on Antire Rd and High Ridge Blvd. Pedestrians and cyclists were seen going to and from the low income housing and on the opposite side of the road from the shared use path.
- SUP on one side of the street; observed people walking and biking on the north side shoulder with no sidewalk or SUP. People tend to take the shortest/least resistance path to walk to their destinations; auditors noted that people aren't likely to cross a street twice to use a sidewalk if their destination is on the north side. People need options!
- Very hilly terrain on PP and Antire would significantly hinder the value of bike infrastructure there. Topography should factor into value judgment of potential projects.



- ✓ Bike Audit Location A
- A 2797 High Ridge Blvd, High Ridge, MO 6304...
 - B 2305 Little Antire Rd, High Ridge, MO 63049,...
 - C 6600 Nollman Rd, High Ridge, MO 63049, USA
 - D 6355 Missouri PP, High Ridge, MO 63049, U...
 - E 3106 Park Rd, High Ridge, MO 63049, USA
 - F 2797 High Ridge Blvd, High Ridge, MO 6304...



Group 1 on a bike audit on June 18, 2024

WALK AUDIT LOCATION A: ALDI PARKING LOT\HIGH RIDGE


- Crossing 30 was a challenge with lights in the middle of the intersection and not on the sides for pedestrian accommodations and visibility.
- Green light time for crossing 30 was not enough time for pedestrians cross; long wait time between cycles; sometimes no green through light if no vehicles waiting to go straight across 30.
- Current pattern of traffic signals make sit unclear when a pedestrian could safely. Pedestrians may be stranded in the median for one light cycle. On a highway with 60 mph speed limit, this poses stress and danger to pedestrians.
- Pedestrian accommodations vary throughout this section and are discontinuous to get to all areas. Shared Use Path terminates on the eastbound approach to 30 on High Ridge Blvd as turn lanes are added. On the East side of the intersection, sidewalks exist on both sides, but there is a gap in the sidewalk between the shopping center and the intersection.
- Change of maintenance jurisdiction provides for different street experience – privately maintained sections are more overgrown and don’t even provide space to walk along the grass on the side of the road.
- At the intersection of High Ridge Commons Pkwy and Ridge Point Dr, there is a 4-way stop with multilane approaches from 3 sides. It seemed that drivers and pedestrians alike were confused by how to safely proceed through the intersection.
- At High Ridge Commons and Schumacher, no access management between street and private parking lots, just fully open.
- Sidewalks deviate around drain holes without markings to warn pedestrians.



✓ Walk Audit Location A

- A 2787 High Ridge Blvd, High Ridge, MO 6304...
- B 1688 Old Gravois Road, High Ridge, MO 630...
- C 2699 Gravois Rd, High Ridge, MO 63049, USA
- D 113 High Ridge Blvd, High Ridge, MO 63049,...
- E 2661-2673 Gravois Rd, High Ridge, MO 6304...
- F 2610 Gravois Rd, High Ridge, MO 63049, USA
- G 2701 Ridge Point Dr, High Ridge, MO 63049, ...
- H 2787 High Ridge Blvd, High Ridge, MO 6304...



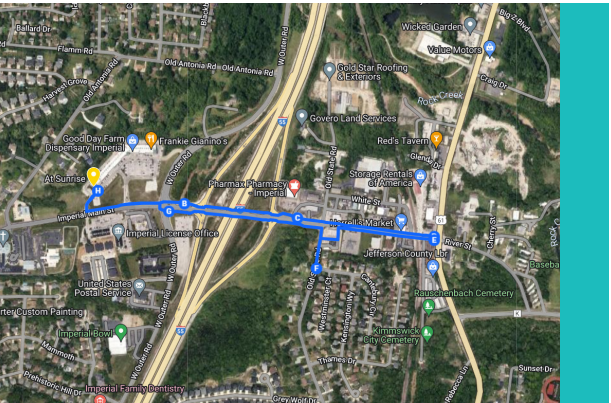


Group 1 on a walk audit in High Ridge on June 18, 2024

GROUP 2

WALK AUDIT LOCATION C: AT SUNRISE PARKING LOT\IMPERIAL

- The schools, healthcare, convenience all within this area but hardly any pedestrian accommodation.
- Intersections near I-55 had pedestrian signals but with no sidewalk and faded striping. No indication that pedestrians would be here.
- Going from I-55 into downtown Imperial does not have any pedestrian scale wayfinding or gateway.
- Many access points for businesses with multiple entrances.
- Heavy industrial traffic with concrete, trash, and semi-trucks. Businesses that have been here for many years.
- Varying lane widths throughout this corridor. Opportunity to standardize this.
- Inconsistent light pole placement throughout the downtown.
- Opportunity for festival goers to park in Imperial to travel to Kimmswick.



Walk Audit Location C

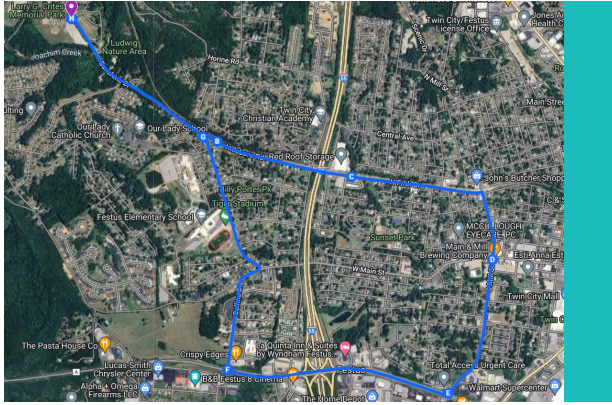
- A At Sunrise
- B A-Plus Builds, Old Antonia Road, Imperial, MO
- C 1254 Imperial Main St, Imperial, MO 63052, ...
- D 1001a Imperial Main, Imperial, MO 63052, U...
- E 1001a Imperial Main, Imperial, MO 63052, U...
- F 6009 Old State Rd, Imperial, MO 63052, USA
- G 1490 Imperial Main St, Imperial, MO 63052, ...
- H At Sunrise












Group 2 on a walk audit on June 18, 2024







BIKE AUDIT LOCATION C: LARRY G CRITES MEMORIAL PARK PARKING LOT/FESTUS

- Opportunity for bike and pedestrian scale wayfinding into the downtown festus area.
- Crossing I-55 gives no direction to bikes and pedestrians on how to cross. The single point urban interchange leads one to follow with the through traffic but there are no pedestrian signals to tell if the left turn movements and free right turn movements will be going when the light changes.
- Access management standards could be beneficial in this area too. Many businesses had multiple entrance/exit points on the same road.
- Connections between city, county, and MoDOT owned roads with consistency could be beneficial.



 Bike Audit C

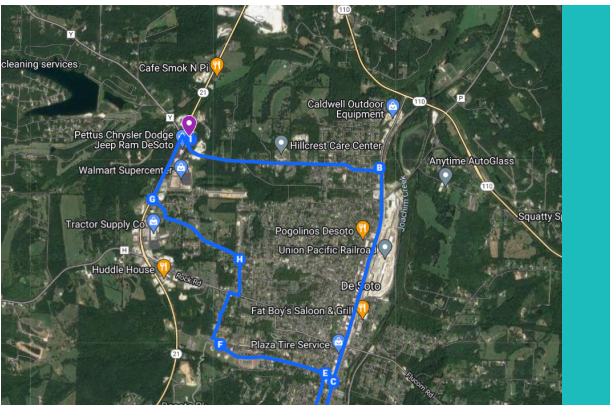
-  Larry G. Crites Memorial Park, Old State Hig...
-  Point 1
-  City of Festus - Public Works, North Fifth Str...
-  Main & Mill Brewing Company, East Main Str...
-  408 Brothers Ave, Festus, MO 63028, USA
-  2521 Veterans Blvd, Festus, MO 63028, USA
-  607 Sunshine Dr, Festus, MO 63028, USA
-  Larry G. Crites Memorial Park, Old State Hig...

Group 2 on a bike audit on June 18, 2024

BIKE AUDIT LOCATION D: JEFFERSON SQUARE PARKING LOT/
DE SOTO

- Opportunities for pedestrian scale wayfinding,
- City is on a grid system, which is great for accommodating choice of travel.
- Angled parking spaces in the downtown area present a risk for bikers with back out parking and not staying visible
- The downtown area provides wide lanes and vehicles seem to expect bikers to move over to the parking area.
- Trail connections provide a stress-free option between the schools.
- Business 21 is a barrier between residents on the west wanting to go west into De Soto with a majority of businesses and essential stores being on the east side of business 21. The shared use path is helpful.
- Sediment tends to accumulate in driveway crossing areas.



✓	Bike Audit D
^	
A	Elks Lodge 689
B	D & J Quality Cars Inc., North Main Street, D...
C	Hopson Lumber Company, South Main Stree...
D	303 Vineland School Rd, De Soto, MO 63020...
E	900 2nd St, De Soto, MO 63020, USA
F	729 Amvets Dr, De Soto, MO 63020, USA
G	12878 MO-21 #10, De Soto, MO 63020, USA
H	200 Easton St, De Soto, MO 63020, USA
I	Elks Lodge 689



Group 2 on a bike audit in De Soto on June 18, 2024

Stakeholder Group Meeting

The project team sought targeted input from several groups with unique needs and perspectives regarding walking and biking. Five stakeholder meetings were held, and included representatives from:

- The elderly and people with disabilities
- Young people
- Tourism, economic development, and local businesses
- Local government agencies
- The local bicycling community

SUMMARY OF STAKEHOLDER GROUP DISCUSSIONS

As an important component of the comprehensive engagement strategy supporting Walk Bike Jefferson County, the project team held a series of stakeholder focus group meetings. We connected separately with stakeholders representing key groups in the County: the elderly and people with disabilities, young people, tourism and economic development representatives, local government officials, and members of the bicycling community in Jefferson County. These targeted discussions ensure that key groups' unique and important perspectives are present in the plan.

Each of these groups met virtually to hear a short project update and engage in a guided discussion on the unique needs, perspectives, and challenges for the groups they represent. These discussions took place on July 16th and 17th, 2024. What follows is a summary of each group's discussion in paragraph form and a bullet list of detailed comments heard from participants during that discussion.

Elderly and People Living with Disabilities

This discussion focused on the mobility experience of the elderly and those living with disabilities. Stakeholders from AARP, the Disability Resource Association, and Aging Ahead participated.

Access to transit stations is a key takeaway from this meeting, with last-mile connections being a real challenge, and the deviated route pick-up options are in high demand and fill up quickly. The need to connect to Metro in St Louis County is prevalent. Consideration for people who are homebound simply due to a lack of transportation is needed, including for their caregivers, who are generally able-bodied people who can walk and bike places but are also homebound due to caring for someone else who is homebound. Specific locations like senior apartments near the DRA office and a dollar store on the other side of 61/67 have places where seniors and people in wheelchairs are crossing 61/67 without any traffic control.

Seniors who bike as part of AARP's program stick to off-street trails, and crossings at major roadways for trails are an issue. Where sidewalks do exist, they sometimes do not complete an accessible crossing through an intersection, or do not connect to practical destinations, just a different residential neighborhood. Intergenerational considerations for walking and biking should

be made, such as connecting an independent living facility with a playground, so grandparents can walk or bike with grandchildren to areas that children enjoy.

- People like the less urban, more local feel of Jefferson County compared to St Louis County. People feel like it's cheaper than St Louis County.
- People aging in place on a fixed income may experience economic hardship with an aging housing stock and accompanying unexpected costs.
- Jefferson County is beautiful and has unique geography. This is one of its greater strengths.
- Small businesses tie into walkability. If more people can walk there, small businesses may be better supported.
- People want to get out of the city to experience less crime and more open area.
- Audible pedestrian crossing signals are very helpful for low vision people getting around.
- Some people who are homebound are only homebound due to a lack of car transportation. If there's a safe way to walk to the store or pharmacy, some homebound people would be able to do that.
- JeffCo Express (OATS) has people who rely on it for doctor appointments or employment, so getting to those bus stops is important to have good walkways.
- A loop runs from De Soto all the way through Hillsboro, Festus up to the Arnold area and makes a loop two or three times a day.
- In Arnold, JeffCo Express runs a route through the city several times a day. That route may be getting eliminated due to funding, but the other longer loop route should be there for a while.
- Last-mile connections to public transit and needing to connect to Metro in St Louis County is getting harder with route cuts in Fenton. They only go to hospitals.
- People often feel unprotected on certain sidewalks, which are sometimes inaccessible due to light poles positioned in the middle, making navigation difficult even for those temporarily using crutches.
- Distances between some municipalities and where people live is a challenge.
- JeffCo Express deviated routes with pickups are helpful, but limited spots fill up quickly, so if people can't book them in time, they have find a way to get to bus stops on their own.
- People aging who are no longer able to drive—or some who haven't had the opportunity to get a license or car—sometimes can't afford a vehicle to be able to drive.
- Some people drive only short distances (e.g. the doctor's office down the road) due to vision issues, limited reaction time, or discomfort being on the road for long periods.
- Caregivers could also utilize trips outside of a car; some are stuck because they are caring for their loved one, so they are homebound as well.
- There are decent sidewalks that end before connecting to destinations. They go nowhere, to another subdivision only, or end at the intersection with no crosswalk across streets.
- Outside the DRA office, senior apartments and family apartments are being built right across 61/67 from a dollar store. A man from the senior apartments in a wheelchair crosses the middle of 61/67 to get to the dollar store. It is scary watching him with cars speeding. No crosswalk, stoplight, or anything.
- House Springs Main Street has people in wheelchairs and electric wheelchairs going to stores, post office, banks, etc., wheeling in the road because there is no accessibility for them.

- AARP's strong cycling program uses only off-street trails and since there are no trails in Jefferson County must travel outside of the county. These cyclists don't even like it when they have to cross busy streets while on a trail.
- Some people come from Ste Genevieve County all the way to St Louis to use greenways. Missed opportunity for JeffCo. Need connections into St Louis County; greenways up there are great, but people need a way to get to them from JeffCo.
- A walkable, bikeable community is an intergenerational opportunity; grandparents caring for grandkids. Connecting an independent living center to a playground is a good idea.
- The MO 30 corridor feels forgotten. No sidewalks to Wicked Chicken, school, churches, retail, post office, Walmart.
- JeffCo Express used to have stops along the MO 30 corridor but not anymore.

Youth (Jefferson College)

This discussion invited stakeholders at K-12 school districts and local colleges to share the mobility experience of young people. Attendees from Jefferson College participated, and much of the discussion focused on Jefferson College Hillsboro campus.

Most students are not seen biking, and most walk within campus, but some walk into Hillsboro. There is a desire by staff to be more connected by walking to Hillsboro. Some students who live on campus, especially international students, do not have a vehicle, so they walk into town more or rely on rides or delivery services to reach destinations farther away, including Walmart and Festus. The general public who lives nearby sometimes come to walk around campus for recreation. A major concern is the overpass across MO 21 to go into Hillsboro, since some students walk across it, and some at night. The public is also seen walking and biking along the outer road. The bus shuttles are well-utilized now, and there is a desire for more buses.

- Hillsboro campus is 400 acres with a wooden trail that the general public comes to the campus to use. A vision to have a walk and bike trail as well.
- There is a nearby Farm Road that people walk on, and people who live nearby come to campus for recreational walking.
- An estimated 25% of students do not have a car (about 200 live on campus, about 3000-3500 total students).
- A few students are seen walking along the outer road to the gas station and McDonald's.
- It would be great if students could walk to Hillsboro destinations, restaurants, gas stations, etc.
- Students are seen walking around campus, but fewer venture out beyond campus.
- There are international students who don't have vehicles.
- Some students feel safe on campus but don't feel safe off campus.
- Most students who walk do so because they don't have a vehicle or a ride from someone else.
- Students get rides to destinations farther away, like Festus, Walmart, etc.
- Some use DoorDash because they don't have transportation to get very far.
- Some walk into town.

- Very few students bike, but some people who live in the nearby subdivisions bike on the outer road, and they sometimes come to walk around the track on campus or the farm road.
- Some students do use JeffCo Express/JC Transit.
- Students sometimes struggle with gas money or handling car breakdowns.
- The overpass over MO 21 to go into town is unsafe for people walking – busy and not much space to walk. Especially a concern at night and in the dark, after 5 pm athletes and students who work at McDonald's will be walking on the overpass in the dark.
- Most students come from Jefferson County (~80%).
- The shuttles are helpful right now, but they need more buses.
- No known bike parking is available on campus.
- Wide range of student ages, a lot of traditional 18-24, but also adult learners.
- Students come from all walks of life in terms of age, background, income, etc.
- Potential to access students through announcements email that is sent out.

Tourism and Economic Development

This discussion centered on how walking and biking can better support tourism and the local economy, and the current experience of tourists. Attendees included local Chamber of Commerce staff and Jefferson County Tourism, Growth, and Economic Development representatives.

There is a significant draw to Jefferson County, but not many walking or biking connections between the popular destinations or lodging accommodations. Increasing lodging and improving connections to festivals and wineries is a desire, and these destinations could be used as nodes in a future walking and biking network. Outside of the I-55 corridor, there aren't many lodging opportunities, and places like Hillsboro have tension between having lots to do nearby but no way of getting to those places by walking or biking. Hillsboro experiences an influx of people during business hours but empties out after hours, despite having several regional draws. Plans to generate and dedicate funds targeting tourism are in the works.

- It's difficult to reach many wineries and breweries by walking or biking.
- Businesses, scenery, and parks are among the great offerings in Jefferson County.
- Develop nodes first, then paths will follow.
- There is a question of how much the network should target tourists versus residents—both would benefit, as residents would have improved access and the ability to walk or bike comfortably, which would also attract tourists to popular destinations and scenic areas.
- The Mississippi River Trail along 61/67 is unsafe; people walk on the shoulder of the road.
- People want to access nearby destinations, like from a small neighborhood to a dollar store.
- The vision includes visitors coming to the county for wineries or festivals and being able to walk to stores or events from their Airbnb, whether for recreation or necessity.
- Hillsboro is often forgotten as it is in the middle of the county. As the county seat with Jefferson College, Hillsboro fills up during business hours but lacks safe walking or biking areas. There are several regional attractions within a 10-mile radius of Hillsboro, such as wineries, a covered bridge, a garden preserve, the fair, and the college, but it's difficult for people to explore the community. There are limited retail, shopping, and restaurant opportunities, and

the city struggles with resources due to many tax-exempt properties. Walking and biking connections near Hillsboro and De Soto are needed.

- There is a question of whether complete streets policies are on the books in Jefferson County cities—Arnold has one, but it seems others do not.
- A funding mechanism for tourism is in the conceptual stage, including a countywide room tax.
- There are many destinations but limited lodging accommodations outside the I-55 corridor. Adding cabins or hotels in Hillsboro would be beneficial. Connecting these nodes (wineries, Jefferson College, etc.) via walking and biking is desirable.
- Efforts are underway to prepare Jefferson County for future federal funding opportunities.
- People are seen walking on Highway 21 in De Soto, many of whom are hearing-impaired.
- A biking connection between MO 30 and 21 would be great.
- At Walther Park in De Soto, trucks pass by closely, and people get hit by car mirrors when walking along Veterans. Increased safety measures are needed.
- People walk along Highway Y to get to Dollar General.
- Main Street in High Ridge could be better linked to the outer road and Wicked Chicken.

Local Governments

This discussion was attended by city administrators and public works directors in Jefferson County's cities. This discussion included how projects should be prioritized when applying for federal grants and addressing jurisdictional boundaries. Consulting the Arnold plan will provide insight into where residents wanted recreational trails, and De Soto noted they are working towards a nature trail along the creek. Cities don't currently have a formal way of prioritizing projects, and most decisions are based on residents voicing concerns and desires at specific locations. Arnold currently has a complete streets policy implemented.

- There is a plan for a SUP on Missouri State Road; do we have that included?
- Discussion on what the county would want to submit for TAP grants in the future. Projects in this plan should score better because they are highlighted in a master plan for pedestrian and bicycling activity.
- Projects that border the county and city could have partnership opportunities.
- For projects solely within the city, the county's standpoint would likely be that the city, having the plan, could submit a better scoring application.
- If we have a transportation project that reaches the city's border, and it continues under the county plan, we can submit the countywide transportation plan to show the continuation.
- Question on which cities have complete streets policies – Arnold does.
- Cities don't generally have a process for prioritizing local bike/ped projects; it's mostly based on public requests in specific areas.
- People get inspired when they see pedestrian/bike improvements in another part of town and want similar improvements in other areas.
- Arnold's bike/ped plan was based on public desire for recreational trails, connecting to Arnold City Park, Kimmswick, and up to St Louis County.
- Not everyone considers ongoing maintenance needs.

- De Soto is working on a trail system along the creek, buying properties in the floodplain for dual-use stormwater detention and natural trails.
- Festus Special Road District should coordinate with projects near Festus. If a project in Festus reaches the city limits, they should go to the special road district before the county.

Bicycling Community

This session met with avid bicyclists who frequently organize long group rides for recreation in Jefferson County. The attendees are considered community leaders for these recreational bicyclists. The "strong and fearless" group of bicyclists noted that some roads feel unsafe, notably 61/67, which would provide an excellent north/south connection throughout the county, but is currently avoided. Discussion on signage for rural bike routes highlighted blind curves, hills, and low-traffic intersections where drivers travel at high speeds. Shoulders provide a more comfortable space for biking, but debris on shoulders often forces bikers into traffic lanes, so maintenance and sweeping of shoulders should be prioritized, especially on signed bike routes.

- Shoulders provide a more comfortable way to bike, even for the strong and fearless.
- 61/67 would provide an excellent N/S corridor and an easy way to reach St Louis County, but it feels unsafe even for the strong and fearless.
- The path to Crites Park stops at the top of the hill, leaving people with nowhere to go.
- Rapid changes in the built environment can abruptly turn a comfortable biking experience into an uncomfortable one. Highway interchanges are a barrier and can lead to this abrupt change.
- The strong and fearless enjoy the terrain challenges and scenery, but terrain can be surprising and hard to avoid when planning a biking route.
- Debris in shoulders is a significant concern, often forcing bikers into traffic lanes. Maintenance and sweeping are currently overlooked, even on signed trail routes like the MRT on 61/67.
- The elderly enjoy off-street trails on bikes and e-bikes in other areas, like Tucson. It's a great form of recreation for older active adults who don't like riding on roads.
- Question about dormant railroad corridors in Jefferson County – not aware of any right now.
- Simple measures like installing bike racks at destinations can increase biking. The same goes for trails – if you build it, they will come.
- Bike racks are scarce throughout the county, which is a significant barrier to biking for daily transportation needs.
- Kindergarten PE curriculum includes a bicycling unit in multiple schools.
- More kids bike to school in the northern areas of the county. The bike racks are full there, but empty at southern schools
- "Share the road" signs are desired by the strong and fearless bicyclists, even if they only remind everyone to watch for bikes and give them space.
- Activated flashing warning lights over blind hills or curvy areas, like a "bike in road" warning, could be helpful in rural areas.
- Many people say they will only ride in a park because they don't know how to ride on roads.
- Public Works will work with Tuesday Night Ride to identify their common routes and designate them as signed bike routes.

Advisory Team Meeting #2

There was a presentation on climate action plan by Anna Chott of EWG, then the project team gave an update on the status of Walk Bike Jefferson County. Recent highlights include the completion of the existing conditions memo and summer engagement efforts, like tabling at the Kimmswick Strawberry Festival and the first Open House at Antonia Middle School. A timeline for the rest of the project was provided. Then, the participants had a series of discussions on the materials and concepts the project team is developing in the next phase of the planning process.

PROJECT SCORING FRAMEWORK DISCUSSION

After the project update, the team discussed values and metrics that would be used to evaluate potential walking and biking infrastructure projects. Concepts like improvements to safety, expected activity, project feasibility and many more were discussed. The goals of this conversation were to understand which values are missing that should be included, and to determine which values are most important and should get the highest weight during evaluation.

There was a clear consensus that making improvements to the locations with severe crashes histories is a high priority. Beyond that, considering nearby populations with barriers to driving (like the elderly, disabled, and zero-car households) is a priority. Inclusivity of the infrastructure (whether it's appropriate for all ages and abilities) was another high priority item. Some participants stressed the importance of nearby low-income populations, while others stated that this focus may work against economic development priorities.

Grant competitiveness and ability to implement projects would be critical, because otherwise this effort is "just another study". The committee stressed the importance of building momentum by securing easy wins early to pave the way for bigger wins. Participants mentioned Federal Safe Streets for All (SS4A) funding for temporary/interim projects and CDC funds for public health transportation projects as promising funding avenues. Temporary and quick-build projects are not yet a regular practice at state DOTs, but the industry is headed in that direction.

Topography is important in some cases as a modifier to the rest of the metrics. Challenging topography could prevent activity on certain facilities, but if the need is there and the facility offers value, then users may still choose to climb the hill. The emergence of e-bikes may reduce this factor's importance in the future.

DRAFT NETWORK PRESENTATION AND DISCUSSION

Pedestrian safety priority locations were of particular interest, as safety is a high priority for the committee. There was some discussion over which countermeasures to implement. While this plan does not reach the scope of individual project design, there are references in the Jefferson County Roadway Safety Action Plan, as well as the draft design guide which will be completed within this plan.

Residential connections to schools should be a priority, both for its own sake and due to current challenges with school busing. School districts' bus drivers are short-staffed, and some districts set minimum distances from school to be eligible for bus service. Those closer to school may be expected to walk even though sidewalks are often missing.

Participants suggested that bike routes would work well on Highway CC and Highway P, as these are flat, low traffic connections between Hillsboro, De Soto and Festus. Another specific location note is on Business 21 near Hillsboro Intermediate School, where the sidewalk is missing on one side, but the pathway of desire through the grass is clearly present. This could be a good candidate for the MoDOT Cost Sharing Program.

The Advisory Committee recommended that the project team map superstores and supermarkets (Wal-Mart, Dollar General, Save-a-Lot, etc.) and consider pedestrian connections to those destinations. Relatedly, the team should consider unhoused populations' ability to meet basic needs and also align pedestrian pathways with zero-car households and their nearby essential destinations. At one point, this discussion turned to rails-to-trails potential locations. This project focuses primarily on existing roadways, but future study should seek these opportunities.

DESIGN GUIDE DISCUSSION

After the network discussion, the committee gathered to review typical roadway designs for bicyclists and pedestrians, as well as examples of how those designs could be implemented. Design examples include shared spaces (like bike boulevards and calm streets), separated pedestrian and bike facilities (like multi-use paths), and sidewalks. Participants suggested that a separated bike lane plus sidewalk may work well for MO 30 through Cedar Hill, which is a pedestrian safety priority location.

A brief discussion about design standards for driveway widths and restricted access turning movements revealed some potential challenges; MoDOT has limited its efforts to make changes to existing business access because of legal risk. However, standards for future development in Jefferson County may be a promising pathway.

The team also discussed the importance of maintenance, noting that most local and state agencies are prepared to maintain travel lanes for motor vehicles, but bike lanes, sidewalks and street trees present a new challenge to maintenance. Temporary and interim treatments were also discussed; there is interest in deploying some of these solutions and funding available at the federal level, but state and local agencies may need time to adapt to effectively deploying the concept.



Advisory Team Meeting #2 on August 7, 2024

Intercept Event at Pevely Days

ENGAGING THE COMMUNITY FOR THE WALK BIKE MASTER PLAN

At the recent Pevely Days event, the project team engaged directly with festival goers to discuss progress on Walk Bike Jefferson County. This intercept event proved to be a valuable opportunity to meet people where they are and inform them about the exciting developments planned for their community. The continued positive support for Walk Bike Jefferson County was clear evidence of the community's eagerness for improved biking and walking infrastructure.

INTRODUCTION TO THE PLAN

Despite the project's continued outreach, many attendees were introduced to the Walk Bike Jefferson County for the first time. The plan aims to create a comprehensive network of bike and pedestrian routes throughout Jefferson County, enhancing accessibility, safety, and connectivity for all residents. The response from the event goers was overwhelmingly positive, with numerous individuals expressing enthusiastic support for the proposed draft route locations.



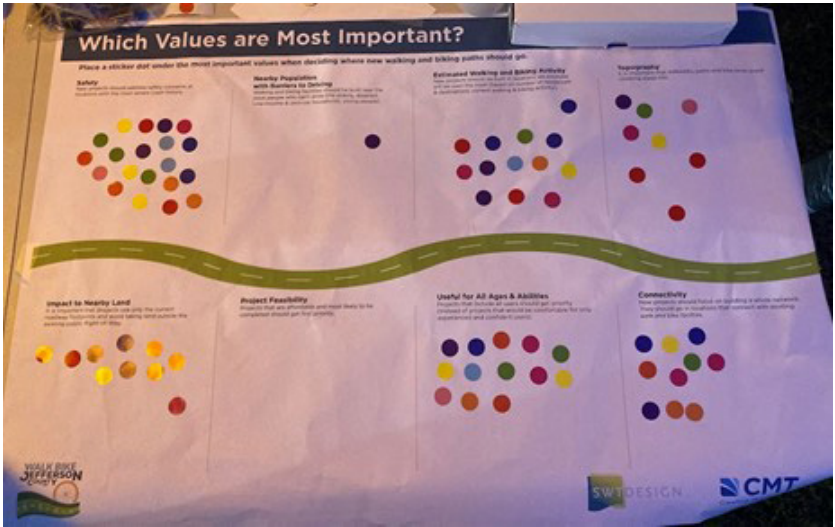
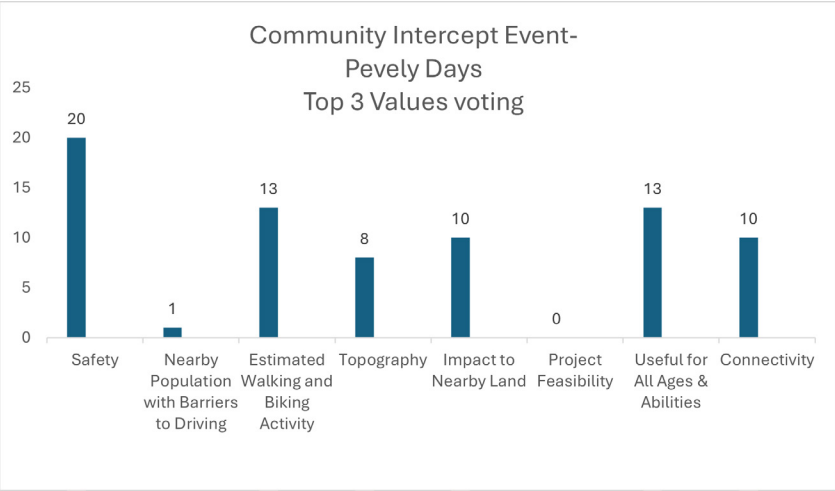
Pevely Days on August 15, 2024

COMMUNITY FEEDBACK

In addition to an introduction to the project, the team brought an early draft of the walking and biking network for community feedback. The feedback received during the event was invaluable. A significant number of festival participants shared their thoughts and insights, contributing to a more refined, community-centered master plan.

One of the most recurring comments was the importance of connecting to Mastodon State Park as a primary location for biking and walking. Attendees highlighted the park's natural beauty and existing trails as essential components of their recreational activities. Interest was expressed to have facilities throughout the area to accommodate biking and walking so the park wasn't their only option.

Community members who stopped to discuss the plan also had the opportunity to vote on their top 3 values for the plan. The highest number of votes, 20, was cast for addressing safety concerns at locations with the most severe crash history. Conversely, no votes were cast for focusing on project feasibility, which includes affordability and ease of project completion. Overall, the feedback articulated a value-first approach that makes it safe and useful to walk and bike in Jefferson County.



Online Survey

The online survey received 211 responses while open from May to August 2024. The survey collected information on current transportation activity, interest in walking and biking more, walking and biking investment priorities, and tolerance of trade-offs that come with building higher quality walking and biking paths. Respondents were also asked about general personal information (age, income, race/ethnicity and zip code).

Overall, respondents expressed that they would like to improve their health and quality of life by walking and biking more, especially to connect to parks, and that they are mostly willing to accept the trade-offs that come with more street space for safer walking and biking infrastructure to do so. They are interested in investments in trails and greenways but above all want to connect to important destinations with safe travelways and crossings. More details are provided below.

SURVEY OVERVIEW AND FREE RESPONSE COMMENTS

Generally, respondents described that they almost always drive for transportation (92%) but would like to walk more (80%) and bike more (70%), especially for recreation. The top community values that motivate this desire are better connections to parks (70%) and improved physical health (61%). The biggest barriers that prevent them from walking and biking more are traffic safety concerns (64%), lack of sidewalks (63%) and separated biking infrastructure (58%), and faraway destinations (39%).

There were also 124 open-ended comments submitted in the free response section of the survey. Out of these 124 free response comments, 101 (~81%) of responses were generally in favor of more walking and biking infrastructure, and 23 (~19%) were generally against. Many respondents expressed interest in joining Great Rivers Greenway. The most common negative response was related to unwillingness to increase tax burden for investments like these.

PROJECTS WITH TRADE-OFFS

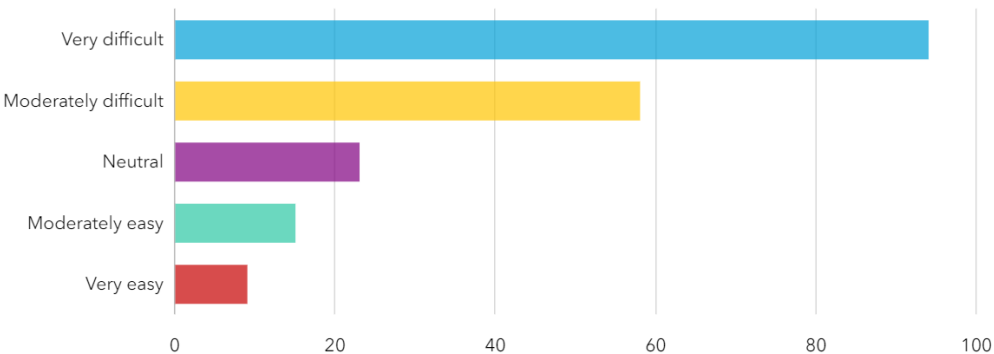
The survey also asked a few details on trade-offs from two project scenarios that would make more space for safer walking and biking infrastructure but could slow down vehicular traffic at peak. In both scenarios, roughly twice as many respondents (42%) are in favor of the trade-off overall compared to those opposed (24% and 22%), with the rest being neutral.

PRIORITIZING INVESTMENTS

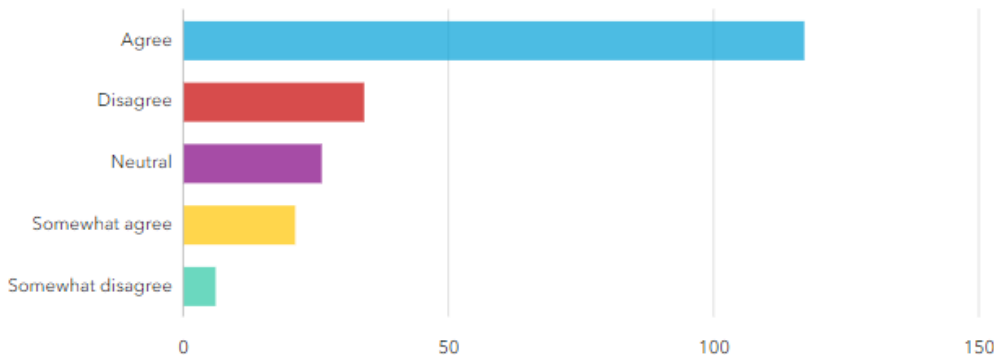
The top kinds of investments that are most important to respondents are trails and greenways (71%), more sidewalks (54%), safer intersections (49%).

When asked what walking investments respondents want built first, the top responses were building sidewalks where absent on busy arterials (68%), and on residential streets (49%), along with buffers for people walking and cars on busy streets (45%) and safer crossing on busy streets (42%).

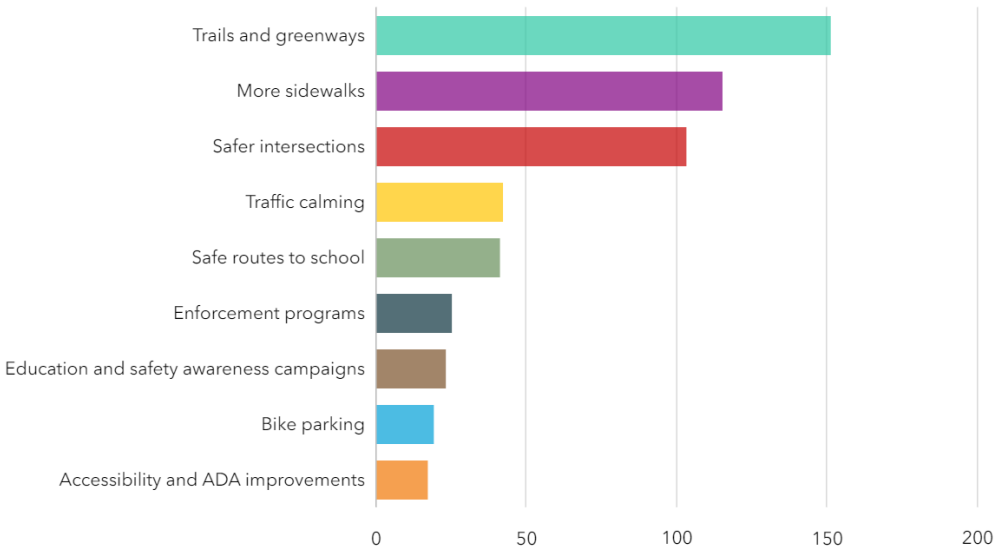
How easy is it to walk to nearby destinations?



"I would like to bike more than I do now for fun, exercise, and other recreational activities."



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



Selected Survey Results

When asked what biking investments respondents want built first, the top responses were building off-street bike paths in remote areas (55%), bike lanes that connect to desirable destinations (49%), and separated bike infrastructure on busy arterial streets (39%).

With regards to where investments should be prioritized first, the most respondents want to prioritize building connections to key community destinations like parks and schools (47%), in areas where the most people are currently walking and biking (40%) and the places where the most bicycle and pedestrian crashes have occurred (36%).

SURVEY DEMOGRAPHICS

Compared to 2020 census data for Jefferson County as a whole, survey respondents are more white, more middle-aged, higher income, and own more cars than residents of Jefferson County as a whole. So, it is important to consider that survey respondents have better access to driving as a means of transportation and have the perspective of people who drive; only one survey respondent indicated they do not have a driver’s license. Non-drivers aren’t represented here, so responses may be skewed to view walking and biking as more leisure and recreational opportunities, rather than necessary transportation modes that some people rely on for day-to-day transportation.

Additionally, as young people and the elderly are underrepresented in this survey, respondents are more likely to be able-bodied adults that have fewer mobility or accessibility challenges, with over 92% of respondents indicating they do not consider themselves to have any mobility challenges. Able-bodied middle-aged adults may generally be more comfortable walking or biking near and among car traffic when compared to youth, the elderly, or those with mobility challenges.

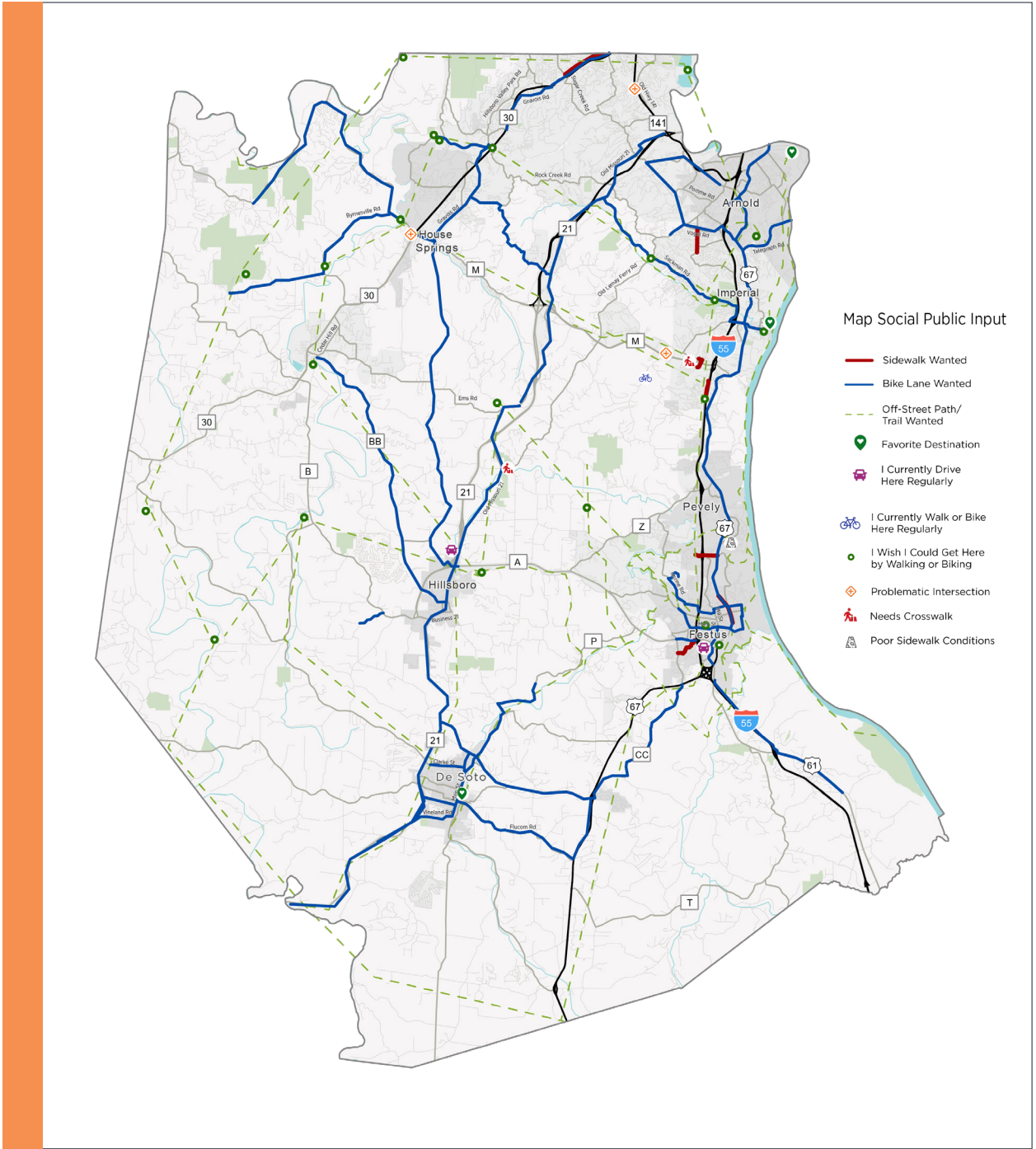
Key comparisons for survey respondents are below:

- 1. **Race:** Survey respondents are more white (96%) than Jefferson County as a whole (90%), with other races underrepresented in this survey.
- 2. **Age:** Respondents skewed more towards the middle-aged groups, with a higher proportion than Jefferson County as a whole in the age groups:
 - a. 35-44 (20% survey respondents vs 13% Jefferson County)
 - b. 45-54 (27% survey respondents vs 12% Jefferson County)
 - c. 55-64 (23% survey respondents vs 15% Jefferson County)
 - d. People aged 65+ and under age 35 are underrepresented in this survey compared to Jefferson County as a whole.
- 3. **Household Income:** Household income for respondents skews wealthier than Jefferson County as a whole.

MAP.SOCIAL

A community mapping tool called map.social was live on the project website from May to August 2024. This tool allowed users to draw their desired paths from one place to another, favorite destinations, and areas of concern on an online map. Users can see others’ drawings and upvote and downvote their ideas. The community map input from the first Open House (June 2024) was also added to map.social by the project team.

There were 101 mapped comments added to the map.social page, 63 of which were collected at the June 2024 Open House. The project team incorporated these comments into walking and biking network recommendations.



Advisory Team Meeting #3

The final Advisory Committee Meeting was held on October 1, 2024. The project team gave an update of the project status and schedule, discussed the methodology and interim results of scoring facilities in the draft walking and biking network, and reviewed the status of the design guide.

PROJECT UPDATE

The project team provided an update of recent engagement activity, including the Pevely Days engagement event and the online survey and map.social results. A schedule for the remainder of the project was outlined. The team discussed progress on the design guide and reviewed typical pages and the form of entries into the design guide. Finally, the team gave an update on considerations for seeking grant funding for project implementation.

DRAFT FACILITY SCORING

The team presented the draft network for walking and biking, and the first draft of value scores for each proposed segment. In the interim scoring presented here, a facility receives a higher score if it overlaps with the East-West Gateway High Injury Network, is located closer to greater population density and populations with barriers to driving, near schools with high enrollment, and located in areas with current high walking and biking activity. Facilities also received negative scores for challenging topography. There are many factors which were not yet included.

The advisory committee reviewed the interim results and offered feedback on the network coverage and scores to this point. Key pieces of feedback included emphasizing connections that scored low themselves but connect between very high value facilities, thoughtfully considering construction order when implementing projects, and other considerations in specific locations.

PUBLIC OPEN HOUSE #2

Exhibits at the second public open house on October 24 at the Jefferson County Administration Building in Hillsboro provided a brief introduction to the project and showcased previous community engagement that helped bring the project to its current state in the draft network and design guide phase. Attendees were shown maps of the draft network, along with network scoring and prioritization, including the methodology that was used to score and prioritize routes. Examples of the draft design guide that will be provided to the County to help implement best practices when constructing the network in various contexts were also shown to attendees.

Some implementation and funding strategies, including noting the County's application for a demonstration grant under Safe Streets and Roads for All (SS4A) for three specific locations, helped attendees to understand how funding and implementation are achieved. Calling out three high-scoring, high-priority projects also helped attendees to understand what specific types of projects might look like, and how the network will need to be implemented in phases.

ROLL PLOT MAPS

Blown-up roll plot maps were provided for attendees to get a closer look at the draft network in different areas of the County they were interested in. These maps showed the type of proposed improvement (sidewalks and crosswalks versus shared-use paths or bike lanes), signed bike routes, existing sidewalks, and the priority of the proposed facility (from very high to very low). Attendees wrote comments on the routing and scoring maps, and these comments are noted below.

Festus and Pevely Inset Map

- **Debris Issues:** Bicyclists forced to ride in traffic lanes due to debris on US 61/67 shoulders.
- **Crosswalks Needed:** Desire for more crosswalks across US 61/67 in Crystal City/Festus.
- **Crossing Challenges:** Difficulty crossing US 67 on CC, with a suggestion for a future overpass.
- **Pedestrian Mall Idea:** Proposal to pedestrianize Main Street in Festus.
- **Park Connections:** Need for connections to far lots in Crites Park and across Sunshine Drive.
- **Railroad Trails:** Interest in converting inactive railroads to trails, specifically a bike path parallel to the north-south railroad in Crystal City.
- **Higher Priority Request:** Request to elevate pedestrian accommodation priority on YMCA Drive.

High Ridge, House Springs, and Cedar Hill Inset Map

- **High-Traffic Bike Route:** Four Ridge Road noted as high-traffic with no shoulders.
- **Biking and Development:** Area northeast of House Springs is favorable for biking and housing development.
- **Signed Bike Routes:** Desire for more signed bike routes to connect various places.
- **Scenic Bike Route:** Rock Creek Road is a beautiful route but lacks shoulders, ideal for promoting Jefferson County as a biking destination.

Arnold Inset Map

- **Rumble Strips Issue:** Rumble strips on Seckman Road shoulders force bicyclists into traffic lanes.
- **Road Hazards:** Dead animals and recessed drain grates on Seckman Road pose dangers to cyclists.
- **Priority Concerns:** Southern section of Tenbrook Road should be higher priority due to pedestrian traffic.
- **Sidewalk Proposal:** Positive feedback for the Lonedell Road sidewalk proposal.
- **Safe Crossing Needed:** Desire for a safe crossing at Hwy 141 and Astra Way.
- **Sidewalks and Crosswalks:** Lack of bike lanes and crosswalks on Telegraph Road and US 61/67.
- **Roundabout Suggestion:** Proposal for a roundabout at US 61/67 and Telegraph Road.

Hillsboro and DeSoto Inset Map

- **Highway Connection:** Desire to connect Hwy 21 to Hwy P via Hwy 110.
- **Dangerous Intersections:** Blind spot at Peter Moore Lane and Hwy Y, and dangerous uphill intersection at Dodson Lane and Hwy H.

County Map

- **Cleanup Needs:** Roadkill and debris cleanup needed on major bike routes, and better drain grate design to avoid bike tire obstructions.
- **Possible Future Bridge:** Possible future bridge to Illinois with pedestrian/bike accommodations between Kimmswick and Pevely.
- **Preferred Bike Route:** Hillsboro-House Springs Road preferred over BB.
- **Rumble Strips Design:** Request for rumble strips to be only the width of the shoulder stripe to make shoulders usable for bikes.

POP-UP DEMONSTRATION

A temporary pop-up demonstration was simultaneously held on Maple Street in Hillsboro, outside of the open house location. Four parallel parking spots on the street were converted to a two-way cycle track to demonstrate what a proposed improvement could look like on various roads in Jefferson County. A two-foot buffer with cones was located between the cycle track and the travel lane to simulate a physical barrier or buffer to protect cycle track users. Additionally, the 12-foot travel lane was narrowed, to slow vehicles down as a form of traffic calming to improve safety for drivers, pedestrians, and bicyclists.

Attendees got to feel what it was like to stand in the street within the temporary cycle track, to help imagine what improvements could look like in the future in different areas of the County, and to help them think about reallocation of public street space to users other than just car drivers. Overall, attendees thought of the temporary demonstration improvement as positive, and thought it was a better use of space than to be used for street parking.

When determining how to incorporate future walking and biking infrastructure throughout the County, consideration will have to be made for how public street space is allocated. The results of this pop-up demonstration hint that residents view allocating more space to people walking and biking as a positive change.



Public Open House #2 on October 24, 2024

Intercept at Kimmswick Apple Butter Festival

The project team hosted a table at the Kimmswick Apple Butter Festival on October 26, 2024 from 1-5PM. The team displayed information on the plan and requested feedback on a roll plot map of the draft network and facility scores.

The team has conversations with roughly 91 festival attendees who stopped to discuss Walk Bike Jefferson County. Many conversations were informational and related to project basics. Several attendees had heard of plans to build a riverfront trail from Festus to Arnold, but the team clarified that this project focuses on roadways rather than trails.

Many attendees enthusiastically support the addition of walking/biking infrastructure on US 61/67 and Seckman Rd. A few attendees stressed the importance of Mastodon State Park, even describing the park as a potential nexus connecting neighborhoods, schools and towns along Outer Rd. towards Arnold, along Seckman Rd., and across I-55 towards Kimmswick. Completing this “mini-network” may open recreation and transportation opportunities for nearby residents.

Lastly, a few conversations centered on sweeping shoulders for bike riders. In many cases, large shoulders are present but full of debris. One specific location mentioned that doesn't live up to its potential in this way is US 61 south from Festus.

A few more comments on specific locations:

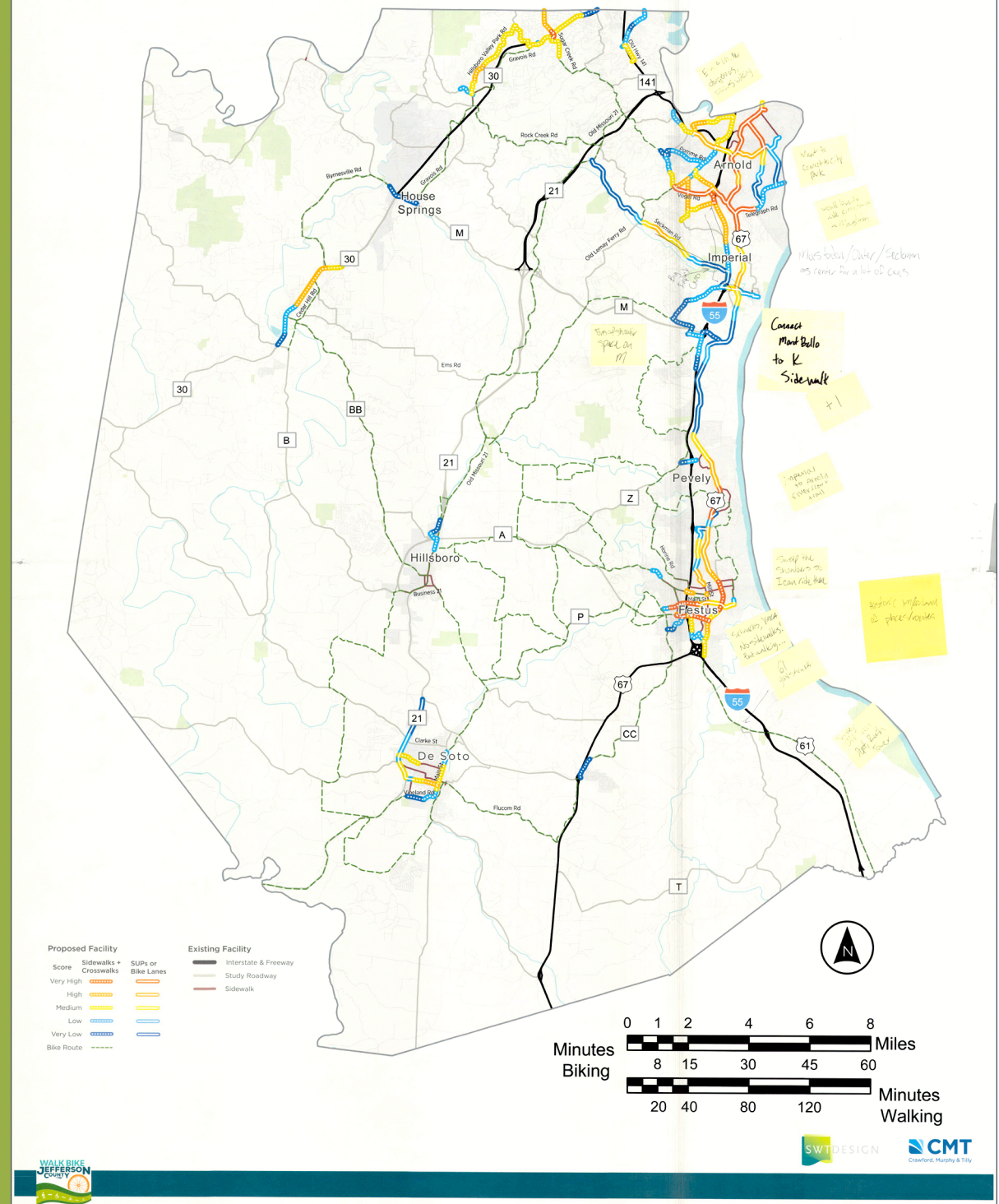
- **Elm & Miller** – dangerous intersection in need of pedestrian infrastructure
- **Montbello Drive to 67/Hwy K** – sidewalk wanted

- **YMCA Dr./W. Gannon Dr. in Festus** – walking connections wanted to Schnucks and YMCA. People walk there, but no sidewalks present.



Kimmswick Apple Butter Festival on October 26, 2024

Draft Network Routes + Scores



Feedback map from the Kimmswick Apple Butter Festival on October 26, 2024