



**CITY OF CHESTERFIELD  
PLANNING AND PUBLIC WORKS COMMITTEE**

**THURSDAY, OCTOBER 23, 2025  
5:30 P.M.**

**CONFERENCE ROOM 101**

**I. APPROVAL OF MEETING SUMMARY**

- A. Approval of the September 18, 2025 Planning and Public Works Meeting Summary**

**II. UNFINISHED BUSINESS**

**III. NEW BUSINESS**

- A. Chesterfield Regional TIF – RPA-2 Proposed Redevelopment Agreement**
- B. Downtown Chesterfield – Discussion with TSG Representatives: (Ward 2)**
- C. Public Street Acceptance – Schaeffer’s Grove (Plats 1 and 2): (Ward 2)**
- D. 2026 Snow Removal Reimbursement for Private Streets**
- E. Public Works Mutual Aid Agreement**
- F. Bikeable Walkable Community Plan**

**IV. OTHER**

**V. ADJOURNMENT**

Note: The Planning and Public Works Committee will consider and act upon the matters listed above, and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.

PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE PLANNING & PUBLIC WORKS COMMITTEE MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND (636)537-6716 AT LEAST TWO (2) WORKDAYS PRIOR TO THE MEETING.



**RECORD OF PROCEEDING**

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**MEETING OF THE  
PLANNING AND PUBLIC WORKS COMMITTEE  
CHESTERFIELD CITY HALL  
690 CHESTERFIELD PARKWAY WEST  
CONFERENCE ROOM 101**

**September 18, 2025**

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Chairperson Hansen called the meeting to order at 5:30 p.m.

PRESENT

ABSENT

- Mayor Dan Hurt
- Chairperson Hansen, Ward IV
- Council Committee Member Mary Monachella, Ward I
- Council Committee Member Mary Ann Mastorakos, Ward II
- Council Committee Member Lane Koch, Ward III
- Council Committee Member Michael Moore, Ward III
- James Eckrich, Director of Public Works/City Engineer
- Theresa Barnicle, Executive Assistant
- Gary Kullmann
- Dr. Rob Rodermund

**APPROVAL OF MINUTES**

Councilmember Mastorakos made a motion, seconded by Councilmember Monachella, to approve the September 4, 2025 Planning and Public Works Committee Meeting Minutes. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

**Board of Adjustment – Alternate Member Nominee Interview**

Chair Hansen introduced Gary Kullmann to the members of the Planning and Public Works Committee. She explained the role of the Board of Adjustment and the important work they do on behalf of the City. The Committee members asked Mr. Kullman several questions, which were answered to the satisfaction

of the Committee. Councilmember Mastorakos and Mayor Hurt thanked Mr. Kullman for his willingness to serve.

Councilmember Monachella made a motion, seconded by Councilmember Koch, to recommend approval of the nomination of Gary Kullmann to the Board of Adjustment as an alternate member. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed. This matter will be forwarded to the full City Council.

### **Ladue Farm Road Bridge – Program Agreement**

James Eckrich, Director of Public Works/City Engineer introduced the Program Agreement for the Ladue Farm Road Bridge. Mr. Eckrich stated that Council previously approved design funding for this project, which was used to successfully obtain a grant for the reconstruction of the bridge. Mr. Eckrich explained that this bridge is critical, as it serves as the only access point in and out of the subdivision. The total project cost is \$2.2 million, with \$1.575 million funded by the federal grant and the remaining \$651,000 covered by the City. Councilmember Hansen asked about the details of the Agreement with the Missouri Highway Commission, to which Mr. Eckrich confirmed it is a standard requirement for all grant-funded projects, allowing federal funds to be routed through the Commission to the City while outlining grant obligations. Councilmember Monachella asked about access during construction, to which Mr. Eckrich responded that a temporary signal would be installed. The Committee members asked several other questions, which Mr. Eckrich addressed to their satisfaction.

Councilmember Mastorakos made a motion, seconded by Councilmember Monachella, to recommend approval of the Ladue Farm Road Bridge – Program Agreement. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed. This matter will be forwarded to the full City Council.

### **Schoettler Road High Water Warning System – Update**

Mr. Eckrich provided an update on the high-water warning system near the Schoettler Road Bridge, noting that it has been successfully installed and tested earlier this year. He informed the committee that gates will be installed on both sides of the bridge immediately behind the warning signals. These gates will be equipped with a ‘Road Closed’ sign and will be closed by emergency response personnel in times of flooding. The total cost of both gates will be approximately \$4,500. This cost is within budget and no additional allocation is required. Mayor Hurt suggested adding a camera to monitor the gates and ensure driver compliance. Mr. Eckrich agreed to explore that option. Some concerns were expressed regarding visibility during heavy rain. Mr. Eckrich explained that the gates and the sign will meet retroreflectivity requirements. Additionally, the beacons will be flashing in the immediate vicinity of the gates when they are deployed. The committee members indicated their support of the gates and there were no objections to Mr. Eckrich moving forward with their installation. No vote was necessary on this item, and it will

not move forward to the full City Council as it was presented for informational purposes only.

**UNFINISHED BUSINESS**

There was no new business.

**ADJOURNMENT**

The meeting was adjourned at 5:58 p.m.

Respectfully submitted:

\_\_\_\_\_  
James A. Eckrich, PE  
Director of Public Works / City Engineer

\_\_\_\_\_  
Theresa Barnicle  
Executive Assistant

Date Approved: \_\_\_\_\_

DRAFT

## Memorandum

### Department of Planning

**To:** Mike Geisel, City Administrator  
**From:** Justin Wyse, Director of Planning  
**Date:** October 23<sup>rd</sup>, 2025



**RE:** **Chesterfield Regional TIF - RPA-2 Amended Redevelopment Agreement**

#### Summary

Wildhorse Village, LP has submitted a request to amend the Redevelopment Agreement previously entered into between the City of Chesterfield and Wildhorse Village. The existing agreement authorizes reimbursement of up to \$25 million for “construction of surface and structured parking containing approximately 500 parking spaces, of which at least 300 parking spaces thereof shall be designated for shared public use, and improvements and infrastructure related thereto.”

Wildhorse Village, LP has submitted the attached request for modifications to the existing development agreement. These changes include:

- An extension of time for the completion of the project from December 31, 2026 to December 31, 2028.
- Modification of the existing language to allow for the issuance of notes “immediately” for work incurred to date.
- Modification of existing language that gives the City sole decision-making authority on when to pursue a bond issuance. Under this amendment, the City would move forward with a bond issuance based on existing development allowing the developer to draw on available revenues as the project progresses.
- Addition of language specifying that a Community Improvement District would be created for ownership of the parking facilities.

#### Recommendation

This item should be forwarded to the Planning and Public Works Committee for review and recommendation to the full City Council. It should be noted that this request constitutes a concept level approval. If Council ultimately approves the concepts in whole or in part, Staff will coordinate with the developer and legal counsel to prepare a formal revision to the approved development agreement.

Attachment: Request from Wildhorse Village, LP

September 3, 2025

**VIA E-MAIL**

Mike Geisel  
City Administrator  
City of Chesterfield  
690 Chesterfield Parkway W  
Chesterfield, MO 63017  
E-Mail: mgeisel@chesterfield.mo.us

Re: Wildhorse Village - Garage and TIF Redevelopment Agreement

Dear Mike:

On behalf of Wildhorse Village, LP (the “**Developer**”) in connection with that certain Redevelopment Agreement for RPA – 2 by and between the City of Chesterfield, Missouri (the “**City**”) and Developer dated as of April 18, 2023 (the “**Redevelopment Agreement**”) related to the development commonly known as “Wildhorse Village,” I am writing to request certain amendments to the Redevelopment Agreement related to the proposed construction of the public parking garage at Wildhorse Village as contemplated by the Redevelopment Agreement (the “**Garage**”), including the timing of construction, the financing, the ownership, and the long-term maintenance of the Garage. Capitalized terms not defined herein shall have the same meaning as set forth in the Redevelopment Agreement.

***Extension of Time For Completion of Garage***

Section 4.7 of the Redevelopment Agreement contemplates that Developer may make reasonable changes to the construction schedule and completion of the Work (i.e. the Garage) as may be reasonably necessary or desirable, as determined by Developer, in order to enhance the economic viability of the Redevelopment Project. In connection therewith, Developer requests the City amend the Redevelopment Agreement to provide that Developer shall submit the Certificate of Substantial Completion as contemplated by Section 4.2 by no later than December 31, 2028 (the “**Substantial Completion Date**”). This new completion date considers multiple factors, including, (i) the anticipated 9 month planning and approval process for the Garage; (ii) the 11 month construction period for the Garage; (iii) the resolution of any issues between the City and the Missouri State Auditor’s Office (the “**Auditor**”) regarding the Redevelopment Plan; and (iv) the issuance of Bonds to facilitate construction of the Garage, as further detailed below. In order to complete the Garage by the Substantial Completion Date, Developer intends to begin seeking Approvals and submitting Construction Plans to the City in early 2026.

### ***Issuance of Note for Completed Work***

Developer requests that Sections 6.1 and 6.2 of the Redevelopment Agreement be amended to provide that a Note immediately be issued to Developer in the amount of \$7,968,400.94. The City previously approved this amount for reimbursement as set forth in the Certificate of Reimbursable Redevelopment Project Costs submitted and approved by the City on May 7, 2025. This amount reflects the Reimbursable Redevelopment Project Costs related to the Work that have already been incurred and paid by Developer and are eligible for reimbursement under the Redevelopment Agreement. Developer requests these Sections be amended to reflect that all conditions precedent have been satisfied, such that the Note may be issued immediately without any further conditions precedent related to the Garage.

### ***Issuance of Bonds***

Additionally, Developer requests that Section 6.8 of the Redevelopment Agreement be amended to provide for the earlier issuance of Bonds. Developer requests that upon submittal to, and approval by, the City of Construction Plans for the Garage, the City will issue the Maximum Amount of Bonds (*e.g.* \$25,000,000) plus Issuance Costs to: (i) refund all Outstanding Obligations, including the Note held by Developer as discussed above; (ii) reimburse Developer for any additional Reimbursable Redevelopment Project Costs that have been incurred since the issuance of the Note; and (iii) establish a project fund for construction of the Garage. This proposed amendment will allow the Developer to recoup costs it has incurred in connection with the substantial Work that has been completed at Wildhorse Village and facilitate the financing of the Garage.

The issuance of the Maximum Amount of Bonds is critical as it allows for refunding of the Note for costs already paid by Developer and establishes a project fund with proceeds available to pay for construction of the Garage. ***Any Bond proceeds not used to refund the Note will be placed with the Bond trustee and drawn upon in accordance with the Indenture to pay for eligible Reimbursable Redevelopment Project Costs. As set forth in the Redevelopment Agreement, the City shall continue to review and approve all requests for payments prior to payment being made to Developer.***

It should be noted that no Bonds will be issued until the Auditor and the City finalize any proposed changes to the Redevelopment Plan and such changes are approved by the City. As such, the issuance of any Bonds, if approved by the City, would not occur until 2026.

### ***Ownership and Long-Term Garage Maintenance***

Developer requests the Redevelopment Agreement be amended to state that upon completion of the Garage, the City shall cooperate with Developer to enable ownership of the Garage to be transferred to a tax-exempt entity responsible for owning, operating and maintaining

September 3, 2025

Page 3

the Garage. Developer suggests funding for the Garage be provided via a special assessment imposed by a Community Improvement District or other funding mechanism imposed against the commercial property within Wildhorse Village that benefits from the construction and use of the Garage. The revenue generated from these special assessments will be used to pay for the ongoing maintenance and upkeep of the Garage. Developer recognizes the importance of the Garage for the growth and development of the City; however, the Garage is not economically feasible as a privately owned, operated, and maintained Garage. The Garage must be owned by a tax-exempt entity and the Developer welcomes the opportunity to discuss specifics with the City.

Thank you for your time and consideration of these matters. If you have any questions or would like to discuss further, please do not hesitate to contact me. We look forward to hearing from you.

Sincerely,

**WILDHORSE VILLAGE, LP**, a Missouri limited partnership

By: Wildhorse Village GP, LLC, a Missouri limited liability company, its General Partner

By:   
\_\_\_\_\_  
Jeffrey J. Tegethoff, Manager

Enclosures

cc: Robert Klahr (via email)  
Chris McKee (via email)  
Natasha Das (via email)  
David Richardson (via email)  
Stacey Grote (via email)  
Patrick Eckelkamp (via email)



## Memorandum

**TO:** Michael O. Geisel, PE  
City Administrator

**CC:** James A. Eckrich, PE  
Director of Public Works / City Engineer  
Justin Wyse, AICP, PTP  
Director of Planning

**FROM:** Anjana Kittu, PE - Civil Engineer

**DATE:** October 2, 2025

**Re :** Public Street Acceptance  
Schaeffer's Grove (Plats 1 and 2)

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Public Works staff recently conducted final inspections of the public improvements for the Schaeffer's Grove subdivision (Plats 1 and 2). As part of the inspection, it was determined that the streets in Schaeffer's Grove, documented below, meet the City of Chesterfield's design and construction standards for acceptance as public streets.

- 1) Silver Buck Lane – Approximately 1830 feet; from the western property line of Schaeffer's Grove subdivision to Wild Horse Creek Road; Book 371, Pages 275-279 and 280-283
- 2) Schaeffer's Grove Ct – Approximately 740 feet; from Silver Buck Lane to cul-de-sac of Schaeffer's Grove Ct; Book 371, Pages 275-279
- 3) Lisa Ridge – Approximately 790 feet; from Silver Buck Lane to temporary end of road near the eastern property line of Schaeffer's Grove; Book 371, Pages 280-283

A draft ordinance and a map showing the location of the above referenced streets and the associated record plat exhibits are attached. The street area to be accepted is approximately 10,983 square yards of concrete pavement. Schaeffer's Grove subdivision consists of two plats, both of which have completed street construction and are ready for acceptance.

**Action Recommended**

I recommend forwarding acceptance of the above-referenced streets and associated sidewalks to the Planning and Public Works Committee for consideration. If the Planning and Public Works Committee recommends approval, the matter should be forwarded to City Council for consideration.

Please forward to PPW for their review and recommendation.

*McTeish* 2025-10-6

**BILL NO.** \_\_\_\_\_

**ORDINANCE NO.** \_\_\_\_\_

**AN ORDINANCE PERTAINING TO THE ACCEPTANCE OF SCHAEFFER’S GROVE CT, LISA RIDGE, AND THE PORTION OF SILVER BUCK LANE IN SCHAEFFER’S GROVE AS PUBLIC STREETS IN THE CITY OF CHESTERFIELD**

**WHEREAS**, the City of Chesterfield has approved the construction of Schaeffer’s Grove; and,

**WHEREAS**, the streets in Schaeffer’s Grove were intended to be public streets and were therefore constructed to the design standards of the Department of Public Works of the City of Chesterfield; and,

**WHEREAS**, Schaeffer’s Grove Development LLC has completed required street improvements in Schaeffer’s Grove (Plats 1 and 2).

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:**

**Section 1.** The following streets are hereby accepted by the City of Chesterfield for future care and maintenance:

1. Silver Buck Lane – Approximately 1830 feet; from the western property line of Schaeffer’s Grove subdivision to Wild Horse Creek Road, Book 371, Pages 275-279 and 280-283
2. Schaeffer’s Grove Ct – Approximately 740 feet; from Silver Buck Lane to the cul-de-sac of Schaeffer’s Grove Ct, Book 371, Pages 275-279
3. Lisa Ridge – Approximately 790 feet; from Silver Buck Lane to temporary end of road near the eastern property line of Schaeffer’s Grove, Book 371, Pages 280-283

**Section 2.** This ordinance shall be in full force and effect from and after its passage and approval.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.**

\_\_\_\_\_  
PRESIDING OFFICER

\_\_\_\_\_  
Dan Hurt, MAYOR

ATTEST:

\_\_\_\_\_  
Vickie McGownd, CITY CLERK

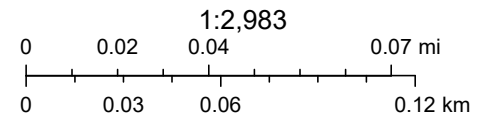
FIRST READING HELD: \_\_/\_\_/\_\_

# Schaeffer's Grove



8/29/2025, 10:14:46 AM

 Parcels



Esri., Inc., City of Chesterfield, Missouri

**Memorandum**  
**Department of Public Works**



**TO:** Michael O. Geisel, P.E.  
City Administrator

**FROM:** James A. Eckrich, P.E. *JAE*  
Public Works Dir. / City Engineer

**DATE:** October 10, 2025

**RE:** 2026 Private Street Snow Removal Reimbursement

Please forward to PPW for their review and concurrence, and subsequent budget amendment by council.  
*MO Geisel* 2025-10-10

As you know the City of Chesterfield reimburses non-gated private streets for a portion of their snow removal costs. The City has done this since the creation of Public Works Policy Number 38 (attached), which was originally approved in 1999. PW Policy 38 has been adjusted over time, with the most recent update on August 5, 2024. At that time the reimbursements were increased to \$52 per residential unit or \$5,820 per centerline mile of private street, whichever is larger. Attached is the reimbursement spreadsheet from the 2024/2025 winter season. As you can see, we received requests from 47 subdivisions for a total of \$338,947. In accordance with City Policy, we reimbursed a total amount of \$194,501. The actual reimbursement amount is below the maximum amount (\$216,544) because while many subdivisions exceed their allotted request, others incur expenses below their eligible reimbursement amount (see reimbursement spreadsheet). As you may recall, the Policy dictates that reimbursement amounts are adjusted biennially based upon the Consumer Price Index for All Urban Consumers (CPI-U). Accordingly, prior to the 2027 submittal to PPW / City Council, the reimbursement amounts will be revised.

*Per City Council Policy, this Program is funded outside the framework of the annual City budget. This program is to be considered each year by the Planning and Public Works Committee of City Council. If PPW / City Council elect to fund the program, that is accomplished via a Budget Transfer from General Fund – Fund Reserves. Should you have questions or require additional information, please let me know.*

**Action Recommended**

The Planning and Public Works Committee should consider whether to fund the Snow Removal Recoupment Program for Private Streets in 2026. Should PPW desire to continue this program in 2026, it should recommend to the full City Council a 2026 Budget Transfer of \$216,544 from General Fund – Fund Reserves. If recommended for approval a request for budget transfer will be submitted to the full City Council after authorization of the 2026 Budget.

**CITY OF CHESTERFIELD  
POLICY STATEMENT**

**PUBLIC SERVICES**

**NO. 21**

**SUBJECT** Street Snow Removal Recoupment  
Program - Eligible Cost Formula

**INDEX PW**

**DATE**  
**ISSUED** 8/16/1999

**DATE**  
**REVISED** 08/05/2024

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**POLICY**

Owners of un-gated, improved and platted private streets in subdivided developments are eligible for reimbursement of expenses incurred for snow removal.

This program is based upon private streets located within non-gated, single family residential developments, and condominium developments. It does not include commercial subdivisions or apartments. Within these developments, City staff will distinguish between private streets, alleys, and parking areas.

The funding formula is intended to provide reimbursement for reasonable and customary expenses for snow removal and deicing efforts on private streets, for participating subdivisions during a typical winter season.

Reimbursements will be limited based on a formula of \$52 per residential unit or \$5,820 per centerline mile of private street, whichever is larger. These amounts will be adjusted biennially based upon the Consumer Price Index for All Urban Consumers (CPI-U).

The Snow Removal Reimbursement Program will be presented to the Planning and Public Works Committee each fall to determine the amount to be funded for the upcoming winter season. The recommended allocation will subsequently be submitted to the full City Council for authorization.

Once the winter season has concluded, the City Staff shall determine if the season qualifies as a “severe season”, defined as a season during which the City of Chesterfield receives thirty or more inches of snow, as measured by the National Oceanic and Atmospheric Administration (NOAA). If a “severe season” has occurred, City Staff will provide City Council information as to the amount of supplemental funding necessary to provide for reimbursement at the 80<sup>th</sup>


percentile value for each category of reimbursement. City Council would subsequently decide what level of supplemental funding would be provided through a Fund Transfer from the General Fund – Fund Reserves, if any.

**RECOMMENDED BY:**

PPW Recommended Approval  7/18/2024  
Department Head/Council Committee (if applicable) **Date**

**APPROVED BY:**

 2024-8-5  
City Administrator **Date**

 8/05/2024  
City Council (if applicable) **Date**

2024 - 2025 Snow Removal Reimbursement Program for Private Streets


Subdivision	Units	Eligible Miles	Eligible \$ Calculation			Original Request (\$)	City Reimburse (\$)
			\$5,820.00 per mile	\$52.00 per unit	Eligible (\$)		
Arrowhead Estates	24	1.36	\$7,915.20	\$1,248.00	\$7,915.20	\$9,600.00	\$7,915.20
Baxter Lane & Est. of Baxter Ln.	35	0.7	\$4,074.00	\$1,820.00	\$4,074.00	\$2,405.00	\$2,405.00
Baxter Ridge Condominiums	128	1.59	\$9,253.80	\$6,656.00	\$9,253.80	\$10,731.00	\$9,253.80
Baxter Village Condominiums	30	0.17	\$989.40	\$1,560.00	\$1,560.00	\$4,685.00	\$1,560.00
Baywood Village Condominiums	161	0.97	\$5,645.40	\$8,372.00	\$8,372.00	\$7,500.00	\$7,500.00
Brandywine Condominiums	173	0.64	\$3,724.80	\$8,996.00	\$8,996.00	\$7,755.00	\$7,755.00
Cambridge Cove	42	0.25	\$1,455.00	\$2,184.00	\$2,184.00	\$5,910.00	\$2,184.00
Chesterfield Pines	3	0.057	\$331.74	\$156.00	\$331.74	\$1,925.00	\$331.74
Chesterfield Village Townhomes	193	0.99	\$5,761.80	\$10,036.00	\$10,036.00	\$16,600.00	\$10,036.00
Clarkson Grove Condominiums	72	0.33	\$1,920.60	\$3,744.00	\$3,744.00	\$31,070.00	\$3,744.00
Clarkson Grove III	8	0.03	\$174.60	\$416.00	\$416.00		\$0.00
Commons of Broadmoor	216	1.13	\$6,576.60	\$11,232.00	\$11,232.00	\$11,232.00	\$11,232.00
Conway Cove	54	0.12	\$698.40	\$2,808.00	\$2,808.00		\$0.00
Creve Coeur Crossing	84	0.3	\$1,746.00	\$4,368.00	\$4,368.00		\$0.00
Forest (The Forest Subdivision)	98	0.7	\$4,074.00	\$5,096.00	\$5,096.00	\$5,096.00	\$5,096.00
Forum West Section I	69	0.145	\$843.90	\$3,588.00	\$3,588.00	\$3,588.00	\$3,588.00
Forum West Section II	77	0.06	\$349.20	\$4,004.00	\$4,004.00	\$4,004.00	\$4,004.00
Four Seasons	281	2.38	\$13,851.60	\$14,612.00	\$14,612.00	\$13,070.00	\$13,070.00
Fox Hill Farms	18	0.63	\$3,666.60	\$720.00	\$3,666.60	\$3,089.70	\$3,089.70
Manors at Village Green	69	0.25	\$1,455.00	\$3,588.00	\$3,588.00	\$2,532.50	\$2,532.50
Manors of Broadmoor	87	0.52	\$3,026.40	\$4,524.00	\$4,524.00	\$3,065.00	\$3,065.00
Monarch Trace	96	0.08	\$465.60	\$4,992.00	\$4,992.00	\$8,450.00	\$4,992.00
Oak Subdivision	103	0.75	\$4,365.00	\$5,356.00	\$5,356.00	\$10,867.00	\$5,356.00
Pacland Place	18	0.95	\$5,529.00	\$936.00	\$5,529.00	\$4,451.50	\$4,451.50
Sugarwood	10	0.53	\$3,084.60	\$520.00	\$3,084.60	\$3,077.32	\$3,077.32
Sycamore Homeowners	45	0.4	\$2,328.00	\$2,340.00	\$2,340.00	\$7,902.00	\$2,340.00
Terraces at Woods Mill Cove	88	0.48	\$2,793.60	\$4,576.00	\$4,576.00	\$4,165.00	\$4,165.00
Thousand Oaks - Townes Homes	193	0.48	\$2,793.60	\$10,036.00	\$10,036.00	\$7,780.00	\$7,780.00
Parkway Townhouses at Village Green Condominiums	54	0.35	\$2,037.00	\$2,808.00	\$2,808.00	\$13,490.00	\$2,808.00
Townhomes of Village Green	49	0.42	\$2,444.40	\$2,548.00	\$2,548.00	\$3,515.00	\$2,548.00
Village Green Condominiums	33	0.2	\$1,164.00	\$1,716.00	\$1,716.00	\$3,975.00	\$1,716.00
Village Green Residential	26	0.25	\$1,455.00	\$1,352.00	\$1,455.00	\$4,391.00	\$1,455.00
Village of Olde Baxter Square	8	0.06	\$363.75	\$416.00	\$416.00	\$416.00	\$416.00
Villas at Chesterfield Pointe	55	0.41	\$2,386.20	\$2,860.00	\$2,860.00	\$5,755.00	\$2,860.00
Villas at Ladue Bluffs	8	0.08	\$477.24	\$416.00	\$477.24		\$0.00
Villas at Westmeade	32	0.23	\$1,338.60	\$1,664.00	\$1,664.00	\$9,250.00	\$1,664.00
Waldon Pond	32	0.38	\$2,211.60	\$1,664.00	\$2,211.60	\$1,515.00	\$1,515.00
Walnut Hill Farms	12	0.62	\$3,608.40	\$624.00	\$3,608.40	\$8,415.00	\$3,608.40
Wellesley Place	55	0.54	\$3,142.80	\$2,860.00	\$3,142.80	\$11,853.25	\$3,142.80
West Hills Townes Homes	75	1	\$5,820.00	\$3,900.00	\$5,820.00	\$9,023.00	\$5,820.00
Whitegate Farm Condos	16	0.06	\$349.20	\$832.00	\$832.00	\$3,044.29	\$832.00
Whitegate Farm Estates Homeowners	20	0.21	\$1,222.20	\$1,040.00	\$1,222.20	\$1,614.00	\$1,222.20
Wildhorse Creek Forest	16	1.00	\$5,820.00	\$832.00	\$5,820.00	\$5,820.00	\$5,820.00
Wildhorse Creek Heights / Riverscene	11	0.62	\$3,608.40	\$572.00	\$3,608.40	\$10,027.50	\$3,608.40
Wildhorse Ridge	8	0.63	\$3,666.60	\$416.00	\$3,666.60	\$7,762.00	\$3,666.60
Windsor Manor Condominiums	44	0.19	\$1,105.80	\$2,288.00	\$2,288.00	\$9,066.50	\$2,288.00
Woodcliffe Place	4	0.04	\$232.80	\$208.00	\$232.80		\$0.00
Woodfield Homes	66	0.52	\$3,026.40	\$3,432.00	\$3,432.00	\$2,555.00	\$2,555.00
Woodlake Condominiums	84	0.4	\$2,328.00	\$4,368.00	\$4,368.00	\$4,368.00	\$4,368.00
Woodlake Village Condominiums	70	0.48	\$2,793.60	\$3,640.00	\$3,640.00	\$15,665.00	\$3,640.00
Woods Glade Condominiums	51	0.37	\$2,153.40	\$2,652.00	\$2,652.00	\$7,300.00	\$2,652.00
Woods Glen Condominiums	111	0.26	\$1,513.20	\$5,772.00	\$5,772.00	\$9,575.00	\$5,772.00
					<b>\$216,543.98</b>	<b>\$338,946.56</b>	<b>194,501.16</b>

# Memorandum

## Department of Public Works



**TO:** Michael O. Geisel, P.E.  
City Administrator

**FROM:** James A. Eckrich, P.E.   
Public Works Dir. / City Engineer

**DATE:** October 9, 2025

**RE:** Public Works Mutual Aid Agreement

---

As you know, the City of Chesterfield Department of Public Works has been part of mutual aid agreements dating back at least to December of 2001 when the City entered the “Lafayette Area Mutual Aid Agreement” via Ordinance 1804. That Agreement has since been expanded to the Public Works Mutual Aid Agreement (PWMAA), which was most recently adopted by the Chesterfield City Council in May of 2014 (Ordinance 2793). The PWMAA now consists of 15 member agencies located throughout St. Louis and St. Charles counties.

The PWMAA differs from many other mutual aid agreements in that response is optional. Members of the Agreement only respond to assist other public works agencies if they have the resources and ability to do so. For example, after the tornado earlier this year the City of Clayton (a member agency) requested assistance. Some member agencies, such as the City of Des Peres, had minimal damage and were able to respond. Other agencies, including the City of Chesterfield, had their own damage and could not respond. The City of Chesterfield has responded to other requests for assistance in the past, including helping Valley Park in a flooding event a few years ago.

The existing Agreement contains a provision whereby the members meet every two years. Due to recent events, there was significant interest at the most recent meeting. At that meeting the member cities determined that since it has been over ten years since the PWMAA was last revised, that all members should re-adopt the Agreement and affirm their desire to remain a member. Additionally, other cities who are considering the Agreement can also adopt and join at this time. Adoption requires passage of an ordinance or resolution, the designation of authorized contacts, and submittal of a resource list.

There are no significant changes to the previous Agreement, only minor formatting changes. If there are questions I would be happy to address those, or provide any additional information necessary.

**Action Recommended**

The Public Works Mutual Aid Agreement should be forwarded the Planning and Public Works Committee. Should PPW concur with my recommendation, it should recommend execution of the attached ordinance authorizing the City of Chesterfield's continued participation in the Public Works Mutual Aid Agreement. The ordinance should then be forwarded to the full City Council for consideration.

Please forward to PPW for their review and recommendation.

*McTeish* 2025-10-10

**BILL NO.** \_\_\_\_\_

**ORDINANCE NO.** \_\_\_\_\_

**AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A REVISED PUBLIC WORKS MUTUAL AID AGREEMENT FOR THE CITY OF CHESTERFIELD**

**WHEREAS**, the City of Chesterfield has previously approved participation in a Public Works Mutual Aid Agreement via Ordinance 1894 and Ordinance 2793; and,

**WHEREAS**, the current Public Works Mutual Aid Agreement contains fifteen member agencies and authorizes inter-agency assistance after storms, floods, disasters, or any other events necessitating Public Works mutual aid; and

**WHEREAS**, each city desires to ensure that the Public Works Mutual Aid Agreement meets all current standards, including those set by the Federal Emergency Management Agency.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:**

**Section 1.** The City of Chesterfield hereby authorizes participating in the Public Works Mutual Aid Agreement as set forth in Exhibit 1 and attached hereto

**Section 2.** The City Administrator and City Clerk are authorized to execute the Public Works Mutual Aid Agreement.

**Section 3.** This Ordinance shall be in full force and effect from and after its passage and approval.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.**

\_\_\_\_\_  
PRESIDING OFFICER

\_\_\_\_\_  
Dan Hurt, MAYOR

ATTEST:

\_\_\_\_\_  
Vickie McGownd, CITY CLERK

FIRST READING HELD: \_\_\_/\_\_\_/\_\_\_

PUBLIC WORKS MUTUAL AID AGREEMENT – FEBRUARY 6, 2026

This Public Works Emergency Response Mutual Aid Agreement (hereinafter “Agreement”) is entered into by each of the entities that executes and adopts the understandings, commitments, terms, and conditions contained herein:

**WHEREAS**, Section 44.090 of the Missouri Revised Statutes authorizes municipalities to cooperate with other municipalities to make the most efficient use of their resources on a basis of mutual cooperation; and

**WHEREAS**, municipalities are vulnerable to a variety of natural and technological disasters and recognizing this vulnerability, this Agreement’s intended purposes are to:

- (1) Reduce damage, injury, and loss of life and property;
- (2) Prepare for prompt and efficient rescue, care, and treatment of threatened or affected persons;
- (3) Provide for the rapid and orderly rehabilitation of persons and restoration of property; and
- (4) Provide for cooperation and coordination of activities relating to emergency and disaster mitigation, preparedness, response, and recovery; and

**WHEREAS**, the parties to this Agreement and the State of Missouri have recognized the importance of coordination and cooperation between local governments; and

**WHEREAS**, pursuant to Section 44.090 of the Missouri Revised Statutes, entities entering into cooperative mutual aid and assistance agreements may include provisions for the receipt or furnishing of services or the joint exercise of any power or duty required or authorized by law; and

**WHEREAS**, the entities which have chosen to become signatories to this Agreement wish to provide mutual aid and assistance among one another during times of disaster or public works emergencies; and

**WHEREAS**, it is recognized and accepted by the entities which have chosen to become signatories to this Agreement, that municipalities can best serve their constituencies through cooperation and sharing of resources, thereby maximizing utilization and minimizing expense for redundant equipment and resources.

**THEREFORE**, pursuant to Section 44.090 of the Missouri Revised Statutes, the undersigned entities agree to enter into this Agreement for cooperative and reciprocal public works emergency response aid and assistance, with this Agreement embodying the understandings, commitments, terms, and conditions for said aid and assistance, as follows:

**SECTION I: DEFINITIONS**

The following definitions will apply to the terms appearing in this Agreement.

A. "AID AND ASSISTANCE" includes, but is not limited to, personnel, equipment, facilities, services, supplies.

B. "AUTHORIZED REPRESENTATIVE" means an entity's employee who has been authorized, in writing by that entity, to request, to offer, or to otherwise provide aid and assistance under the terms of this Agreement.

The list of Authorized Representatives for each entity shall be attached to the executed copy of this Agreement. (In the event of a change in personnel, unless otherwise notified, the presumption will be that the successor to the employee's position will be the authorized representative.)

C. "DISASTER" means a calamitous event threatening loss of life or significant loss or damage to property, including, but not limited to flood, hurricane, tornado, dam break, or other naturally-occurring catastrophe or man-made accidental, military, or paramilitary event.

D. "MUTUAL AID RESOURCE LIST" means the list provided by each entity listing equipment and other resources an entity has available for aid and assistance.

E. "ENTITY" means a governmental entity which has adopted and executed this Agreement.

F. "PROVIDER" means the entity which has received a request to furnish aid and assistance from another entity in need (the "Recipient") and has agreed to provide the aid and assistance requested. The Provider shall be represented by the authorized representative of the local agency charged with recovery, repair and operational activities including, but not limited to, opening of public ways; removal of debris; building of protective barriers; management of physical damage to structures and terrain; transportation of persons, supplies, and equipment; and repair and operation of municipal facilities.

PUBLIC WORKS MUTUAL AID AGREEMENT – FEBRUARY 6, 2026

G. "RECIPIENT" means the entity setting forth a request for aid and assistance to another entity (the "Provider"). The Recipient shall be represented by the authorized representative of the local agency requesting recovery, repair and operational activities including, but not limited to, opening of public ways; removal of debris; building of protective barriers; management of physical damage to structures and terrain; transportation of persons, supplies, and equipment; and repair and operation of municipal facilities.

**SECTION II: INITIAL RECOGNITION OF PRINCIPLE BY ALL PARTIES;  
AGREEMENT PROVIDES NO RIGHT OF ACTION FOR THIRD PARTIES**

A. As this is a reciprocal contract, it is recognized that any entity to this Agreement may be requested by another entity to be a Provider. It is mutually understood that each entity's foremost responsibility is to its own citizens. The provisions of this Agreement shall not be construed to impose an unconditional obligation on any entity to provide aid and assistance pursuant to a request from another entity.

Accordingly, when aid and assistance have been requested, an entity may in good faith withhold the resources necessary to provide reasonable and adequate protection for its own community, by deeming itself unavailable to respond and so informing the Recipient.

B. Given the finite resources of any jurisdiction and the potential for each entity to be unavailable for aid and assistance at a given point in time, the parties mutually encourage each other to enlist other entities in mutual aid and assistance efforts and to enter into such agreements accordingly. Concomitantly, the parties fully recognize that there is a highly meritorious reason for entering into this Agreement, and accordingly shall attempt to render assistance in accordance with the terms of this Agreement to the extent possible.

C. All functions and activities performed under this Agreement are hereby declared to be governmental functions conducted pursuant to the powers conferred by Missouri Revised Statutes. Functions and activities performed under this Agreement are carried out for the benefit of the general public and not for the benefit of any specific individual or individuals. Accordingly, this Agreement shall not be construed as or deemed to be an agreement for the benefit of any third parties or persons and no third parties or persons shall have any right of action under this Agreement for any cause whatsoever. All immunities provided by law shall be fully applicable as elaborated upon in Section XI of this Agreement.

**SECTION III: BIENNIAL REVIEW**

The authorized representatives of each entity shall meet not less than biennially (every two years) to review the Agreement and, if applicable, discuss recommendations to be made to their respective governing bodies for amendments to the Agreement pursuant to Section XIII of this Agreement. Such reviews will be scheduled during the first quarter of each odd numbered calendar year. A current Mutual Aid Resource List shall be resubmitted at each of the biennial reviews.

**SECTION IV: PROCEDURES FOR REQUESTING ASSISTANCE**

Mutual aid and assistance shall not be requested unless the resources currently available are deemed inadequate by Recipient. When Recipient becomes affected by a disaster, or otherwise deems its resources inadequate to address an emergency response, recovery, or an operational need it may request mutual aid and assistance by communicating the request directly to one or more Providers on the Mutual Aid Resource List, indicating the request is made pursuant to this Agreement. The request shall be followed as soon as practicable by a written confirmation of that request. All requests for mutual aid and assistance shall be transmitted as set forth below.

A. METHOD OF REQUEST FOR MUTUAL AID AND ASSISTANCE: Recipient shall directly contact Provider's authorized representative, setting forth the information in paragraph B of this Section. All communications shall be conducted directly between Recipient and Provider. Recipient shall be responsible for the costs and expenses incurred by all Providers providing aid and assistance pursuant to the provisions of this Agreement as noted in Section VIII of this Agreement.

B. REQUIRED INFORMATION: Each request for aid and assistance shall be accompanied by the following information, in writing or by any other available means, to the extent known:

(1) Condition and Status: A general description summarizing the condition necessitating the request for aid (i.e., whether the condition is planned, imminent, in progress, or has already occurred) and of the damage sustained to date;

(2) Services: Identification of the service function(s) for which assistance is needed and the particular type of aid and assistance needed;

## PUBLIC WORKS MUTUAL AID AGREEMENT – FEBRUARY 6, 2026

(3) Aid and Assistance: The amount and type of personnel, equipment, materials, and supplies needed and a reasonable estimate of the length of time they will be needed;

(4) Facilities: The need for sites, structures, or buildings outside Recipient's geographical limits to serve as staging areas for incoming emergency goods and services;

(5) Meeting Time and Place: An estimated time and a specific place for a representative of Recipient to meet the personnel and resources of any Provider.

C. STATE AND FEDERAL ASSISTANCE: In the event of an expected declaration of local emergency and if the severity of the event is expected to exhaust the reasonably available resources on the Mutual Aid Resource List, then the Recipient shall be responsible for notifying the appropriate agencies or coordinating requests for state and/or federal assistance.

### **SECTION V: PROVIDER'S ASSESSMENT OF AVAILABILITY OF RESOURCES AND ABILITY TO RENDER ASSISTANCE**

A. When contacted by a Recipient in need, Provider's authorized representative shall assess Provider's own local situation in order to determine if personnel, equipment, and other resources are available. If Provider's authorized representative determines that Provider has available resources and agrees to provide the aid and assistance requested, Provider's authorized representative shall so notify the Recipient. Provider shall complete a written acknowledgment regarding the aid and assistance to be rendered (or a rejection of the request) and shall transmit it by the most efficient practical means to the Recipient for a final response.

Provider's acknowledgment shall contain the following information:

(1) In response to the items contained in the request, an acknowledgment of the personnel, equipment, and other resources to be sent;

(2) The projected length of time such personnel, equipment, and other resources will be available to serve Recipient, particularly if the period is projected to be shorter than one week (as provided in Section VII of this Agreement.);

(3) The estimated time when the aid and assistance provided will arrive at the location designated by the authorized representative of the Recipient;

## PUBLIC WORKS MUTUAL AID AGREEMENT – FEBRUARY 6, 2026

(4) The name of the person(s) to be designated as Provider's supervisory personnel (pursuant to Section VI of this Agreement).

B. Nothing in this section shall be deemed to unconditionally require any entity to this Agreement to provide aid and assistance to any Recipient. Each entity has the right to reject any request for aid and assistance.

### **SECTION VI: SUPERVISION AND CONTROL**

A. Provider shall designate contact persons/coordinators among its employees sent to render aid and assistance to Recipient. As soon as practicable, Recipient shall assign work tasks to Provider's contact persons/coordinators, and unless specifically instructed otherwise, Recipient shall have the responsibility for coordinating communications between Provider's contact persons/coordinators and Recipient.

B. Based upon such assignments set forth by Recipient, Provider's contact persons/coordinators shall:

(1) Have the authority to assign work and establish work schedules for Provider's personnel. Provider should be prepared to furnish communications equipment sufficient to maintain communications among its respective operating units, and if this is not possible, Provider shall notify Recipient accordingly;

(2) In accordance with Section VIII of this Agreement, maintain a log of daily personnel time records, material records, equipment hours, and other expenses;

(3) Report work progress to Recipient at mutually agreed upon intervals.

C. Provider is to provide adequate supervision and control of Provider's personnel as necessary to comply with the workers compensation laws of Missouri and Section X of this Agreement.

D. When equipment and vehicles are supplied, they should be operated by qualified employees of the Provider agency whenever possible. However, this should not restrict any agency from operating equipment or vehicles when qualified operators of the providing agency are not available for that purpose with the consent of the Provider.

**SECTION VII: LENGTH OF TIME FOR AID AND ASSISTANCE;  
RENEWABILITY; RECALL**

A. Unless otherwise provided, the duration of Provider's aid and assistance shall be presumed to be for an initial period of not more than seventy two (72) hours. Thereafter, assistance may be extended as the situation warrants for periods agreed upon by the authorized representatives of Provider and Recipient. The seventy two hour period and any other agreed upon time periods shall start when the aid and assistance departs from Provider's location with the intent of going to Recipient's location. The aid and assistance shall end when the aid and assistance returns to Provider's location and no further expectation of aid and assistance exists between Provider and Recipient.

B. In accordance with Section II of this Agreement, Provider's aid and assistance shall remain subject to recall by Provider to provide for its own citizens if circumstances so warrant. Provider shall make a good faith effort to provide at least twenty-four (24) hours advance notification to Recipient of Provider's intent to terminate portions of or all aid and assistance, unless such notice is not practicable, in which case as much notice as is reasonable under the circumstances shall be provided.

**SECTION VIII: COST DOCUMENTATION & REIMBURSEMENT**

A. PERSONNEL - Provider shall continue to pay its employees according to its then prevailing ordinances, rules, regulations, and collective bargaining agreements. At the conclusion of the period of aid and assistance, the Provider shall document all direct and indirect payroll costs plus any taxes and employee benefits which are measured as a function of payroll (i.e.; FICA, unemployment, retirement, etc.).

B. PROVIDER'S TRAVELING EMPLOYEE NEEDS - Provider shall document the basic needs of Provider's traveling employees, such as reasonable out-of-pocket costs and expenses of Provider's personnel, including, but not limited to, transportation expenses for travel to and from the stricken area during the period of aid and assistance.

C. EQUIPMENT - Provider shall document the use of its equipment during the period of aid and assistance including, but not limited to, all repairs to its equipment as determined necessary by its on-site supervisor(s) to maintain such equipment in safe and operational condition, fuels, miscellaneous supplies, and repairs directly caused by provision of the aid and assistance.

## PUBLIC WORKS MUTUAL AID AGREEMENT – FEBRUARY 6, 2026

D. MATERIALS AND SUPPLIES - Provider shall document the types and amounts of all materials and supplies furnished by it and used or damaged during the period of aid and assistance.

E. REIMBURSEMENT OF COSTS – Provider’s costs as documented in this Section will be reimbursed by Recipient. Provider shall provide a summary of all costs to Recipient within sixty days of the end of an event. Recipient will provide payment to Provider in full within ninety days of receipt of the cost summary.

### **SECTION IX: RIGHTS AND PRIVILEGES OF PROVIDER'S EMPLOYEES**

Whenever Provider's employees are rendering aid and assistance pursuant to this Agreement, such employees shall retain the same powers, duties, immunities, and privileges they would ordinarily possess if performing their duties within the geographical limits of Provider.

Whenever Provider’s employees are rendering aid and assistance pursuant to this Agreement, such employees shall be subject to all provisions of law as if they were providing service within the geographical limits of Provider

### **SECTION X: PROVIDER'S EMPLOYEES COVERED AT ALL TIMES BY PROVIDER'S WORKERS' COMPENSATION POLICY**

Recipient shall not be responsible for reimbursing any amounts paid or due as benefits to Provider's employees due to personal injury or death occurring during the period of time such employees are engaged in the rendering of aid and assistance under this Agreement. It is mutually understood that Recipient and Provider shall be responsible for payment of such workers' compensation benefits only to their own respective employees. Further, it is mutually understood that Provider will be entirely responsible for the payment of workers' compensation benefits to its own employees.

### **SECTION XI: IMMUNITY**

All activities performed under this Agreement are hereby declared to be governmental functions and the liability of both Provider and Recipient shall be governed by Missouri law and all grants of immunity pursuant to Section 537.600 of the Missouri Statutes shall apply.

**SECTION XII: PARTIES MUTUALLY AGREE TO HOLD EACH OTHER HARMLESS**

Each entity (as indemnitor) agrees, to the extent permitted by law, to protect, defend, indemnify, and hold all other parties (as indemnitees), and their officers, employees, and agents, free and harmless from and against any and all losses, penalties, damages, assessments, costs, charges, professional fees, and other expenses or liabilities of every kind including, but not limited to, attorney's fees and costs of litigation arising out of or relating to any and all claims, liens, demands, obligations, actions, proceedings, or causes of action of every kind in connection with or arising out of indemnitor's negligent or intentional acts and errors and/or omissions. Indemnitor further agrees to investigate, handle, respond to, provide defense for, and defend any such claims, etc. at indemnitor's sole expense and agrees to bear all other costs and expenses related thereto. To the extent that immunity does not apply, each entity shall bear the risk of its own actions, as it does with its day-to-day operations, and determine for itself what kinds of insurance, and in what amounts, it should carry. Each entity understands and agrees that any insurance protection obtained shall in no way limit the responsibility to indemnify, keep, and save harmless the other parties to this Agreement.

**SECTION XIII: AMENDMENTS; ADDITIONAL MEMBERS**

A. MANNER - This Agreement may be amended at any time by (1) unanimous consent of the parties as determined by the governing units of the parties or (2) upon the mutual written consent of the Recipient and Provider.

B. ADDITION OF OTHER ENTITIES - Additional entities may become parties to this Agreement upon: (1) acceptance and execution of this Agreement; (2) sending the executed Agreement to all parties; and (3) sending a copy of its completed Mutual Aid Resource List to each of the other parties.

**SECTION XIV: INITIAL DURATION OF AGREEMENT; RENEWAL; TERMINATION**

This Agreement shall be binding for not less than one (1) year from its effective date. Thereafter, this Agreement shall automatically renew annually. However, any entity may withdraw from the Agreement at any time by written notification from Authorized Representative served personally or by registered mail upon all parties. The withdrawal shall not be effective until sixty (60) days after notice thereof has been served upon or sent to all other parties. An entity's withdrawal from this Agreement shall not affect an entity's liability or

## PUBLIC WORKS MUTUAL AID AGREEMENT – FEBRUARY 6, 2026

obligation under the terms of this Agreement incurred hereunder. Once the withdrawal is effective, the withdrawing entity shall no longer be a party to this Agreement, but this Agreement shall continue to exist among the remaining entities. The Agreement may be terminated at any time after the initial duration of the Agreement by unanimous consent of the parties as determined by the governing units of the parties.

### **SECTION XV: HEADINGS**

The headings of various sections and subsections of this Agreement have been inserted for convenient reference only and shall not be construed as modifying, amending, or affecting in any way the express terms and provisions of this Agreement or their interpretation.

### **SECTION XVI: SEVERABILITY ----- EFFECT ON OTHER AGREEMENTS**

Should any clause, sentence, provision, paragraph, or other part of this Agreement be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, or invalidate the remainder of this Agreement. Each of the parties declares that it would have entered into this Agreement irrespective of the fact that any one or more of this Agreement's clauses, sentences, provisions, paragraphs, or other parts have been declared invalid. Accordingly, it is the intention of the parties that the remaining portions of this Agreement shall remain in full force and effect without regard to the clause(s), sentence(s), provision(s), paragraph(s), or other part(s) invalidated.

### **SECTION XVII: EFFECTIVE DATE**

This Agreement shall be effective upon proper approval and execution hereof by at least two entities. The effective date shall be the date upon which the second entities executed the Agreement. As to all subsequently added entities, the effective date shall be the date upon which the newly added entities properly executed the Agreement.

The Agreement shall be executed by all members and forwarded to the City of Chesterfield for compilation and maintenance. The Agreement may be sent via US Mail or Email PDF.

PUBLIC WORKS MUTUAL AID AGREEMENT – FEBRUARY 6, 2026

NOW THEREFORE, in acknowledgment of the acceptance of this Agreement, each of the parties have caused this Public Works Emergency Response Mutual Aid Agreement to be duly executed in its name and behalf by its chief executive officer, who has signed accordingly with seals affixed and attested with concurrence of a majority of its governing board, as of the date set forth in this Agreement.

**City of** \_\_\_\_\_

**Ordinance or Resolution Number** \_\_\_\_\_

By: \_\_\_\_\_

Date: \_\_\_\_\_

Title: \_\_\_\_\_

Attest: \_\_\_\_\_

Date: \_\_\_\_\_

Title \_\_\_\_\_

PUBLIC WORKS MUTUAL AID AGREEMENT – FEBRUARY 6, 2026

**City of** \_\_\_\_\_

**DULY AUTHORIZED REPRESENTATIVE(S)**

Name: \_\_\_\_\_ Title: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Office Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Name: \_\_\_\_\_ Title: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Office Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Name: \_\_\_\_\_ Title: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Office Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

E-Mail: \_\_\_\_\_

PUBLIC WORKS MUTUAL AID AGREEMENT – FEBRUARY 6, 2026

**City of** \_\_\_\_\_

**Resource List**

Resource \_\_\_\_\_ Number

Arrow Boards

Backhoes

Bucket Trucks

Chainsaws

Changeable Message Boards

Chippers

Dump Trucks

Front End Loader

Generators

Light Towers

Mini Excavators

Skid Steers

Street Sweeper

# Memorandum

## Department of Public Works



**TO:** Michael O. Geisel, P.E.  
City Administrator

**FROM:** James A. Eckrich, P.E. *JAE*  
Public Works Dir. / City Engineer

**DATE:** October 7, 2025

**RE:** Bikeable Walkable Community Plan

Please forward to the  
PPW Committee for  
their review and  
recommendation.

*Michael O. Geisel* 2025-10-10

In May of 2024 the City of Chesterfield City Council approved a contract with Toole Design to create a new Bikeable Walkable Community Plan (Plan). As delineated in the attached memorandum from Senior Civil Engineer Steve Merk, an update to the Plan was one of the goals in the 2022 Strategic Plan. The prior Plan, adopted in March of 2010, is very outdated and contained myriad improvements within roadways not controlled by the City of Chesterfield. The new Plan concentrates on improvements that the City can implement in the future, while also prioritizing projects on State/County roads which the City Staff can communicate to those agencies.

It is important to note that the 2025 Bikeable Walkable Plan is a planning document created with substantial resident input. The projects contained therein are conceptual plans with conceptual cost estimates. Each project will require specific design prior to implementation. The alignments and estimates contained therein are far from “set in stone.” Further, the City projects contained within the plan are not funded. Assuming the Plan is approved, the City Staff will work toward funding for these projects, which will take many years. This is similar to what has been done in the past, where we have prioritized amenities such as the Monarch Chesterfield Levee Trail, Riparian Trail, and Pathway on the Parkway and then worked to find ways to fund these projects, which are now enjoyed by Chesterfield residents.

Instead of describing the details of the Plan in this memo, I would prefer to present the Plan to the Planning and Public Works Committee and ultimately City Council.

### Action Recommended

The 2025 Bikeable Walkable Plan should be forwarded to the Planning and Public Works Committee of City Council, where I will conduct a presentation of the Plan. Should PPW view the Plan favorably, it should recommend approval of a Resolution adopting the Plan to the full City Council.

**RESOLUTION NO.** \_\_\_\_\_

**A RESOLUTION ADOPTING THE CITY OF CHESTERFIELD BIKEABLE  
WALKABLE PLAN.**

**WHEREAS**, the Comprehensive Plan of the City of Chesterfield envisions a community-wide network of trails, walking paths, sidewalks, and on-street bicycle facilities; and,

**WHEREAS**, the City of Chesterfield has been working consistently to implement the improvement of bicycle and pedestrian facilities throughout the City as well as the implementation of additional off-street trails; and,

**WHEREAS**, the City of Chesterfield is committed to providing a bicycle and pedestrian friendly environment which will improve community health, reduce auto emissions, foster a greater sense of community, and increase the quality of life for residents.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, MISSOURI, AS FOLLOWS:**

The City Council hereby adopts the City of Chesterfield Bikeable Walkable Plan, dated September 2025, for planning future improvements to the City's bicycle and pedestrian network.

**PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2025.**

\_\_\_\_\_  
PRESIDING OFFICER

\_\_\_\_\_  
Dan Hurt, MAYOR

ATTEST:

\_\_\_\_\_  
Vickie McGownd, CITY CLERK



## Memorandum

**TO:** James A. Eckrich, PE  
Director of Public Works / City Engineer

**FROM:** Steven J. Merk, PE *sm*  
Senior Civil Engineer

**DATE:** September 18, 2025

**RE:** Final Bikeable Walkable Plan

---

As you are aware, one of the identified objectives within the 2022 Strategic Plan is to enhance multi-modal connectivity in the City. One strategy identified to support this objective was to update the existing Bikeable Walkable Plan (Plan), originally adopted in 2010. While the 2010 Plan was comprehensive, its focus on arterial roadways, primarily under the jurisdiction of St. Louis County and the Missouri Department of Transportation, limited the City's ability to implement improvements.

In May 2024, City Council approved a contract with Toole Design to lead the development of a modernized Plan. Toole Design met with City Staff, elected officials, and the Parks, Recreation & Arts Citizens Advisory Committee to gather input on priorities. Toole also created a public website with a survey and an interactive map which allowed the public to share concerns, preferences, and desires for improvements to bicycle and pedestrian infrastructure in Chesterfield.

The feedback collected was instrumental in shaping a list of potential projects which were presented to the public during an Open House in February 2025. From the responses received, five specific projects were developed, including conceptual designs and cost estimates for each. These projects are detailed in Appendix G of the attached Plan.

The remaining projects that were presented at the Open House are also included in the Plan for future planning and reference. All of the included projects could be implemented in the future through City action or through coordination with the appropriate State or County agency.

**I recommend the enclosed 2025 Bikeable Walkable Plan and Resolution be forwarded to the Planning & Public Works Committee and City Council for final approval.**



# City of Chesterfield Bikeable Walkable Plan

September 2025



# Acknowledgements

## Mayor and City Council

Mayor Dan Hurt

Councilmember Barbara McGuinness, Ward I

Councilmember Mary Monachella, Ward I

Councilmember Patricia Tocco, Ward II

Councilmember Mary Ann Mastorakos, Ward II

Councilmember Lane Koch, Ward III

Councilmember Michael Moore, Ward III

Councilmember Merrell Hansen, Ward IV

Councilmember Gary Budoor, Ward IV

## Parks, Recreation and Arts Citizen Advisory Committee

## Staff Working Group

Alyssa Ahner, Planning

James A. Eckrich, Public Works

Steve Merk, Public Works

Anthony Moore, Parks and Recreation

Zachary Wolff, Public Works



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Appendix A - Existing Plan Review

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Appendix E - Uncontrolled Crossing Guidelines

Appendix F - Roadway Ownership Map

Appendix G - Design Concepts

# Executive Summary

The Vision for the City of Chesterfield, as defined in the *2022 Strategic Plan*, is: *Chesterfield is a premier community known for safe and beautiful neighborhoods, high quality development, and great schools, services, and amenities.* This Bikeable Walkable Plan (Plan) aligns with that Vision by consolidating community desires and professional recommendations for improving the health, mobility, and overall quality of life for Chesterfield residents, workers, and visitors.

The Plan is the result of a year-long process that solicited input from the public, elected officials, staff, and consultants to identify potential improvements to pedestrian and bicycle infrastructure, policies, and programs. The Plan summarizes the planning process and outcomes. The next steps of this Plan focus on an action-oriented, prioritized list of infrastructure improvements selected through input and preferences shared by the public at a February 2025 Open House as well as staff consideration and feasibility. The priority projects include:

- Edison Avenue Crossing, from Chesterfield Valley to the Monarch Chesterfield Levee Trail
- Ameren Powerline Trail, from Clarkson Rd to Ladue Rd (3 phases)
- Levee Trail Extension, from Edison Ave to Centaur Rd
- Logan University Trail, from Country Ridge Dr to Schoettler Rd
- Riparian Trail extension, from Old Chesterfield Rd to Chesterfield Valley (includes Old Chesterfield Road Sidewalk)

More details on these projects are provided in the Plan and Appendices. The Plan also includes priority projects for coordination with other agencies, recommendations for infrastructure improvements, and recommendations for new policies and programs.



# Introduction & Background

This Plan aligns with the Chesterfield Vision, as defined in the *2022 Strategic Plan*, by consolidating community desires and professional recommendations for improving the health, mobility, and overall quality of life for Chesterfield residents, workers, and visitors.

Walking and bicycling are fun and convenient forms of transportation and recreation that provide health, economic, and environmental benefits. Walking and bicycling also increase opportunities for informal interactions with neighbors and friends and can often help build a sense of community. This Plan replaces the City's 2010 Bikeable Walkable Community Plan and aims to enhance safety, accessibility, and connectivity for all residents, workers, and visitors who may choose to walk or bike.

This Plan provides a summary of the planning and engagement process, existing conditions and analysis, and recommendations. The recommendations focus on an action-oriented, prioritized list of infrastructure improvements, policies, and programs within the City's jurisdiction, as well as opportunities for coordination with other agencies, such as the Missouri Department of Transportation (MoDOT), St. Louis County, and Great Rivers Greenway. The Plan also provides recommendations for policy changes and programs to improve the safety, convenience, and enjoyment of walking and bicycling and to encourage these activities throughout Chesterfield.

Early in the project, the project team established the following Guiding Principles to guide the project and the Plan, in support of the larger City Vision as defined in the City's 2022 Strategic Plan.

## Vision

*Chesterfield is a premier community known for safe and beautiful neighborhoods, high quality development, and great schools, services, and amenities.*

## Guiding Principles

- Safe
- Connected
- Inclusive
- Active
- Enjoyable



# Benefits of Walking and Bicycling


Walking and bicycling are simple, affordable, and efficient means of transportation. While not everyone may choose to walk or bike on a regular basis, almost everyone is a pedestrian for at least a portion of the day, whether it be walking to the bus stop, down the street to a neighbor's house, or crossing the street to a restaurant or shop. Expanding safe walking and bicycling routes in Chesterfield brings numerous benefits across health, environmental, economic, and social dimensions.



**Replacing some car trips with walking or bicycling trips reduces local air pollution, which especially benefits older adults, children, and those with respiratory and cardiovascular problems.**



**Regular physical activity such as walking 30 minutes a day 5 days a week helps improve your overall health, fitness, and quality of life**



**An 18% lowered risk of depression was found among adults who got just half the recommended amount of physical activity per week**



**Four in five millennials say they want to live in places where they have a variety of options to get to jobs, school, or daily needs.**

# Planning Process and Timeline

This Plan was developed between the Fall of 2024 and Summer of 2025, beginning with an assessment of existing conditions for walking and bicycling. The assessment included background research of past plans and current policies, field investigations, data analysis, and engagement with the public, City staff, City Councilmembers, and the Parks, Recreation and Arts Citizen Advisory Committee.

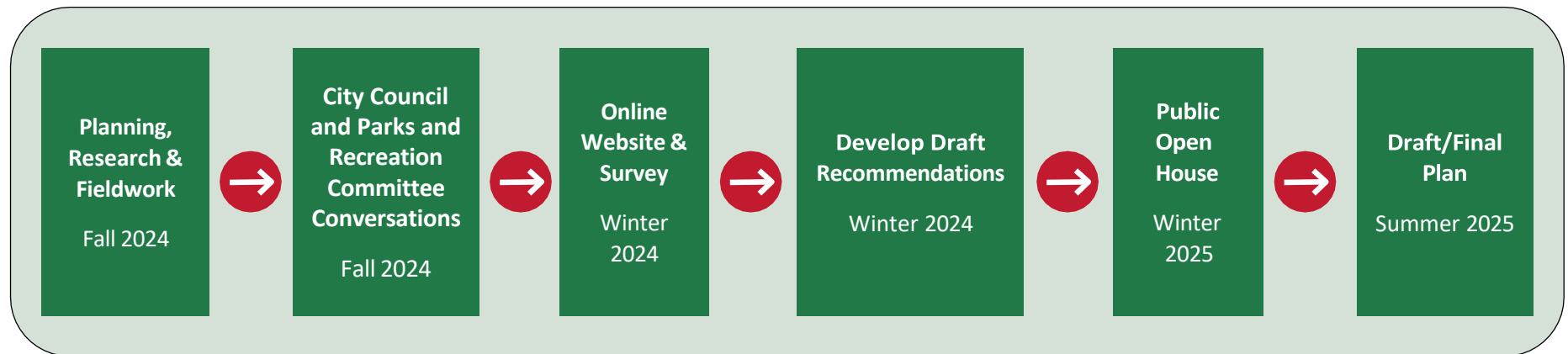
## Relationship to Current Plans

There has been a growing demand for pedestrian and bicycle facilities, both for recreation and transportation purposes. Both the [Chesterfield Strategic Plan \(2022\)](#) and the [Chesterfield Comprehensive Plan](#) emphasize the need for safe, connected walking and biking infrastructure. In addition, the [St. Louis County Action Plan for Walking and Bicycling \(2021\)](#) recommends improving sidewalks, landscaped buffers, and on- and off-road bicycle facilities on county and local roads throughout Chesterfield and in nearby communities.

## Bicycle Level of Traffic Stress and Field Work

Toole Design conducted a “Bicycle Level of Traffic Stress” (LTS) analysis as part of the initial office assessment of the existing City transportation network. An LTS is a planning tool for evaluating how comfortable and safe different streets are perceived to be by cyclists at different skill levels. It assigns a score of 1 to 4 to roads within the City based on factors like traffic speed, volume, number of lanes, and presence of bike infrastructure. An LTS 1 route is low-stress, suitable for all cyclists, while an LTS 4 route is high-stress, only for very confident cyclists. Full details of the analysis results and corresponding graphical map are provided in [Appendix B](#).

Toole Design also conducted field work in the Fall 2024 to gain a better understanding of the existing walking and bicycling environment, confirm the results of the Bicycle Level of Traffic Stress Analysis, and visit locations identified by City staff and Councilmembers where challenges and opportunities for walking and bicycling exist. The findings from the field work are summarized in “Walking and Bicycling in Chesterfield Today” on page 6.



# Engaging the Community

The community engagement process for this Plan included:

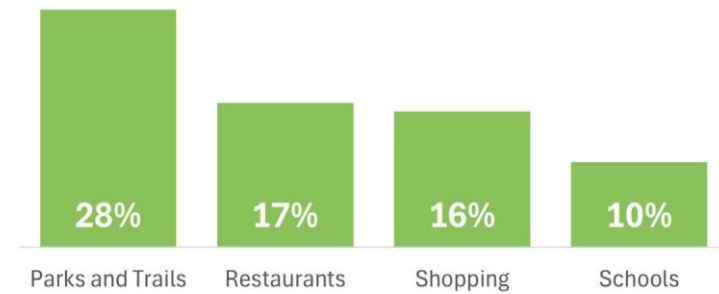
- Conversations with City Councilmembers and members of the Parks, Recreation and Arts Citizen Advisory Committee
- A website, online map and survey regarding existing conditions
- An Open House to gather in-person feedback

Nearly 250 people responded to the online survey in late 2024 to provide input on current conditions and more than 100 people attended the Open House in February 2025 to share thoughts on recommendations. Their input shaped the Bikeable Walkable Plan by identifying priorities, safety concerns, and potential solutions that align with the City’s long-term vision. A summary of the input gathered from the community is included in [Appendix C](#). A summary of key takeaways is provided below:

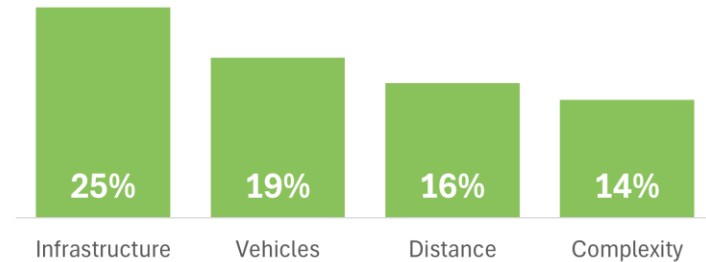
## What We Heard

- Enhance safety, promote active lifestyles, and support economic growth.
- Provide continuous sidewalks and increase bicycling infrastructure
- Improve pedestrian crossings and safer intersections
- Provide better trail connectivity
- Ensure safe routes to schools
- Improve connectivity between neighborhoods and destinations
- Improve key roadways and barriers such as Clarkson Road, Wild Horse Creek Road, and Highway 64, where high-speed traffic and lack of pedestrian infrastructure create safety challenges
- Address challenges created by varied roadway ownership
- Explore funding options and partnerships
- Integrate pedestrian and bike facilities into future developments
- Focus on connecting key destinations like parks, schools, Downtown Chesterfield, and Chesterfield Valley
- Provide greater separation between motorized traffic and walking and bicycling

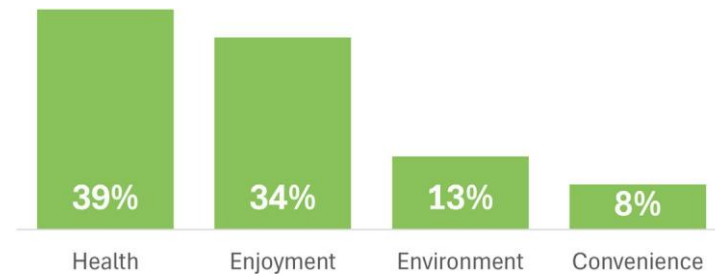
What places are most important to be able to reach by walking, biking, and rolling? (Top Answers)

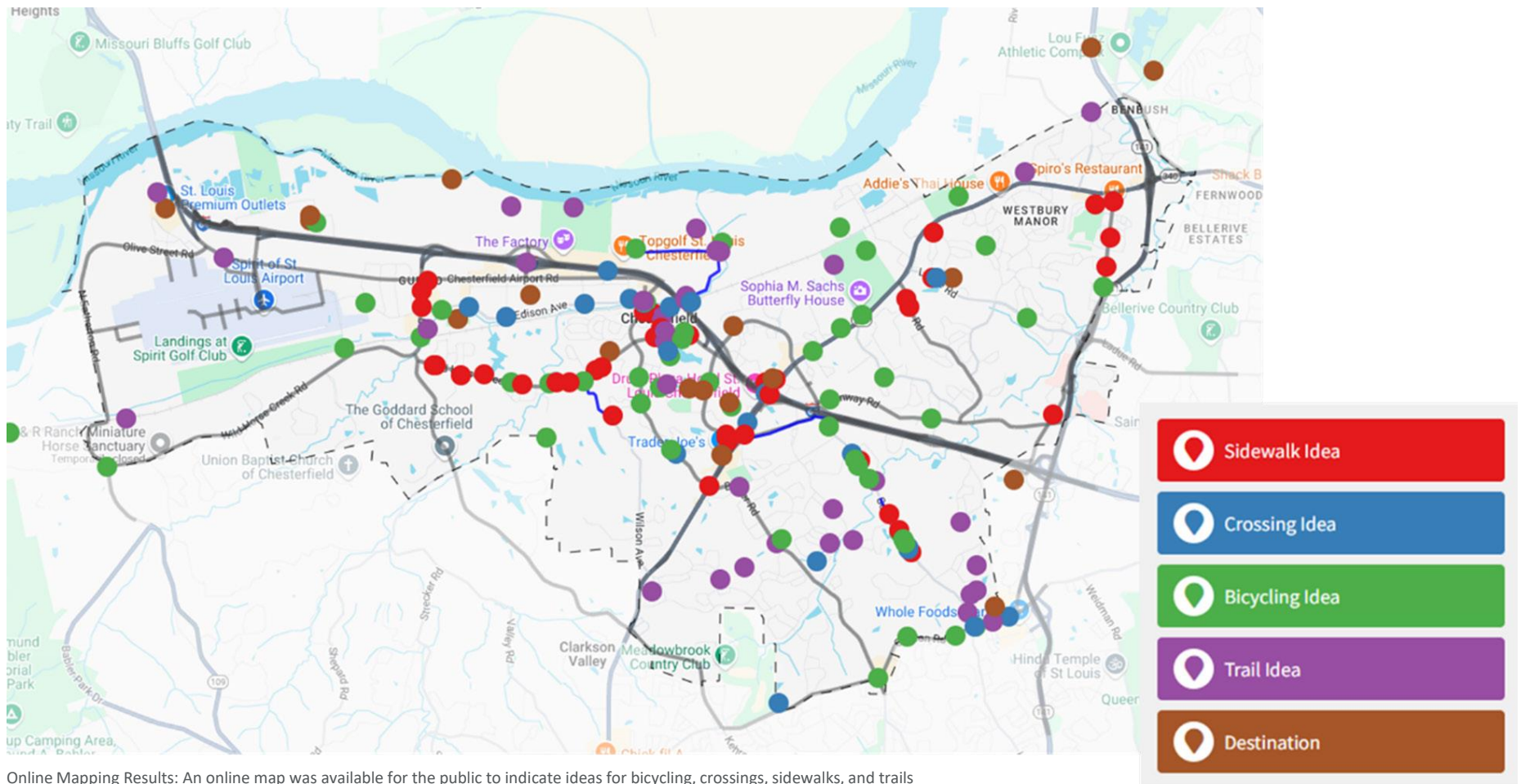


What is keeping you from walking, biking, and rolling more often? (Top Answers)



What are your reasons for walking, biking, rolling? (Top Answers)





Online Mapping Results: An online map was available for the public to indicate ideas for bicycling, crossings, sidewalks, and trails



More than 100 people attended the Open House in February 2025 to provide input on the Plan's infrastructure recommendations

# Walking and Bicycling in Chesterfield Today

Chesterfield, Missouri is a mid-sized suburb of roughly 50,000 people located approximately 25 miles west of the City of St. Louis in St. Louis County. Chesterfield is known as a regional destination for retail and restaurants in Chesterfield Valley, the Monarch-Chesterfield Levee Trail, and its recreational and family offerings.

Based upon the responses to the online survey, many people in Chesterfield would like to walk and bike for both transportation and recreational purposes, and many challenges exist to walking and bicycling stemming from development patterns that have historically prioritized automobile travel. These challenges include gaps in the pedestrian and bicycle network and barriers in the form of busy intersections and highways.

Many of these issues are compounded by jurisdictional complexities of road ownership – shared between Chesterfield, St. Louis County, and MODOT - that have made it difficult to create a fully connected system. The City of Chesterfield has worked to ensure sidewalk connectivity throughout neighborhoods and to fill gaps in sidewalks on City streets. Many of the busier roadways in the City that create barriers to connectivity such as Clarkson/Olive, Wild Horse Creek Road, I-64, and all signalized intersections are under either MoDOT or St. Louis County's jurisdiction.

## Roadway Ownership in Chesterfield

The City of Chesterfield does not own or maintain all roads within its municipal boundaries. Many key roadways are under the jurisdiction of St. Louis County or the Missouri Department of Transportation (MoDOT) which impacts the City's ability to implement pedestrian and bicycle improvements independently. A map of roadway ownership in Chesterfield is provided in [Appendix F](#).

Additionally, all signalized intersections in Chesterfield are controlled by St. Louis County or MoDOT, requiring coordination for any modifications to signals, crossings, or related infrastructure. The recommendations in this Plan primarily focus on changes to City-owned roadways.

## Key Challenges to Walking and Bicycling

- Auto-oriented transportation network and culture
- Lack of continuous sidewalks
- Insufficient bike infrastructure other than trails
- Lack of safe crossings on arterial roads for pedestrians and bicyclists
- Gaps in trail connectivity
- Curvilinear streets often end in cul-de-sacs and don't connect, leaving few east-west and north-south connectors for bicycling
- County and State roads act as barriers and conflict points throughout the City
- Limited ability to influence improvements to County and State roads and intersections

## Opportunities

While challenges exist, there are also opportunities to leverage existing trails, walkable neighborhoods, and upcoming developments to create greater walking and bicycling opportunities.

- Provide increased connectivity to existing trails
- Connect existing walkable neighborhoods
- Ensure upcoming developments such as Downtown Chesterfield provide walking and bicycling connections and encourage bicycle parking
- Continue to fill gaps in sidewalk connectivity and look for opportunities for additional bicycle infrastructure
- Work with St. Louis County and MoDOT to increase safe crossings and address key safety issues along County and State routes



*(Chesterfield Parkway at Clarkson Rd off-ramp)*

Complex intersections that are not controlled by the City create crossing challenges for non-motorized users.



*(Baxter Road at Bonhomme Creek Bridge)*

Railroad tracks and a narrow bridge crossing over Bonhomme Creek create a gap between the Riparian Trail and Monarch Chesterfield Levee Trail



*(Eastbound Edison Avenue)*

Limited crossing opportunities exist to access the Monarch Levee Trail from the Valley.



*(Ameren Utility Corridor)*

The utility corridor that runs through Chesterfield provides the potential opportunity for future east-west trail connectivity.

# Proposed Projects, Policies and Programs

The proposed projects, policies and programs in this section are based on staff, stakeholder and public input; the Bicyclist Level of Traffic Stress analysis; and field work.

## Recommended Infrastructure Projects

The Plan aims to address some of the infrastructure gaps and challenges identified in Figures 1A and 1B, provide more recreational opportunities for walking and bicycling, and better connect neighborhoods and key destinations. Additional improvements will be addressed through continuing to work with partners such as St. Louis County, MoDOT and Great Rivers Greenway as shown by the projects in Figures 2A and 2B. Conceptual designs for the priority City projects are included in [Appendix G](#).

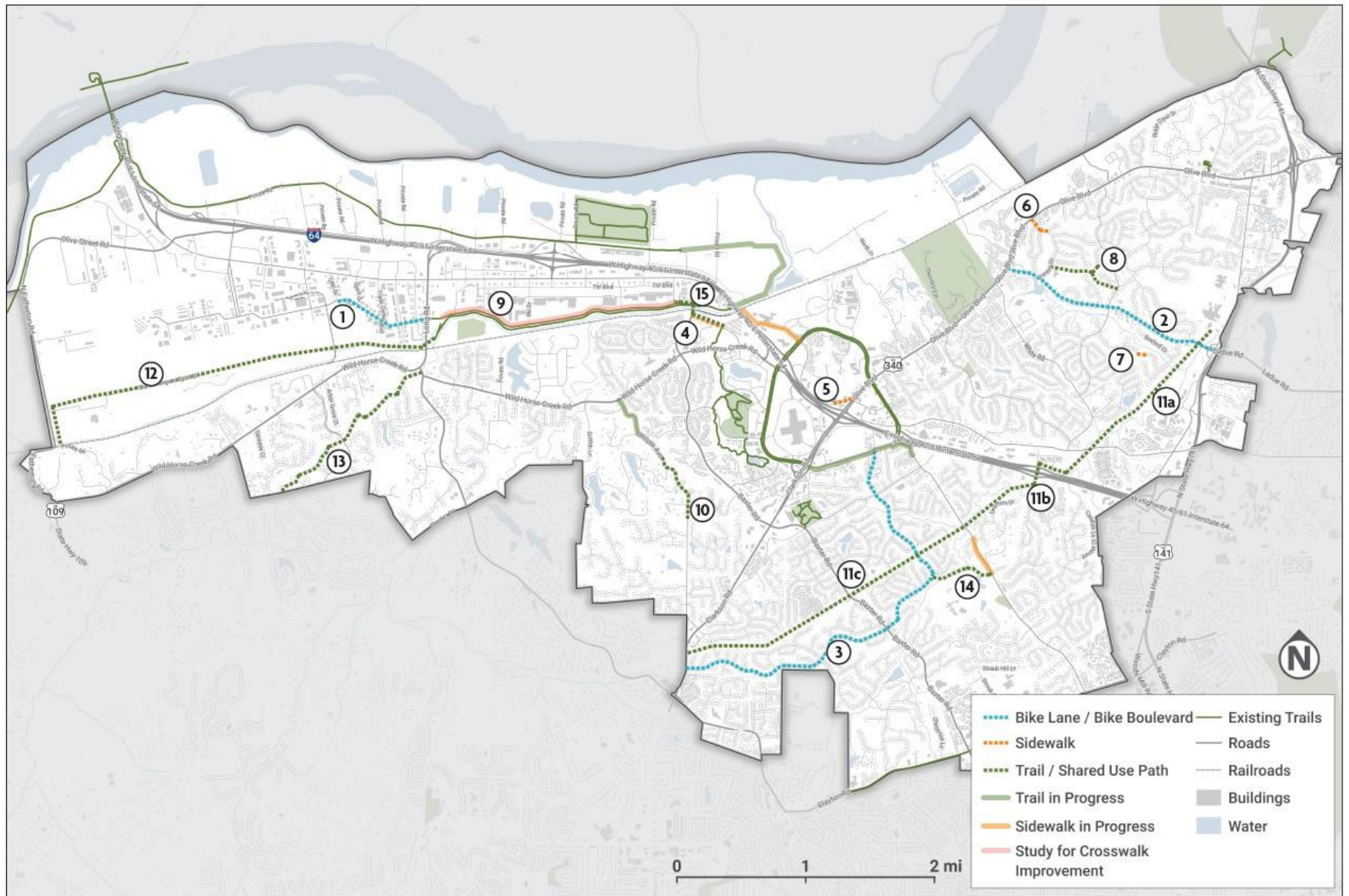


**Figure 1A: City Infrastructure Recommendations**

PROJECT #	LOCATION/CORRIDOR NAME	ENDPOINTS/DESCRIPTION
1	Edison Ave Bike Lanes	Long Road to Cepi Dr
2	Ladue Rd Bike Lanes	North Woods Mill Rd to Olive Blvd
3	Country Ridge Dr / Schoettler Valley Dr Bike Boulevard	Clarkson Rd to Chesterfield Parkway East
4	Old Chesterfield Rd Sidewalk	Riparian Trail to Baxter Rd
5	Swingley Ridge Rd Sidewalk Gap	Post Office to Nardin Dr
6	Portico Dr / Monterra Dr Sidewalk Gap	North end of Portico Dr to Olive Blvd
7	Trailtop Dr to Wethersfield Terrace Ct Sidewalk Connection	Connect Existing Cul-de-sacs
8	Stablestone Ct / N. Green Trails Dr / Green Trails Elementary Sidewalk Connection	Stablestone Ct / N. Green Trails Dr to Green Trails Elementary
9	Edison Ave Crossing	Connect Monarch Chesterfield Levee Trail to Chesterfield Valley, across Edison Ave
10	Wilson Ave (Wilson Park Area) Side Path	Baxter Crossing Ln. to Wilson Woods Ct
11	Ameren Powerline Trail – A, B, C	Ladue Rd to Clarkson Rd
12	Monarch Chesterfield Levee Trail	Edison Ave Trailhead to Centaur Rd
13	Bonhomme Creek Riparian Trail	City limits to Long Rd
14	Logan University Trail Connection	Country Ridge Dr to Schoettler Rd
15	Riparian Trail Extension, includes #4 above within project limits	Riparian Trail Trailhead at Old Chesterfield Rd to Chesterfield Valley

Note: List is not in order of priority. See corresponding project numbers in Figure 1B.

Figure 1B: City Infrastructure Recommendations



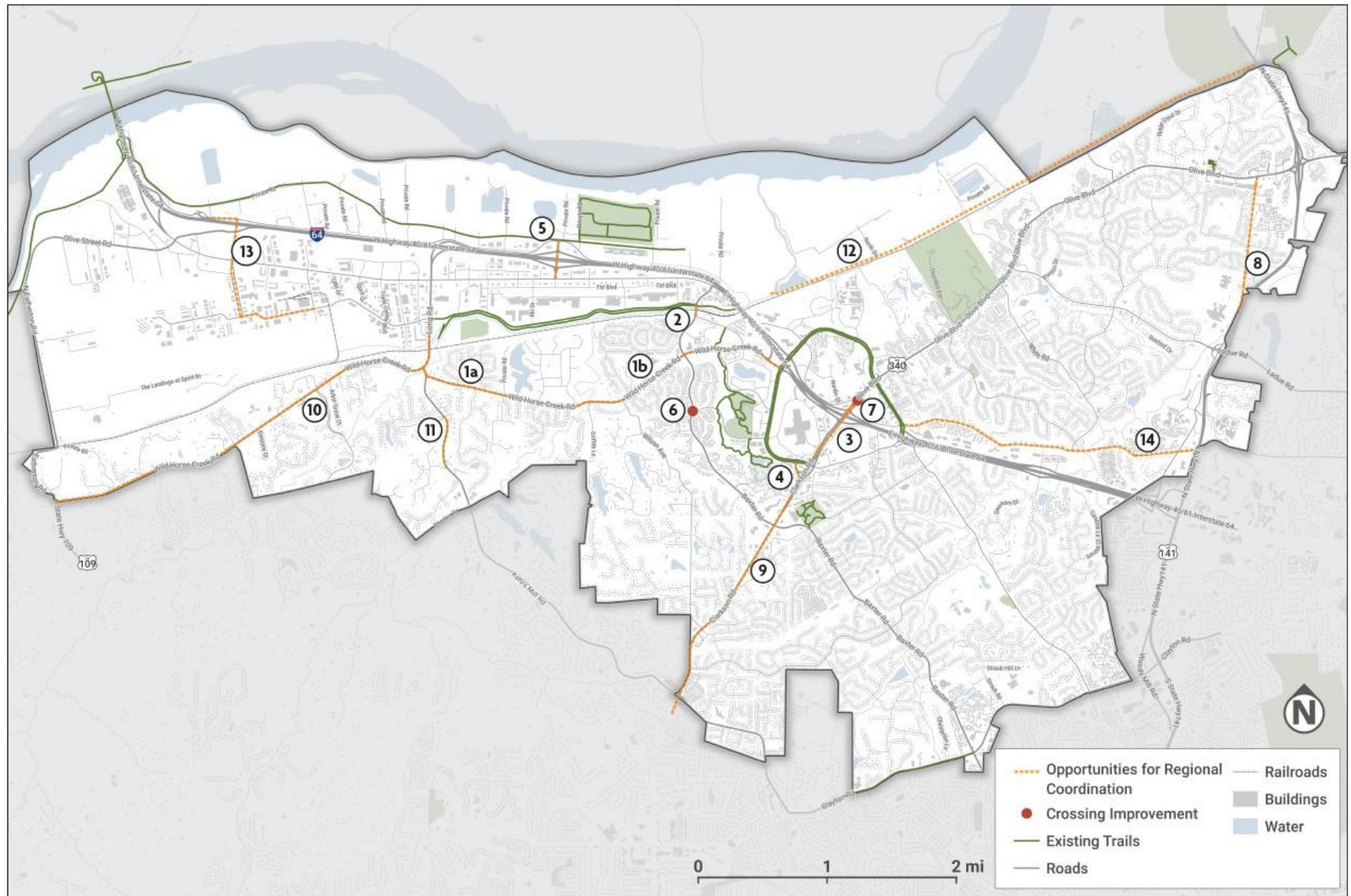
**Figure 2A: Opportunities for Agency Coordination**

PROJECT # AGENCY	LOCATION/CORRIDOR NAME	ENDPOINTS/DESCRIPTION
1a STLCO	Wild Horse Creek Rd Sidewalk Gap	Kehrs Mill Rd to Wilson Ave
1b STLCO	Wild Horse Creek Rd Sidewalk Gap	Wilson Ave to Chesterfield Parkway
2 STLCO	Baxter Rd Sidewalk Gap	Old Chesterfield Rd to Monarch Chesterfield Levee Trail
3 MODOT	Clarkson Rd / Olive Blvd Sidewalk Gap	Swingley Ridge Rd, under I-64, to Lea Oak Dr
4 MODOT	Clarkson Rd Access Ramp Sidewalk Gap	Chesterfield Parkway to Lea Oak Dr
5 MODOT	Boones Crossing Sidewalk Connection	Monarch Chesterfield Levee Trail to Chesterfield Airport Rd
6 STLCO	Baxter Rd Crossing	Near August Hill Dr
7 MODOT	Olive Blvd Crossing	At Swingley Ridge Rd
8 STLCO	North Woods Mill Rd Shared Use Path	Olive Blvd to Parkway High School
9 MODOT	Clarkson Rd Sidewalk	Lea Oak Dr to Kehrs Mill Rd
10 MODOT	Wild Horse Creek Rd Shared Use Path	Eatherton Rd to Kehrs Mill Rd
11 STLCO	Kehrs Mill Rd Sidewalk Gap	Pacland Estates Dr to Pacland Pl
12 GRG	Missouri Greenway Trail	Monarch Chesterfield Levee Trail to Creve Coeur Park
13 STLCO	Spirit of St. Louis Airport to Monarch Chesterfield Levee Trail Connections	Goddard Ave to Spirit of St. Louis Blvd, to Monarch Chesterfield Levee Trail
14 STLCO	Conway Rd Sidewalk Gap	Chesterfield Parkway to City Limit

Note: List is not in order of priority. See corresponding numbers in Figure 2B.



Figure 2B: Opportunities for Agency Coordination with Regional Partners



# Implementation

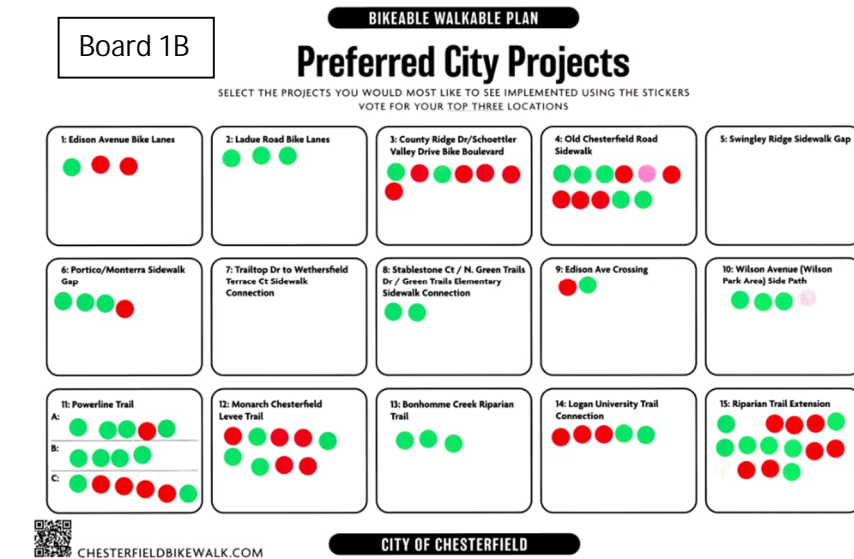
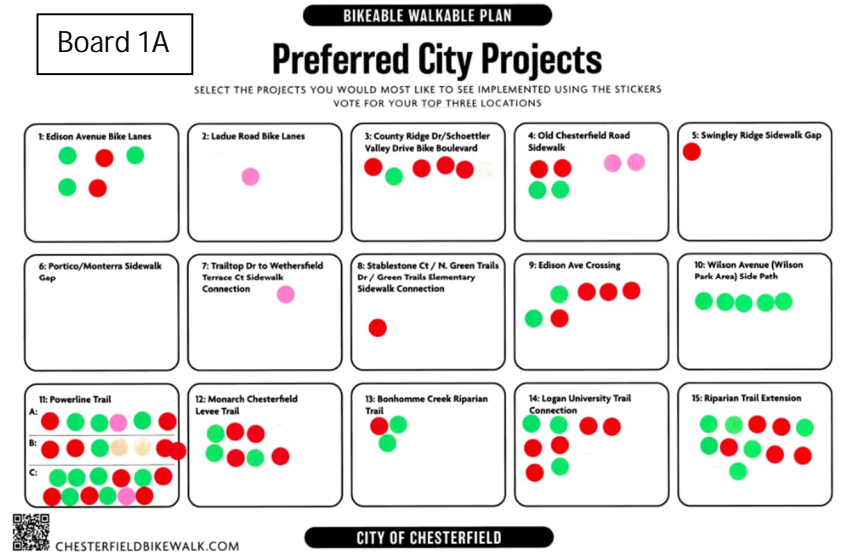
## City Projects with Preliminary Design Concepts

While all of the infrastructure projects in the previous section are important to implement when opportunities arise, the following projects have been selected as priority projects for implementation by the City based on input from the February 2025 Open House (see Boards 1A and 1B to the right), staff consideration, and feasibility. Design concepts and high-level cost opinions are provided in [Appendix G](#).

- #9 Edison Avenue Crossings, from Chesterfield Valley to the Monarch Chesterfield Levee Trail
- #11A, B, C – Ameren Powerline Trail, would be funded and constructed in three separate phases, with order to be determined later
  - 11A – Parkway West High School to Conway Road
  - 11B – Conway Road to Schoettler Road
  - 11C – Schoettler Road to Clarkson Road, at Marquette High School
- #12 – Levee Trail, from Edison Ave to Centaur Road
- #14 – Logan U. Trail, from Country Ridge Dr to Schoettler Road
- #15 – Riparian Trail, extension from Old Chesterfield Rd to Chesterfield Valley (includes Project #4 – Old Chesterfield Road Sidewalk)

Note, none of the projects above are funded, and planning for the projects has not progressed beyond high level concepts. However, as priority projects, City staff will actively look for opportunities to move these projects forward by attempting to obtain grant funding when it becomes available. Also, other identified projects in this Plan may be implemented before the identified priority projects if the opportunity arises.

The Conceptual Cost Opinions in [Appendix G](#) illustrate the high cost of constructing these projects. The City would not be able to fund these solely with City dollars since the five projects have a total conceptual cost estimate amount of \$26,000,000. Once constructed, any new infrastructure will also increase annual maintenance expenses. As a result, all projects must be considered comprehensively, including all financial impacts, before attempting to move forward with any given project.



In the past five years, the City has made significant progress in expanding the walking and biking opportunities for residents. The following projects are currently in design or have been recently completed:

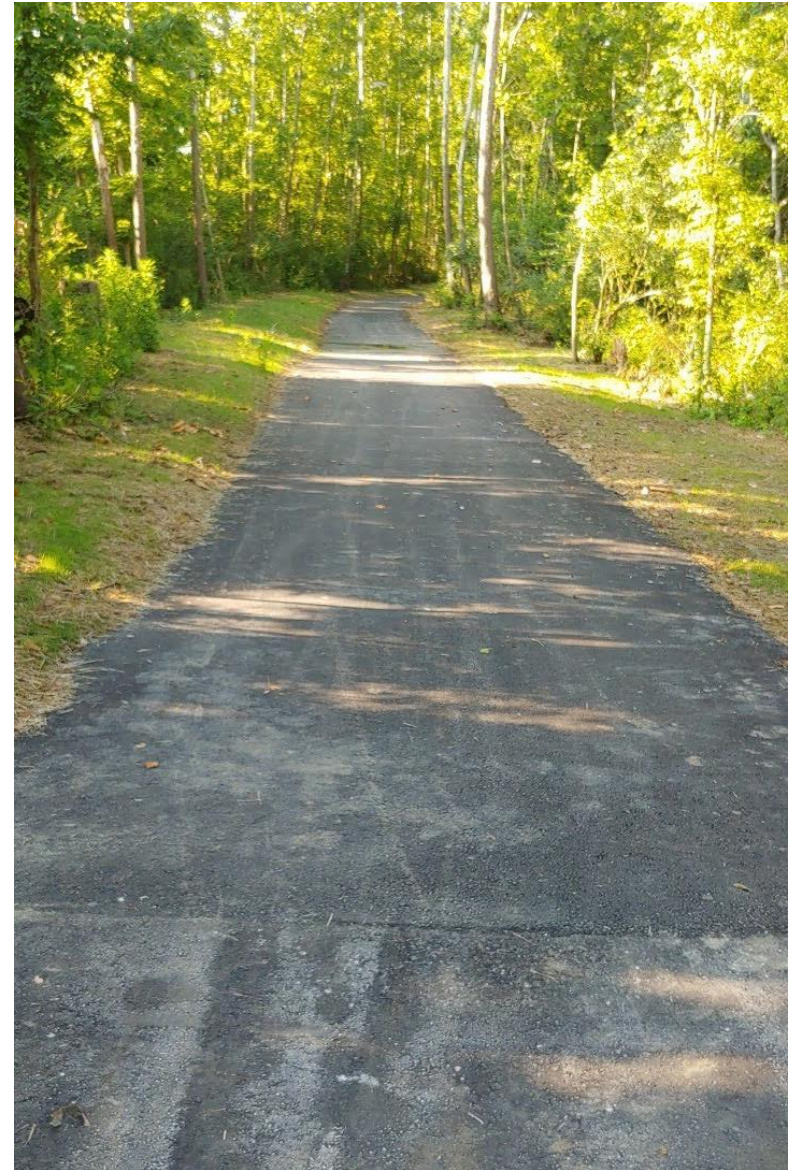
- Monarch Chesterfield Levee Trail, Phase 6 (Construction 2025-2026)
- Schoettler Road Sidewalk Extension (Construction 2026)
- Pathway on the Parkway (Construction 2027)
- Riparian Trail, Phase 2 (Complete 2022)
- Schoettler Road Crosswalk to Logan Park (Complete 2024)
- Eberwein Park Trail (Complete 2023)

In addition, St. Louis County and MoDOT have completed the following projects:

- Olive Blvd Sidewalks and Accessibility Ramps (MoDOT)
- Chesterfield Parkway Sidewalks and Accessibility Ramps (St. Louis County)



Eberwein Trail



Riparian Trail – Phase 2

# Priority Projects for Coordination with Other Agencies

The following projects have been identified as priority projects that the City would like to see implemented based on input from the February 2025 Open House and staff consideration. However, the following projects are under the jurisdiction of a different agency, so the City is not in control of the project implementation.

- #12 – Missouri Greenway Trail - Monarch Chesterfield Levee Trail connection to Creve Coeur Park (Great Rivers Greenway)
- #2 – Baxter Rd Sidewalk across Bonhomme Creek (County)
- #3 – Clarkson Rd/Olive Blvd Sidewalk Gap (MoDOT)
- #6 – Baxter Rd at August Hill Dr Crosswalk (County)
- #1a and 1b – Wild Horse Creek Road Sidewalk Gaps (County and MODOT)

The City will engage State and County representatives to advocate for these walking and biking accommodations on their transportation networks and assist as necessary in the project planning. The City may also research funding opportunities and may consider cost sharing opportunities with the respective agencies. However, ultimate authority and responsibility for the projects will remain with the respective jurisdictional agencies.

An example of coordination with which the City has already been involved is the North Woods Mill Rd Shared Use Path. The City has received many concerns from residents and parents of Parkway Central students regarding the lack of sidewalk between Olive Boulevard and Parkway Central Middle School and High School. The City has continually forwarded those concerns to County staff and pressed for a resolution to this issue, but the County has lacked the local funding for the project. Recently, the City and Parkway School District agreed to a cost-sharing proposal with St. Louis County to assist in the implementation. St. Louis County is currently attempting to obtain grant funding for the project. If grant funds are awarded, the City and Parkway School District will provide the local funding for the project. Without the City/Parkway funding commitment, St. Louis County would not have actively pursued the project.

**BIKEABLE WALKABLE PLAN**

**Board 2A** **Priority Opportunities for Coordination**

SELECT THE PROJECTS YOU WOULD PRIORITIZE FOR COORDINATION USING THE STICKERS  
VOTE FOR YOUR TOP THREE LOCATIONS

1: Wild Horse Creek Rd Sidewalk Gaps A: B:	2: Baxter Rd Sidewalk Gap 	3: Clarkson/Olive Sidewalk Gap 	4: Chesterfield Parkway to Lea Oak Sidewalk Gap 	5: Boone's Crossing Sidewalk Connection 
6: Baxter Rd Crossing 	7: Olive Blvd Crossing 	8: North Woods Mill Rd Shared Use Path 	9: Clarkson Rd (MO-340) Sidewalk 	10: Wild Horse Creek Rd Shared Use Path 
11: Kehrs Mill Rd Sidewalk Gap 	12: Missouri Greenway Trail 	13: Spirit of St. Louis Airport to Monarch Chesterfield Levee Trail Connections 	14: Conway Rd 	

NOTE: NOT ALL ROADS IN CHESTERFIELD ARE OWNED OR MAINTAINED BY THE CITY. THESE PROJECTS ARE OPPORTUNITIES FOR COORDINATION WITH MODOT, ST. LOUIS COUNTY, AND GREAT RIVERS GREENWAY TO ENHANCE BIKING AND WALKING.

**CITY OF CHESTERFIELD** [CHESTERFIELDBIKEWALK.COM](http://CHESTERFIELDBIKEWALK.COM)

**BIKEABLE WALKABLE PLAN**

**Board 2B** **Priority Opportunities for Coordination**

SELECT THE PROJECTS YOU WOULD PRIORITIZE FOR COORDINATION USING THE STICKERS  
VOTE FOR YOUR TOP THREE LOCATIONS

1: Wild Horse Creek Rd Sidewalk Gaps A: B:	2: Baxter Rd Sidewalk Gap 	3: Clarkson/Olive Sidewalk Gap 	4: Chesterfield Parkway to Lea Oak Sidewalk Gap 	5: Boone's Crossing Sidewalk Connection 
6: Baxter Rd Crossing 	7: Olive Blvd Crossing 	8: North Woods Mill Rd Shared Use Path 	9: Clarkson Rd (MO-340) Sidewalk 	10: Wild Horse Creek Rd Shared Use Path 
11: Kehrs Mill Rd Sidewalk Gap 	12: Missouri Greenway Trail 	13: Spirit of St. Louis Airport to Monarch Chesterfield Levee Trail Connections 	14: Conway Rd 	

NOTE: NOT ALL ROADS IN CHESTERFIELD ARE OWNED OR MAINTAINED BY THE CITY. THESE PROJECTS ARE OPPORTUNITIES FOR COORDINATION WITH MODOT, ST. LOUIS COUNTY, AND GREAT RIVERS GREENWAY TO ENHANCE BIKING AND WALKING.

**CITY OF CHESTERFIELD** [CHESTERFIELDBIKEWALK.COM](http://CHESTERFIELDBIKEWALK.COM)

# Recommended Policies and Programs

Policies and programs, when combined with on-the-ground infrastructure recommendations, are key ingredients in creating a community where active transportation is safe, comfortable, convenient, encouraged, and celebrated. It is recommended that the City consider the following policy changes to create a more supportive environment for walking and bicycling. Combined, these policy recommendations are designed to help achieve the vision and goals of this Plan and are summarized below under the following categories: “Recommended Changes and Updates to City Code” and “Design Policies”.

## Recommended Changes and Updates to City Code

Toole Design conducted a full analysis of City Code to determine if any changes should be considered to accommodate walking and biking and to better regulate parks and trails amenities. The following are the primary changes that should be considered. Also refer to [Appendix D](#).

- Revise existing code Sections 220.010 and 220.160 to define e-bikes and to allow the use of some classes of e-bikes and other micromobility devices on City trails, unless specifically prohibited. The current Code prohibits the use of motorized equipment and vehicles, thus limiting the ability of residents to use e-bikes on city trails. Off-street trails and path networks can be a safe and useful way to navigate the city.
- Clarify where e-bikes should be prohibited in City parks and trails. Align the definition of e-bikes, e-scooters, and other micromobility devices with definitions in state law.
- Modify existing Code Section 220.170 that prohibits skateboards and

scooters in parks to allow the use of these items, unless specifically prohibited. Such micromobility devices are increasingly popular and can be used for transportation and recreation. For example, it is recommended to allow them within Central Park, but prohibit them within Veterans Honor Park and Chesterfield Amphitheater.

- Streamline Code Section 340.080 regarding the prohibition of bicycling on sidewalks in business districts. Although bicycling on sidewalks can create conflicts with people walking, particularly when bicycles are operated at higher speeds, it frequently reflects that people are not comfortable bicycling in the adjacent street due to a lack of bicycle facilities or facilities that do not feel safe.
  - Clearly define the location of the “business districts” where bicycling is prohibited.
  - Consider limiting the prohibition to specific classes of e-bikes.
- Update Code Section 220.160 regarding bicycle parking. Providing bicycle parking that is visible and plentiful at destinations helps encourage bicycling.
  - Consider adding requirements to the Code regarding the required number, types, and placement of bicycle racks in new developments.
  - Consider referencing best practices in bicycle parking design, such as that from the Association of Pedestrian and Bicycle Professionals (APBP).
- Sidewalks are a proven safety countermeasure for improving pedestrian safety and promoting accessibility. As such, the following items should be considered for City sidewalks.
  - City Code Section 405.04.080.G generally requires sidewalk to be installed on both sides of City streets. No change necessary.
  - City Code Section 405.04.080.G allows an exception to the sidewalk requirement on cul-de-sacs containing fewer than eight single family lots. In these rare instances, it is possible for the street to effectively function as a “shared street” where pedestrians share the roadway with bicyclists and motor vehicles. No change necessary.
  - Consider an additional exception to allow sidewalks on only one side of the street for some residential streets where pedestrian traffic volumes are extremely low, such as cul-de-sacs with more than eight lots and other non-continuous streets less than 2,000 feet in length.
  - Cul-de-sacs can create lengthy, circuitous routes for non-motorized users. Consider language stating that a pedestrian path and public access easement may be required at the end of a cul-de-sac to connect cul-de-sacs to schools, churches, parks, shopping areas, or other residential areas.

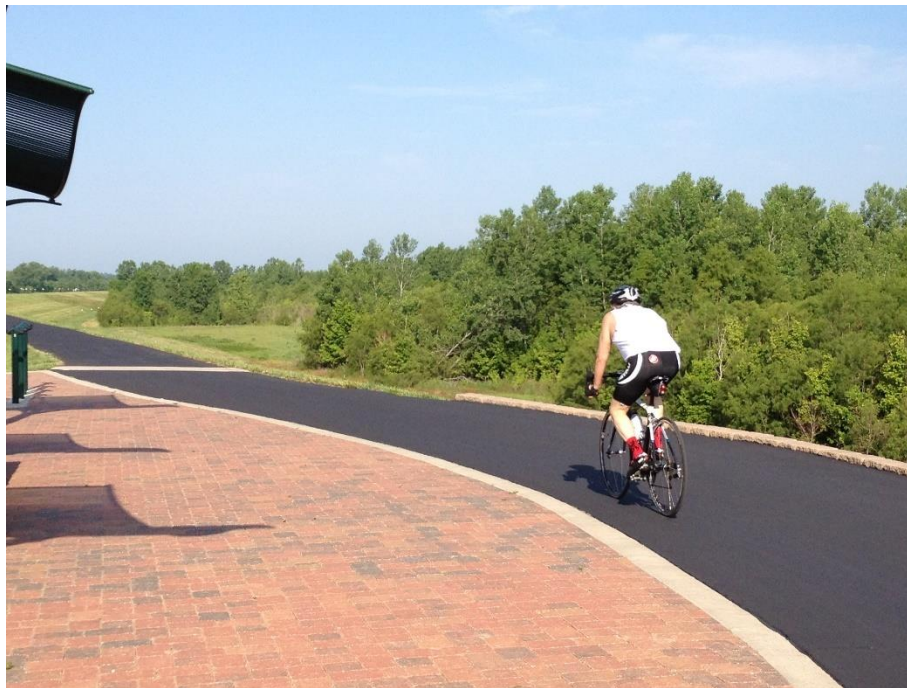
## Design Policies

### Bike Infrastructure and Trail Design

The City should consider the following updates to the design of future bikeways and trails (also known as Shared Use Paths) and retrofits to align with latest best practices and design guidance in the *AASHTO Guide for the Development of Bicycle Facilities, 5<sup>th</sup> Edition 2024*.

#### On-Street

When selecting the appropriate on-street bike facility, guidance from Figure 4-1 of the [FHWA Bikeway Selection Guide \(2024\)](#) should be used along with a balance of data analysis, community engagement, and engineering judgment working within relevant constraints for the project. Additional details on the design of each bikeway type are provided in the *AASHTO Guide for Development of Bicycle Facilities, 5<sup>th</sup> Edition 2024*.



Monarch Chesterfield Levee Trail

### Trails and Shared Use Paths

A wide range of users, using a wide range of mobility devices, may rely on trails or shared use paths. While the design guidance in AASHTO is extensive, the following should be considered.

- **Width:** The recommended width for trails and shared use paths varies based on expected volumes. However, eight feet (8') should be considered the minimum width, and ten feet (10') is preferred where feasible. Wider paths

Table 6-3: Recommended Shared Use Path Widths\* to Achieve SUP LOS "C"

Shared Use Path Operating Widths and Operational Lanes*					
SUPLOS "C" Peak Hour Volumes	Recommended Operational Lanes	Practical Minimum	Recommended Lower Limit	Recommended Upper Limit	Practical Maximum
150 to 300	2	8 ft	10 ft	12 ft	13 ft
300 to 500	3	11 ft	12 ft	15 ft	16 ft
500 to >600	4	15 ft	16 ft	20 ft	None

\*Typical Mode Split is 55% adult bicyclists, 20% pedestrians, 10% runners, 10% in-line skaters, and 5% child bicyclists

allow side by side travel and reduce potential conflicts.

- **Center Lines:** Center lines are optional on all trails and shared use paths, and they may not be desired, especially in natural settings. The [FHWA Shared Use Path Level of Service Calculator \(2006\)](#) notes that centerline striping results in a significant reduction in the Level of Service of the trail. However, if desired, a solid yellow center line stripe may be used on the approach to intersections or areas of limited sight. distance to discourage passing on the approach and departure of those areas.
- **Separation:** Pedestrians may be separated from bicyclists and other wheeled users on any path where there is sufficient width, and it is desired to improve comfort and safety for all users by separating faster moving users from slower users. The [FHWA Shared Use Path Level of Service Calculator \(2006\)](#) can help designers understand potential volume thresholds where passing movements between bicyclists and pedestrians will limit the effectiveness of a shared use path.
- **Amenities:** Existing trails are seen as an important asset to the community. The City should further enhance this asset through wayfinding, maps, fix-it stations, water fountains, benches, information on natural features, and other trail amenities at trail heads and key locations.

## Crossings

Safe crossings are critical for both pedestrians and bicyclists. It is recommended that the City utilize the “Uncontrolled Crossing Guidelines” document provided in [Appendix E](#) to determine where pedestrian crossing enhancements should be used. Some typical enhancements include the following safety treatments as well other elements that can be used at midblock crossings, such as Rapid Rectangular Flashing Beacons (RRFB). Note that all signalized intersections in Chesterfield are under MODOT or St. Louis County jurisdiction.



Rectangular Rapid Flashing Beacon (RRFB) have been shown to enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks.

## Rectangular Rapid Flashing Beacons (RRFB)

RRFB are pedestrian safety countermeasures and may be recommended by Staff when engineering judgment, field assessments, and site-specific conditions indicate potential for pedestrian/vehicle conflicts and low driver yield rates. RRFBs are intended for locations where a full traffic signal is not warranted, but enhanced visibility and driver awareness are necessary given site-specific criteria. RRFB should be installed sparingly since over-use can reduce the effectiveness of the countermeasure by creating driver apathy. See [Appendix E](#) for additional details.

Installation of RRFB should meet the following criteria:

- Sites where vehicle gaps for pedestrian crossing are limited (e.g., fewer than 60 adequate gaps/hour during peak periods)
- Crossings that serve identified pedestrian generators, such as schools, parks, trails, transit stops, or retail centers
- Low rates of vehicles yielding to pedestrians
- Sight distance constraints
- No existing controlled crossing within 300 feet from the proposed location

Before recommending RRFB, Staff shall conduct and document an engineering assessment, including:

- Speed and traffic volume data
- Sight distance evaluation
- Pedestrian activity counts or projections
- Assessment of proximity to pedestrian generators

## Conclusion

To implement the Plan, the City will focus on the five Priority Projects identified herein and seek funding opportunities. This includes applying for grants and coordinating with other jurisdictional agencies, such as St. Louis County and MoDOT. Staff will also provide final Policy and Code recommendations to Council for consideration which will support walking and biking throughout the community.

By implementing this Plan, Chesterfield aims to create a more connected, healthy, and vibrant community for everyone. The successful implementation of the Plan will require coordination, dedication, and ongoing efforts from all stakeholders involved. The City is committed to making Chesterfield a safer and more enjoyable place for walking and biking.

# Appendices

- A. Plan Review Memo
- B. Bicycle Level of Traffic Stress Memo
- C. Public Engagement summary
- D. Policy Review Memo
- E. Uncontrolled Crossing Guidelines
- F. Chesterfield Roadway Ownership Map
- G. Concepts for Priority Recommendations

# **APPENDIX A**

## MEMORANDUM

November 13, 2024

To: Steve Merk  
Organization: City of Chesterfield  
From: Sarah Davis and Tammy Sufi, Toole Design  
Project: Chesterfield Bikeable Walkable Plan

**Re: Existing Plan Review**

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### Purpose

This memorandum provides an overview of existing plans that relate to walking and bicycling in Chesterfield. The findings of this task will help our team develop recommendations to support the implementation of existing plans and policies and to identify opportunities for new initiatives to support safe and connected networks for walking and bicycling and their implementation.

#### *Review of Existing Plans*

We reviewed eight City, County, and other plans, with particular attention to existing conditions analysis, policy and programming recommendations, and specific infrastructure locations and recommendations related to bicycling and walking. The review team has summarized key information on each plan into a summary table, followed by an overview of each plan's relevant analysis and recommendations.

The plans reviewed all tell a consistent story: strong support for making Chesterfield a great place to walk and bike for both transportation and recreation. The plans acknowledge that Chesterfield's current infrastructure and land use development patterns were largely built with an orientation toward automobile travel and that significant challenges existing in developing a fully connected network of facilities, particularly given the mix of local, county and state roadways. In addition, limited rights of way and numerous barriers in the form of busy intersections and highways further constrain opportunities.

Several themes emerged repeatedly across plans. These include:

- Bicycling and walking network connectivity and safety (especially at intersection crossings)
- Providing more opportunities for bicycling and walking
- Integration of walking and bicycling as a normal part of all transportation planning efforts
- The need for policies and programs as well as infrastructure
- Interagency and jurisdictional coordination, particularly along State and County roadways

The plans have identified projects for completing network gaps and barriers and improving the comfort and/or safety of existing segments, corridors, and crossings. Table 1 gives an overview of the goals of each plan, and the key takeaways for walking and bicycling.

**Table 1: Plan Summaries**

Type	Adopted Plan Goals	Key Takeaways for Biking and Walking
<p><i>City of Chesterfield Bikeable Walkable Community Plan 2010</i></p>	<p>2010</p> <p>The purpose of this plan is to enhance the transportation, recreation and fitness infrastructure in Chesterfield. The plan presents goals and objectives, delineates bicycle and pedestrian facility components, and concludes with a detailed implementation strategy.</p> <p>Plan goals include:</p> <ul style="list-style-type: none"> <li>» Develop Bike / Pedestrian ways as a Functional Element in Chesterfield’s Transportation and Recreation System – This includes addition of bicycle and pedestrian facilities when feasible as roadway modifications occur.</li> <li>» Establish Programs to Effectively and Safely Use the Bicycle and Pedestrian System – Encourage staff/existing committees to ensure oversee the implementation of this plan. Further educate the Chesterfield community about bicycling safety and benefits.</li> </ul>	<ul style="list-style-type: none"> <li>» In the journey to work data, the “other” mode split is relatively high and includes bicycling, the prospects are relatively strong that an improved system of bicycle facilities would result in a higher level of usage in this category and therefore more bicycle usage as well.</li> <li>» There are gaps in the pedestrian network, identified through field analysis and engagement. These gaps fall into four groups:             <ul style="list-style-type: none"> <li>▪ Discontinuous sidewalks along some arterials, minor arterials and collectors,</li> <li>▪ Lack of adequate facilities over and under Interstate 64,</li> <li>▪ Lack of connectivity between residential neighborhoods and commercial areas, and</li> <li>▪ Inadequate facilities at some signalized intersections along major arterials.</li> </ul> </li> <li>» Add sidewalks and non-motorized connectors between cul-de-sacs and other barriers as appropriate.</li> <li>» Strive to ensure that new local, collector, and arterial roads include provisions for bicycle and pedestrian movement.</li> <li>» Utilize active and inactive rail corridors, utility/drainage corridors, and public lands for the development of multipurpose trails.</li> <li>» Ensure that the network of trails, sidewalks, and bikeways enables pedestrian movement between most residential, institutional, and commercial lane uses.</li> <li>» Pedestrian improvements should focus on:             <ul style="list-style-type: none"> <li>▪ New trails to enhance connectivity and provide recreational options.</li> <li>▪ Improve pedestrian safety and comfort over and under I-64.</li> <li>▪ Provide continuous pedestrian facilities along major and minor arterials and collector streets.</li> </ul> </li> </ul>

**Type    Adopted    Plan Goals**

**Key Takeaways for Biking and Walking**

*Chesterfield  
Strategic Plan  
2022*

				<ul style="list-style-type: none"> <li>▪ Connect residential neighborhoods to new and existing community destinations and services.</li> <li>▪ Improve pedestrian safety, comfort, and accessibility at signalized intersections.</li> <li>» City of Chesterfield should focus its efforts to improve pedestrian mobility in eight Pedestrian Improvement Zones.             <ol style="list-style-type: none"> <li>1. Wild Horse Creek West (Tara Oaks Drive to Wildhorse Parkway Drive)</li> <li>2. Wild Horse Creek Central (Long Road/Kehrs Mill Road to Riverdale Drive)</li> <li>3. Wild Horse Creek East (Woodcliffe Place Drive to Planned Riparian Trail)</li> <li>4. Clarkson/Olive (Baxter Road to Olive Blvd and Chesterfield Parkway)</li> <li>5. Olive Blvd West (Appalachian Trail to Hog Hollow Road)</li> <li>6. Olive Blvd East (River Valley Drive to Creve Coeur Mill Road)</li> <li>7. Wilson Road (Wilson Woods Court to Planned Chesterfield Village Trail)</li> <li>8. Chesterfield Parkway (Clarkson Road to Conway Road)</li> </ol> </li> </ul>
	City	2022	<ul style="list-style-type: none"> <li>» Ensure Adequate Resources to Continue Superior City Services</li> <li>» Provide Exceptional Parks, Facilities, and Recreational Programming</li> <li>» Support High-Quality Development and Preservation of Open Space</li> <li>» Build trust in local government</li> </ul>	<ul style="list-style-type: none"> <li>» Update current Bicycle and Pedestrian Plan (2010).</li> <li>» Engage State and County to advocate for pedestrian and bike accommodations on their roadways.</li> <li>» Connect parks to residential uses and other areas.</li> <li>» Add to existing trails and sidewalks.             <ul style="list-style-type: none"> <li>▪ Finalize construction of Riparian Trail Phase 2 and plan for connection to the Levee Trail.</li> <li>▪ Construct Levee Trail from I-64 to Top Golf.</li> <li>▪ Submit grant for missing sections of sidewalk on Schoettler Road and Chesterfield Parkway.</li> </ul> </li> </ul>

**Type Adopted Plan Goals**

**Key Takeaways for Biking and Walking**

<p><i>Envision Chesterfield / Comprehensive Plan 2020</i></p>	<p>City</p>	<p>2020</p>	<ul style="list-style-type: none"> <li>» Ensure a Safe, Secure, and Well-Maintained City</li> </ul>	<ul style="list-style-type: none"> <li>» Continue to invest in multi-modal improvements and ensure developments appropriately connect to improvements to provide for a variety of transportation options.</li> <li>» Determine how to handle “non-subdivision” sub-standard streets such as Hog Hollow, Old Clarkson, and West Drive.</li> <li>» Review Sidewalk Program and prioritize improvements.             <ul style="list-style-type: none"> <li>▪ Review sidewalk gaps on City streets and develop procedure for evaluating requests to fill the gaps.</li> <li>▪ Review development standards to determine whether sidewalk should be required on both sides of low volume subdivision streets.</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>» Guiding Principles: Aims to create an efficient and innovative transportation network with well-connected and encourages resident mobility including those walking and bicycling.</li> <li>» The transportation goal is to solidify the Long-Range Transportation Plan. This planning effort would be focused on reducing the need for people to drive by giving people more options for how they move around the community.</li> <li>» The resiliency goal emphasizes the importance of conservation and open space areas. This goal has a strategy to create an interconnected network of</li> </ul>	<ul style="list-style-type: none"> <li>» Emerging Trends: Identifies key trends, including a desire for compact, walkable neighborhoods for both young adults and the aging in place population.             <ul style="list-style-type: none"> <li>▪ Also includes a trend of healthy living, recognizing that a healthy population depends on attributes of the built environment.</li> </ul> </li> <li>» Establishes 12 character areas, each with specific land use and development policies.             <ul style="list-style-type: none"> <li>▪ The 12 character areas can be grouped into 3 categories: Open Space, Suburban Character, and City Center.</li> </ul> </li> <li>» The character areas range from parks and recreation to business and office to city center areas. Parks and recreation areas make trail development a priority, while the city center and neighborhood areas have policies that prioritize pedestrian and bicyclist accessibility and safety within the right of way.</li> <li>» Establishes 3 concept areas: Waterfront Marina, Historic Chesterfield, and Downtown. These concept area plans are focused on the look and feel of these distinct areas of Chesterfield.</li> </ul>		

**Type      Adopted Plan Goals**

**Key Takeaways for Biking and Walking**

<p><i>Chesterfield ADA Transition Plan (2025)</i></p>	<p>City</p>	<p>2023</p>	<p>This plan fulfills the Title II requirement of The Americans with Disabilities Act.</p>	<ul style="list-style-type: none"> <li>» The City of Chesterfield Department of Public Works is responsible for the operation and maintenance of 183 miles of public streets, 254 miles of sidewalk, and 2,280 curb ramps.</li> <li>» The city does not own or maintain any traffic or pedestrian signals.</li> <li>» The City receives approximately \$40,000 per year in CDBG grants, distributed by St. Louis County. The full amount of this grant is used for curb ramp replacements.</li> <li>» Other grant programs are available through the Federal Highway Administration, Missouri Department of Transportation, and East-West Gateway Council of Governments.</li> </ul>
			<p>green space, where natural and recreational areas are connected through a trail system.</p>	<ul style="list-style-type: none"> <li>▪ In the Downtown area, people living and working there will not have to drive as far or as often, creating an opportunity to change travel patterns toward more people walking and biking for daily trips.</li> <li>▪ In the Historic Chesterfield area, pedestrians take priority with designs lending to pedestrian safety and comfort. This includes streetscape enhancements such as street trees, benches, and bike lanes.</li> <li>▪ In the Waterfront area, pedestrian and bicyclist connections by trails for recreational purposes are recommended.</li> <li>» Encourages the City to develop a Complete Streets Policy. Along with this policy the city should develop street design guidelines. This comprehensive plan identifies 3 street types that should have guidelines to better balance the access and safety for all modes.</li> </ul>

**Type Adopted Plan Goals**

**Key Takeaways for Biking and Walking**

<p><i>Traffic Demand Model Update</i></p>	<p>City</p>	<p>2020</p>	<p>The update of the Existing Model and the creation of the new Future No-Build Model and Future Improvements Model produced volumes and level of service results in line with expectations.</p> <ul style="list-style-type: none"> <li>» The Future No-Build model identifies corridors and intersections either with poor overall level of service, significantly decreased level of service, or a level of service or capacity that was inconsistent with the rest of the corridor.</li> <li>» the Future Improvements Model identifies future improvements proposed to mitigate increases in traffic volumes at intersections, as well as improve corridor congestion.</li> </ul>	<ul style="list-style-type: none"> <li>» The City Council budgets \$200,000-\$500,000 annually for sidewalk replacement projects from the General Fund and/or the Capital Projects Fund.</li> <li>» The Chesterfield roadway network will experience significant increases in delay and decreased traffic operations across the City.</li> <li>» Corridors with expected undesirable levels of service are typically adjacent to larger proposed developments, like Olive Street Road on the western end of the City and Chesterfield Parkway near the Bayer facility.             <ul style="list-style-type: none"> <li>▪ A number of roadway and intersection improvements were recommended to add capacity and improve travel times.</li> </ul> </li> <li>» Other corridors, including I-64, Clayton Road, Clarkson Road, Olive Boulevard, and MO-141, are also expected to operate poorly in the future due to traffic growth.             <ul style="list-style-type: none"> <li>▪ Grade-separated intersections, additional through lanes or updated signal timings along Clarkson Road will improve corridor operations.</li> <li>▪ Section improvement and optimized signal times along Olive Boulevard will decrease travel times.</li> </ul> </li> <li>» The traffic demand model is largely focused on motor vehicle traffic. With little, if any, mention of bicycle or pedestrian infrastructure or levels of service.</li> </ul>
	<p>State</p>	<p>2018</p>	<ul style="list-style-type: none"> <li>» Take care of the transportation system and services we enjoy today</li> <li>» Keep all travelers safe, no matter the mode of transportation</li> </ul>	<ul style="list-style-type: none"> <li>» Emerging trends include an aging population, increasing urbanization, a younger population that isn't as interested in driving and advanced technology.</li> <li>» Providing safer, secure links and connection points between various transportation modes.</li> <li>» Expanding and improving transit, air, passenger rail, bicycle and pedestrian options throughout the state.</li> </ul>
<p><i>MoDOT Long Range Transportation Plan</i></p>				

**Type Adopted Plan Goals**

**Key Takeaways for Biking and Walking**

<p><a href="#"><u>St. Louis County Action Plan for Biking and Walking</u></a></p>		<ul style="list-style-type: none"> <li>» Invest in projects that spur economic growth and create jobs</li> <li>» Give Missourians better transportation choices</li> <li>» Improve reliability and reduce congestion on Missouri’s transportation system</li> </ul>	<ul style="list-style-type: none"> <li>» Connecting all travel options – e.g. passenger rail to bus stops to sidewalks to airports.</li> <li>» Increasing access and providing protection for bicyclists and pedestrians.</li> </ul>
	<p>County</p>	<p>2021</p> <p><b>Safety:</b> Create an environment in which people feel safe and comfortable traveling in St. Louis County, regardless of their mode of transportation.</p> <p><b>Connectivity:</b> Increase connectivity and access to key community destinations, like schools, parks, community centers, transit, and employment opportunities.</p> <p><b>Equity:</b> Enhance mobility options for those who can benefit the most, including communities of color, children, seniors, and people with limited income and means.</p> <p><b>Inclusivity:</b> Support walking and biking for all people.</p> <p><b>Health:</b> Invest in public infrastructure and active transportation as pathways to a healthier St. Louis County.</p> <p><b>Reliability:</b> Provide a consistent, dependable environment for</p>	<ul style="list-style-type: none"> <li>» Recommend corridor Study on Wild Horse Creek Rd from Kehrs Mill Rd to Chesterfield Parkway West             <ul style="list-style-type: none"> <li>▪ Each study includes a SYNCHRO traffic analysis (where applicable), conceptual cross sections detailing roadway striping and other geometric changes to the roadway, and “before and after” photo simulations visualizing future improvements.</li> </ul> </li> <li>» Recommends several on and off-street bicycle facilities in Chesterfield – The complete future bicycle network for SLC.</li> <li>» Recommends shared use path and other pedestrian facilities in Chesterfield.</li> <li>» Recommends inclusive design principles to ensure the system supports people of all cognitive and physical abilities.</li> <li>» Interagency coordination is a priority for implementation of the plan. Routine collaboration with local, regional, and state partners informally, via the Complete Streets Peer Advisory Committee, or through another meeting is recommended.             <ul style="list-style-type: none"> <li>▪ Regular coordination with local municipalities is necessary to coordinate upcoming and potential projects.</li> </ul> </li> </ul>

**Type      Adopted Plan Goals**

**Key Takeaways for Biking and Walking**

[St. Louis  
County 2050  
Comprehensive  
Plan](#)

		<p>walking and bicycling across the County Road System.</p> <p><b>Collaboration:</b> Achieve shared goals for active transportation through interdepartmental and interagency partnerships.</p>	
County	Under Development	<p>STLCO 2050 is in the works to be an equitable and sustainable comprehensive Plan and will provide a long-term vision for the County and guide the development of a sustainable, equitable, and fiscally responsible community.</p>	

# **APPENDIX B**

## MEMORANDUM

January 14, 2025

To: Steve Merk

Organization: City of Chesterfield

From: Hugh Kelley, Kenneth Harvey, and Tammy Sufi, Toole Design Group

Project: Chesterfield Bikeable Walkable Plan

**Re: Level of Traffic Stress Memo**

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### Background

A Bicycle Level of Traffic Stress (LTS) analysis identifies the stress of street networks for people bicycling based on the built environment, traffic speed, and traffic volume characteristics of street segments. LTS is one of the key inputs to a Bicycle Network Analysis, which will be developed in the next phase of the project. The methodology used to identify LTS is adapted from criteria published by Dr. Peter Furth of Northeastern University and the Mineta Transportation Institute.<sup>1</sup> The LTS analysis scores street segments on a scale from 1 to 4, with LTS 1 and 2 indicating low stress and LTS 3 and 4 indicating higher levels of stress.

While intersections are an important factor in improving conditions for bicyclists, the lack of data and complexity of intersections makes city wide assessments challenging. Additionally, an intersection can be assumed to be at least as stressful as the streets connecting to it. Therefore, any segment bike facility project should consider improvements to intersections along that segment, especially for intersections without stop controls, to make facilities fully usable along their extents.

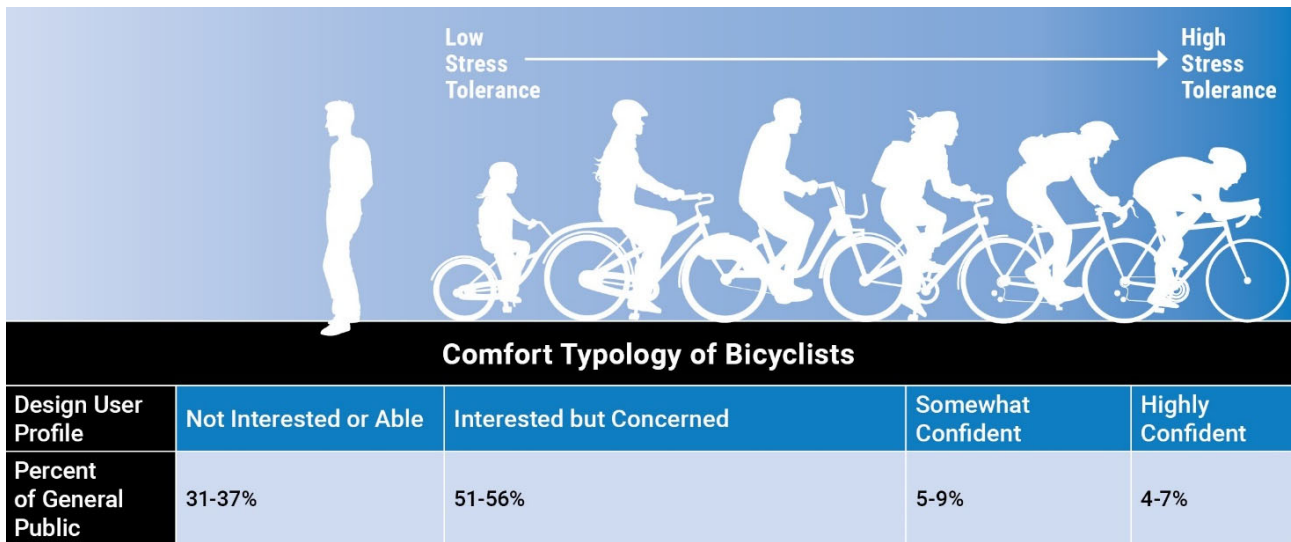
### Purpose

The stress that individuals feel when bicycling is both a product of facility design and user perceptions of safety. Some people are comfortable riding with more and/or faster-moving motor vehicle traffic and with less separation. However, as shown in Figure 1, people generally fall into less stress-tolerant categories based on differing levels of bicycling confidence:

- Not Interested or Able
- Interested but Concerned (the majority of the adult population)
- Somewhat Confident (risk-averse, but comfortable cyclists)
- Highly Confident (Most risk tolerant cyclists)

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<sup>1</sup> Furth, P. G. (2014). Level of Traffic Stress Criteria. <https://peterfurth.sites.northeastern.edu/level-of-traffic-stress/>

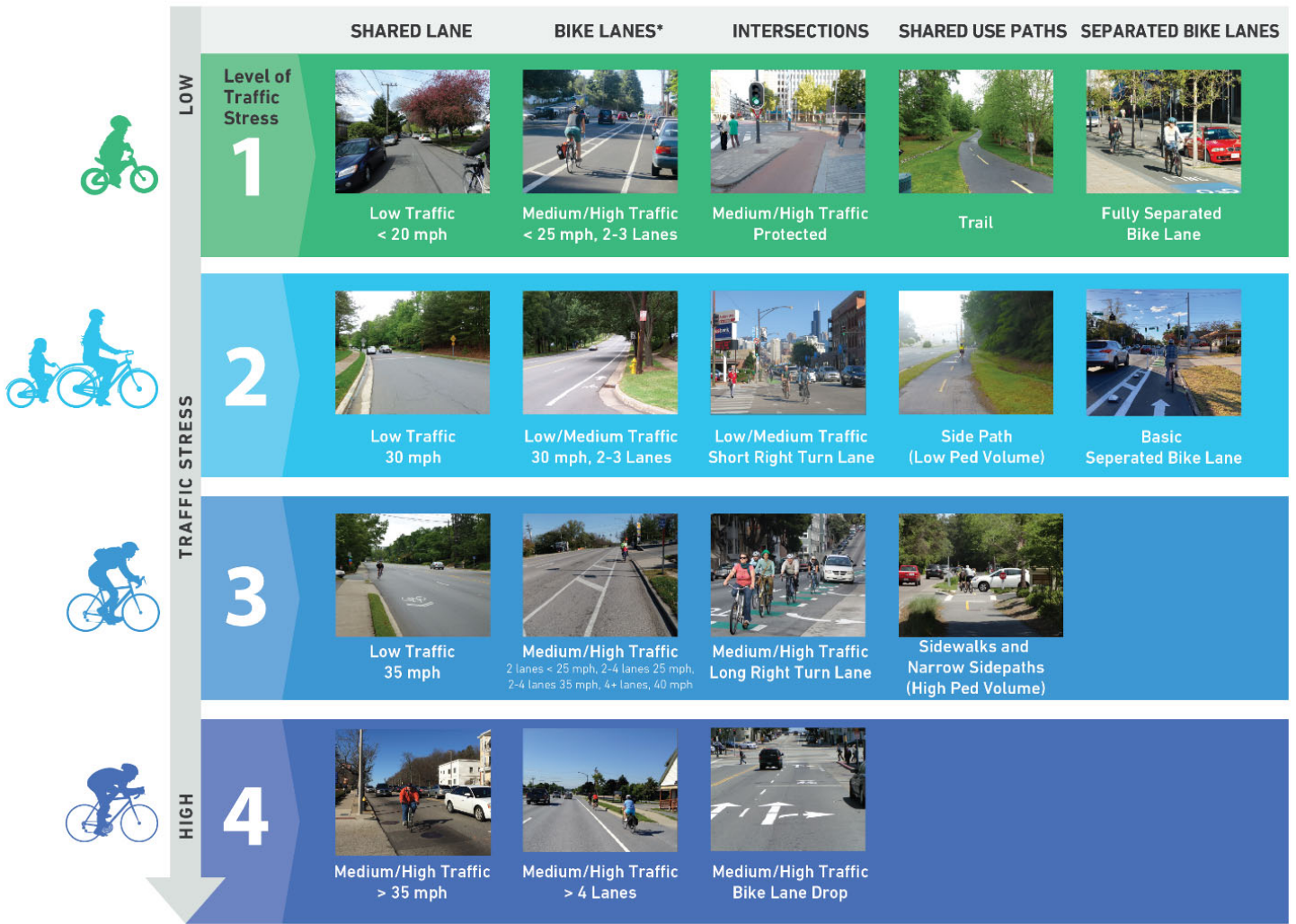


**Figure 1: Types of Bicyclists and Traffic Stress Tolerance**

Based on this research, it is likely that only a small portion of Chesterfield's population is comfortable bicycling in heavy and fast-moving traffic, however members of the "Interested but Concerned" group typically make up the majority of the population who can or would like to bicycle.<sup>2</sup> This group prefers bicycle facilities separated from vehicles, bicycle routes on streets with low traffic speeds and volumes, or a combination of both to consider traveling by bike. Therefore, measuring the LTS of the existing transportation network can help determine the quality of the bike network from the perspective of most potential cyclists.

To serve "Interested but Concerned" members of the community, the quality of bike facilities are related to the rider's level of confidence seen in Figure 2. Only LTS 1 facilities are generally acceptable to users like small children and other lowest confidence users. Capable, but cautious or concerned users are often comfortable on LTS 2 facilities like calm residential streets and buffered bike lanes along busier streets. Finally, somewhat and highly confident users will comfortably share major streets with car traffic of varying quantities and speeds and LTS scores of 3 or 4.

<sup>2</sup> Dill, J., & McNeil, N. (2013). Four Types of Cyclists?: Examination of Typology for Better Understanding of Bicycling Behavior and Potential. *Transportation Research Record*, 2387(1), 129–138. <https://doi.org/10.3141/2387-15>



\*Presence of on-street parking increases traffic stress

Figure 2: Level of Traffic Stress (LTS) and corresponding facility and street types<sup>3</sup>

<sup>3</sup> For LTS scoring purposes, high, medium, and low traffic generally refer to greater than 6,000 AADT, greater than 3,000 and below 3,000 AADT respectively. Refer to Table 2 for further detail.

## Methodology

The LTS analysis yielded scores for Chesterfield's street network and trail system using the inputs and methodology discussed in this section.

### *Bicycle Facilities*

The LTS analysis determines comfort level on existing bicycle facilities based on facility type. Existing facility types, as well as assumptions guiding the stress scores for bicycle facilities in Chesterfield are listed below:

- **Trail:** assumed to be low stress (LTS 1).
- **Protected bike lane:** assumed to be low stress (LTS 1)
- **Bike lane:** whether these are low- or high-stress depends on other street characteristics such as lane and street geometry, traffic volume, traffic speeds, and parking.
- **Shared roadway facility, including sharrows and neighborhood bikeways:** similar criteria as bike lanes as the presence of sharrows or signage does not positively impact a street's stress level.

### *Street Network Characteristics*

For streets without protected bike lanes, the following street segment characteristics are factors in the LTS scores:

- Posted speed
- Number of travel lanes per direction
- Average daily traffic (ADT) volume
- Presence of on-street parking lanes
- Presence of a centerline

Assumptions were applied for inputs where data was not available and are documented below. Overall, streets with speed limits at or above 25 miles per hour and with traffic volumes above 3,000 vehicles per day are considered "high stress" if they do not have any sort of dedicated bicycle facility (e.g., bike lanes or protected bike lanes). Streets with two or more vehicular travel lanes per direction (or streets with only one lane per direction where speeds exceed 30 miles per hour) are typically only considered "low stress" if they have protected bike lanes.

### *Data Sources and Assumptions*

The City of Chesterfield provided street centerlines data and datasets of the existing on- and off-street bike facilities within city limits. This data included posted speed, lane count and road class or functional classification. Where data was missing from a street, we made assumptions based on the functional classification of the street. These assumptions are shown in Table 1. For AADT, roads with traffic counts on them since 2017 were assigned the value from the traffic count. For other roads, AADT was assumed based on the average for traffic counts conducted on roadways of that functional class. Speed data was assumed to be 25 for all streets the data did not have values for. That data was then checked and updated based on the values found at:

<https://ecode360.com/29238073>. It was assumed that no streets in Chesterfield allow or experience meaningful street parking based on familiarity with the community's roads.

**Table 1: Street Characteristic Assumptions**

DDOT Functional Classification	Posted Speed	Travel Lanes per Direction	On-Street Parking	Parking lane width <sup>4</sup>	Bike lane width (where present)	ADT <sup>5</sup>
Major Arterial	55 mph	2	No	N/A	5 ft	20,000
Minor Arterial	55 mph	2	No	N/A	5 ft	5,000
Collector	45 mph	1	No	N/A	5 ft	2,500
Local/Private/Service	30 mph	1	No	N/A	5 ft	500

**Score Calculation**

LTS was computed based on the type of bicycle facility present on a street and the street’s characteristics, provided or assumed, based on the thresholds in Table 2. These tables are based on work done by Dr. Peter Furth, with modifications made by Toole Design based on our experience in other communities.

**Table 2: Level of Traffic Stress Thresholds**

**Mixed traffic criteria**

Number of lanes	Effective ADT <sup>6</sup>	Posted Speed (MPH)						
		< 20	25	30	35	40	45	50+
2-way street with no centerline	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501-3000	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	3000+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
1 thru lane per direction (1-way, 1-lane street or 2-way street with centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501-3000	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
	3001-6000	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
	6001-10000	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
10001+	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4	
2 thru lanes per direction	0-6000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	6001-12000	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
	12001+	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ thru lanes per direction	any ADT	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

<sup>4</sup> Assumed for parking lanes adjacent to bike lanes. Parking lanes on streets without bike lanes are often wider or narrower, but that fact is irrelevant for the LTS calculation.

<sup>5</sup> ADT has a greater impact on streets in shared condition; however, ADT above 3,000 does not further impact the stress level (everything above 3,000 ADT will be high stress—LTS 3 or 4) so it is not critical to be accurate above that threshold. The 2,500 value for Collector Streets is based on the average for traffic counts conducted on streets of that functional class.

<sup>6</sup> Effective ADT = ADT for two-way roads; Effective ADT = 1.67\*ADT for one-way roads

**Bike lanes and shoulders not adjacent to a parking lane<sup>7</sup>**

Number of lanes	Bike lane width <sup>8</sup>	Prevailing Speed (MPH)					
		< 25	30	35	40	45	50+
1 thru lane per direction, or un-laned	6+ ft	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 4
	4 or 5 ft	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4
2 thru lanes per direction	6+ ft	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
	4 or 5 ft	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
3+ lanes per direction	any width	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

**Bike lanes alongside a parking lane<sup>9</sup>**

Number of lanes	Bike lane reach = Bike + Pkg lane width <sup>10</sup>	Prevailing Speed (MPH)				
		< 20	25	30	35	40+
1 lane per direction	15+ ft	LTS 1	LTS 1	LTS 2	LTS 2/3 <sup>11</sup>	LTS 4
	14 ft	LTS 2	LTS 2	LTS 2/3 <sup>11</sup>	LTS 3	LTS 4
	12-13 ft	LTS 2	LTS 2/3 <sup>11</sup>	LTS 2/3 <sup>11</sup>	LTS 3	LTS 4
2 lanes per direction (2-way)	15+ ft	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	14 ft	LTS 2/3 <sup>11</sup>	LTS 2/3 <sup>11</sup>	LTS 3	LTS 4	LTS 4
2-3 lanes per direction (1-way)	12-13 ft	LTS 2/3 <sup>11</sup>	LTS 2/3 <sup>11</sup>	LTS 3	LTS 4	LTS 4
other multilane		LTS 3	LTS 3	LTS 3	LTS 4	LTS 4

**Results**

LTS evaluates the level of traffic stress experienced by cyclists, with lower scores indicating more favorable conditions for cycling and higher scores indicating unfavorable conditions. The scores are defined as follows:

- LTS 1 – Very low traffic stress (children, the elderly, etc.)
- LTS 2 – Low traffic stress (Interested by concerned)
- LTS 3 – Moderate traffic stress (Enthusied/Confident)
- LTS 4 – High stress (Strong/Fearless Cyclists)

Results are shown for Chesterfield as a whole. A map of Chesterfield's LTS is shown in Figure 3.

<sup>7</sup> If bike lane / shoulder is frequently blocked, use mixed traffic criteria. Qualifying bike lane / shoulder should extend at least 4 ft from a curb and at least 3.5 ft from a pavement edge or discontinuous gutter pan seam

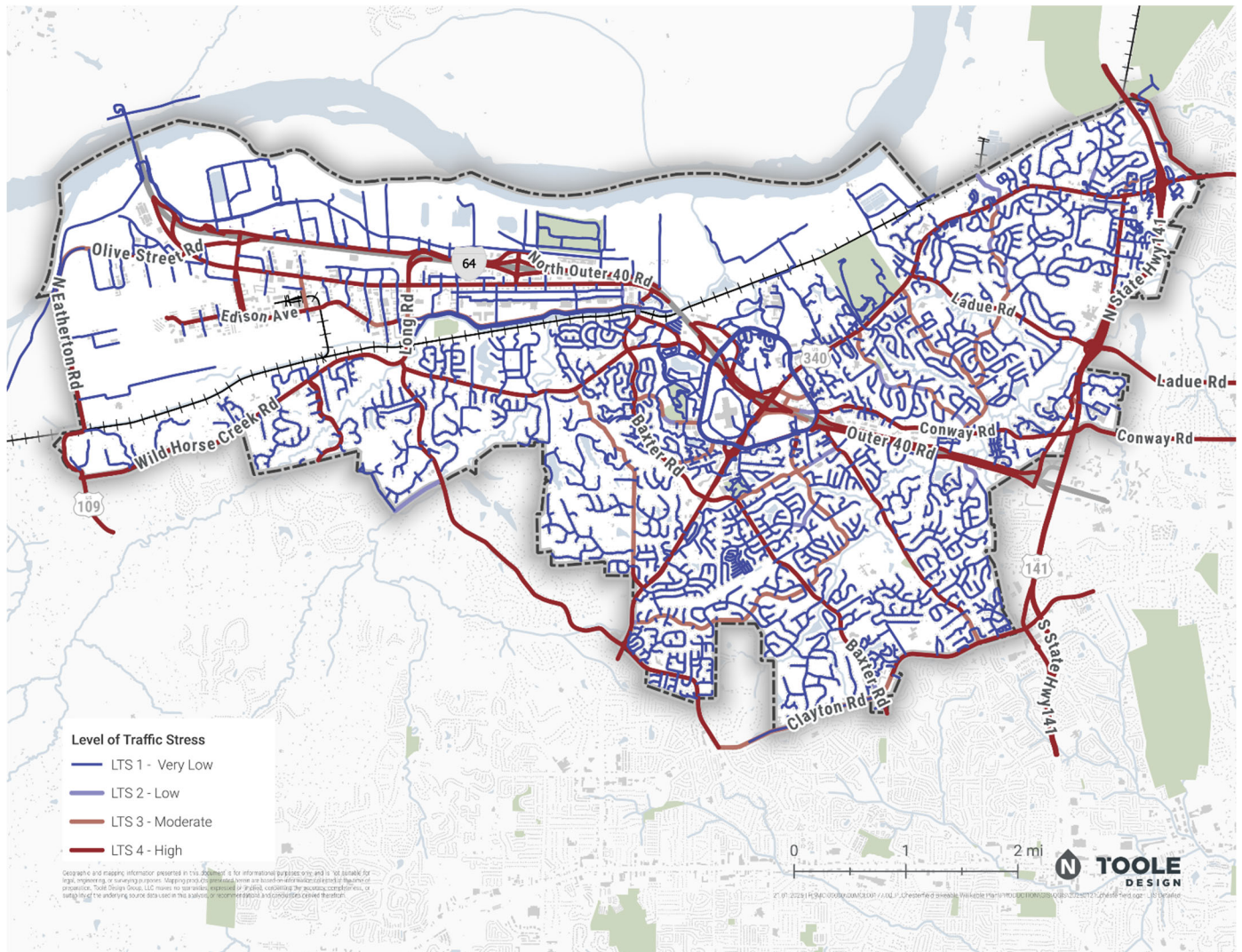
<sup>8</sup> Bike lane width includes any marked buffer next to the bike lane.

<sup>9</sup> If bike lane is frequently blocked, use mixed traffic criteria.

<sup>10</sup> Qualifying bike lane must have reach (bike lane width + parking lane width) ≥ 12 ft. Bike Lane width includes any marked buffer next to the bike lane.

<sup>11</sup> Rating depends on parking turnover. Low turnover (i.e. residential) = LTS 2, high turnover (i.e. commercial or mixed use) = LTS 3. "Parking turnover" is interpreted as "parking usage" since turnover data is nonexistent and the bigger factor in a lot of places lower-density places is having mostly empty parking lanes that can create a low-stress environment. This analysis assumed all parking was high usage and turnover.

Figure 3: Level of Traffic Stress in Chesterfield



## Conclusion

This assessment of Chesterfield's network of bike facilities indicates that the lower classification, lower volume streets are more comfortable, represented by LTS scores 1 and 2, compared to the higher classification streets and roads within the community.

The existing bike facilities and trails improve the LTS scores of the streets they are located on, providing opportunities for residents to comfortably bike within the community. For example, the bike lane on Burkhardt Place, a Collector, has moved that road from high LTS, 3, to low, 1.

Finally, no local roads were found to be high stress. This is in part because AADT data was assumed based on functional class. One keyway to improve this analysis would be to incorporate more AADT data based on traffic

counts or modelling instead of assumptions. This would have the advantage of identifying cut-through streets with heavier traffic volumes than they were designed for. Cut-through traffic is one common way that an otherwise calm, low-stress, street becomes higher stress. These streets may be good candidates for bike infrastructure or other interventions that reduce traffic, reduce speeds, or improve safety in some other way. In addition to incorporating AADT data, public engagement is often a productive and more feasible way of identifying these outlier streets, as local neighbors will often know first-hand that a small street is seeing much more traffic than one might expect. Thus, our LTS analysis will be combined with both engagement results and our fieldwork assessment to help inform the bike network recommendations.

# **APPENDIX C**



# Chesterfield Bikeable Walkable Community Engagement/Communications Plan

## About this Plan

The Engagement/Communications Plan was created at the beginning of the planning effort to provide a roadmap for engagement work. The final version of the plan includes a final engagement summary as Appendix 1 and all data collected as Appendix 2.

## Purpose

The Chesterfield Bikeable Walkable Plan will provide recommendations and strategies to help ensure walking, biking, and rolling (scooter, skates, or wheelchair) are safe and convenient forms of transportation and recreation for people of all ages and abilities. This Engagement and Communications plan establishes a structured approach for effectively communicating with and engaging stakeholders and the residents of Chesterfield. This plan aims to ensure that information is clearly conveyed, stakeholders are actively involved, and feedback is appropriately integrated into the project. It helps to identify target audiences, determine key messages, and outline methods and timelines for communication, thereby enhancing overall project success and city satisfaction.

## Audiences

Shockey will identify key stakeholders, both internal and external. This includes stakeholders within the organization and those in the broader community. With an expected timeframe for the engagement process of Fall 2024 – Early Spring 2025.

1. **Residents:** Individuals living within the community and will be directly impacted by the plan's outcomes.
2. **Local Businesses:** Businesses that may benefit from increased foot and bike traffic.
3. **Schools and Educational Institutions:** To promote safe routes for students.
4. **Government Officials and Agencies:** Local government bodies responsible for infrastructure, budget and policymaking.



5. **Community Organizations:** Groups advocating for public health, safety, and sustainability.
6. **Pedestrian and Bicycling Advocacy Groups:** Organizations focused on promoting biking and walking.

A tailored messaging strategy must be developed for each stakeholder group. This includes determining the most impactful channels of communication for each group. Regular email newsletters, social media updates, virtual meetings, in-person open houses, board meetings, and County Commission/City Council meetings are among the various communications channels that can be utilized.

Engaging these audiences ensures diverse perspectives and broad support for the plan.

## **Methods**

### **Online engagement**

- Website - Creating a resource hub of information will help ensure transparency and accessibility. This involves building a website that houses all public information about the project and establishing a feedback loop for stakeholders seeking additional information.
- 10-15 question online survey and map
- Email communications
- Social media updates

### **Public and Stakeholder Interviews**

- Elected officials
- Parks Committee

### **Public meeting \*(February 20, 2025, 4pm-7pm)**

- Traditional format public meeting (open house and presentation)
- St Louis County and MoDOT will be invited



A milestone timeline has been created to identify key communication/engagement junctures that align with the project schedule. This ensures that stakeholders are informed and engaged at critical points throughout the project.

Engagement Activity	DRAFT Schedule
Research and Planning	OCTOBER 2024
City Council Conversations	OCTOBER 2024
Website/Online mapping debut	NOVEMBER 2024
Survey debut	NOVEMBER 2024
#1 Communications kit out	NOVEMBER 2024
#2 Communications update for close out of survey	DECEMBER 15 2024
#3 Communication update for public meeting	LATE WINTER 2025
Public Meeting to present Draft Plan/Recommendations	FEBRUARY 20, 2025

By following these steps, the communication plan will help ensure a well-informed and engaged community throughout the project.



## **APPENDIX 1: FINAL ENGAGEMENT SUMMARY**

### **Timeline of Outreach**

- **Survey Distribution/Communications Kit #1 (November 2024)**
- **Survey Completion (January 2025):** The City concluded a resident survey, gathering preliminary insights on barriers to and opportunities for improved biking and walking.
- **Survey Analysis**
- **Initial Communications for public meeting (Early February 2025):**
  - *Website Updates (Feb 6):* A dedicated webpage offered event details and project background.
  - *Stakeholder Emails & E-Blasts (Feb 6):* Sent to interested parties, including survey respondents, with a save-the-date for the upcoming open house.
  - *Newsletter (Feb 6):* Featured a “thank you” for survey participation and details on next steps.
  - *Flyers & Yard Signs (Feb 6–13):* Distributed around the city and placed in high-visibility areas.
- **Social Media Push (Feb 1–20):**
  - “Save the Date” post on Feb 1.
  - Countdown and reminder posts on Feb 15 and Feb 19.
  - Event hashtags included #ChesterfieldBikeWalk, #OpenHouse, and #CommunityEngagement.
- **Open House (Feb 20, 2025):**
  - Held from 4:00–7:00 PM at Chesterfield City Hall.
  - Short presentation at 5:00 PM.
  - Interactive stations, family-friendly activities, and display boards showcasing future project options.
  - Over 100 attendees, reflecting strong local interest in enhancing mobility.
  - Attendees provided written and verbal feedback at the event. See Appendix B.
- **Post-Event Engagement (Feb 21–27, 2025):**
  - Social media “Thank You” (Feb 21) and “Last Call for Feedback” (Feb 27).
  - Post-event email newsletter (Feb 21) recapping open house highlights and inviting additional input online through Feb 27.



TASK	Public Meeting	Survey
Project team calendar invite	1/9/2025	11/13/2024
Website update	2/6/2025	11/15/2024
Stakeholders email out	2/6/2025	11/8/2024
E-blast to interested parties (survey respondents)	2/6/2025	11/15/2024
Newsletter out	2/6/2025	11/15/2024
Flyers	2/6/2025	11/6/2024
Yard signs	2/14/25	NA
Social media posts	ongoing	ongoing
Press Release		11/15/2024
Kid friendly activities	2/19/2025	
Public Open House 4pm-7pm	2/20/2025	

### Key Engagement Channels

1. **Emails & E-Blasts:** Reminders to both official stakeholders and survey respondents.
2. **Newsletters:** Pre- and post-event newsletters thanked participants and guided them to next steps.
3. **Social Media Posts:** A series of five main posts, covering save-the-date announcements, countdowns, event reminders, a post-event thank-you, and a final call for comments.
4. **Press Releases:** Distributed to local media before and after the open house dependent on client, highlighting event objectives, attendance, and continued online engagement.
5. **Flyers, Yard Signs:** Increased visibility in common gathering spots around Chesterfield.
6. **Event Website:** Central hub for information, including an online comment portal open through Feb 27.



## Outcomes

- **Community Input:** Robust attendee participation at the open house, with additional comments submitted online.
- **Visibility & Reach:** Multiple reminders (newsletters, social media, signage) ensured wide awareness.
- **Data Collection:** All feedback—event-day and online—was compiled for integration into the final plan recommendations. See Appendix B.
- **Ongoing Engagement:** Participants encouraged to stay involved through social media updates, newsletters, and future meetings.

## Conclusion

Through a well-coordinated schedule of newsletters, press releases, social media posts, and an in-person open house, the City of Chesterfield effectively engaged the public in shaping the Bikeable Walkable Plan. Ongoing opportunities to provide input ensured broad participation, with feedback serving as a valuable guide to creating a more bicycle- and pedestrian-friendly Chesterfield.



**APPENDIX 2: DATA COLLECTED**

**SURVEY RESULTS**

## MEMORANDUM

January 15, 2025  
To: Steve Merk  
Organization: City of Chesterfield  
From: Briam Amaya  
Project: Chesterfield Bikeable Walkable Plan

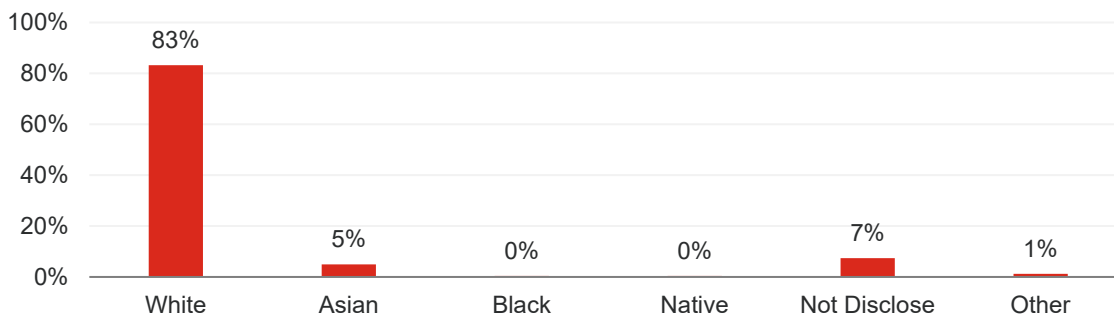
### Re: Public Engagement Survey and Web Map Responses

As part of the Chesterfield Bikeable Walkable Plan, an online survey and map were made available to the public between November and December 2024. The survey was promoted through the city's website, direct emails/e-blasts, social media, flyers, and other methods. The survey website was visited by 266 unique IP addresses, however not every respondent answered every survey question. The results of this outreach are provided below.

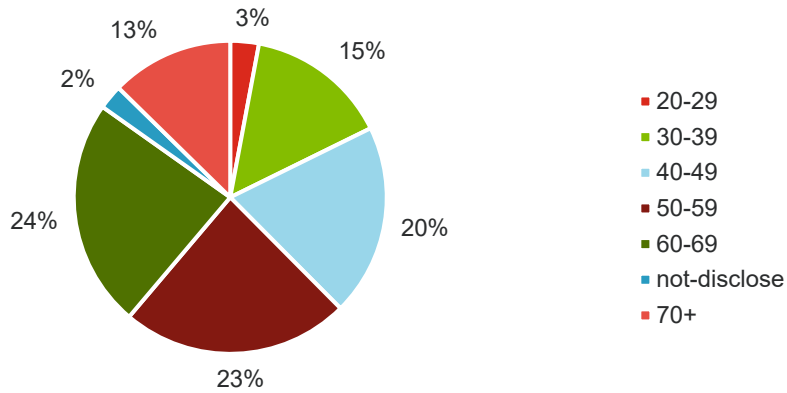
### Summary of survey responses

#### Demographics charts and tables

What racial group do you most closely identify with?  
(238 participants)



### What is your age range? (237 participants)

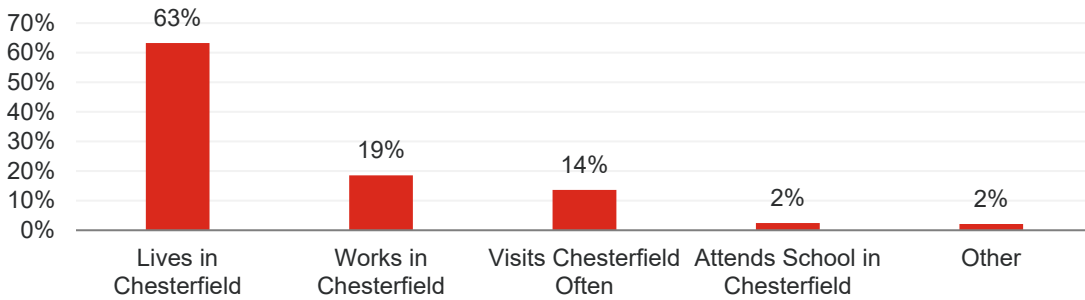


#### *Was the survey data representative?*

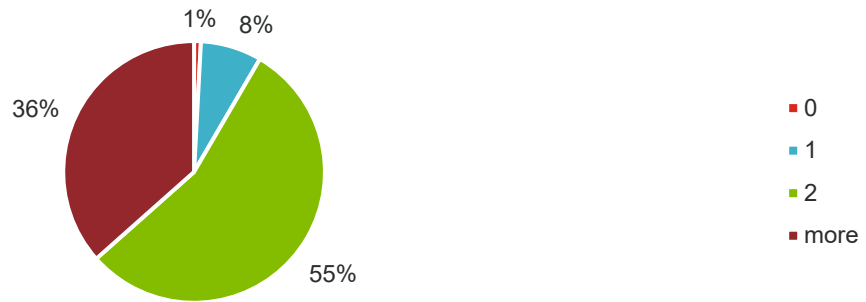
When compared to Census data for race and age, both minority racial groups and younger age cohorts are slightly underrepresented.

#### **Summary of non-spatial input received**

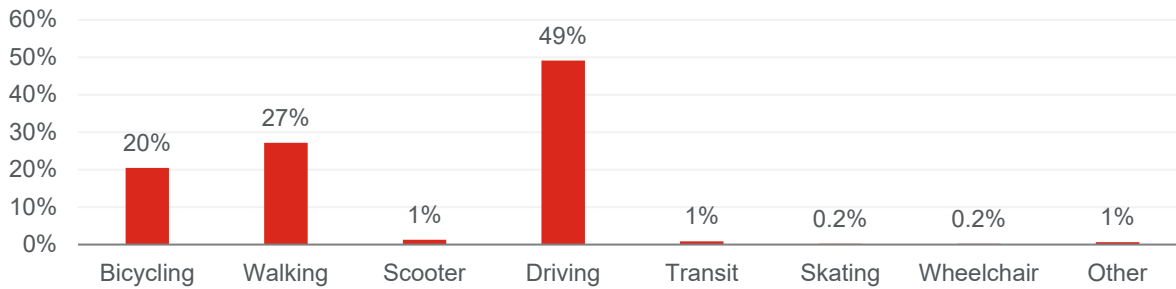
### Which of the following best describes you? (286 participants)



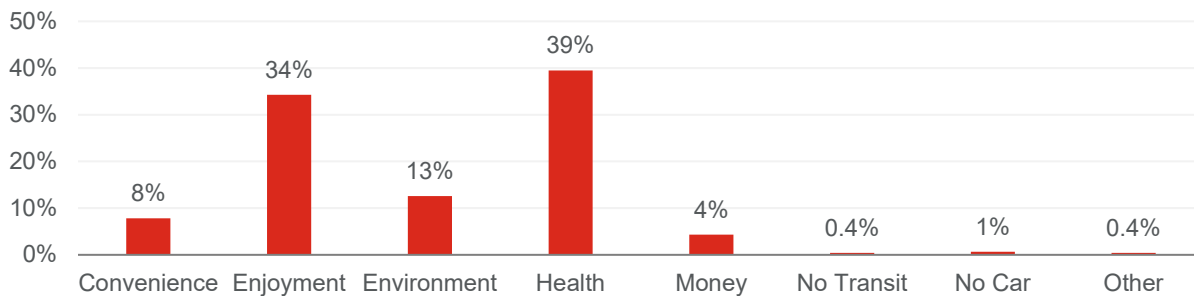
### Number of available motorized vehicles in your household? (238 participants)



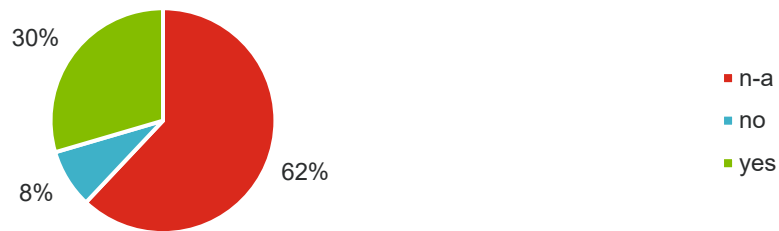
### How do you typically get around the community? (Multiple responses allowed.)



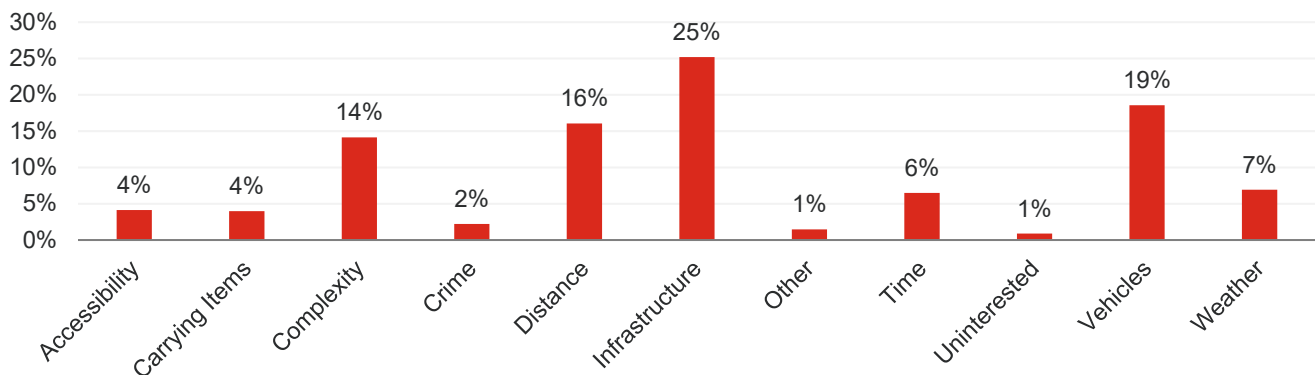
### What are your reasons for walking, biking, and rolling? (Multiple responses allowed.)



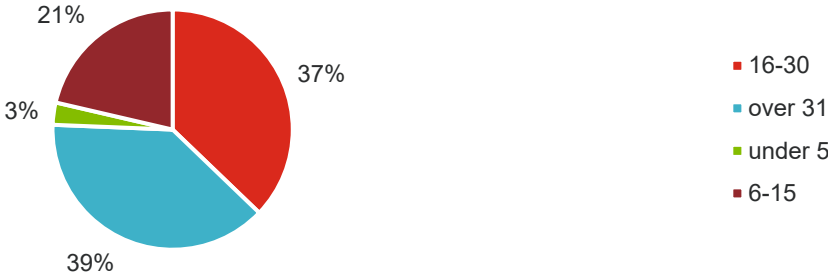
Do you have children under 18 that walk, bike, and roll?  
(237 participants)



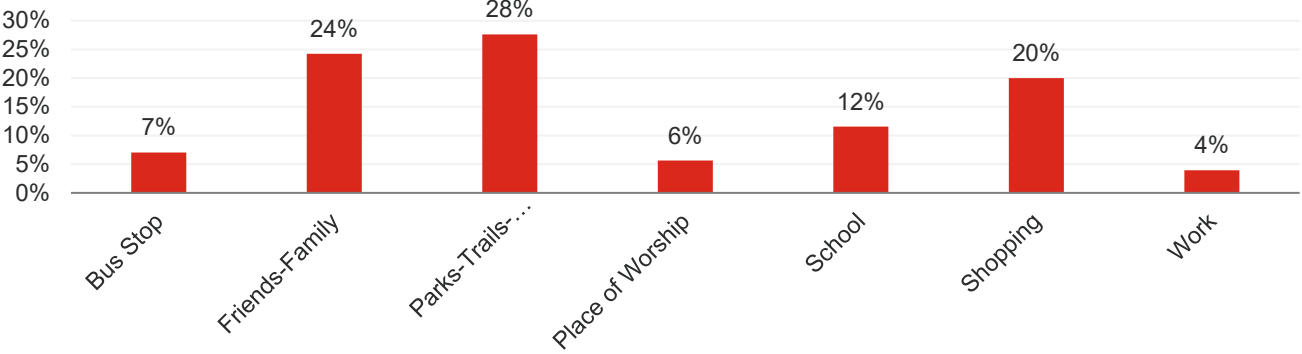
What is keeping you from biking and rolling more often?  
(Multiple responses allowed.)



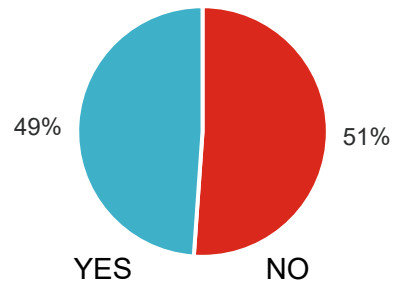
How long (in minutes) are you willing to bike and roll to reach your destination?  
(234 responses)



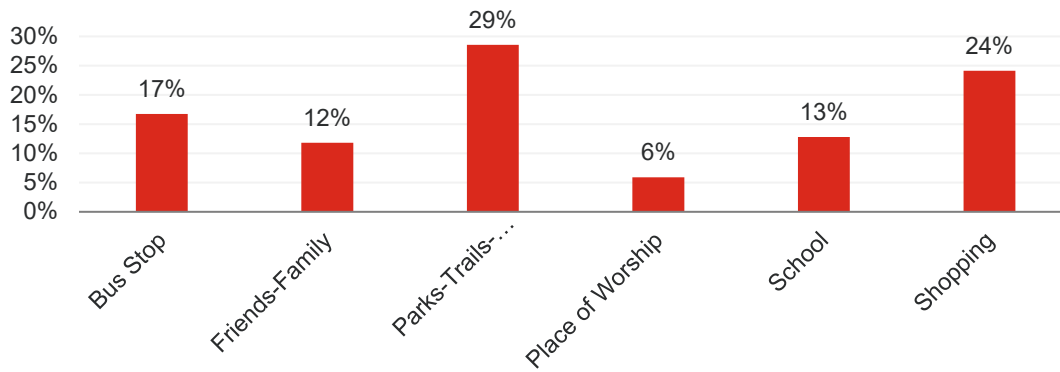
Do you Live within a 1/4 mile of any of the following?  
(Multiple responses allowed.)



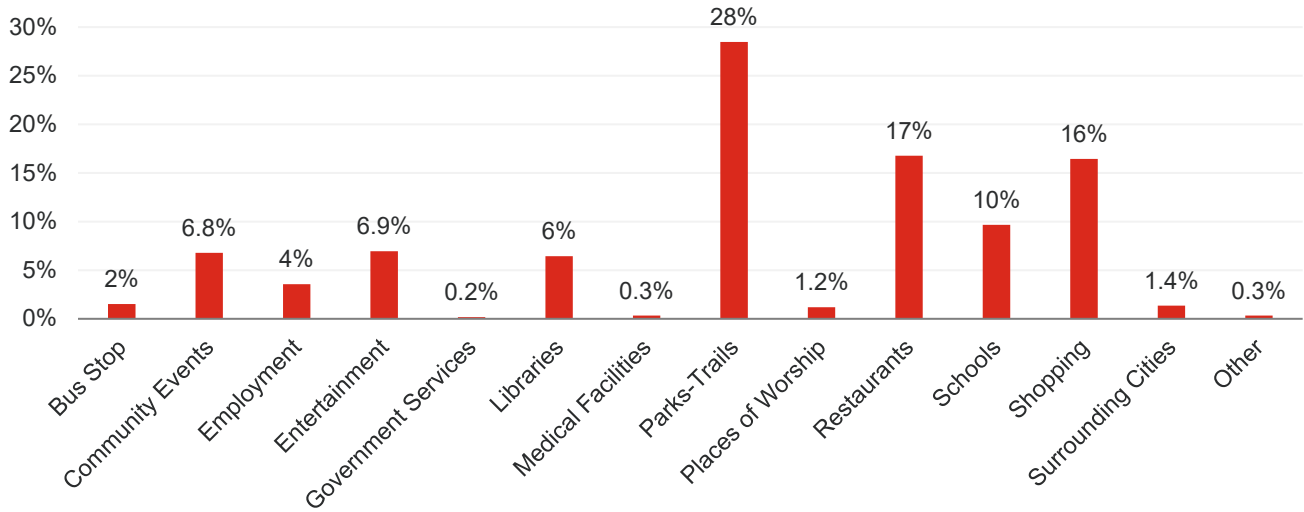
Do you currently walk, bike, or roll to any of these [above] destinations?  
(225 Responses)



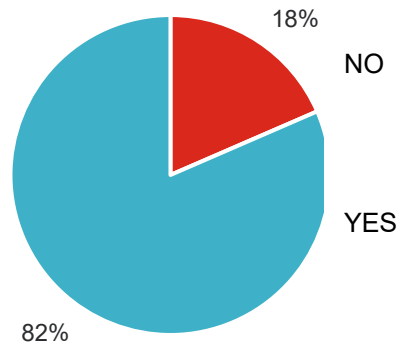
Do you work within 1/4 mile of any of the following?  
(Multiple responses allowed.)



What places are most important to be able to reach by walking, bicycling, and rolling?  
(Multiple responses allowed.)

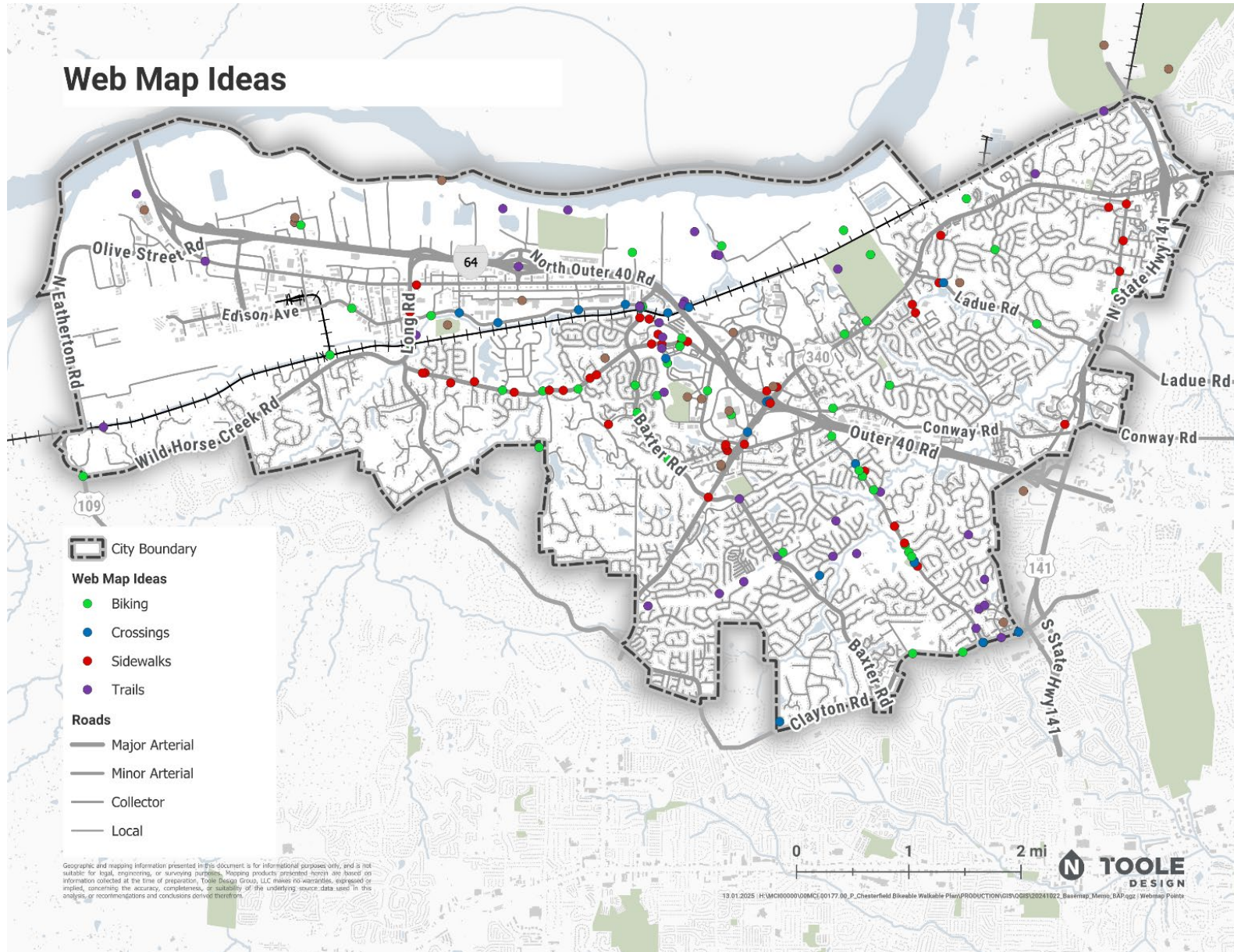


Are you aware of the city's trail system?



# Summary of Spatial Input Received

## Web Map Ideas



### Ideas Summary

The interactive web map allowed residents to submit ideas for improvements at specific locations within the community, focusing on biking infrastructure, pedestrian crossings, sidewalks, and trails. Through this web map, nine key locations were identified for improvement, which helped to uncover broader themes across the community. These key locations, along with the feedback gathered, will guide future efforts to enhance safety, access, and mobility throughout the city.

No.	Location	Idea Count	Summary
*** 1	Schoettler Rd (from Gantley Dr to Amberleigh Hill Ct)	15	Continuous sidewalks needed; add bike lanes; add midblock crossings
2	Wild Horse Creek Rd (from Baxter Rd to Kehrs Mill Rd)	9	Continuous sidewalks needed; wider shoulders; add bike lanes
3	Baxter Rd & Edison Ave	5	Connect trails along levies; add midblock crossing; wider shoulders; install pedestrian bridge over Baxter Rd.
4	Wild Horse Creek Rd & Old Chesterfield Rd	4	Need safer facilities for walking and biking; improve intersection safety;
5	Wild Horse Creek Rd & Burkhardt Pl	4	Continuous sidewalks needed to Ascension School; add midblock crossings to Wild Horse Creek Rd; Connect Riparian Trail to Monarch Levee Trail
6	I-64 & 340 Highway	3	Safe crossing needed over 340 Hwy; dedicated areas for bikes and peds on I-64 needed; sidewalks needed along 340 Hwy from Chesterfield Pkwy E to Baxter Rd
7	340 Hwy & Swingley Rd	3	Continuous sidewalks needed along Swingley Rd and Nardin Dr
8	Segment between Clarkson Rd & Chesterfield Pkwy W	3	Continuous sidewalks needed between developments
9	West Dr near Bonhomme Creek	3	Connect Monarch Levy Trail to Creve Couer Lake Connector Trail; connect Monarch Levee Trail to trails along river;

### Key Themes

- **Need for Continuous Sidewalks** Multiple locations, including Schoettler Rd and Swingley Rd, highlighted the need for continuous sidewalks to improve pedestrian access and safety, particularly in areas where they currently do not exist or are disconnected.
- **Biking Infrastructure** There was strong demand for bike lanes and safer biking facilities, particularly along Schoettler Rd, Wild Horse Creek Rd, and Baxter Rd. Residents expressed a need for dedicated bike lanes to enhance safety for cyclists.
- **Improved Crossings** Several suggestions focused on adding or improving pedestrian and midblock crossings, such as at Schoettler Rd and Wild Horse Creek Rd to ensure safer crossing options for pedestrians and cyclists.
- **Trail Connectivity** Connecting existing trails and creating new connections between popular routes, such as the Riparian Trail to Monarch Levee Trail, emerged as a key priority to enhance pathways
- **Intersection and Safety Improvements** Improving the safety of intersections, such as at Wild Horse Creek Rd & Old Chesterfield R, was a common theme, with residents advocating for safer facilities for both walking and biking as well as improved intersection designs.
- \*\*\* • **Note:** The ideas for Schoettler Road continuous sidewalks identified above are being addressed with two sidewalk projects which are currently in design – the Schoettler Sidewalk Extension project and the Pathway on the Parkway project. When complete, these two projects will provide a continuous sidewalk route from Clayton Rd to Chesterfield Parkway East. Midblock crossings will be addressed as needed. Bike lanes will be considered with future Schoettler Road improvement projects.

# **APPENDIX D**



## MEMORANDUM

December 5, 2024

To: Steve Merk

Organization: City of Chesterfield

From: Scott Harris and Tammy Sufi, Toole Design

Project: Chesterfield Bikeable Walkable Plan

### Re: Chesterfield, MO Code Review and Recommendations

#### Purpose

This memorandum summarizes City of Chesterfield Code relevant to active transportation. The memo briefly describes each Code Section, notes the relevance to active transportation, and provides a recommendation for changes to the Section to better align with best practices, if needed.

The Chesterfield City Code of Ordinances is available online at: <https://ecode360.com/35255348>

<b>Chapter 220 – Parks and Recreation</b>	
<b>Current Language</b>	<b>Comment/Recommendation</b>
<p><b>Section 220.160</b> prohibits certain behavior regarding bikes:</p> <ul style="list-style-type: none"> <li>Bringing bikes into park areas or trails marked by no bike signs</li> <li>Riding without a helmet if 17 or under</li> <li>Leaving a bike in a place outside a bike rack if one exists</li> <li>Leaving a bike anywhere someone could trip over it</li> <li>Riding bikes in places other than paths or roads designated for that use</li> </ul>	<p>This section provides general regulation about where and how bicycles can be used. The ordinance reflects common practice, but is vague in some areas, and could be used to cite people who are otherwise behaving lawfully.</p> <ul style="list-style-type: none"> <li>» Consider clarifying sections related to leaving a bike where someone could trip over it, and the provision prohibiting bicycle use in areas other than those designated for their use.</li> </ul>
<p><b>Section 220.170</b> prohibits using or possessing skateboards, in-line skates, coasters, scooters or any other riding apparatus in parks or trail areas except where specifically designated</p>	<p>This provision may have the unintended effect of discouraging use of micromobility devices which are increasingly popular and used as transportation.</p> <ul style="list-style-type: none"> <li>» Consider modifying this ordinance to allow the use of these items, unless specifically prohibited.</li> </ul>
<p><b>Section 220.340</b> defines “cycle” to be any device other than a wheelchair that is propelled by human power with one or more wheels at least 20” in diameter with a frame size of at least 14”.</p>	<p>This section does not define e-bikes or scooters.</p> <ul style="list-style-type: none"> <li>» Include definitions of e-bikes and other motorized micro-mobility devices in this section or elsewhere in the Code of Ordinances. Definitions should align with those in state law.</li> </ul>

<p><b>Subsection B</b> prohibits all motorized equipment/vehicles from city trails.</p> <p><b>Subsection C</b> regulates trail use by cyclists, including requiring helmets for those age 17 and under, riding as near to the right as practicable, passing in single file, and giving an audible warning when passing pedestrians or other cyclists.</p> <p><b>Subsection D</b> regulates trail use by pedestrians, including remaining as near to the right as practicable and giving an audible warning when passing pedestrians or other cyclists</p>	<p>The prohibition on motorized equipment and vehicles may limit the ability of residents to use e-bikes on city trails. Off-street trails and path networks can be a safe and useful way of navigating cities.</p> <ul style="list-style-type: none"> <li>» Consider allowing the use of some classes of e-bikes and other micromobility devices on city trails.</li> </ul> <p>The regulations on cyclist and pedestrian use of trails are standard practice, except for the requirement that pedestrians give an audible warning when passing other pedestrians or bicyclists.</p> <ul style="list-style-type: none"> <li>» Consider removing the requirement that pedestrians give an audible warning when passing.</li> </ul>
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<b>Chapters 300 – 390 Traffic Code</b>	
<b>Current Language</b>	<b>Comment/Recommendation</b>
<p><b>Section 300.010 – Definitions</b>            Defines Motorized Bicycle as a two or three wheeled device with pedals, an automatic transmission and a motor of 50cc's or less and a maximum speed of 30 mph.</p>	<p>The definition of a Motorized Bicycle seems to define small displacement motor scooters/mopeds and not e-bikes and other micromobility devices. Missouri state law defines three classes of e-bikes and regulates electric scooters as “motorized bicycles”.</p> <ul style="list-style-type: none"> <li>» Align the definition of e-bikes, e-scooters, and other micromobility devices with definitions in state law.</li> </ul>
<p><b>Section 310.040 – Use of Coasters, Roller Skates and similar Devices Restricted</b> Prohibits the use of certain micromobility devices on the street.</p>	<p>This section prohibits the use of a variety of devices on roadways, except when crossing a street in a crosswalk. The section was likely written before the widespread use of various micromobility devices that can be used for transportation as well as recreation.</p> <ul style="list-style-type: none"> <li>» Consider revising section to allow the use of micromobility devices on roadways where designated bicycle bicycle facilities exist.</li> </ul>
<p><b>Section 340.040 – Vehicle Shall Not be Driven on a Sidewalk – Prohibition on Obstruction of Bicycle Lanes—Drivers to Yield to Bicycles in Designated Bicycle Lanes.</b>            Prohibits driving on the sidewalk, in a bike lane, requires driver to yield when crossing a bike lane.</p>	<p>This section prohibits parking in or obstructing bicycle lanes and reflects best practice.</p>

<p><b>Section 340.080 – Riding Bicycle on Sidewalks – Limitations – Motorized Bicycle Prohibited.</b>  No riding bicycles on sidewalk in a business district. If you are riding on a sidewalk pedestrians have right-of-way and cyclist required to give audible signal before overtaking.  Prohibits motorized bicycles on sidewalks.</p>	<p>This section reflects state law. Bicycling on sidewalks can create conflicts with people walking, particularly in busier areas such as business districts or when bicycles are operated at higher speeds. However, sidewalk bicycling frequently reflects that people are not comfortable bicycling in the adjacent street due to a lack of bicycle facilities or facilities that do not feel safe.</p> <ul style="list-style-type: none"> <li>» Consider clearly defining where “business districts” are.</li> <li>» Consider whether it is appropriate to always prohibit motorized bicycles (if this defined term is understood to cover e-bikes).</li> </ul>
<p><b>Section 345.020 – Pedestrians’ Right-of-Way in Crosswalk.</b>  Subsection A requires drivers to yield only when a pedestrian is in a crosswalk on the driver’s half of the roadway or when the pedestrian is so close to the driver’s half so as to be in danger.</p>	<p>This section reflects state law.</p> <ul style="list-style-type: none"> <li>» Consider whether a city ordinance is needed that duplicates existing state law.</li> </ul>
<p><b>Section 345.030 – Pedestrians to Use Right Half of Crosswalks.</b></p>	<p>This section requires pedestrians to use the right side of a crosswalk whenever practicable.</p> <ul style="list-style-type: none"> <li>» Consider eliminating this section because it is over-prescriptive</li> </ul>
<p><b>Section 345.050 – When Pedestrian Shall Yield.</b>  Requires pedestrians to yield right-of-way to vehicles when crossing anywhere except within a marked or unmarked crosswalk at an intersection.</p>	<p>This section reflects state law.</p> <ul style="list-style-type: none"> <li>» Consider whether a city ordinance is needed that duplicates existing state law.</li> </ul>
<p><b>Section 345.060 – Prohibited Crossing.</b>  Prohibits crossing the street outside of crosswalks</p>	<p>This section reflects state law and restricts where pedestrians can cross streets, even on very low traffic streets.</p> <ul style="list-style-type: none"> <li>» Consider modifying to exempt residential streets and future shared streets. Such modification may better reflect reality of how pedestrians are using the street today.</li> </ul>
<p><b>Section 345.090</b> Requires drivers to exercise highest degree of care to avoid colliding with any pedestrian on the roadway, shall give warning by horn when needed, and exercise proper precaution when a child, confused or incapacitated person is on the roadway.</p>	<p>This section reflects state law.</p>
<p><b>Section 345.100</b> requires drivers to leave a “safe distance” when passing a bicycle until safely past.</p>	<p>This section reflects state law.</p> <ul style="list-style-type: none"> <li>» Consider whether a city ordinance is needed that duplicates existing state law.</li> <li>» If ordinance is retained, consider defining “safe distance” (typically 3 feet)</li> </ul>
<p><b>Section 373.020 Bicycle Riding Regulations Generally.</b>  Prohibits more people riding a bike at one time than designed and equipped.  Prohibits operating at a speed not “reasonable and prudent” under existing conditions.  Requires bicyclists to use paths adjacent to roadways where they exist, and not ride on the roadway</p>	<p>This section provides a number of regulations for people riding bicycles.</p> <ul style="list-style-type: none"> <li>» Consider removing the clause about “reasonable and prudent” speed as the subsection also prohibits exceeding the speed limit.</li> <li>» Consider removing the requirement that bicyclists use paths adjacent to the roadway.</li> </ul>

<b>Section 373.030</b> requires people under 17 to wear a helmet when riding (or be a passenger on) a bike, scooter, roller skates, roller blades, or skateboard.	» Consider whether this is over-prescriptive.
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<b>Chapter 405 – Unified Development Code</b>	
<b>Current Language</b>	<b>Comment/Recommendation</b>
<b>405.04.010 – Architectural Review Design Standards.</b> C.1. Identifies as desirable practice providing safe pedestrian movement between elements C.2. Requires bicycle parking to be provided in highly visible locations and with racks that can be locked to. Also requires precedence be given to pedestrian circulation rather than vehicular movement	Providing bicycle parking that is visible and plentiful at destinations helps encourage bicycling.  » Considering adding requirements to the code regarding the number, types, and placement of bicycle racks in new developments. » Consider referencing best practices in bicycle parking design, such as that from the Association of Pedestrian and Bicycle Professionals (APBP).
<b>405.04.080 – Subdivision Design Standards</b>	
<b>M.1.</b> Allow Department to require pedestrian ways to provide access to parks, schools, shopping areas, public transportation facilities, common land, or similar facilities.	This policy allows the requirement of adding pedestrian ways to developments to promote access and connectivity.
<b>M.2.</b> Minimum pedestrian way requirements (if required): 20 foot right-of-way. If intended to provide access to active recreation facilities a 4' wide walkway in the pedestrian way is required.	» Consider allowing rights-of-way narrower than 20 feet under constrained conditions. » Require walkways to be a minimum of 5 feet wide.
<b>405.04.090 Streets.</b> This section of the development code includes requirements for the design and location of streets for both residential and non-residential streets and zoning and land use contexts, including items such as street spacing, right-of-way and roadway widths, curb radii, etc.	A review and update of street design standards to reflect updated AASHTO standards can help ensure new streets and rights-of-way are designed to support the comfort and safety of all users.  » Consider a review and update of street design standards, as necessary, to reflect current AASHTO design standards and best practices.

### Other Relevant Ordinances

#### *St. Louis County Complete Streets Ordinance (1105.250)*

The St. Louis County Complete Streets ordinance was passed in 2015 and sets forth the guiding principles and practices the county considers in support of complete streets design to promote livable communities and help the county reach the mobility goals expressed in its planning documents.

#### *East West Gateway Blueprint for Urban Arterials*

In 2023, East West Gateway, in partnership with MoDOT St. Louis District staff, initiated a study of the region’s arterial roadways in order to develop a supplemental document to the current standard engineering guidance, MoDOT’s Engineering Policy Guide (EPG). The Blueprint for Arterials, published in June 2024, helps better address safety and the complex array of users and needs on arterial roadways in developed communities. This document is for MoDOT, county, or municipal roadway planners and engineers throughout the Missouri side of the St. Louis region. Use is optional, but encouraged where appropriate, to add clarity to the various contexts, design tools, and engagement strategies when working in urbanized areas.

## Topics for Future Potential Policy Development

- » Cul-de-sac access and/or allowance
  - Review whether and how to allow cul-de-sacs in new residential developments.
  - If cul-de-sacs are allowed, consider policy requiring public access from back of cul-de-sac to neighboring streets to increase walkability and connectivity of the street network.
- » E-bike and other personal micromobility device regulation
  - Consider whether class-based regulation or some other means is necessary or appropriate.
- » Trail design standards
  - Consider whether to develop or adopt specific standards for the design of trails within the City to include and clarify recommendations around striping to designate directional traffic or bike and pedestrian separation, trail speed limits, signage and more.

# **APPENDIX E**

# CITY OF CHESTERFIELD, MO

## UNCONTROLLED CROSSING GUIDELINES

### INTRODUCTION

This guidance is established to assist the City of Chesterfield in selecting crossing treatments at mid-block and uncontrolled pedestrian crossing locations.

In addition to the crossings found at roadway intersections, additional legal pedestrian crossings may be designated at mid-block and other uncontrolled locations. Doing so can help create a more walkable pedestrian environment for all users by reducing the distance that pedestrians must travel to reach their destinations and increasing the visibility of vulnerable users. In areas where the typical block length is long, adding additional crossings at uncontrolled locations can help create more direct pathways and encourage safe crossing behavior.

When selecting locations and designs for uncontrolled crossings, several factors should be examined, such as the distance to the nearest signalized crossing and the roadway design. Research has shown that on multi-lane, higher speed roadways, simply marking a new pedestrian crossing location is insufficient to provide safety to users, and additional treatments to reduce traffic speeds, shorten crossing distances, enhance driver awareness, and/or provide active warning of pedestrian presence should be added to such locations.

The City of Chesterfield follows the standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD) which provides guidance for the installation of traffic control signs, pavement markings, signals, etc. The guidelines presented here for the City of Chesterfield draw upon guidance from the MUTCD and the Federal Highway Administration (FHWA) for the installation of pedestrian crossing treatments.

### SELECTING POTENTIAL CROSSING LOCATIONS

According to the MUTCD, engineering studies should be performed before installing marked crossings at uncontrolled locations; the studies “should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.” The following section outlines the factors that should be studied when selecting uncontrolled crossing locations in Chesterfield.

The City of Chesterfield is a suburban community where most of the existing pedestrian activity is related either to school attendance or recreation. Only a small amount of pedestrian activity appears to currently occur for work or shopping purposes in the city. It is often difficult to collect pedestrian crossing data due to the unpredictable nature of recreational activities which would typically be highest in evenings, weekends and of course on days when the weather is most conducive to walking. In addition, the practice of selecting crossing locations based upon the current number of pedestrians crossing at an uncontrolled location fails to consider those users who would use the crossing location if it were better marked. Therefore, potential pedestrian crossing locations will be determined by the presence of an attraction and source located on opposite sides of the roadway at or near the potential crossing location. Examples of pedestrian attractions are included in Table 1.

**Table 1: Typical Land Uses that Generate Pedestrian Activity**

<b>Attraction</b>
Schools*
Parks/Swimming pools
Retail centers
Trails
Recreation centers
Transit stops

\* In addition to the standard countermeasures described in this guidance, school crossing locations may require additional coordination with the Police Department to provide treatments and/or crossing guards.

When an attraction and a source are located on opposite sides of a roadway, then pedestrian crossing activity should be expected. City staff will determine if a marked crossing is justified based upon MUTCD guidelines. If a location is questionable as to whether pedestrians might be crossing between an attraction and a source, then pedestrian observations may be performed to identify the level of pedestrian activity around the attraction and source. This pedestrian activity might not include many *current* pedestrian crossings at the location in question, but may show the presence of pedestrians in the vicinity who would use the crossing if one were provided. For the purpose of a rough evaluation of the need for a pedestrian hybrid beacon or traffic signal<sup>1</sup>, City staff may use observed pedestrian volumes, or may use an assumption of 150 pedestrians in the peak hour. Note that 150 pedestrians per hour is a considerably high volume of pedestrians for the City of Chesterfield.

At locations where a traffic signal, roundabout or stop controlled crossing is located 300 feet or less from the potential crossing location no additional crosswalk will be considered as the location is close enough to a controlled crossing location that all crossings can be safely made at the controlled intersection.

Use the following inventory for collecting data at potential crossing locations.

---

<sup>1</sup> Note that traffic signals would need to be installed and maintained under MoDOT or St. Louis County jurisdiction. City of Chesterfield does not own or maintain traffic signals, but does manage hybrid beacons and Rectangular Rapid-Flashing Beacons (RRFBs).

## Crosswalk Location Inventory

Crossing location	Street		Crossing location
Is there a pedestrian generating land use present?	<input type="checkbox"/> No	<input type="checkbox"/> Yes (list)	
Pedestrian Counts over a 6-hour time period (if deemed necessary)			
Existing traffic control type	<input type="checkbox"/> Uncontrolled	<input type="checkbox"/> Stop sign	<input type="checkbox"/> Traffic signal
Existing crossing treatment(s)			
Posted speed limit (mph)			
Street direction	<input type="checkbox"/> One way		<input type="checkbox"/> Two way
Roadway configuration	<input type="checkbox"/> 2 lanes		
	<input type="checkbox"/> 3 lanes with raised median		
	<input type="checkbox"/> 3 lanes without raised median		
	<input type="checkbox"/> 4+ lanes with raised median		
	<input type="checkbox"/> 4+ lanes w/o raised median		
Crossing distance (ft)			
Adequate gap time	$\frac{\text{Crossing Distance}}{\text{Typical Walking Speed}} + 1 =$ <i>(Walking speed is calculated to be 3.5 ft/sec for typical pedestrians, 3.0 ft/sec for young children and older adults).</i>		
Are there adequate gaps at least 60 times per hour during peak hours?	<input type="checkbox"/> Yes		<input type="checkbox"/> No
Distance to nearest marked/protected pedestrian crossing	Distance (ft)	Location	
Available sight distance (for uncontrolled location)	Approach #1 (ft)	Approach #2 (ft)	
Is available sight distance $\geq$ 8x speed limit?	<input type="checkbox"/> Yes		<input type="checkbox"/> No
Vehicle AADT			

Safety issues observed

- Pedestrian/vehicle conflicts
- Excessive vehicle speed
- Inadequate visibility (ex. parked cars blocking view of pedestrians)
- Drivers not yielding to pedestrians in crosswalk
- Insufficient separation from traffic

# SELECTING COUNTERMEASURES FOR ENHANCED CROSSWALKS

## Countermeasure Selection Table

The Federal Highway Safety Administration’s [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#) includes a table for selecting possible appropriate countermeasures according to the posted speed limit, AADT, and roadway configuration at a given location. This table is adapted in Table 2 below. Multiple potential treatments are identified for any given location; engineering judgement will still be needed to select the appropriate treatments in Chesterfield given local conditions and priorities and the identified safety issue(s) to be addressed. Crossing treatments like bulb outs or median crossing refuge islands should be considered to improve the crossing condition before RRFBs, beacons, or traffic signals are considered.

**Table 2: Countermeasure Selection Table (Adapted from FHWA/MoDOT DRAFT)**

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 7 9	① 3 4 5 7 9	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7 9	① ③ 5 7 9	① ③ 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① ③ 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.\*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)\*\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*\*

\* Refer to Chapter 4 of the Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

\*\* It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

## Countermeasures

Table 3: Crosswalk Countermeasures

Countermeasure	Description	Safety Concerns Addressed	Additional Resources
1. Crosswalk visibility enhancements (High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs)	<p>The following enhancement elements should be considered at all uncontrolled crossings:</p> <ul style="list-style-type: none"> <li>Ladder, continental, or bar pair crosswalk striping in retroreflective paint.</li> <li>Pedestrian crossing warning signs (sign W11-2 in the MUTCD) on each approach to the crosswalk; and School Crossing signs (sign S1-1) when appropriate.</li> <li>Parking restrictions on all crosswalk approaches to provide adequate sight distance (Minimum setback of 20 feet where speeds are 25 mph or less, and 30 feet between 26 mph and 35 mph).</li> <li>Appropriate level of lighting (10 to 15 feet in advance on both sides).</li> </ul> <p>Not sufficient <i>alone</i> for multilane, high volume, or high-speed roads; should be enhanced with additional countermeasures.</p>	<ul style="list-style-type: none"> <li>Conflicts at crossing locations</li> <li>Excessive vehicle speed</li> <li>Inadequate conspicuity/visibility</li> <li>Drivers not yielding to pedestrians in crosswalks</li> <li>Insufficient separation from traffic</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemnt2018.pdf">https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemnt2018.pdf</a></p> <p>MUTCD Section 2C.55— Non-Vehicular Warning Signs and Section 3C.03—Crosswalk Markings</p>
2. Raised crosswalk	<ul style="list-style-type: none"> <li>Function as an extension of the sidewalk and allow a pedestrian to cross the street at a constant grade.</li> <li>Candidate treatment on 2-lane or 3-lane roads with speed limits of 30 mph or less and AADTs below 9,000.</li> <li>Avoid on truck routes, emergency routes, and arterial streets.</li> <li>Drainage needs to be accommodated.</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts at crossing locations</li> <li>Excessive vehicle speed</li> <li>Inadequate conspicuity/visibility</li> <li>Drivers not yielding to pedestrians in crosswalks</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf">https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf</a></p> <p>MUTCD Section 3B.29—Speed Hump Markings</p>
3. Advance Yield Here to Pedestrians sign and yield line	<ul style="list-style-type: none"> <li>Signs placed 20 to 50 feet in advance of the marked crosswalk</li> <li>Accompanied by “shark’s teeth” yield line.</li> <li>Candidate treatment for any uncontrolled pedestrian crossing, and should be</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts at crossing locations</li> <li>Inadequate conspicuity/visibility</li> <li>Drivers not yielding to pedestrians in crosswalks</li> <li>Insufficient separation from traffic</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemnt2018.pdf">https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemnt2018.pdf</a></p> <p>MUTCD Section 2B.19—Yield Here to Pedestrians Signs and Stop Here for</p>

	strongly considered for any established pedestrian crossing on roads with four or more lanes and/or roads with speed limits of 35 mph or greater.		Pedestrians Signs and Section 3B.19—Stop and Yield Lines
4. In-Street Pedestrian Crossing sign	<ul style="list-style-type: none"> <li>Placed in the middle of the road at a crossing and often used in conjunction with refuge islands.</li> <li>May be appropriate on 2-lane or 3-lane roads with speed limits of 30 mph or less.</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts at crossing locations</li> <li>Excessive vehicle speed</li> <li>Inadequate conspicuity/visibility</li> <li>Drivers not yielding to pedestrians in crosswalks</li> </ul>	MUTCD Section 2B.20—In-Street and Overhead Pedestrian Crossing Signs
5. Curb extension	<ul style="list-style-type: none"> <li>Extends the sidewalk or curb line into the street or parking lane, reducing the street width and improving sight distance between the driver and pedestrian.</li> <li>Candidate treatment for any uncontrolled pedestrian crossing, particularly where parking lanes exist.</li> <li>Should not extend into paths of travel for bicyclists.</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts at crossing locations</li> <li>Excessive vehicle speed</li> <li>Inadequate conspicuity/visibility</li> <li>Insufficient separation from traffic</li> </ul>	<a href="https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf">https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf</a>
6. Pedestrian refuge island	<ul style="list-style-type: none"> <li>Typically constructed in the middle of a 2-way street and provides a place for pedestrians to stand and wait for motorists to stop or yield, creating a two-stage crossing.</li> <li>Highly desirable for midblock pedestrian crossings on roads with four or more lanes.</li> <li>Should be considered for undivided crossings of four or more lanes with speed limits of 35 mph or greater and/or AADTs of 9,000 or greater.</li> <li>May also be a candidate treatment for uncontrolled pedestrian crossings on 3-lane or 2-lane roads, especially where the street is wide and/or where vehicle speed or volumes are moderate to high.</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts at crossing locations</li> <li>Excessive vehicle speed</li> <li>Inadequate conspicuity/visibility</li> <li>Insufficient separation from traffic</li> </ul>	<a href="https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugelIsland2018.pdf">https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugelIsland2018.pdf</a> MUTCD Section 3B.13— Approach Markings for Obstructions, Section 3C.03—Crosswalk Markings, and Section 3J.04—Curb Markings for Raised Islands

<p>7. Rectangular Rapid-Flashing Beacon (RRFB)</p>	<ul style="list-style-type: none"> <li>• Minimum pedestrian refuge island width is 6 feet.</li> <li>• Pedestrian-actuated conspicuity enhancement used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks.</li> <li>• Includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.</li> <li>• Placed on both ends of a crosswalk, or on the right side and on the median or refuge island if present.</li> <li>• Unlit when not activated and can be activated manually by pedestrians using a push button or passively by a pedestrian detection system.</li> <li>• Particularly effective at multilane crossings with speed limits less than 40 mph.</li> <li>• Consider the PHB instead of RRFBs for roadways with higher speeds (over 40 mph).</li> </ul>	<ul style="list-style-type: none"> <li>• Conflicts at crossing locations</li> <li>• Inadequate conspicuity/visibility</li> <li>• Drivers not yielding to pedestrians in crosswalks</li> <li>• Insufficient separation from traffic</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/stp/docs/techSheet_RRFB_2018.pdf">https://safety.fhwa.dot.gov/ped_bike/stp/docs/techSheet_RRFB_2018.pdf</a> MUTCD Chapter 4L.</p>
<p>8. Road Diet</p>	<ul style="list-style-type: none"> <li>• Reconfigures the roadway by narrowing or eliminating lane(s).</li> <li>• Candidate treatment for any undivided road with wide travel lanes or multiple lanes that can be narrowed or repurposed.</li> <li>• Consider on roads with four or more lanes and traffic volumes of approximately 20,000 or less, after conducting a traffic study.</li> <li>• Often effectively accomplished during pavement resurfacing.</li> </ul>	<ul style="list-style-type: none"> <li>• Conflicts at crossing locations</li> <li>• Excessive vehicle speed</li> <li>• Inadequate conspicuity/visibility</li> <li>• Insufficient separation from traffic</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/stp/docs/techSheet_RoadDiet2018.pdf">https://safety.fhwa.dot.gov/ped_bike/stp/docs/techSheet_RoadDiet2018.pdf</a></p>

9. Pedestrian Hybrid Beacons (PHBs) and Traffic Signals

As roadway lanes, volumes and speeds increase, the likelihood that pedestrians will be able to find a gap in traffic that is long enough for them to safely cross the street diminishes. At the same time, the risk of death for a pedestrian hit by an automobile increases drastically with vehicle speed. In such cases, additional gaps need to be created through the use of pedestrian hybrid beacons or traffic signals, unless those factors can be reduced through traffic calming, road diets or other measures described above. There are likely few locations in Chesterfield at this time where such a treatment is needed, but as the City's development continues increased traffic volumes may warrant their consideration in locations where pedestrians must cross more than 2 lanes of high-speed and high-volume traffic at a time.

For those locations marked with a number 9 in Table 2, an appropriate engineering study may be conducted to determine if a pedestrian hybrid beacon or traffic signal is warranted based on the guidelines in Chapter 4J of the MUTCD.

## REFERENCES

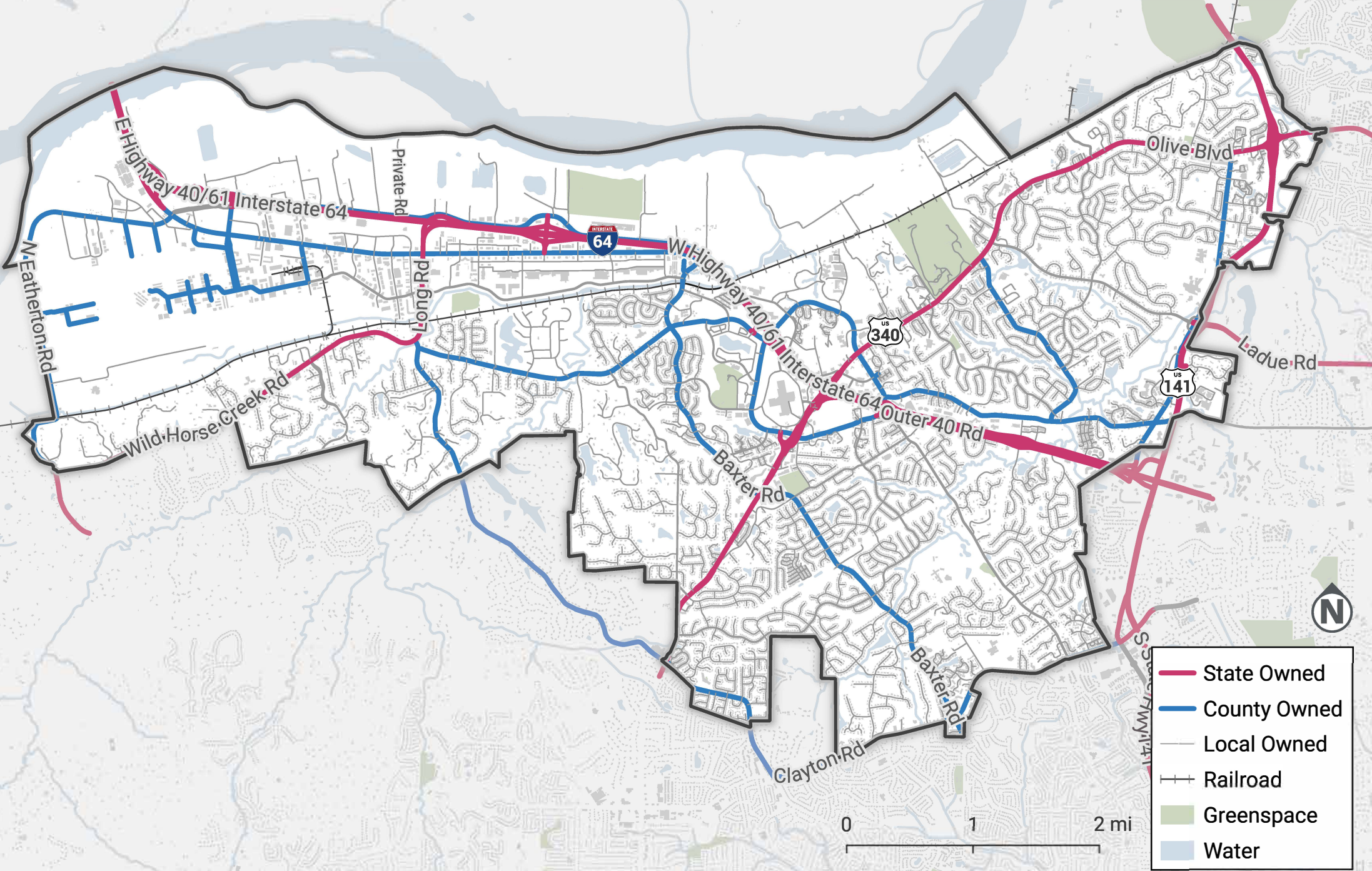
These guidelines were developed with reference to the following resources:

Federal Highway Safety Administration, 2018. *Guide for Improving Pedestrian Safety and Uncontrolled Crossing Locations*.  
[https://safety.fhwa.dot.gov/ped\\_bike/step/docs/STEP\\_Guide\\_for\\_Improving\\_Ped\\_Safety\\_at\\_Unsig\\_Loc\\_3-2018\\_07\\_17-508compliant.pdf](https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf)

Federal Highway Safety Administration, 2019. *Safe Transportation for Every Pedestrian (STEP) – Resources*.  
[https://safety.fhwa.dot.gov/ped\\_bike/step/resources/](https://safety.fhwa.dot.gov/ped_bike/step/resources/)

# **APPENDIX F**

Appendix F: Chesterfield Roadway Ownership Map



# APPENDIX G

**Disclaimer:** *The Opinion of Probable Construction Costs for all of the following Concepts was developed by identifying major pay items and establishing approximate quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Preliminary cost opinions include a 30% contingency to cover items that are undefined or are typically unknown prior to final design. Unit costs are based on 2025 dollars and were assigned based on historical cost data from local bid histories. Cost opinions do not include easement and right-of-way acquisition; permitting, inspection, or construction management; geotechnical investigation, environmental documentation, special site remediation, escalation, or the cost for ongoing maintenance. A cost range has been assigned to certain general categories; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.*



# City of Chesterfield

## Monarch Chesterfield Levee Trail Extension

### Introduction

The Monarch Chesterfield Levee Trail Extension at the west end of the Valley provides an extension of the Levee Trail from the Edison Avenue trailhead, across Long Road, and ends at the City limits at Centaur Road. The trail would run through airport property and bypass the existing railroad corridor where the railroad connection was originally planned. The City is not aware of any plans for the railroad to cease service on that line. After completion of this extension, only a 0.75 mile gap would remain along Centaur Road, within the City of Wildwood, to complete the long-planned loop around Chesterfield Valley.

### Key Destinations and Connections

- Chesterfield Valley
- The Landings at Spirit Golf Course
- Centaur Rd
- Edison Ave
- Railroad Park

### Opportunities

- Potential funding through the Chesterfield Valley Transportation Development District (TDD)
- One step closer to completing Levee Trail loop around Chesterfield Valley
- Most of the project is located on property owned by St. Louis County

### Challenges

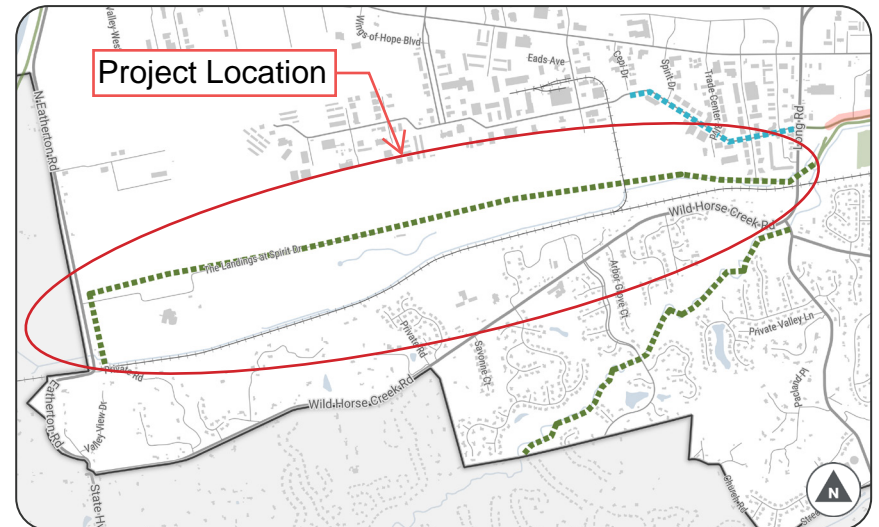
- Creek crossing at the south end of Chesterfield Industrial Blvd
- Trail located in floodplain could flood periodically and be unusable
- Pedestrian bridges over Long Road, railroad spur line, and creek
- Permitting through Army Corps of Engineers and Monarch Chesterfield Levee District for alteration of the levee

### Trail Statistics:

- Length: 3.33 miles
- Corridor width:  $\geq 40$  ft

### Land Use:

- Zoning: M3 (Planned Industrial)
- Ward: 04
- Subdiv: Spirit of St. Louis Air Park



BIKEABLE WALKABLE PLAN



# Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST - \$7,810,000



BIKEABLE WALKABLE PLAN



# City of Chesterfield

## Edison Avenue Trail Crossing

### Introduction

Chesterfield Valley destinations are located in close proximity to the Monarch Chesterfield Levee Trail, but there is currently no safe, direct connection across Edison Ave to and from the Levee Trail. The proposed crossing will provide a safe connection that serves both recreation and transportation needs.

### Key Destinations and Connections

- Monarch Chesterfield Levee Trail
- Chesterfield Commons

### Opportunities

- Provide safe pedestrian and bicycle crossing across Edison Ave
- Improve access between Monarch Chesterfield Levee Trail and Chesterfield Valley, across Edison Ave
- Potential to add a second crossing at Chesterfield Commons Dr

### Challenges

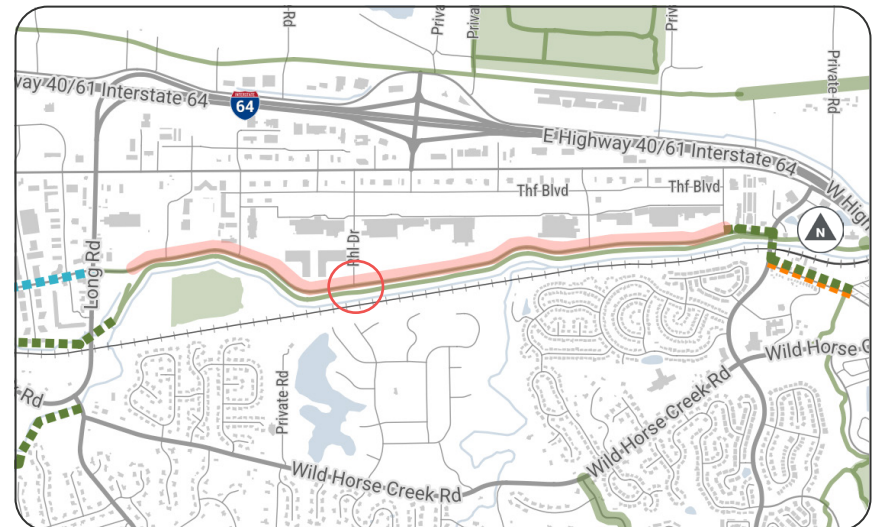
- Steep slopes from Chesterfield Monarch Valley Levee Trail to Edison Avenue
- Crossing High speed roadway
- Permitting through Army Corps of Engineers and Monarch Chesterfield Levee District for alteration of the levee

### Trail Statistics:

- Ramp Length = 260 feet (approximate)

### Land Use:

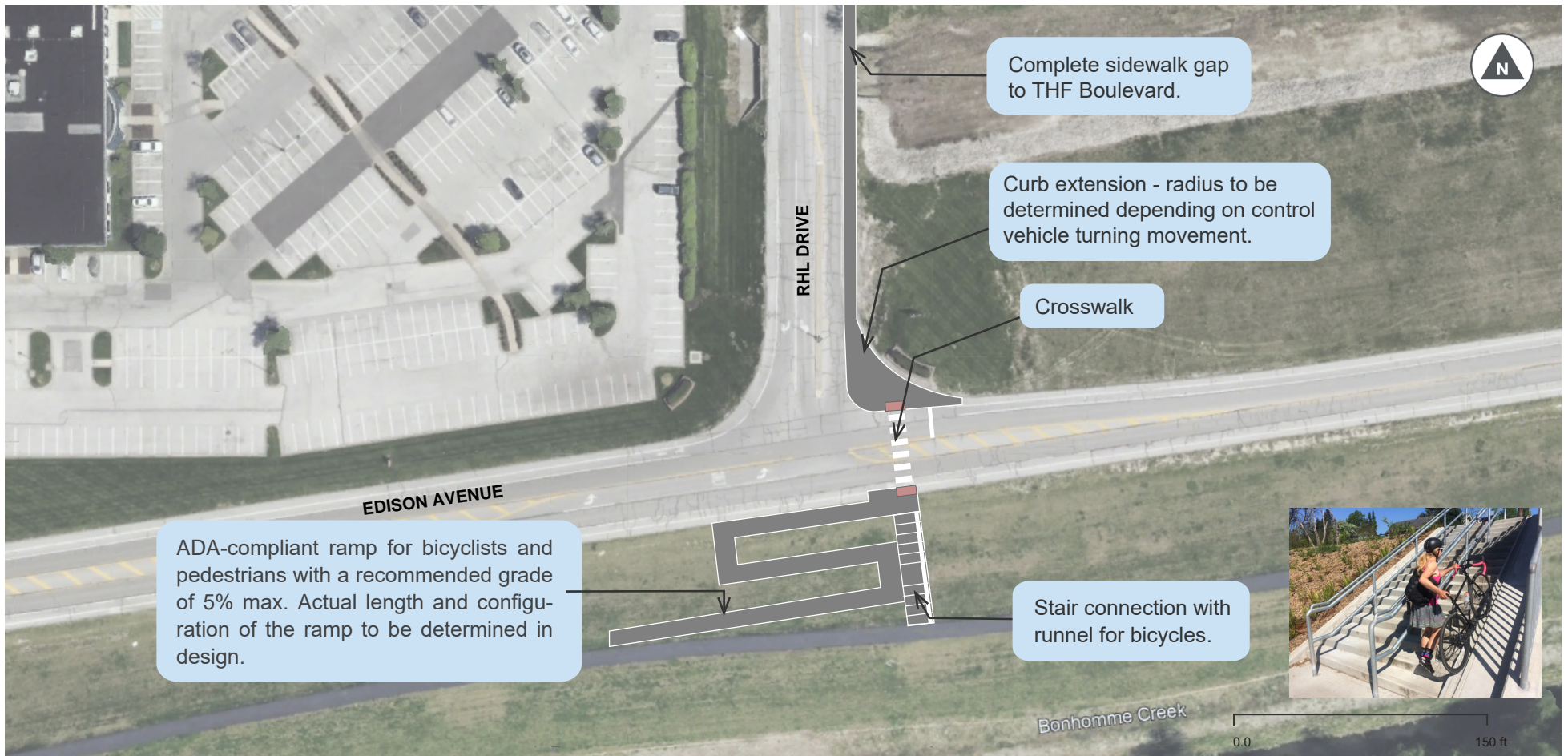
- Zoning: NU
- Ward: 04
- Subdivision: Chesterfield Commons



# BIKEABLE WALKABLE PLAN

## CONCEPT EXHIBIT

## AT RHL DRIVE



## Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE  
CONSTRUCTION COST - \$490,000  
(PER CROSSING)

# BIKEABLE WALKABLE PLAN



# City of Chesterfield

## Ameren Utility Corridor Trail - A, B, C

### Introduction

The Ameren Utility Corridor Trail will provide a 5.1 mile long recreational trail that is easily accessible for a large percentage of the City's residents as it traverses through the City from Clarkson Road, near Marquette High School, to Ladue Road, near Parkway Central High School. The trail would be located on land within the existing Ameren easement. It is planned to be constructed in three separate phases – A, B, and C. Phase A is from Ladue Rd to Conway Rd. Phase B is from Conway Rd to Schoettler Rd. Phase C is from Schoettler Rd to Clarkson Rd.

### Trail Statistics:

- Length: 4.75 miles (Total)
- A: 1.2 mi, B: 1.3 mi, C: 2.6 mi
- Corridor width: 40-60 ft

### Land Use:

- Zoning: NU, R1, R2, C8, PC
- Ward: 03
- Subdiv: Multiple

### Key Destinations and Connections

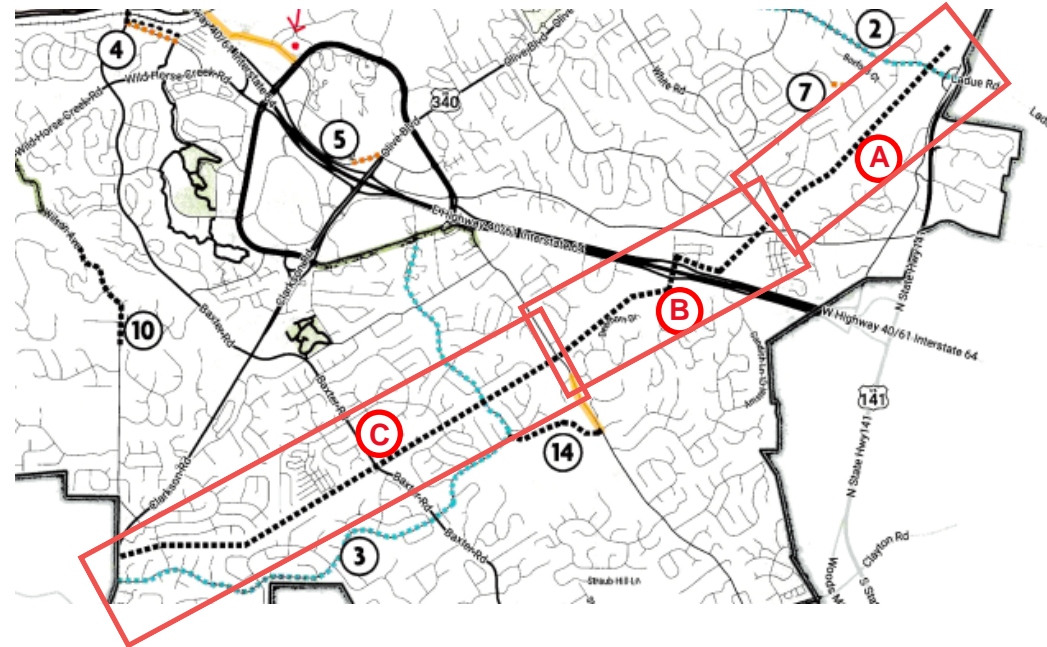
- Marquette High School
- Parkway High School
- Numerous adjacent subdivisions
- Major roads: Ladue Rd, Conway Rd, Schoettler Rd, Baxter Rd, Clarkson Rd

### Opportunities

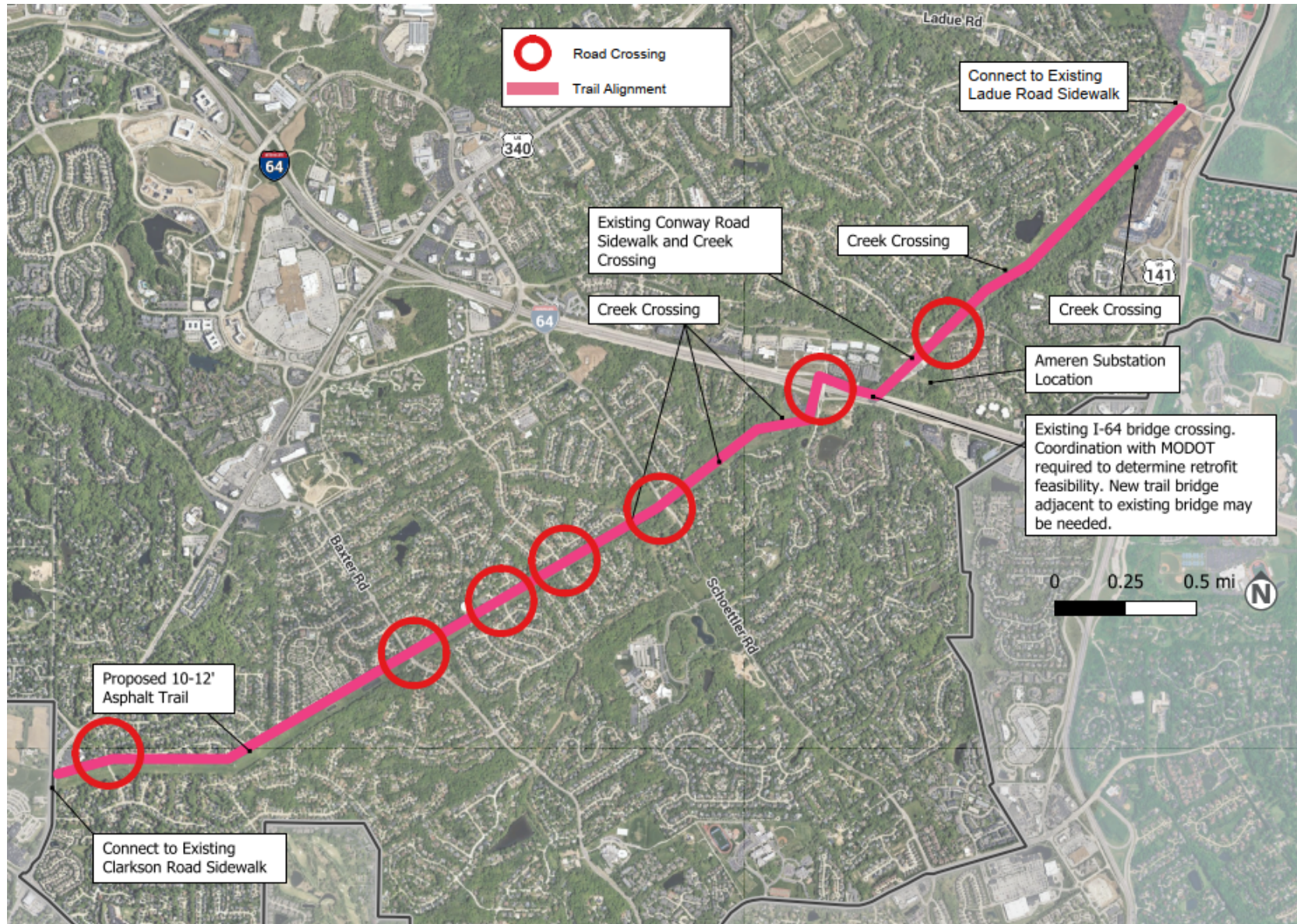
- Connect adjacent subdivisions to the trail to allow easily accessible recreational opportunities to a densely populated section of the City
- Each phase could be constructed independently of the other phases
- Many points of access to the trail at intersections with public streets

### Challenges

- Crossing I-64 and Outer Roads
- FEMA Floodway No-Rise analyses and certifications
- Obtaining the required easements from the necessary subdivisions
- Coordination with Ameren and proximity to power lines
- High cost –
  - Phase A = \$3,000,000
  - Phase B = \$5,300,000
  - Phase C = \$5,000,000



BIKEABLE WALKABLE PLAN



# Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST - \$13,300,000

BIKEABLE WALKABLE PLAN



# City of Chesterfield

## Logan University Trail

### Introduction

The Logan University Trail will create a pedestrian connection between Schoettler Rd and Country Ridge Dr, through the Logan University campus. The trail will expand access to Creve Coeur Creek and provide a safe, scenic access route connecting Country Ridge Dr and Schoettler Rd.

### Key Destinations and Connections

- Logan University
- Logan Park

### Challenges

- Would require significant earthwork and retaining walls
- FEMA Floodway No-Rise analyses and certifications

### Opportunities

- Connect to existing paved path on subdivision common ground between 14924 Country Ridge Dr and 14918 Country Ridge Dr
- Obtain easements from only two property owners
- Create access for residents to walk or bike to Logan Park instead of drive

### Trail Statistics:

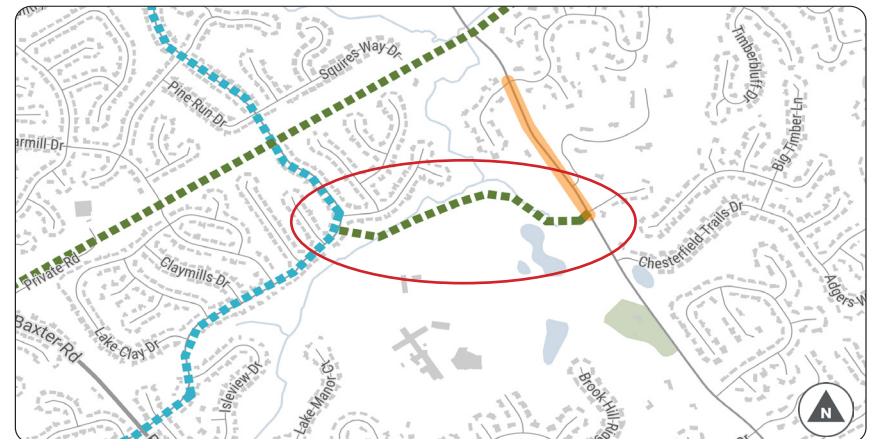
- Length: 0.5 miles
- Corridor width: 60 ft

### Nearby Connections:

- Baxter Rd  
~0.5 mi west
- Clayton Rd  
~1.25 mi south
- Chesterfield Pkwy  
~1.25 mi north

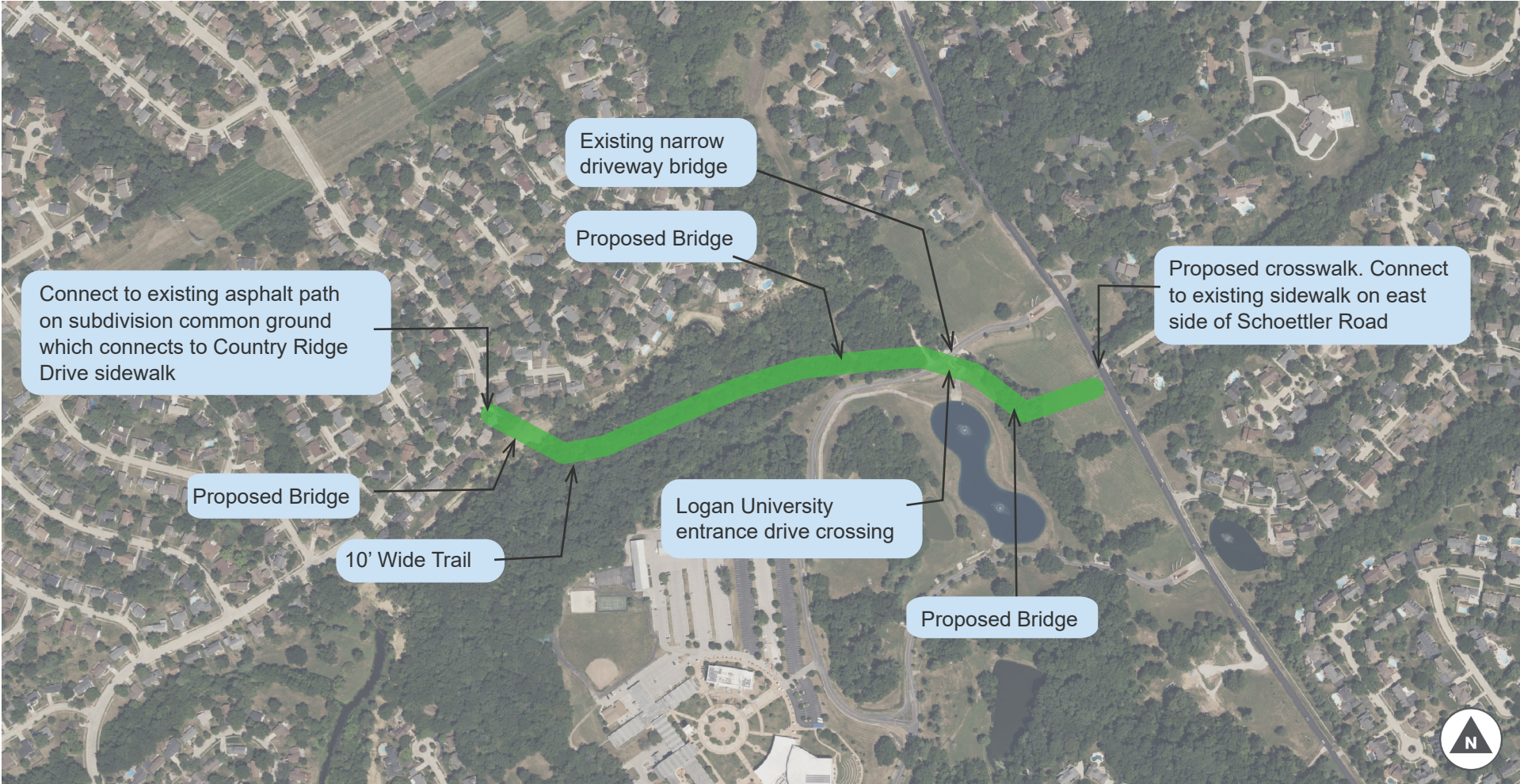
### Land Use:

- Zoning: NU and R2
- Ward: 03
- Subdiv: Logan College, Baxter Lanes Addition 2



# BIKEABLE WALKABLE PLAN

## CONCEPT EXHIBIT



## Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST - \$1,720,000

# BIKEABLE WALKABLE PLAN



# City of Chesterfield Riparian Trail Connection

## Introduction

The Riparian Trail Connection is a half-mile trail extension that would fill a gap in the City's trail system by connecting the Riparian Trail to the Monarch Chesterfield Levee Trail, Edison Ave Bike Lanes, and Chesterfield Valley via Old Chesterfield Rd

## Key Destinations

- Chesterfield Valley
- Monarch Chesterfield Levee Trail
- Riparian Trail
- Old Chesterfield Rd

## Opportunities

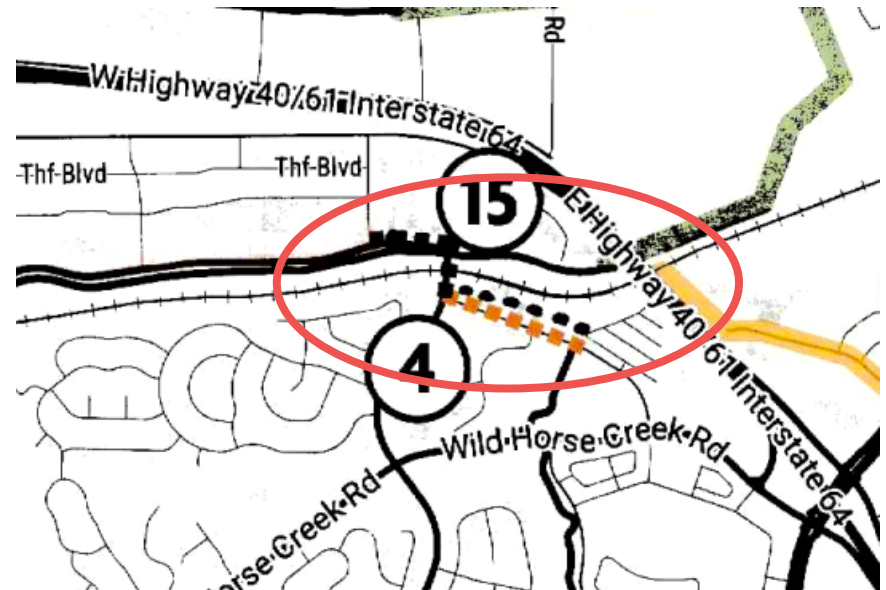
- Links the Riparian Trail with Monarch Levee Trail, Edison Avenue bike lanes, Chesterfield Valley, and Historic Chesterfield District
- Provides sidewalk on Old Chesterfield Rd for pedestrian access to local businesses
- Pedestrian connection linking Chesterfield Valley with Wild Horse Village and Downtown Chesterfield

## Challenges

- Crossing Bonhomme Creek, existing levee, railroad, and floodwall
- FEMA Floodway No-Rise analyses and certifications
- Permitting improvements through Railroad, Army Corps of Engineers, and Monarch Chesterfield Levee District
- Connection located in floodplain could flood periodically and be unusable

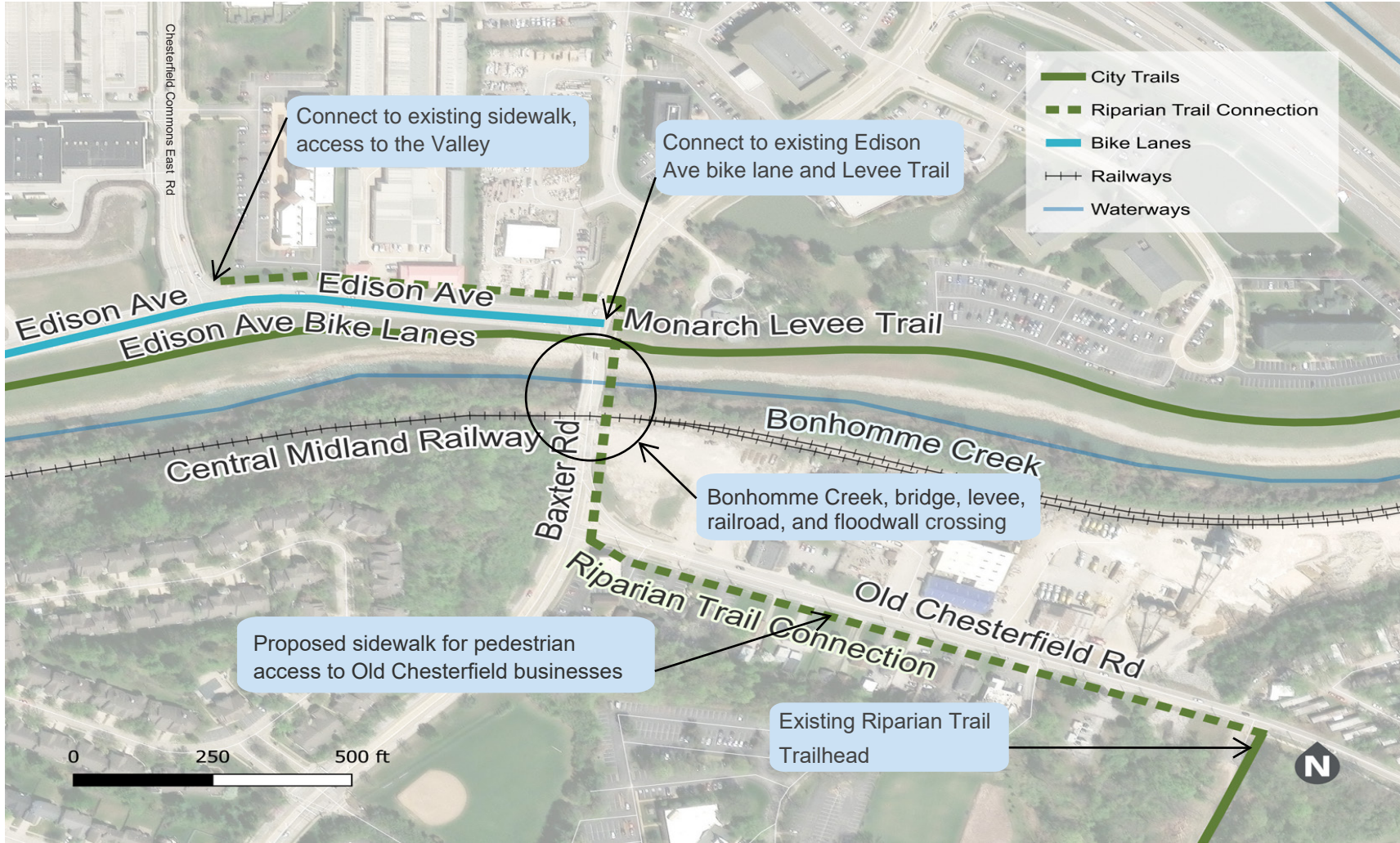
**Trail Statistics:**  
Length: 0.49 mi  
Corridor width: TBD

**Land Use:**  
Zoning: Multiple zoning districts.  
Ward: 4  
Subdiv: Lena Burkhardt Estates, Ascension School



# BIKEABLE WALKABLE PLAN

## CONCEPT EXHIBIT



## Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST - \$2,680,000

# BIKEABLE WALKABLE PLAN