



AGENDA
CITY COUNCIL MEETING
Chesterfield City Hall
690 Chesterfield Parkway West
Monday, November 3, 2025
7:00 PM

- I. CALL TO ORDER** - Mayor Dan Hurt
- II. PLEDGE OF ALLEGIANCE** - Mayor Dan Hurt
- III. MOMENT OF SILENT PRAYER** - Mayor Dan Hurt
- IV. ROLL CALL** - City Clerk Vickie McGownd
- V. APPROVAL OF MINUTES** - Mayor Dan Hurt
 - A.** City Council Meeting Minutes - October 20, 2025
- VI. INTRODUCTORY REMARKS** - Mayor Dan Hurt
 - A.** Thursday, November 6, 2025 - Planning & Public Works (5:30pm)
 - B.** Tuesday, November 11, 2025 - Veterans Day - City Hall Closed
 - C.** Monday, November 17, 2025 - City Council (7pm)
 - D.** Tuesday, November 18, 2025 - Budget Workshop #3 (5:30pm), if necessary
- VII. COMMUNICATIONS AND PETITIONS** - Mayor Dan Hurt
- VIII. APPOINTMENTS** - Mayor Dan Hurt
- IX. COUNCIL COMMITTEE REPORTS**
 - A. Planning and Public Works Committee – Chairperson Merrell Hansen, Ward IV**
 - 1. Bill No. 3568 – Public Street Acceptance – Schaeffer’s Grove (Plats 1 and 2):** An ordinance pertaining to the acceptance of Schaeffer’s Grove Court, Lisa Ridge, and the portion of Silver Buck Lane in

Schaeffer's Grove as public streets in the City of Chesterfield. **(First Reading) Planning & Public Works Committee recommends approval with a 4-0 vote.**

2. **Bill No. 3569 – Public Works Mutual Aid Agreement:** An ordinance authorizing the City Administrator to execute a revised Public Works Mutual Aid Agreement for the City of Chesterfield. **(First Reading) Planning & Public Works Committee recommends approval with a 4-0 vote.**

3. **Proposed Resolution No. 513 – Bikeable Walkable Community Plan:** A resolution adopting the City of Chesterfield Bikeable Walkable Plan. **(Voice Vote) Planning & Public Works Committee recommends approval with a 4-0 vote.**

4. Next Meeting - November 6, 2025 (5:30pm)

B. Finance and Administration Committee – Chairperson Michael Moore, Ward III

1. Next Meeting - November 18, 2025 (5:30 pm) Budget Workshop #3, if necessary

C. Parks, Recreation and Arts Committee – Chairperson Mary Ann Mastorakos, Ward II

1. Next Meeting - Not Yet Scheduled

D. Public Health and Safety Committee – Chairperson Mary Monachella, Ward I

1. Next Meeting - Not Yet Scheduled

X. REPORT FROM THE CITY ADMINISTRATOR - Mike Geisel

A. Bid Recommendation – 2026 Sewer Lateral Repair and

Investigation: Recommendation to accept the bid submitted by Tope Incorporated and to authorize the City Administrator to enter into an agreement with Tope Incorporated for Sewer Lateral Investigation and Repair Services in 2026. This is an annual contract that can be extended by both parties for up to three additional years with a maximum annual

line-item increase of three percent. **(Roll Call Vote) Department of Public Works recommends approval.**

XI. OTHER LEGISLATION

XII. UNFINISHED BUSINESS

XIII. NEW BUSINESS

XIV. ADJOURNMENT

NOTE: City Council 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.

Notice is hereby given that the City Council may also hold a closed meeting for the purpose of dealing with matters relating to one or more of the following: legal actions, causes of action, litigation or privileged communications between the City's representatives and its attorneys (RSMo 610.021(1) 1994; lease, purchase or sale of real estate (RSMo 610.021(2) 1994; hiring, firing, disciplining or promoting employees with employee groups (RSMo 610.021(3)1994; Preparation, including any discussions or work product, on behalf of a public governmental body or its representatives for negotiations with employee groups (RSMo 610.021(9) 1994; and/or bidding specification (RSMo 610.021(11) 1994.

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



RECORD OF PROCEEDING

MEETING OF THE CITY COUNCIL OF THE CITY OF CHESTERFIELD AT 690 CHESTERFIELD PARKWAY WEST

OCTOBER 20, 2025

The meeting was called to order at 7 p.m.

Mayor Dan Hurt led everyone in the Pledge of Allegiance and followed with a moment of silent prayer.

A roll call was taken with the following results:

PRESENT

ABSENT

Mayor Dan Hurt
Councilmember Mary Monachella
Councilmember Barbara McGuinness
Councilmember Patricia Tocco
Councilmember Mary Ann Mastorakos
Councilmember Lane Koch
Councilmember Michael Moore
Councilmember Merrell Hansen
Councilmember Gary Budoor

APPROVAL OF MINUTES

The minutes of the October 6, 2025 City Council meeting were submitted for approval. Councilmember Moore made a motion, seconded by Councilmember Koch, to approve the October 6, 2025 City Council minutes. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed.

INTRODUCTORY REMARKS

Mayor Hurt announced that the next meeting of City Council is scheduled for Monday, November 3, at 7 p.m.

COMMUNICATIONS AND PETITIONS

The following individuals spoke regarding Bill No. 3566 (Financing, 16150 Main Circle Drive):

- Ms. Mary Brown, 62 Chesterfield Lakes Road (supported)
- Mr. Larry Balsman, 2044 Baycrown Court (opposed)
- Ms. Wendy Geckeler, 26 Chesterfield Lakes Road (supported)
- Mr. Glenn Jamboretz, 422 Conway Meadows Drive (supported)
- Mr. Charlie Foxman, 1533 Walpole Drive (supported)
- Mr. Bill Houck, 15861 Cedarmill Drive (supported)
- Mr. Ralph Canter, 15906 Picardy Crest Court (supported)
- Mr. Rob Rodermund, 17134 Surrey View Drive (supported)
- Mr. Tim Schoen, 1215 Walnut Hill Farm Drive (supported)

APPOINTMENTS

There were no appointments on the agenda for this meeting.

COUNCIL COMMITTEE REPORTS AND ASSOCIATED LEGISLATION

Planning & Public Works Committee

Bill No. 3562 Authorizes the City Administrator to execute an Off-System Bridge Program Agreement with the Missouri Highways and Transportation Commission for the replacement of the Ladue Farm Road Bridge
(Second Reading) Planning & Public Works Committee recommends approval with a 4-0 vote

Councilmember Merrell Hansen, Chairperson of the Planning & Public Works Committee, made a motion, seconded by Councilmember Monachella, for the second reading of Bill No. 3562. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed. Bill No. 3562 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3562 with the following results: Ayes – Moore, Koch, Hansen, Mastorakos, Monachella, Tocco, Budoor and McGuinness. Nays – None. Mayor Hurt declared Bill No. 3562 approved, passed it and it became **ORDINANCE NO. 3353**.

Councilmember Hansen announced that the next meeting of this Committee is scheduled for Thursday, October 23, at 5:30 p.m.

Finance & Administration Committee

Councilmember Michael Moore, Chairperson of the Finance & Administration Committee, announced that the next meeting of this Committee is scheduled for Tuesday, October 28, at 5:30 p.m.

Parks, Recreation & Arts Committee

Councilmember Mary Ann Mastorakos, Chairperson of the Parks, Recreation & Arts Committee, indicated that there were no action items scheduled on the agenda for this meeting.

Public Health & Safety Committee

Bill No. 3563 Amends Municipal Code Chapter 605 Regulating Commercial Solicitation **(Second Reading) Public Health and Safety Committee recommends approval with a 4-0 vote**

Councilmember Mary Monachella, Chairperson of the Public Health & Safety Committee, made a motion, seconded by Councilmember Moore, for the second reading of Bill No. 3563. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed. Bill No. 3563 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3563 with the following results: Ayes – McGuinness, Tocco, Hansen, Mastorakos, Koch, Moore, Budoor and Monachella. Nays – None. Mayor Hurt declared Bill No. 3563 approved, passed it and it became **ORDINANCE NO. 3354**.

Bill No. 3564 Amends Chapters 215 and 235 related to nuisances and the storage of waste containers **(Second Reading) Public Health and Safety Committee recommends approval with a 4-0 vote. Blue Sheet Amendment**

Councilmember Monachella made a motion, seconded by Councilmember Koch, for the second reading of Bill No. 3564 with the blue sheet amendment. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed. Bill No. 3564 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3564 with the following results: Ayes – Budoor, Moore, Koch, Hansen, Tocco, Monachella, McGuinness and Mastorakos. Nays – None. Mayor Hurt declared Bill No. 3564 approved, passed it and it became **ORDINANCE NO. 3355**.

Bill No. 3565 Exempts the City from State Statute 311.2026 **(Second Reading) Public Health and Safety Committee recommends approval with a 4-0 vote**

Councilmember Monachella made a motion, seconded by Councilmember Budoor, for the second reading of Bill No. 3565. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed. Bill No. 3565 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3565 with the following results: Ayes – Tocco, McGuinness, Moore, Budoor, Hansen, Mastorakos, Monachella and Koch. Nays – None. Mayor Hurt declared Bill No. 3565 approved, passed it and it became **ORDINANCE NO. 3356**.

REPORT FROM THE CITY ADMINISTRATOR

City Administrator Mike Geisel indicated that he had no report this evening, but there are action items under “Other Legislation” for which he would be requesting motions.

OTHER LEGISLATION

Bill No. 3566 Authorizes the City of Chesterfield, MO to enter into a lease purchase transaction, the proceeds of which will be used to pay the costs of acquiring certain real property and the improvements located thereon, and approves certain documents and authorizes certain actions in connection therewith (**Second Reading**)

Councilmember Moore made a motion, seconded by Councilmember Monachella, for the second reading of Bill No. 3566. A voice vote was taken with an affirmative result (Councilmembers McGuinness and Tocco voted Nay) and Mayor Hurt declared the motion passed. Bill No. 3566 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3566 with the following results: Ayes – Budoor, Hansen, Moore, Koch, Mastorakos and Monachella. Nays – McGuinness and Tocco. Mayor Hurt declared Bill No. 3566 approved, passed it and it became **ORDINANCE NO. 3357**.

Bill No. 3567 Authorizes the City Administrator to execute a management and leasing agreement with Gershman Commercial Real Estate, LLC and grants the City Administrator and the agent the authority designated in said agreement (**Second Reading**)

Councilmember Koch made a motion, seconded by Councilmember Moore, for the second reading of Bill No. 3567. A voice vote was taken with an affirmative result (Councilmembers McGuinness and Tocco voted Nay) and Mayor Hurt declared the motion passed. Bill No. 3567 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3567 with the following results: Ayes – Mastorakos, Monachella, Hansen, Moore, Budoor and Koch. Nays – Tocco and McGuinness. Mayor Hurt declared Bill No. 3567 approved, passed it and it became **ORDINANCE NO. 3358**.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda for this meeting.

NEW BUSINESS

There was no new business.

ADJOURNMENT

There being no further business to discuss, Mayor Hurt adjourned the meeting at 7:55 p.m.

Mayor Dan Hurt

ATTEST:

Vickie McGownd, City Clerk

APPROVED BY CITY COUNCIL: _____



RECORD OF PROCEEDING

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

October 23, 2025

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

PRESENT

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 Gary Budoor, Ward IV
Justin Wyse, Director of Planning
James Eckrich, Director of Public Works/City Engineer
Theresa Barnicle, Executive Assistant
Zach Wolff, Assistant City Engineer
Steve Merk, Senior Civil Engineer
Jeff Tegethoff, CRG
Natasha Das, CRG
Chris McKee, CRG
Michael Staenberg, The Staenberg Group
Tim Lowe, The Staenberg Group
Taylor Reich, The Staenberg Group

ABSENT

APPROVAL OF MINUTES

Councilmember Monachella made a motion, seconded by Councilmember Mastorakos, to approve the September 18, 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.

Chesterfield Regional TIF – RPA-2 Proposed Redevelopment Agreement

The Chesterfield regional TIF district's proposed redevelopment agreement for RPA-2 was discussed. Jeff Tegethoff of CRG introduced the request for immediate issuance of notes for certified costs incurred to date (approximately \$8 million), a \$25 million bond issuance to refund the notes and provide disbursements for the garage during construction, an extension of time for project completion to December 2028, and creation of a tax-exempt entity (e.g. Community Improvement District) to maintain the garage. He noted significant design changes, such as the conversion of office buildings into condominiums due to the effects of COVID-19 and rising interest rates, and also discussed ongoing challenges in attracting office tenants, which has ultimately led to a shift toward residential and restaurant uses.

Other representatives from CRG elaborated on the need for a standalone parking garage and discussed the impact of the State Auditor's investigation had on construction of the public parking facility. The development team has reviewed the current parking capacity, as well as the need for additional spaces, and presented two design options, emphasizing the garage's importance for public parking and economic activity.

Chair Hansen expressed concerns about changes to the funding model and maintaining City control over garage ownership and consistency with other similar financing districts. Mayor Hurt raised questions about the garage's location and its effect on retail integration, but it was clarified that the plan still meets and even exceeds retail frontage requirements, serving both the development and nearby amenities like Central Park and the Amphitheater.

As part of exploring alternative solutions, Chris McKee of CRG suggested considering other parking options to reduce the garage's size. It was also proposed downsizing the garage to cut costs and allow for private debt bridging, while Chair Hansen and Mr. Tegethoff discussed the feasibility of using TIF funds for a smaller facility, noting that any changes would require City Council approval.

The Committee proposed conducting further analysis and returning with a revised plan for the garage and parking needs. Mr. Wyse committed to coordinating with the development team to bring back additional concepts for the Committee to consider.

Downtown Chesterfield – Discussion with TSG Representatives

Tim Lowe, representative from The Staenberg Group, presented a quarterly update of the progress and challenges regarding the Downtown Chesterfield development.

An aerial overview of the mall site was provided, showing ongoing demolition and material recycling efforts. A detailed project timeline was provided, including the removal of the private water loop, and next steps involving the

completion of the remaining water line work and material relocation before winter to prevent complications.

Mr. Lowe then discussed the size requirements for the parking garage. He explained the internal process TSG and their consultants have utilized to evaluate parking demand across retail, office, and residential components. This discussion included additional details on uses that would self-park vs those that will utilize public parking. He outlined parking requirements for first-floor retail within multifamily buildings, the redevelopment of the Macy's site, and the consolidation of retail plans, concluding that approximately 620 public parking spaces would be needed.

The new parking garage design was described, including its reduced size, improved sightlines, and better integration with the Macy's building and adjacent park. Mr. Lowe highlighted the need for sufficient parking to support both daytime and nighttime use and raised the issue of lifting restrictions on vertical construction near the grand entry. Chair Hansen supported moving forward with the conveyance of Lot 3A to the City and finalizing the financial contribution. Mr. Lowe stressed the importance of finalizing the agreement to prevent future complications and reaffirmed his commitment to ensuring the grand entry design remains timeless and aligned with the project's vision.

Further updates included challenges with repaving the Dillard's ring road and relocating utilities. Mr. Lowe discussed cost differences between overlaying the ring road and reconstruction, noting Dillard's reluctance to participate in repaving efforts. He suggested a temporary fix until the retailer finalizes its future plans. He also reported on the Clarkson Road widening project, which faces utility relocation issues, and requested city assistance if complications arise.

Turning to the Tristar development, Mr. Lowe explained the plan, which would facilitate dirt removal and improve site balance between the upper mall area and the lower elevation area. He explained that Tristar may seek reimbursement through TIF funds and urged city involvement in related meetings and agreements. Mayor Hurt reiterated that TIF money should be used strictly for public infrastructure, not private developments, and discussed the historical context of infrastructure funding in the Valley. Chair Hansen underscored the need for a comprehensive approach when making infrastructure decisions.

The discussion concluded with transportation and connectivity topics. Mr. Lowe described how the proposed public road would link to Chesterfield Parkway. Councilmember Koch raised community interest in a metro accessibility in the area. Mr. Lowe agreed on the importance of accessible transit options for employees and mentioned that preliminary conversations with the transit authority were underway to determine appropriate bus routes.

Public Street Acceptance – Schaeffer’s Grove (Plats 1 and 2)

James Eckrich, Director of Public Works/City Engineer stated that Public Works staff recently conducted an inspection of Plats 1 and 2 of the Schaeffer’s Grove Subdivision. As part of the inspection, Staff determined the following streets meet the City of Chesterfield’s design and construction standards for acceptance as public streets: Lisa Ridge, Schaeffer’s Grove Court, and Silver Buck Lane.

Councilmember Mastorakos asked for a clarification of the street limits, which was answered by Zachary Wolff to her satisfaction. Chair Hansen asked if there is an annual maintenance cost estimate, which Mr. Eckrich provided as \$38,500 annually.

Councilmember Monachella made a motion, seconded by Councilmember Koch, to recommend approval of Public Street Acceptance – Schaeffer’s Grove (Plats 1 and 2). 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 for consideration of the ordinance accepting these as public streets.

2026 Snow Removal Reimbursement for Private Streets

Mr. Eckrich presented an overview of the Private Street Snow Removal Reimbursement Program. There are currently 53 subdivisions eligible for reimbursement under the program and requests for reimbursement vary significantly from subdivision to subdivision. Mr. Eckrich stated that funding for this program is considered annually outside the City budget. If approved by City Council a budget amendment is implemented.

Chair Hansen stated that many subdivisions exceed the permissible reimbursement amount. She stated that she hopes Council continues to fund this program. Mr. Eckrich stated that after the next winter season the reimbursement amounts will be adjusted, per policy.

Councilmember Koch made a motion, seconded by Councilmember Mastorakos, to recommend approval of the 2026 Snow Removal Reimbursement for Private Streets. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed. This matter will be forward to the full City Council after passage of the 2026 budget.

Public Works Mutual Aid Agreement

Mr. Eckrich explained the Public Works Mutual Aid Agreement, which was originally implemented as the Lafayette Area Mutual Aid Agreement in 2001. Since that time, it has evolved into the Public Works Mutual Aid Agreement and there are fifteen members. The Agreement requires a biennial review by all members, which recently occurred. At that time the members determined that all agencies should re-adopt the Agreement. Mr. Eckrich stated that this Agreement allows Public Works agencies to help other cities who experience

disasters. He emphasized that participation in any event is voluntary and highlighted its vital role in effective disaster response.

The committee commended Mr. Eckrich on the Agreement. Councilmember Monachella stated that she reviewed the Agreement in detail and was impressed with the thoroughness of the document. Mr. Eckrich explained that the details are necessary to ensure FEMA compliance. The Committee members each indicated that they support the Agreement and its expansion to other cities.

Councilmember Mastorakos made a motion, seconded by Councilmember Monachella, to recommend approval of the Public Works Mutual Aid 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.

Bikeable Walkable Plan

Mr. Eckrich presented the Bikeable Walkable Plan. He highlighted the significant public involvement, which resulted in five prioritized projects: Edison Avenue Trail Crossing, the Ameren Utility Corridor Trail, the Monarch-Chesterfield Levee Trail Extension, the Logan University Trail, and the Riparian Trail/Old Chesterfield Road/Levee Trail connection. The Plan update was a specific goal delineated in the City's Strategic Plan.

Mr. Eckrich explained that the prioritized projects contained in the plan are estimated to cost \$26 million. Mr. Eckrich clarified that there is currently no funding for these projects. If Council approves the Plan the Engineering Staff will begin working to secure funding, similar to what was done with the Levee Trail, Pathway on Parkway, and Riparian Trail. Mr. Eckrich stated that if the City had not planned for these trails they never would have been constructed.

Mr. Eckrich detailed the Disclaimer in the Plan, and that the projects delineated are ideas, with conceptual cost estimates. Prior to any project moving forward it will need significantly more work, including design and a detailed cost estimate. These projects are not funded and will likely not be constructed for many years.

Mr. Eckrich detailed the component of the Plan which includes future projects on State and County roads. Mr. Eckrich clarified that these projects will not be constructed by City Staff, but Staff will advocate for these projects. There is also the possibility that the City could fund a portion of these projects, similar to the sidewalk Woods Mill Road north of Parkway Central High School. Councilmember Monachella asked about that project and whether it should be included in the Plan. Mr. Eckrich stated that it was not a listed project because we are already working toward a solution. However, details of that project are specifically detailed on page 15 of the Plan.

Councilmember Koch stated her support of the Plan and asked about future pedestrian connections to downtown Chesterfield. Mr. Eckrich stated that

additional projects could always be added to the Plan. He stated this Plan will not be “placed on a shelf”. It can and should be updated as priorities change and if additional projects are desired.

Councilmember Mastorakos expressed her support of the Plan and stated that the Plan is creating a roadmap for the City’s next ten years. Councilmember Hansen stated that she also supports the Plan, but has a number of specific questions. Mr. Eckrich offered to meet with her to review all of her questions and concerns.

Mr. Eckrich stated that the final component of the Plan is a recommendation to review City code and policies as they relate to cyclists and pedestrians. Mr. Eckrich stated that the Plan does not implement changes. It makes recommendations which can be acted upon in the future through Code and Policy changes. Councilmember Koch expressed her support of these considerations, specifically removing any prohibition against bicycles on sidewalks. Significant discussion was held regarding motor bikes and E-bikes. Mr. Eckrich clarified that the Plan does not implement any change, it simply states that the City should clarify where motor bikes and E-bikes are allowed and prohibited.

Mr. Eckrich thanked Senior Civil Engineer Steve Merk and Assistant City Engineer Zach Wolff for their work on this project. He clarified that Merk, Wolff, and Eckrich are happy to meet with any Councilmember regarding the Plan and questions they may have.

Chair Hansen stated that while she has questions, she feels it is important to move the Plan forward. The Committee felt it should be clear that the Plan is a planning document for future projects and may be changed as priorities change. The Committee also felt it was important to emphasize that the projects were chosen by the public through the online survey and open house.

Councilmember Koch made a motion, seconded by Councilmember Mastorakos, to recommend approval of the Bikeable Walkable Plan. 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.

UNFINISHED BUSINESS

There was no new business.

ADJOURNMENT

The meeting was adjourned at 8:57 p.m.

Respectfully submitted:

Justin Wyse
Director of Planning

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

Theresa Barnicle
Executive Assistant

Date Approved: _____

DRAFT



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)

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.

 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

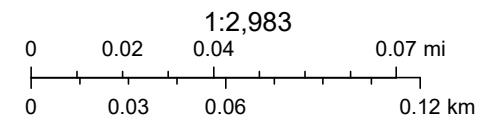
FIRST READING HELD: ____/____/____

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. *[Signature]*
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. 3569

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.

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;

(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;

(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.

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

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_____

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: _____

City of _____

Resource List

<u>Resource</u>	<u>Number</u>
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Arrow Boards	
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Backhoes	
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Bucket Trucks	
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Chainsaws	
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Changeable Message Boards	
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Chippers	
----------	--

Dump Trucks	
-------------	--

Front End Loader	
------------------	--

Generators	
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Light Towers	
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Mini Excavators	
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Skid Steers	
-------------	--

Street Sweeper	
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Memorandum

Department of Public Works



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

FROM: James A. Eckrich, P.E. *[Signature]*
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.

[Signature] 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.

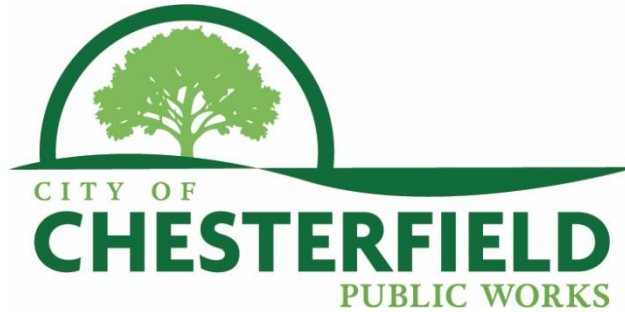
PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD THIS ____ DAY OF _____, 2025.

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 B - Level of Stress Analysis

Appendix C - Public Engagement Summary

Appendix D - City Code Review and Recommendations

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.

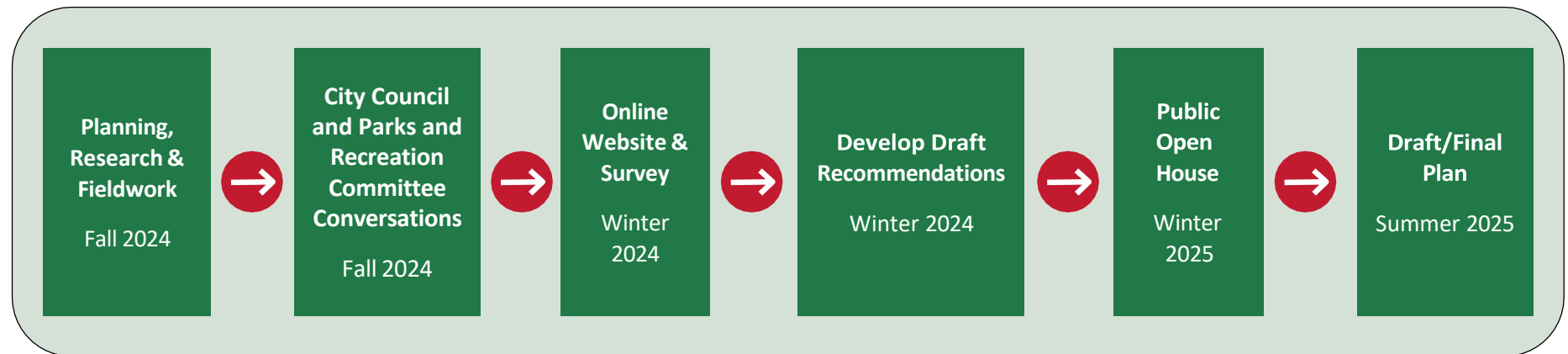
Relationship to Current Plans

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:

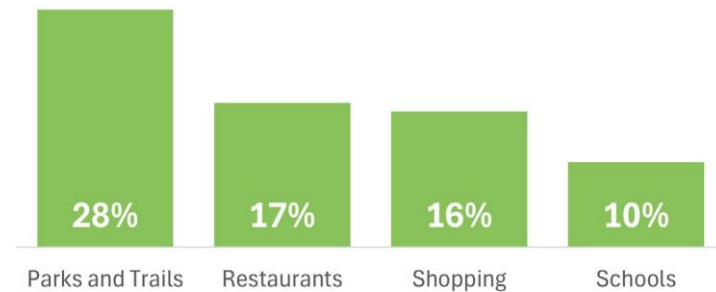
- Conversations with City Councilmembers and members of the Parks, Recreation and Arts Citizen Advisory Committee
- A website, online map and survey regarding existing conditions
- An Open House to gather in-person feedback

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:

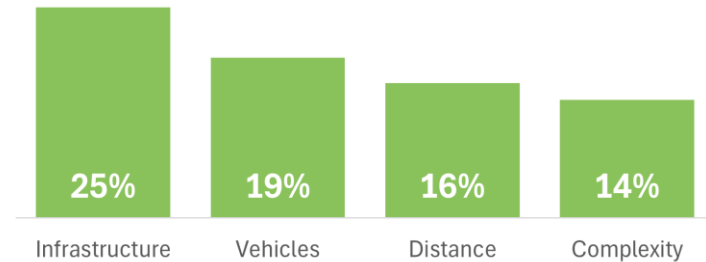
What We Heard

- 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

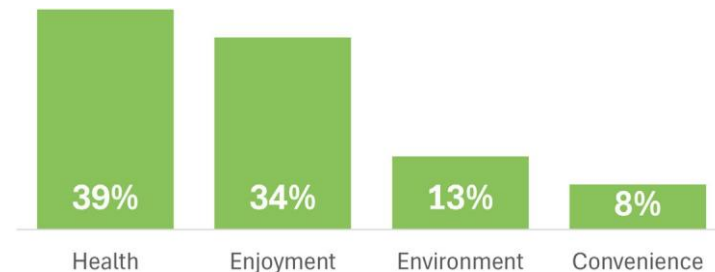
What places are most important to be able to reach by walking, biking, and rolling? (Top Answers)

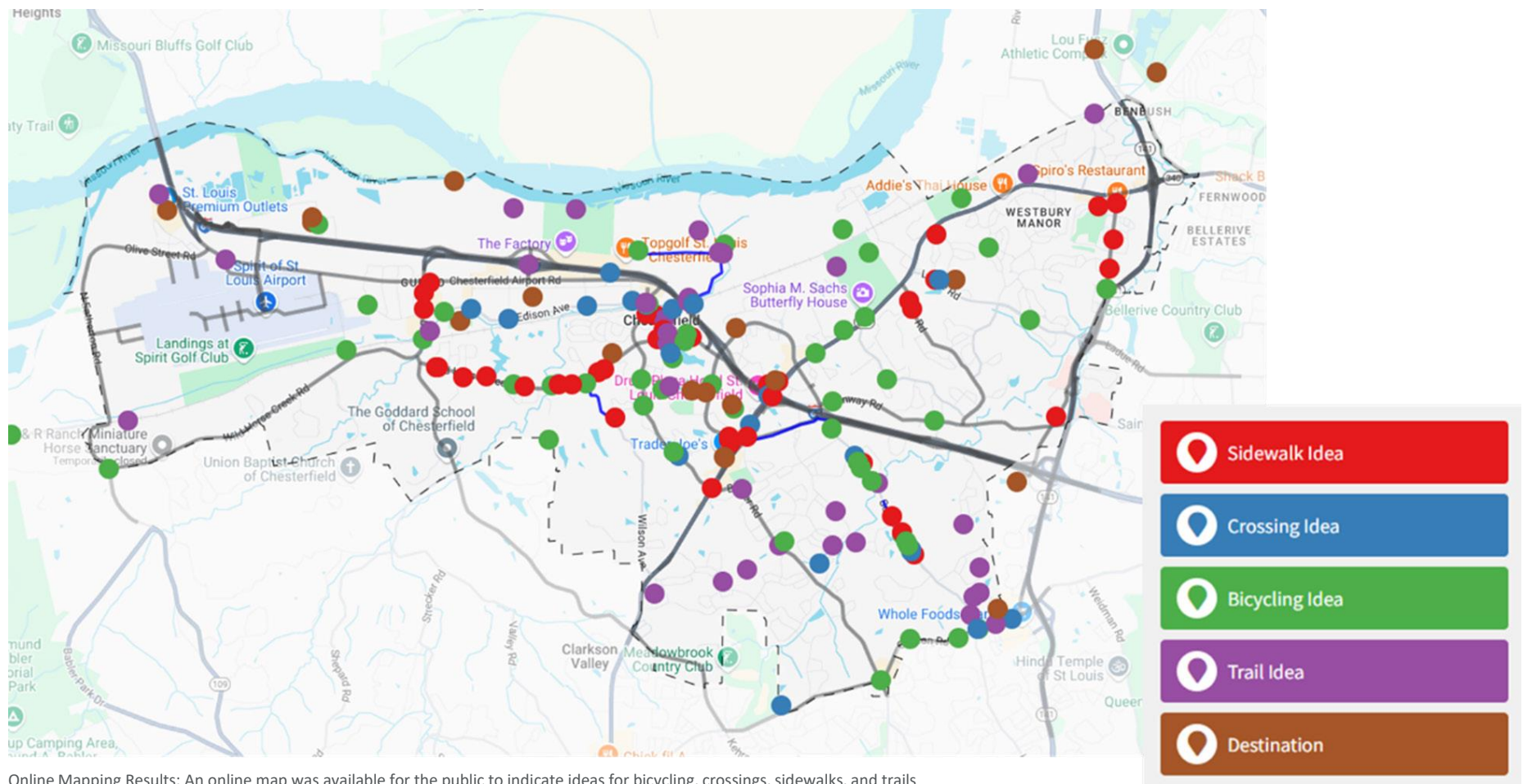


What is keeping you from walking, biking, and rolling more often? (Top Answers)



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





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

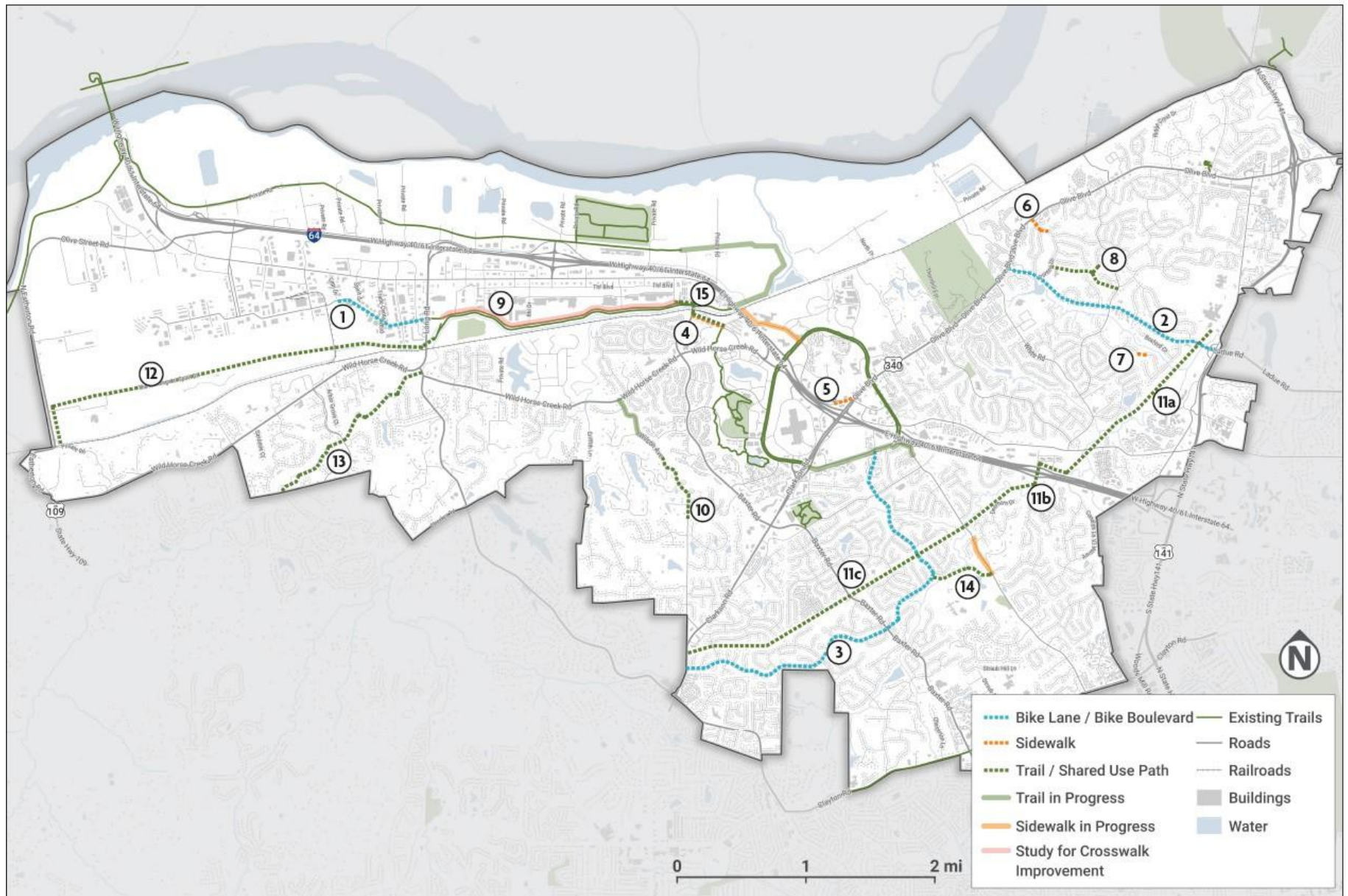


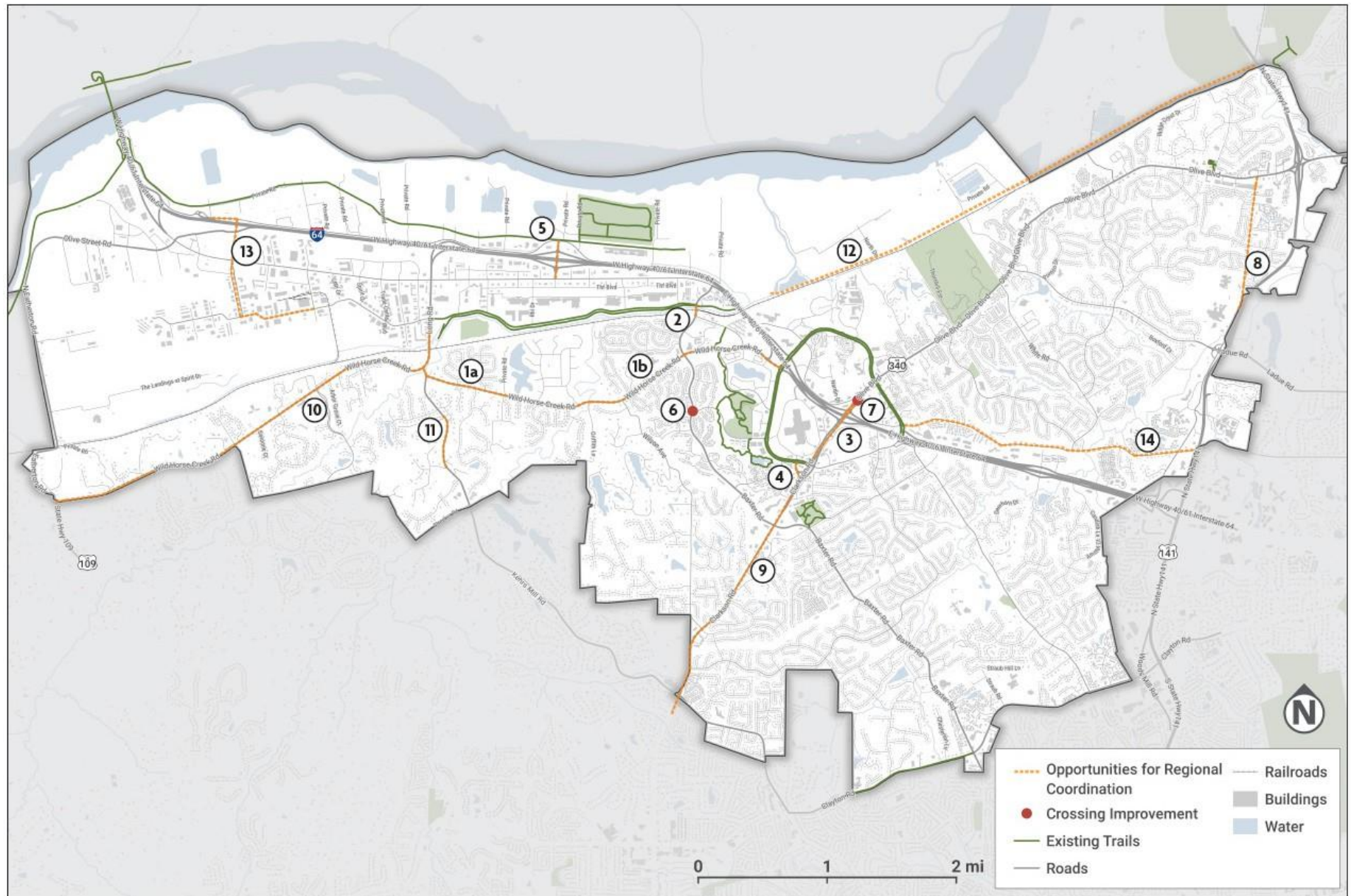


Figure 2A: Opportunities for Agency Coordination

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

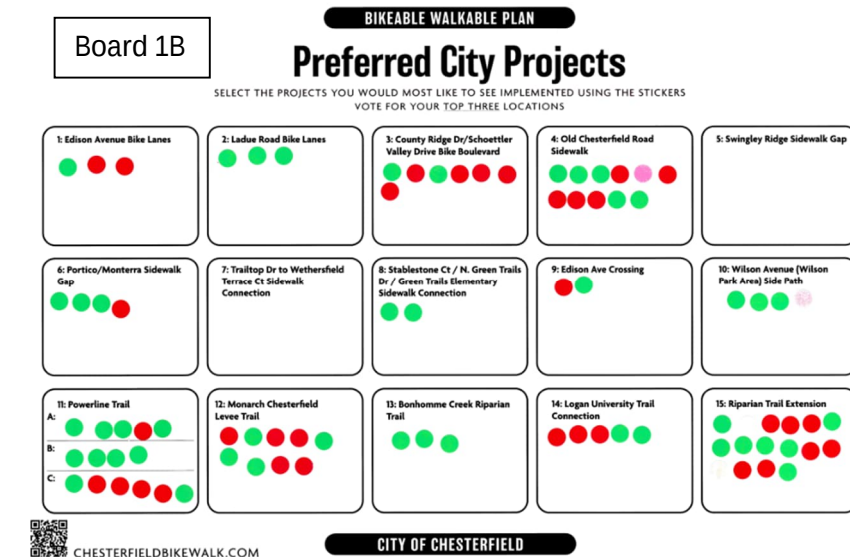
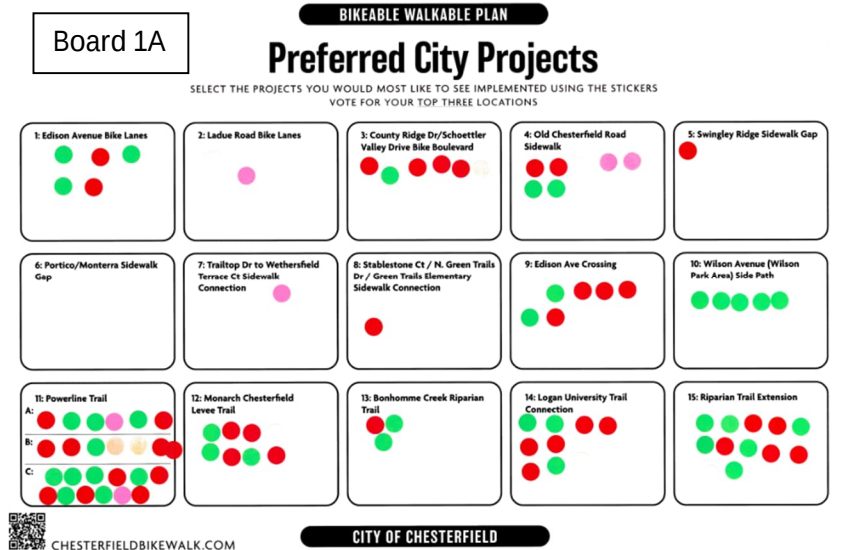
City Projects with Preliminary Design Concepts

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
 - o 11A – Parkway West High School to Conway Road
 - o 11B – Conway Road to Schoettler Road
 - o 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:

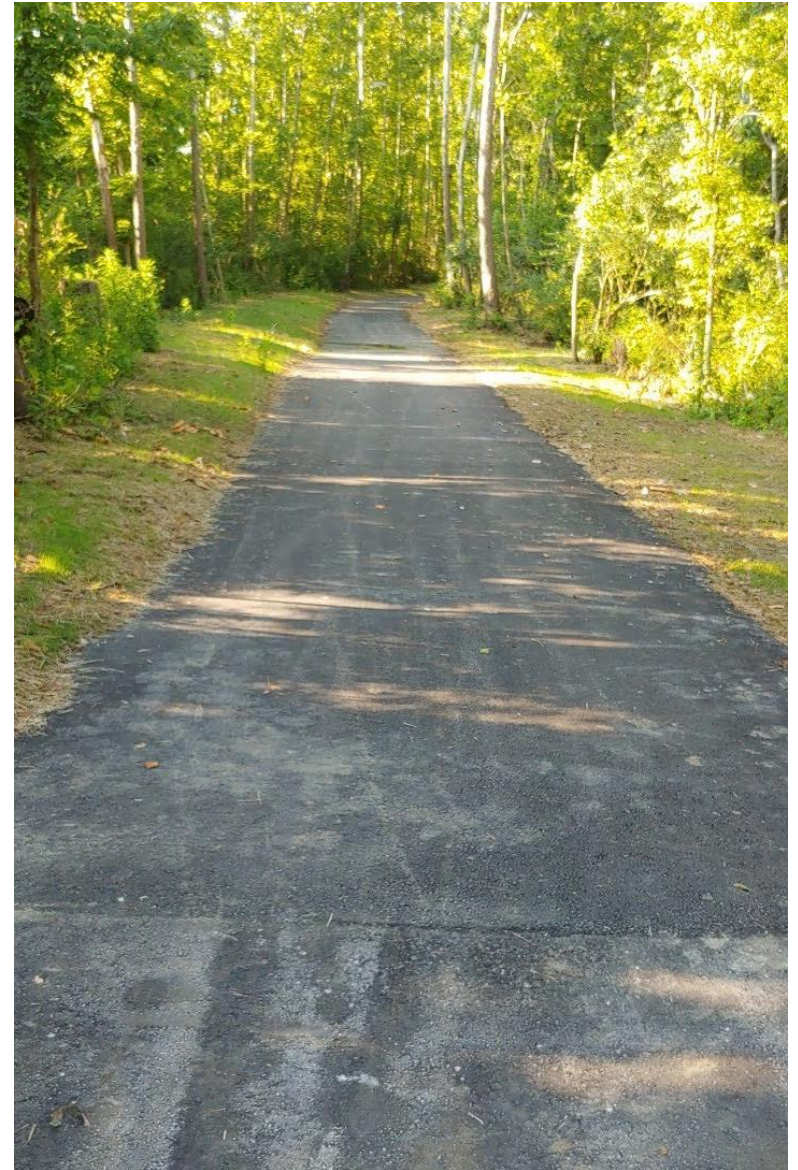
- Monarch Chesterfield Levee Trail, Phase 6 (Construction 2025-2026)
- Schoettler Road Sidewalk Extension (Construction 2026)
- Pathway on the Parkway (Construction 2027)
- Riparian Trail, Phase 2 (Complete 2022)
- Schoettler Road Crosswalk to Logan Park (Complete 2024)
- Eberwein Park Trail (Complete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

Board 2A

BIKEABLE WALKABLE PLAN

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](https://chesterfieldbikewalk.com)

Board 2B

BIKEABLE WALKABLE PLAN

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](https://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.

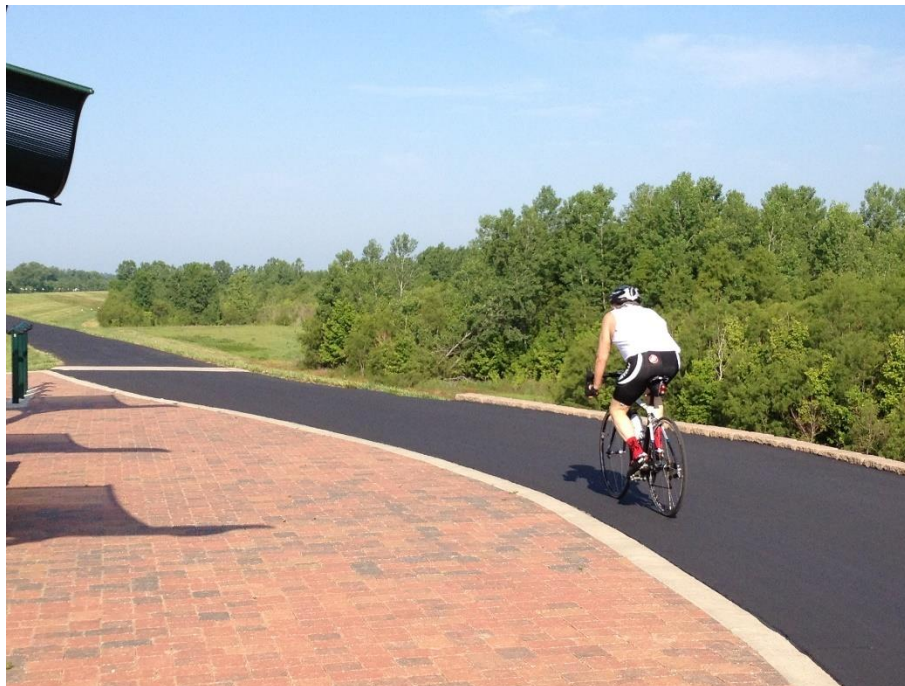
Design Policies

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*, 5th 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*, 5th 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

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
<i>City of Chesterfield Bikeable Walkable Community Plan 2010</i>	City	2010	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. Plan goals include: » 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. » 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.	» 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. » There are gaps in the pedestrian network, identified through field analysis and engagement. These gaps fall into four groups: ▪ Discontinuous sidewalks along some arterials, minor arterials and collectors, ▪ Lack of adequate facilities over and under Interstate 64, ▪ Lack of connectivity between residential neighborhoods and commercial areas, and ▪ Inadequate facilities at some signalized intersections along major arterials. » Add sidewalks and non-motorized connectors between cul-de-sacs and other barriers as appropriate. » Strive to ensure that new local, collector, and arterial roads include provisions for bicycle and pedestrian movement. » Utilize active and inactive rail corridors, utility/drainage corridors, and public lands for the development of multipurpose trails. » Ensure that the network of trails, sidewalks, and bikeways enables pedestrian movement between most residential, institutional, and commercial lane uses. » Pedestrian improvements should focus on: ▪ New trails to enhance connectivity and provide recreational options. ▪ Improve pedestrian safety and comfort over and under I-64. ▪ Provide continuous pedestrian facilities along major and minor arterials and collector streets.

Type Adopted Plan Goals

Key Takeaways for Biking and Walking

*Chesterfield
Strategic Plan
2022*

				▪ Connect residential neighborhoods to new and existing community destinations and services. ▪ Improve pedestrian safety, comfort, and accessibility at signalized intersections. » City of Chesterfield should focus its efforts to improve pedestrian mobility in eight Pedestrian Improvement Zones. 1. Wild Horse Creek West (Tara Oaks Drive to Wildhorse Parkway Drive) 2. Wild Horse Creek Central (Long Road/Kehrs Mill Road to Riverdale Drive) 3. Wild Horse Creek East (Woodcliffe Place Drive to Planned Riparian Trail) 4. Clarkson/Olive (Baxter Road to Olive Blvd and Chesterfield Parkway) 5. Olive Blvd West (Appalachian Trail to Hog Hollow Road) 6. Olive Blvd East (River Valley Drive to Creve Coeur Mill Road) 7. Wilson Road (Wilson Woods Court to Planned Chesterfield Village Trail) 8. Chesterfield Parkway (Clarkson Road to Conway Road)
	City	2022	» Ensure Adequate Resources to Continue Superior City Services » Provide Exceptional Parks, Facilities, and Recreational Programming » Support High-Quality Development and Preservation of Open Space » Build trust in local government	» Update current Bicycle and Pedestrian Plan (2010). » Engage State and County to advocate for pedestrian and bike accommodations on their roadways. » Connect parks to residential uses and other areas. » Add to existing trails and sidewalks. ▪ Finalize construction of Riparian Trail Phase 2 and plan for connection to the Levee Trail. ▪ Construct Levee Trail from I-64 to Top Golf. ▪ Submit grant for missing sections of sidewalk on Schoettler Road and Chesterfield Parkway.

Type

Adopted Plan Goals

Key Takeaways for Biking and Walking

*Envision
Chesterfield /
Comprehensive
Plan 2020*

		» Ensure a Safe, Secure, and Well-Maintained City	» Continue to invest in multi-modal improvements and ensure developments appropriately connect to improvements to provide for a variety of transportation options. » Determine how to handle “non-subdivision” sub-standard streets such as Hog Hollow, Old Clarkson, and West Drive. » Review Sidewalk Program and prioritize improvements. ▪ Review sidewalk gaps on City streets and develop procedure for evaluating requests to fill the gaps. ▪ Review development standards to determine whether sidewalk should be required on both sides of low volume subdivision streets.
City	2020	» Guiding Principles: Aims to create an efficient and innovative transportation network with well-connected and encourages resident mobility including those walking and bicycling. » 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. » The resiliency goal emphasizes the importance of conservation and open space areas. This goal has a strategy to create an interconnected network of	» Emerging Trends: Identifies key trends, including a desire for compact, walkable neighborhoods for both young adults and the aging in place population. ▪ Also includes a trend of healthy living, recognizing that a healthy population depends on attributes of the built environment. » Establishes 12 character areas, each with specific land use and development policies. ▪ The 12 character areas can be grouped into 3 categories: Open Space, Suburban Character, and City Center. » 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. » 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.

Type**Adopted Plan Goals****Key Takeaways for Biking and Walking**

*Chesterfield ADA
Transition Plan
(2025)*

			green space, where natural and recreational areas are connected through a trail system.	▪ 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. ▪ 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. ▪ In the Waterfront area, pedestrian and bicyclist connections by trails for recreational purposes are recommended. » 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.
City	2023	This plan fulfills the Title II requirement of The Americans with Disabilities Act.		» 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. » The city does not own or maintain any traffic or pedestrian signals. » 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. » Other grant programs are available through the Federal Highway Administration, Missouri Department of Transportation, and East-West Gateway Council of Governments.

Type

Adopted Plan Goals

Key Takeaways for Biking and Walking

				» The City Council budgets \$200,000-\$500,000 annually for sidewalk replacement projects from the General Fund and/or the Capital Projects Fund.
Traffic Demand Model Update	City	2020	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. » 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. » the Future Improvements Model identifies future improvements proposed to mitigate increases in traffic volumes at intersections, as well as improve corridor congestion.	» The Chesterfield roadway network will experience significant increases in delay and decreased traffic operations across the City. » 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. ▪ A number of roadway and intersection improvements were recommended to add capacity and improve travel times. » 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. ▪ Grade-separated intersections, additional through lanes or updated signal timings along Clarkson Road will improve corridor operations. ▪ Section improvement and optimized signal times along Olive Boulevard will decrease travel times. » 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.
MoDOT Long Range Transportation Plan	State	2018	» Take care of the transportation system and services we enjoy today » Keep all travelers safe, no matter the mode of transportation	» Emerging trends include an aging population, increasing urbanization, a younger population that isn't as interested in driving and advanced technology. » Providing safer, secure links and connection points between various transportation modes. » Expanding and improving transit, air, passenger rail, bicycle and pedestrian options throughout the state.

Type Adopted Plan Goals

Key Takeaways for Biking and Walking

			» Invest in projects that spur economic growth and create jobs » Give Missourians better transportation choices » Improve reliability and reduce congestion on Missouri's transportation system	» Connecting all travel options – e.g. passenger rail to bus stops to sidewalks to airports. » Increasing access and providing protection for bicyclists and pedestrians.
<u>St. Louis County Action Plan for Biking and Walking</u>	County	2021	Safety: Create an environment in which people feel safe and comfortable traveling in St. Louis County, regardless of their mode of transportation. Connectivity: Increase connectivity and access to key community destinations, like schools, parks, community centers, transit, and employment opportunities. Equity: Enhance mobility options for those who can benefit the most, including communities of color, children, seniors, and people with limited income and means. Inclusivity: Support walking and biking for all people. Health: Invest in public infrastructure and active transportation as pathways to a healthier St. Louis County. Reliability: Provide a consistent, dependable environment for	» Recommend corridor Study on Wild Horse Creek Rd from Kehrs Mill Rd to Chesterfield Parkway West ▪ 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. » Recommends several on and off-street bicycle facilities in Chesterfield – The complete future bicycle network for SLC. » Recommends shared use path and other pedestrian facilities in Chesterfield. » Recommends inclusive design principles to ensure the system supports people of all cognitive and physical abilities. » 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. ▪ Regular coordination with local municipalities is necessary to coordinate upcoming and potential projects.

Type

Adopted Plan Goals

Key Takeaways for Biking and Walking

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

		walking and bicycling across the County Road System. Collaboration: Achieve shared goals for active transportation through interdepartmental and interagency partnerships.	
County	Under Development	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.	

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

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.¹ 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)

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

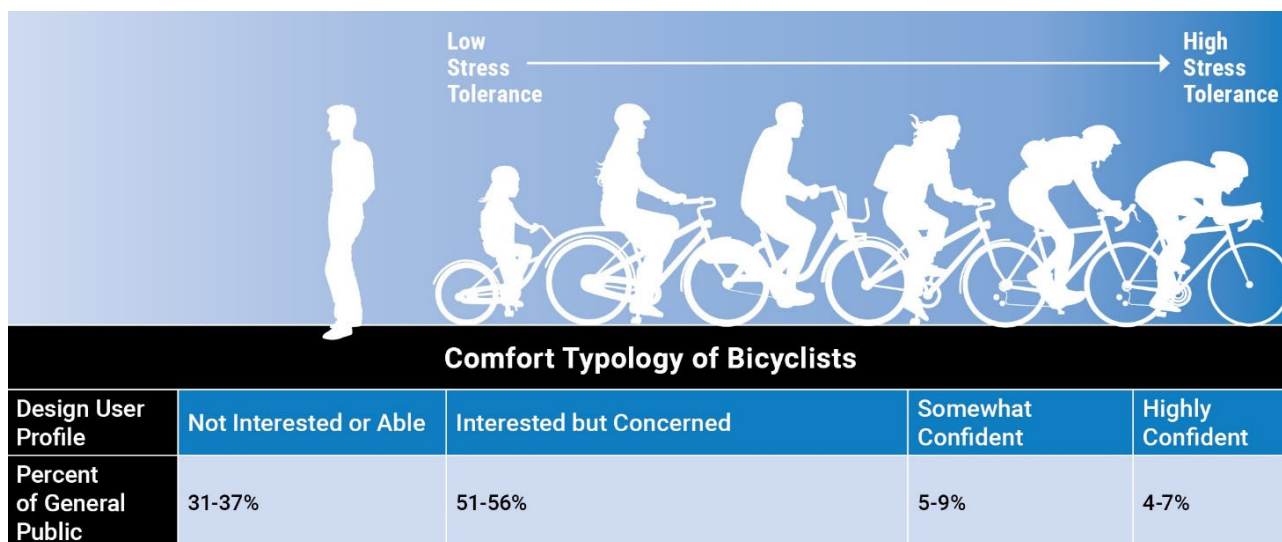


Figure 1: Types of Bicyclists and Traffic Stress Tolerance

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.² 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.

² 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>



Figure 2: Level of Traffic Stress (LTS) and corresponding facility and street types³

³ 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 ⁴	Bike lane width (where present)	ADT ⁵
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 ⁶	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

⁴ 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.

⁵ 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.

⁶ 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 lane⁷

Number of lanes	Bike lane width ⁸	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 lane⁹

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

⁷ 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

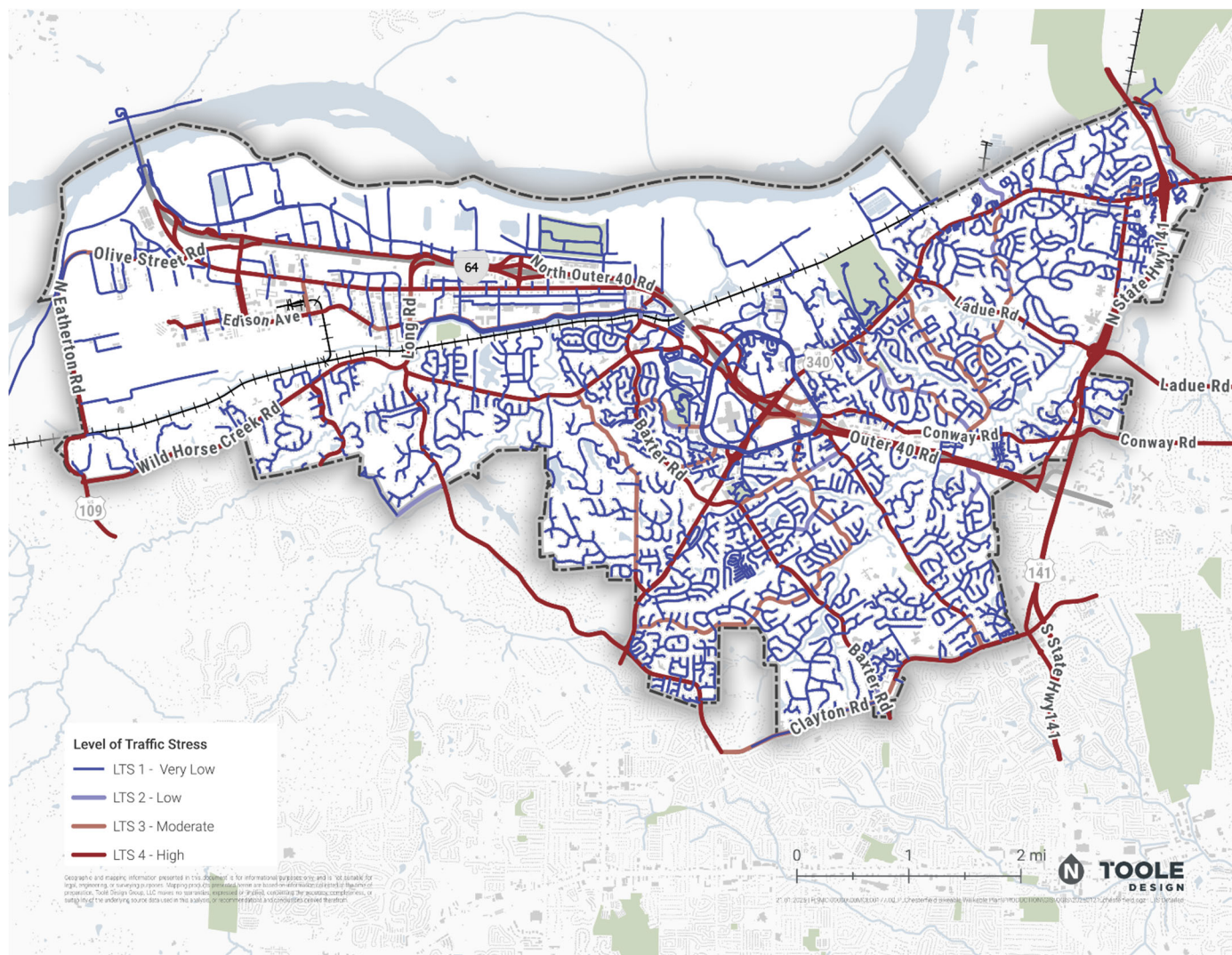
⁸ Bike lane width includes any marked buffer next to the bike lane.

⁹ If bike lane is frequently blocked, use mixed traffic criteria.

¹⁰ Qualifying bike lane must have reach (bike lane width + parking lane width) $\geq$ 12 ft. Bike Lane width includes any marked buffer next to the bike lane.

¹¹ 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

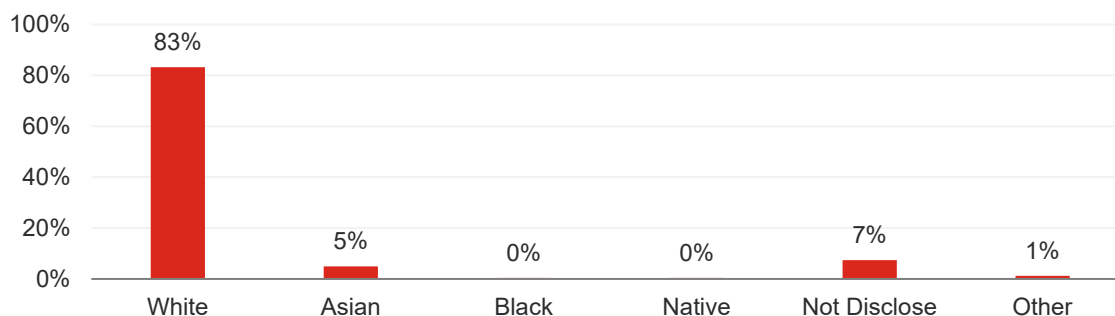
Re: Public Engagement Survey and Web Map Responses

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.

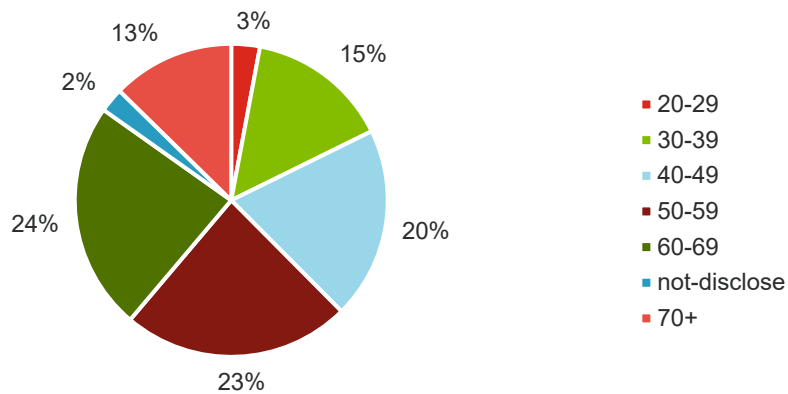
Summary of survey responses

Demographics charts and tables

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



What is your age range? (237 participants)

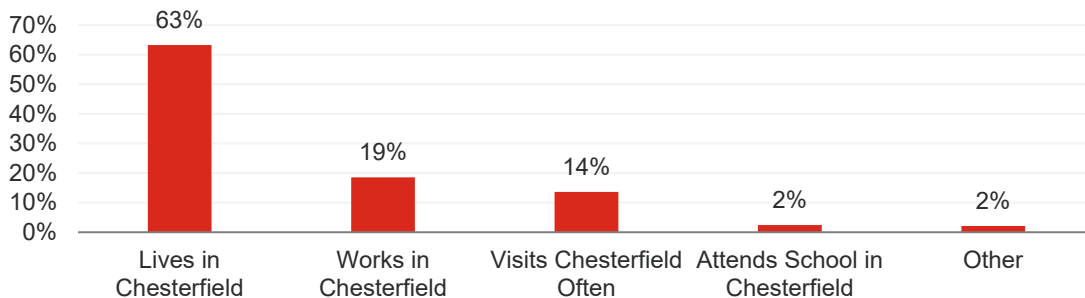


Was the survey data representative?

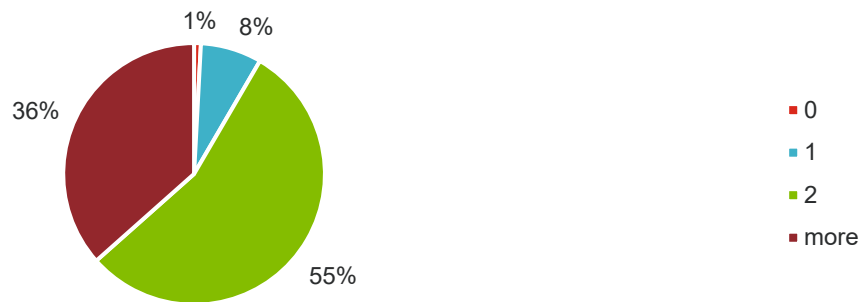
When compared to Census data for race and age, both minority racial groups and younger age cohorts are slightly underrepresented.

Summary of non-spatial input received

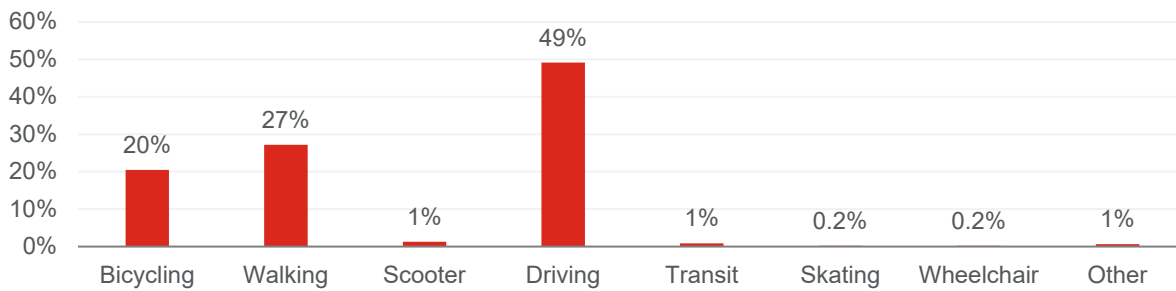
Which of the following best describes you? (286 participants)



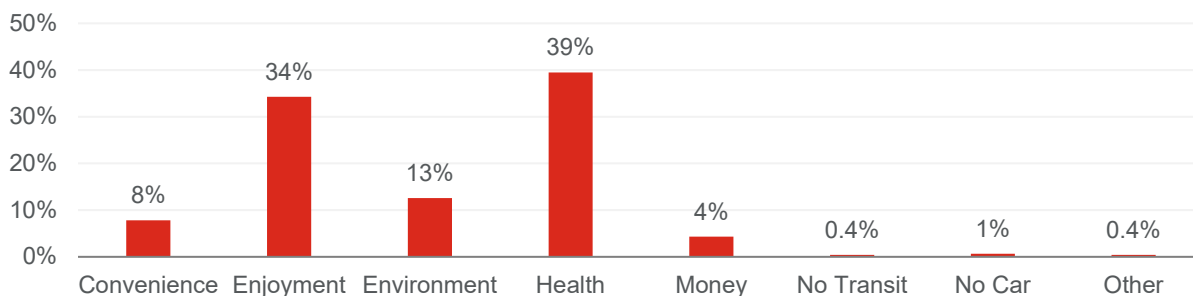
Number of available motorized vehicles in your household? (238 participants)



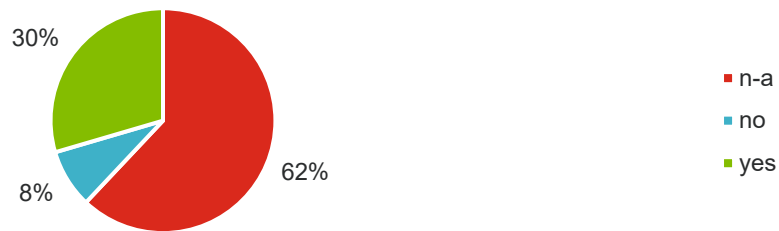
How do you typically get around the community? (Multiple responses allowed.)



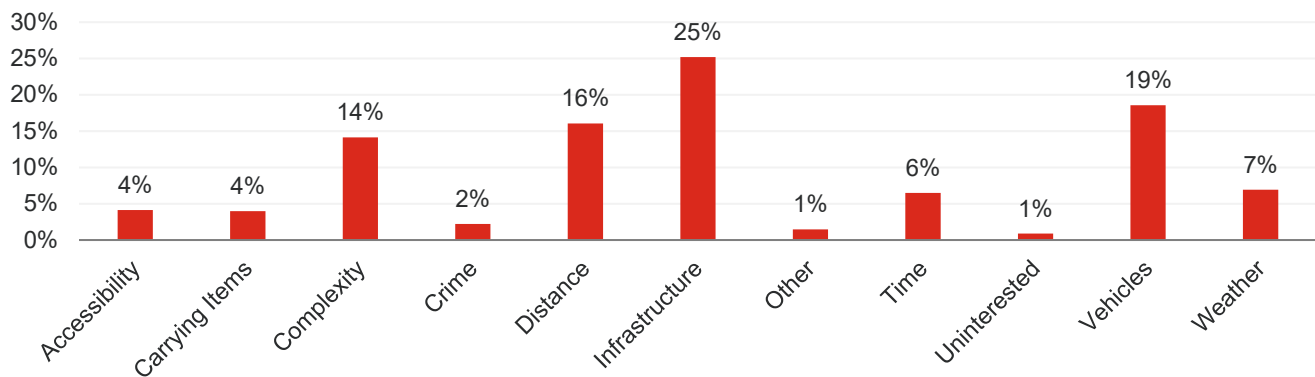
What are your reasons for walking, biking, and rolling? (Multiple responses allowed.)



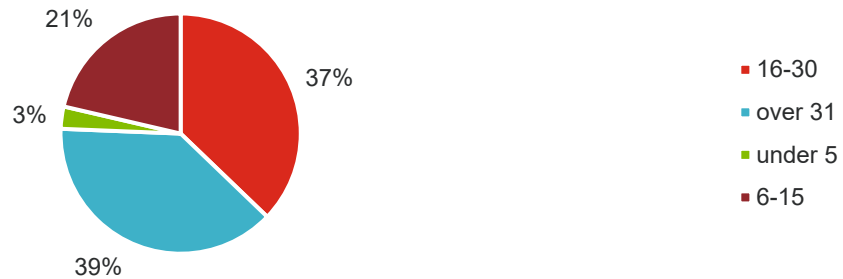
Do you have children under 18 that walk, bike, and roll?
(237 participants)



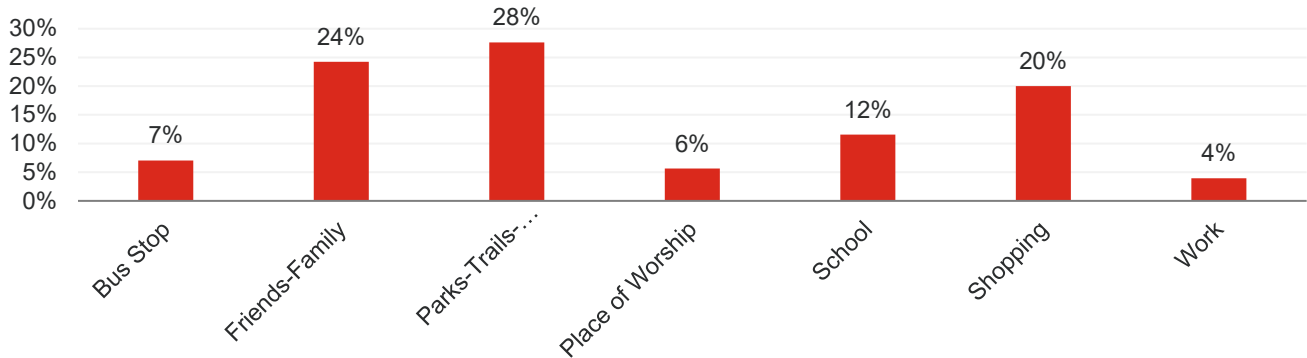
What is keeping you from biking and rolling more often?
(Multiple responses allowed.)



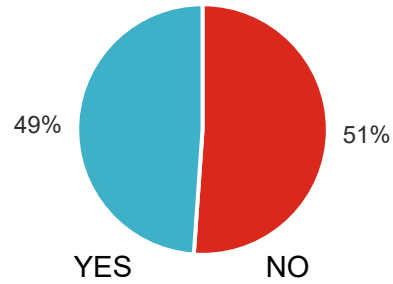
How long (in minutes) are you willing to bike and roll to reach your destination?
(234 responses)



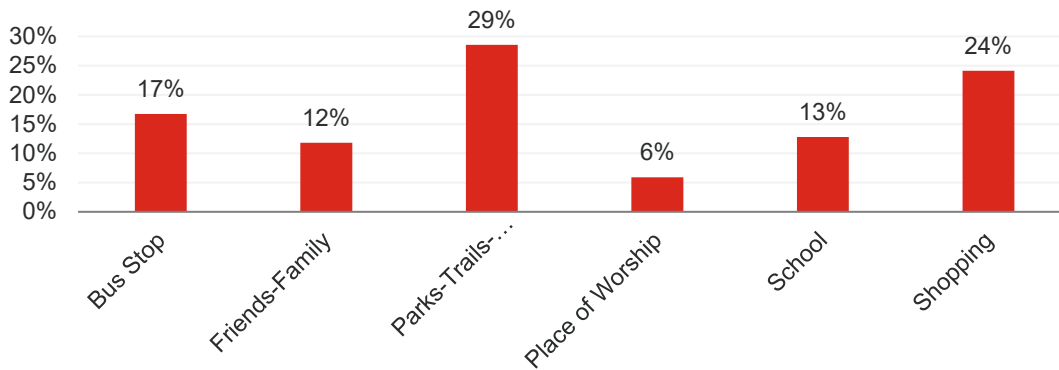
Do you Live within a 1/4 mile of any of the following?
(Multiple responses allowed.)



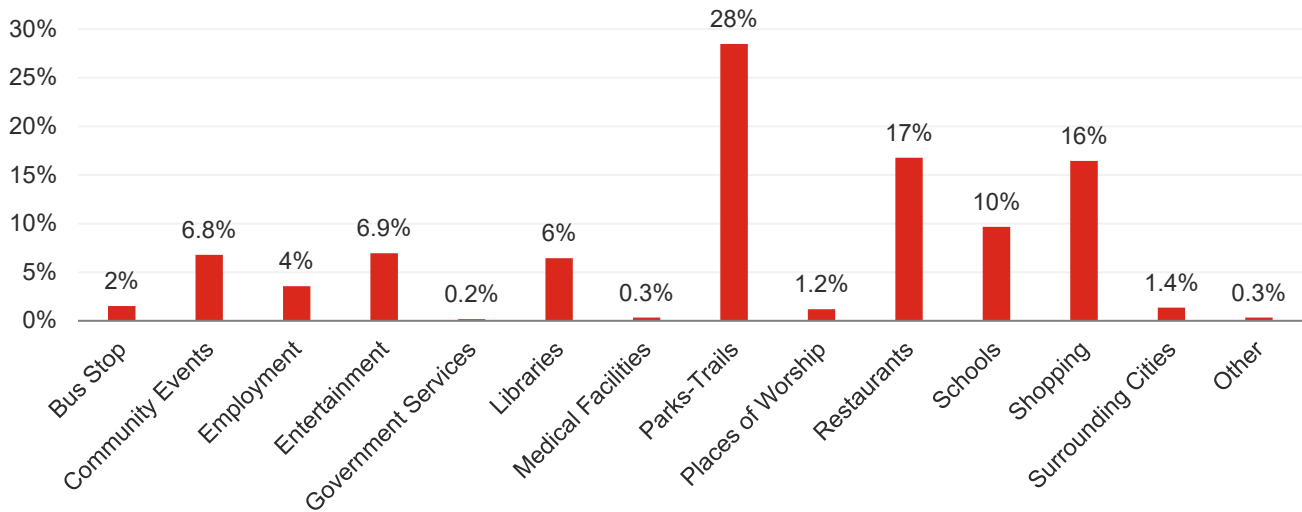
Do you currently walk, bike, or roll to any of these [above] destinations?
(225 Responses)



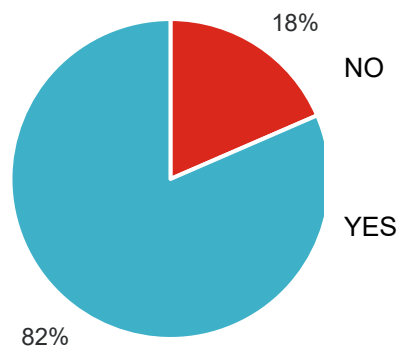
Do you work within 1/4 mile of any of the following?
(Multiple responses allowed.)



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

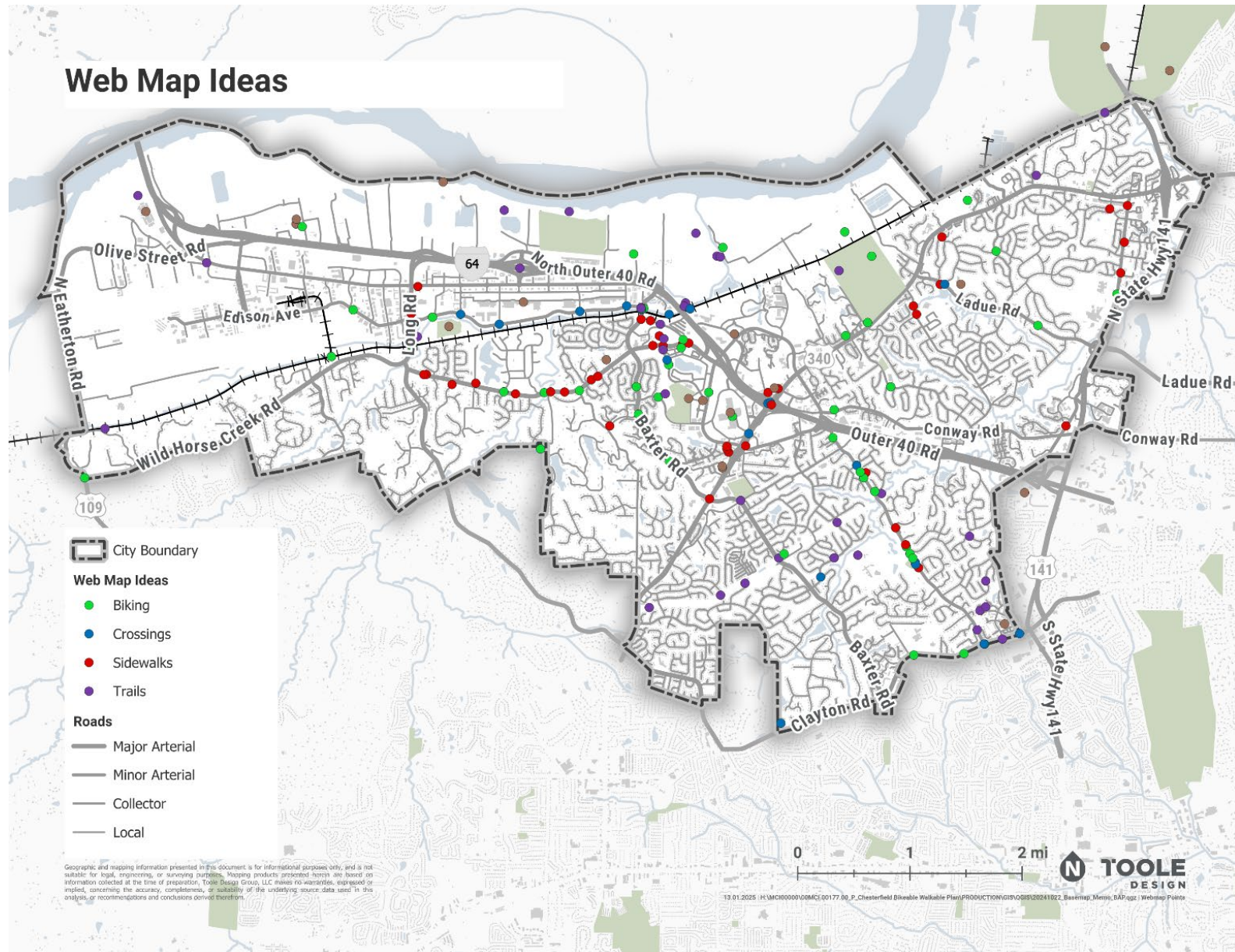


Are you aware of the city's trail system?



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>

Chapter 220 – Parks and Recreation	
Current Language	Comment/Recommendation
Section 220.160 prohibits certain behavior regarding bikes: Bringing bikes into park areas or trails marked by no bike signs Riding without a helmet if 17 or under Leaving a bike in a place outside a bike rack if one exists Leaving a bike anywhere someone could trip over it Riding bikes in places other than paths or roads designated for that use	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. » 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.
Section 220.170 prohibits using or possessing skateboards, in-line skates, coasters, scooters or any other riding apparatus in parks or trail areas except where specifically designated	This provision may have the unintended effect of discouraging use of micromobility devices which are increasingly popular and used as transportation. » Consider modifying this ordinance to allow the use of these items, unless specifically prohibited.
Section 220.340 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”.	This section does not define e-bikes or scooters. » 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.

Subsection B prohibits all motorized equipment/vehicles from city trails. Subsection C 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. Subsection D 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	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. » Consider allowing the use of some classes of e-bikes and other micromobility devices on city trails. 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. » Consider removing the requirement that pedestrians give an audible warning when passing.
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Chapters 300 – 390 Traffic Code	
Current Language	Comment/Recommendation
Section 300.010 – Definitions 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.	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”. » Align the definition of e-bikes, e-scooters, and other micromobility devices with definitions in state law.
Section 310.040 – Use of Coasters, Roller Skates and similar Devices Restricted Prohibits the use of certain micromobility devices on the street.	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. » Consider revising section to allow the use of micromobility devices on roadways where designated bicycle facilities exist.
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. Prohibits driving on the sidewalk, in a bike lane, requires driver to yield when crossing a bike lane.	This section prohibits parking in or obstructing bicycle lanes and reflects best practice.

Section 340.080 – Riding Bicycle on Sidewalks – Limitations – Motorized Bicycle Prohibited. 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.	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. » Consider clearly defining where “business districts” are. » Consider whether it is appropriate to always prohibit motorized bicycles (if this defined term is understood to cover e-bikes).
Section 345.020 – Pedestrians’ Right-of-Way in Crosswalk. 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.	This section reflects state law. » Consider whether a city ordinance is needed that duplicates existing state law.
Section 345.030 – Pedestrians to Use Right Half of Crosswalks.	This section requires pedestrians to use the right side of a crosswalk whenever practicable. » Consider eliminating this section because it is over-prescriptive
Section 345.050 – When Pedestrian Shall Yield. Requires pedestrians to yield right-of-way to vehicles when crossing anywhere except within a marked or unmarked crosswalk at an intersection.	This section reflects state law. » Consider whether a city ordinance is needed that duplicates existing state law.
Section 345.060 – Prohibited Crossing. Prohibits crossing the street outside of crosswalks	This section reflects state law and restricts where pedestrians can cross streets, even on very low traffic streets. » Consider modifying to exempt residential streets and future shared streets. Such modification may better reflect reality of how pedestrians are using the street today.
Section 345.090 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.	This section reflects state law.
Section 345.100 requires drivers to leave a “safe distance” when passing a bicycle until safely past.	This section reflects state law. » Consider whether a city ordinance is needed that duplicates existing state law. » If ordinance is retained, consider defining “safe distance” (typically 3 feet)
Section 373.020 Bicycle Riding Regulations Generally. 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	This section provides a number of regulations for people riding bicycles. » Consider removing the clause about “reasonable and prudent” speed as the subsection also prohibits exceeding the speed limit. » Consider removing the requirement that bicyclists use paths adjacent to the roadway.

Section 373.030 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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Chapter 405 – Unified Development Code

Current Language	Comment/Recommendation
405.04.010 – Architectural Review Design Standards. 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).
405.04.080 – Subdivision Design Standards	
M.1. 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.
M.2. 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.
405.04.090 Streets. 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

Attraction
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 signal¹, 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.

¹ 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?	☐ No	☐ Yes (list)
Pedestrian Counts over a 6-hour time period (if deemed necessary)		
Existing traffic control type	☐ Uncontrolled	☐ Stop sign ☐ Traffic signal
Existing crossing treatment(s)		
Posted speed limit (mph)		
Street direction	☐ One way	☐ Two way
Roadway configuration	☐ 2 lanes	
	☐ 3 lanes with raised median	
	☐ 3 lanes without raised median	
	☐ 4+ lanes with raised median	
	☐ 4+ lanes w/o raised median	
Crossing distance (ft)		
Adequate gap time	$\frac{\text{Crossing Distance}}{\text{Typical Walking Speed}} + 1 =$ (Walking speed is calculated to be 3.5 ft/sec for typical pedestrians, 3.0 ft/sec for young children and older adults).	
Are there adequate gaps at least 60 times per hour during peak hours?	☐ Yes	☐ 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 $\geq 8 \times$ speed limit?	☐ Yes	☐ 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 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 9	① 3 4 5 6 7 9	① 3 5 6 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)	The following enhancement elements should be considered at all uncontrolled crossings: - Ladder, continental, or bar pair crosswalk striping in retroreflective paint. - 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. - 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). - Appropriate level of lighting (10 to 15 feet in advance on both sides). Not sufficient <i>alone</i> for multilane, high volume, or high-speed roads; should be enhanced with additional countermeasures.	- Conflicts at crossing locations - Excessive vehicle speed - Inadequate conspicuity/visibility - Drivers not yielding to pedestrians in crosswalks - Insufficient separation from traffic	https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf MUTCD Section 2C.55— Non-Vehicular Warning Signs and Section 3C.03—Crosswalk Markings
2. Raised crosswalk	- Function as an extension of the sidewalk and allow a pedestrian to cross the street at a constant grade. - Candidate treatment on 2-lane or 3-lane roads with speed limits of 30 mph or less and AADTs below 9,000. - Avoid on truck routes, emergency routes, and arterial streets. - Drainage needs to be accommodated.	- Conflicts at crossing locations - Excessive vehicle speed - Inadequate conspicuity/visibility - Drivers not yielding to pedestrians in crosswalks	https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf MUTCD Section 3B.29—Speed Hump Markings
3. Advance Yield Here to Pedestrians sign and yield line	- Signs placed 20 to 50 feet in advance of the marked crosswalk - Accompanied by “shark’s teeth” yield line. - Candidate treatment for any uncontrolled pedestrian crossing, and should be	- Conflicts at crossing locations - Inadequate conspicuity/visibility - Drivers not yielding to pedestrians in crosswalks - Insufficient separation from traffic	https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf MUTCD Section 2B.19—Yield Here to Pedestrians Signs and Stop Here for

	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	- Placed in the middle of the road at a crossing and often used in conjunction with refuge islands. - May be appropriate on 2-lane or 3-lane roads with speed limits of 30 mph or less.	- Conflicts at crossing locations - Excessive vehicle speed - Inadequate conspicuity/visibility - Drivers not yielding to pedestrians in crosswalks	MUTCD Section 2B.20—In-Street and Overhead Pedestrian Crossing Signs
5. Curb extension	- 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. - Candidate treatment for any uncontrolled pedestrian crossing, particularly where parking lanes exist. - Should not extend into paths of travel for bicyclists.	- Conflicts at crossing locations - Excessive vehicle speed - Inadequate conspicuity/visibility - Insufficient separation from traffic	https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf
6. Pedestrian refuge island	- 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. - Highly desirable for midblock pedestrian crossings on roads with four or more lanes. - 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. - 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.	- Conflicts at crossing locations - Excessive vehicle speed - Inadequate conspicuity/visibility - Insufficient separation from traffic	https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugelsland2018.pdf MUTCD Section 3B.13— Approach Markings for Obstructions, Section 3C.03—Crosswalk Markings, and Section 3J.04—Curb Markings for Raised Islands

7. Rectangular Rapid-Flashing Beacon (RRFB)	• Minimum pedestrian refuge island width is 6 feet. • Pedestrian-actuated conspicuity enhancement used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. • Includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated. • Placed on both ends of a crosswalk, or on the right side and on the median or refuge island if present. • Unlit when not activated and can be activated manually by pedestrians using a push button or passively by a pedestrian detection system. • Particularly effective at multilane crossings with speed limits less than 40 mph. • Consider the PHB instead of RRFBs for roadways with higher speeds (over 40 mph).	• Conflicts at crossing locations • Inadequate conspicuity/visibility • Drivers not yielding to pedestrians in crosswalks • Insufficient separation from traffic	https://safety.fhwa.dot.gov/ped_bike/strep/docs/techSheet_RRFB_2018.pdf MUTCD Chapter 4L.
8. Road Diet	• Reconfigures the roadway by narrowing or eliminating lane(s). • Candidate treatment for any undivided road with wide travel lanes or multiple lanes that can be narrowed or repurposed. • Consider on roads with four or more lanes and traffic volumes of approximately 20,000 or less, after conducting a traffic study. • Often effectively accomplished during pavement resurfacing.	• Conflicts at crossing locations • Excessive vehicle speed • Inadequate conspicuity/visibility • Insufficient separation from traffic	https://safety.fhwa.dot.gov/ped_bike/strep/docs/techSheet_RoadDiet2018.pdf

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*.

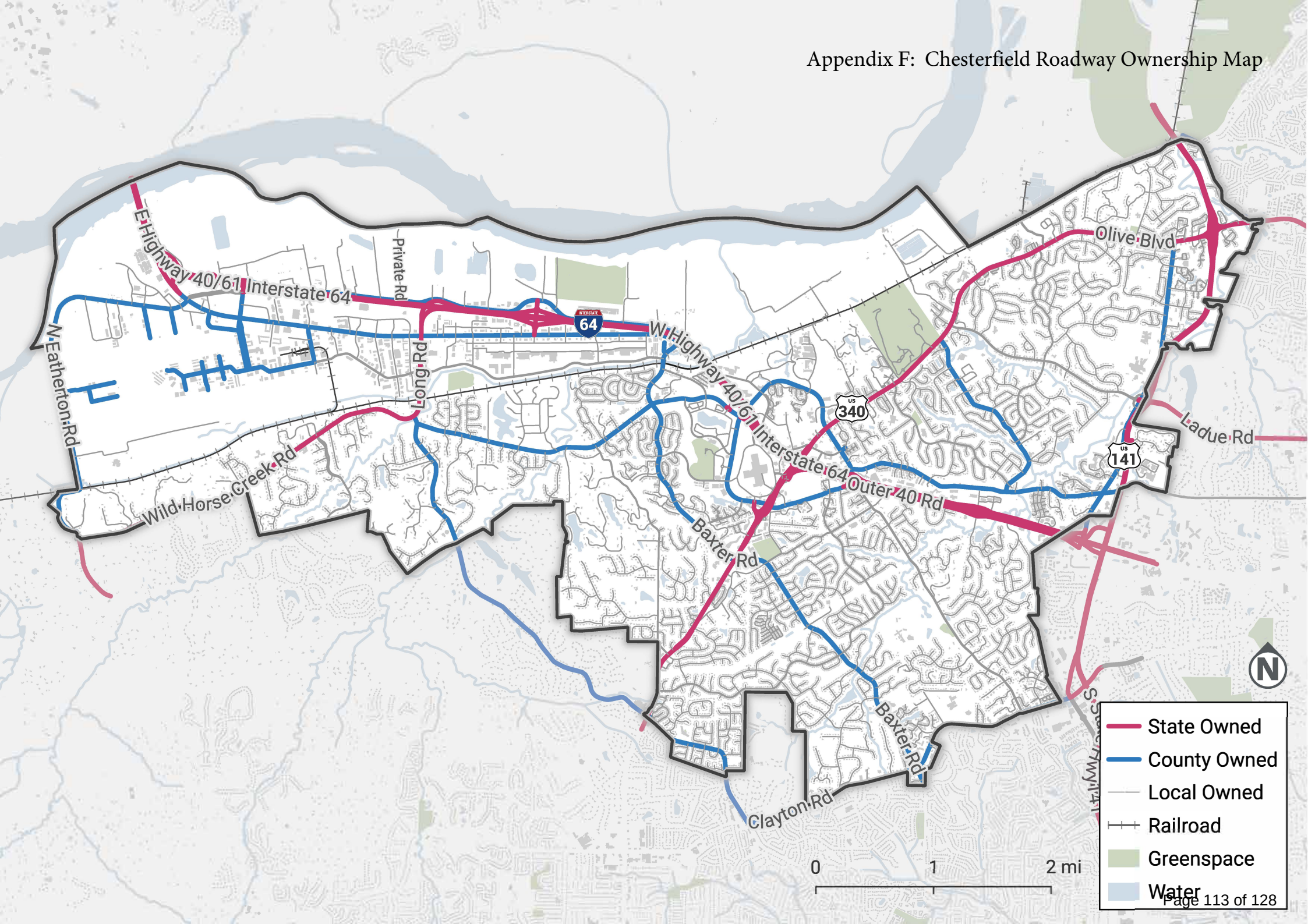
https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

Federal Highway Safety Administration, 2019. *Safe Transportation for Every Pedestrian (STEP) – Resources*.

https://safety.fhwa.dot.gov/ped_bike/step/resources/

APPENDIX F

Appendix F: Chesterfield Roadway Ownership Map



— State Owned

— County Owned

— Local Owned

— Railroad

— Greenspace

— Water

Page 113 of 128

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 trail 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

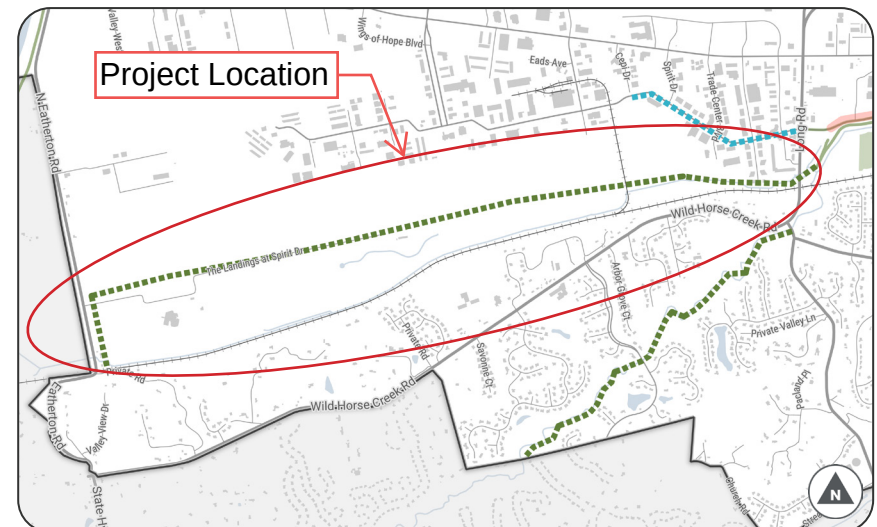
- Creek crossing at the south end of Chesterfield Industrial Blvd
- Trail located in floodplain could flood periodically and be unusable
- Pedestrian bridges over Long Road, railroad spur line, and creek
- Permitting through Army Corps of Engineers and Monarch Chesterfield Levee District for alteration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

Trail Statistics:

- Length: 3.33 miles
- Corridor width: ≥ 40 ft

Land Use:

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





Preliminary Cost Opinion

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





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

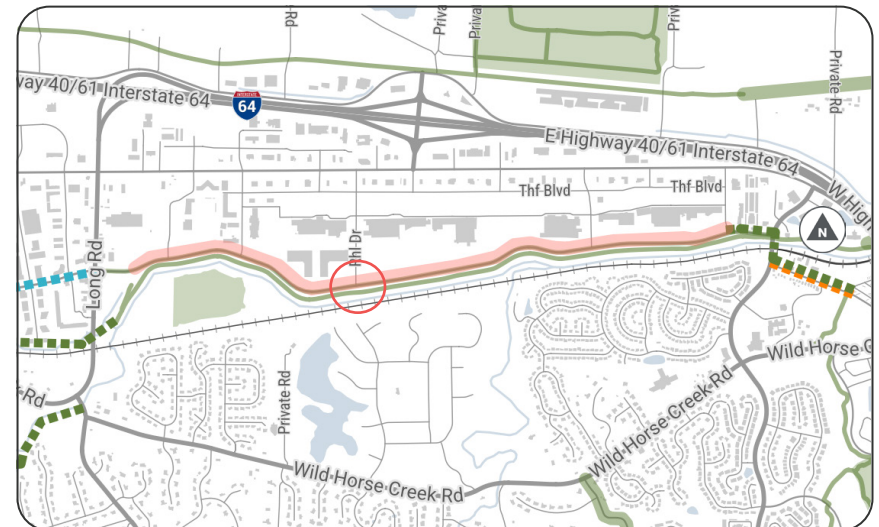
- Steep slopes from Chesterfield Monarch Valley Levee Trail to Edison Avenue
- Crossing High speed roadway
- Permitting through Army Corps of Engineers and Monarch Chesterfield Levee District for alteration of the levee

Trail Statistics:

- Ramp Length = 260 feet (approximate)

Land Use:

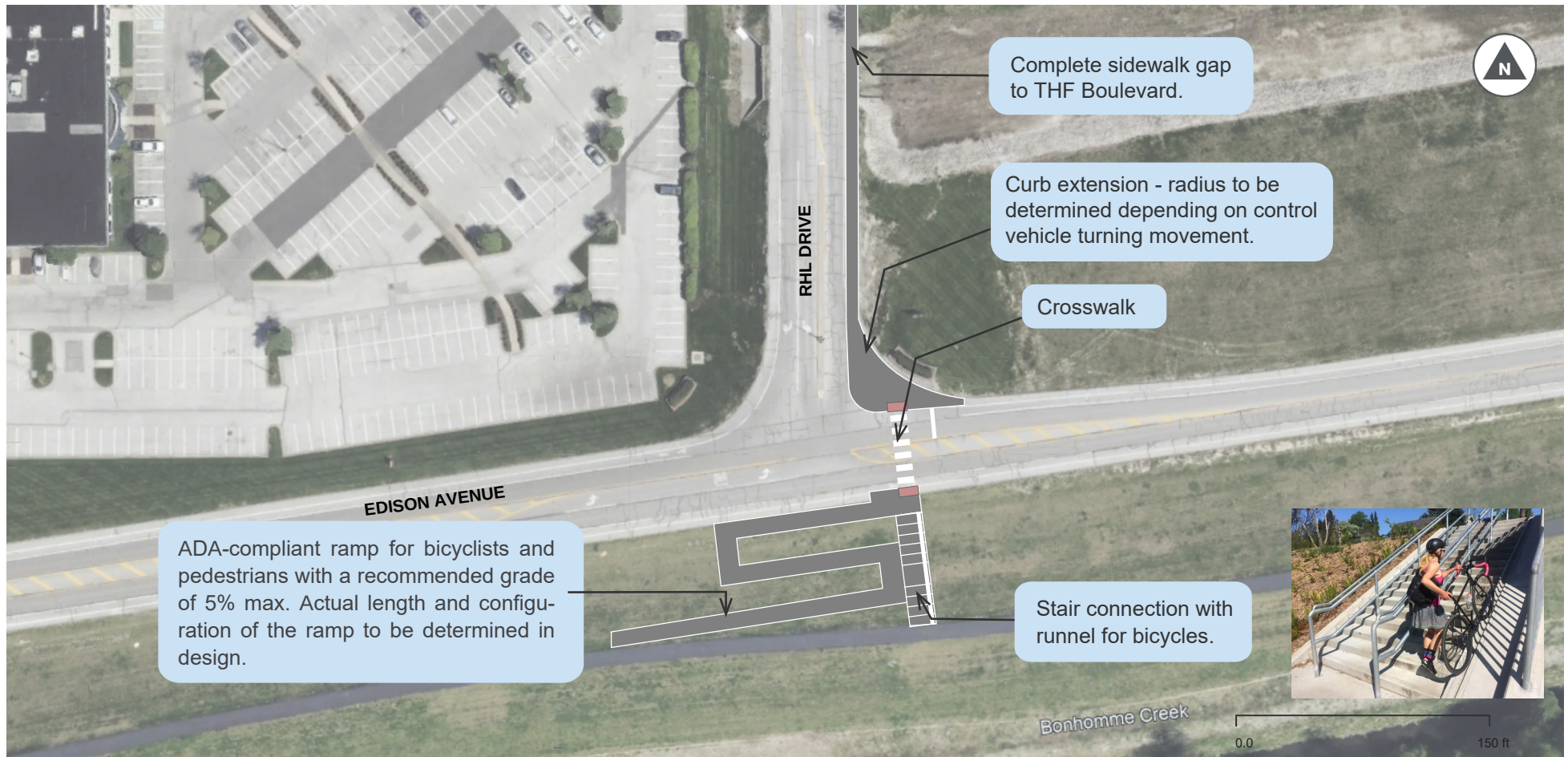
- Zoning: NU
- Ward: 04
- Subdivision: Chesterfield Commons



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.

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

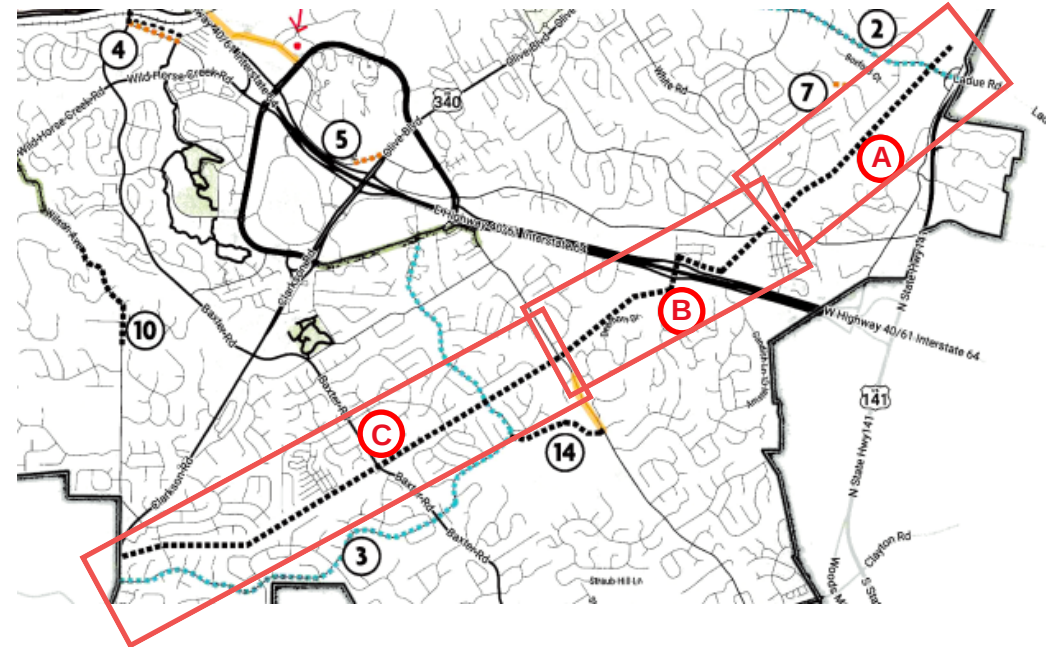
- Crossing I-64 and Outer Roads
- FEMA Floodway No-Rise analyses and certifications
- Obtaining the required easements from the necessary subdivisions
- Coordination with Ameren and proximity to power lines
- High cost –
 - o Phase A = \$3,000,000
 - o Phase B = \$5,300,000
 - o Phase C = \$5,000,000

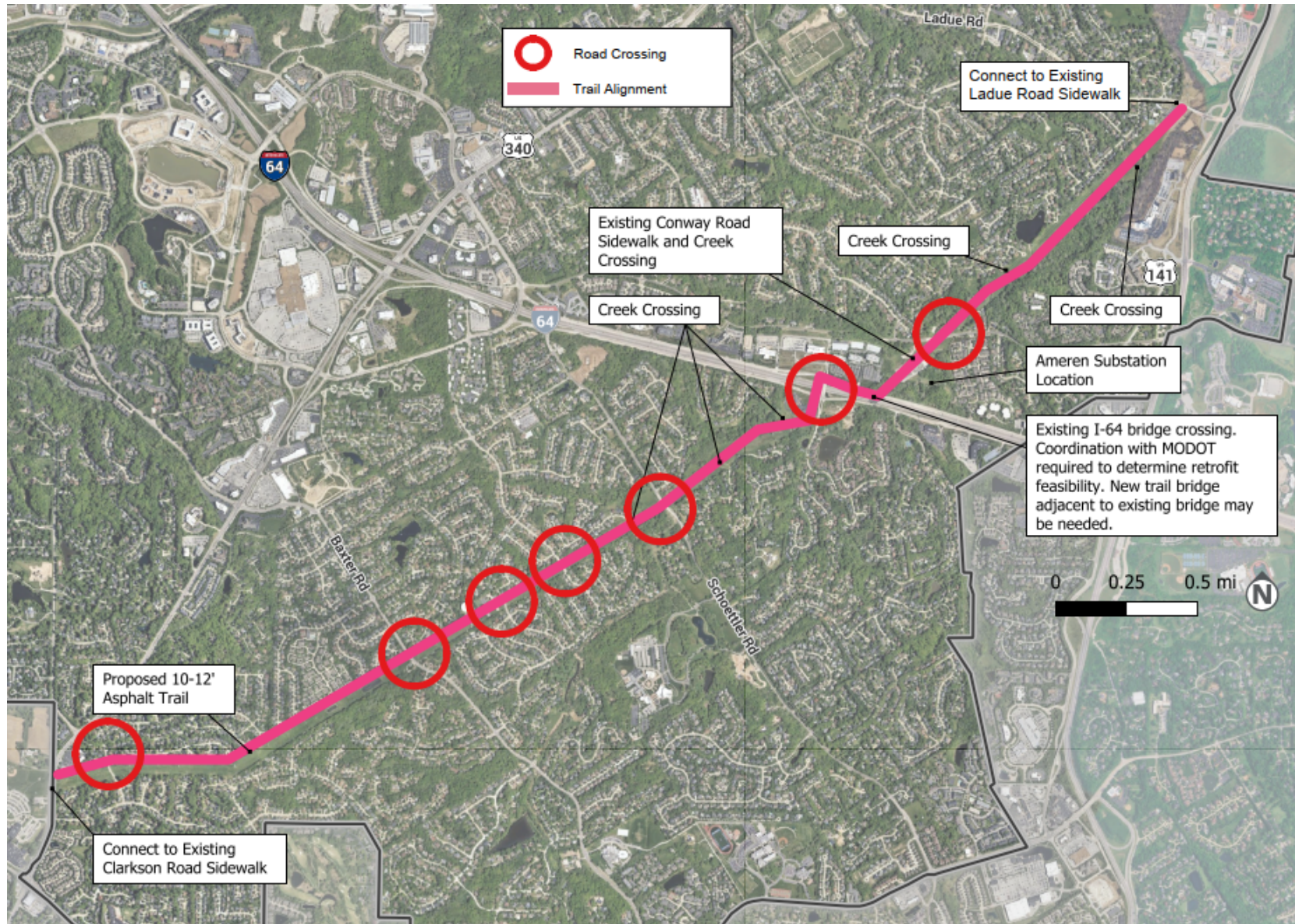
Trail Statistics:

- 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





Preliminary Cost Opinion

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



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:

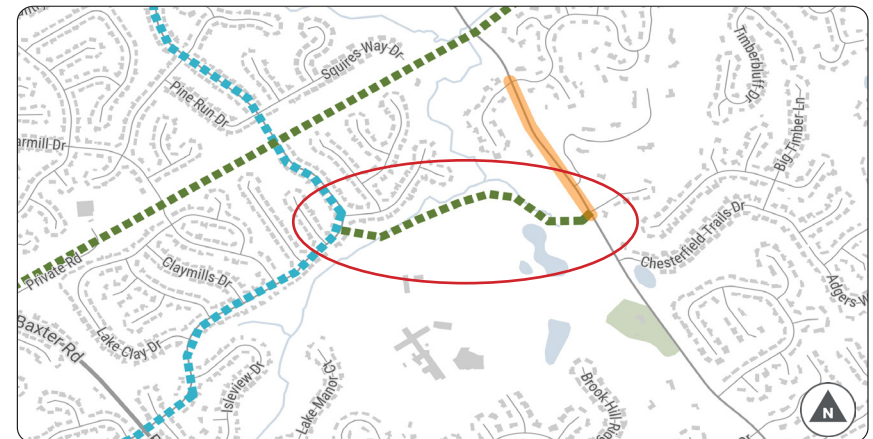
- Length: 0.5 miles
- Corridor width: 60 ft

Nearby Connections:

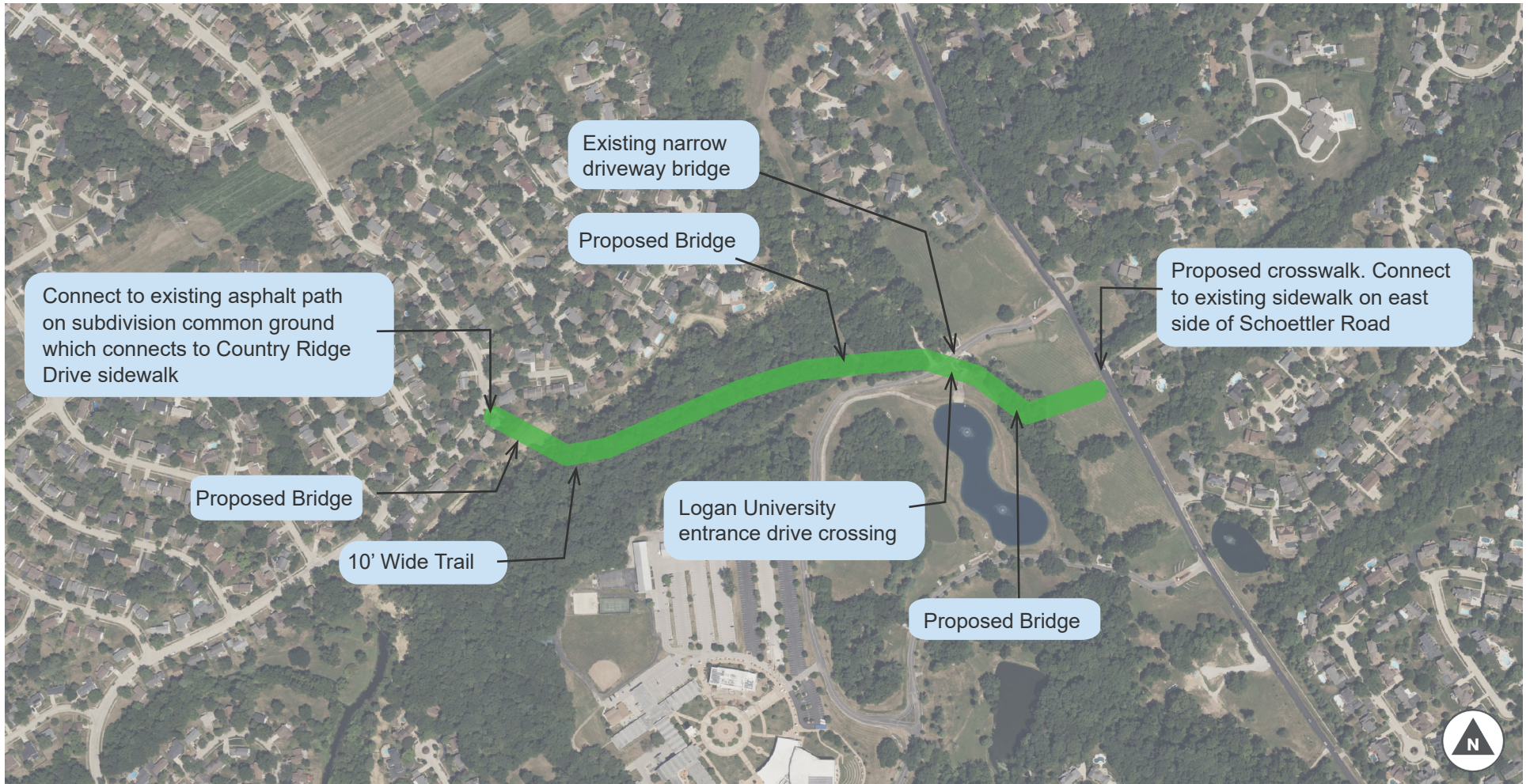
- Baxter Rd
~0.5 mi west
- Clayton Rd
~1.25 mi south
- Chesterfield Pkwy
~1.25 mi north

Land Use:

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



CONCEPT EXHIBIT



Preliminary Cost Opinion

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



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

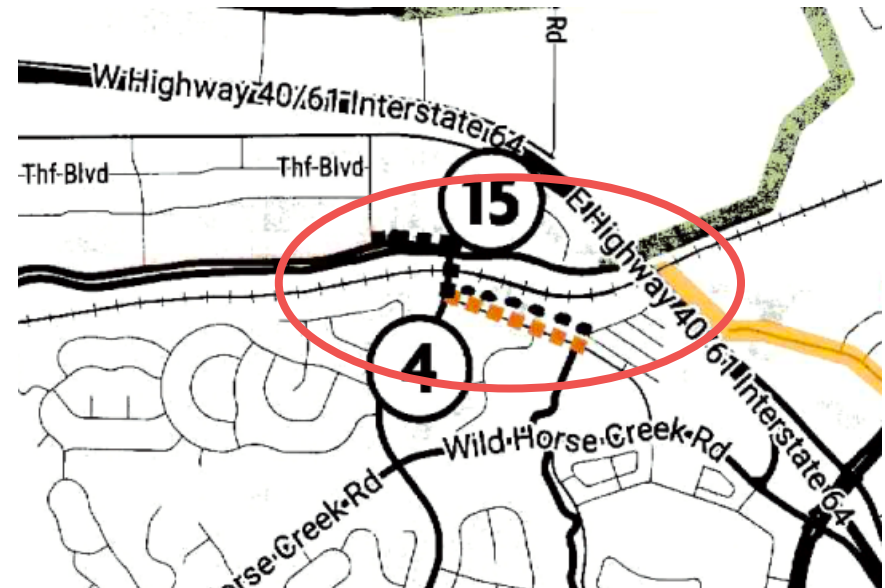
- Crossing Bonhomme Creek, existing levee, railroad, and floodwall
- FEMA Floodway No-Rise analyses and certifications
- Permitting improvements through Railroad, Army Corps of Engineers, and Monarch Chesterfield Levee District
- Connection located in floodplain could flood periodically and be unusable

Trail Statistics:

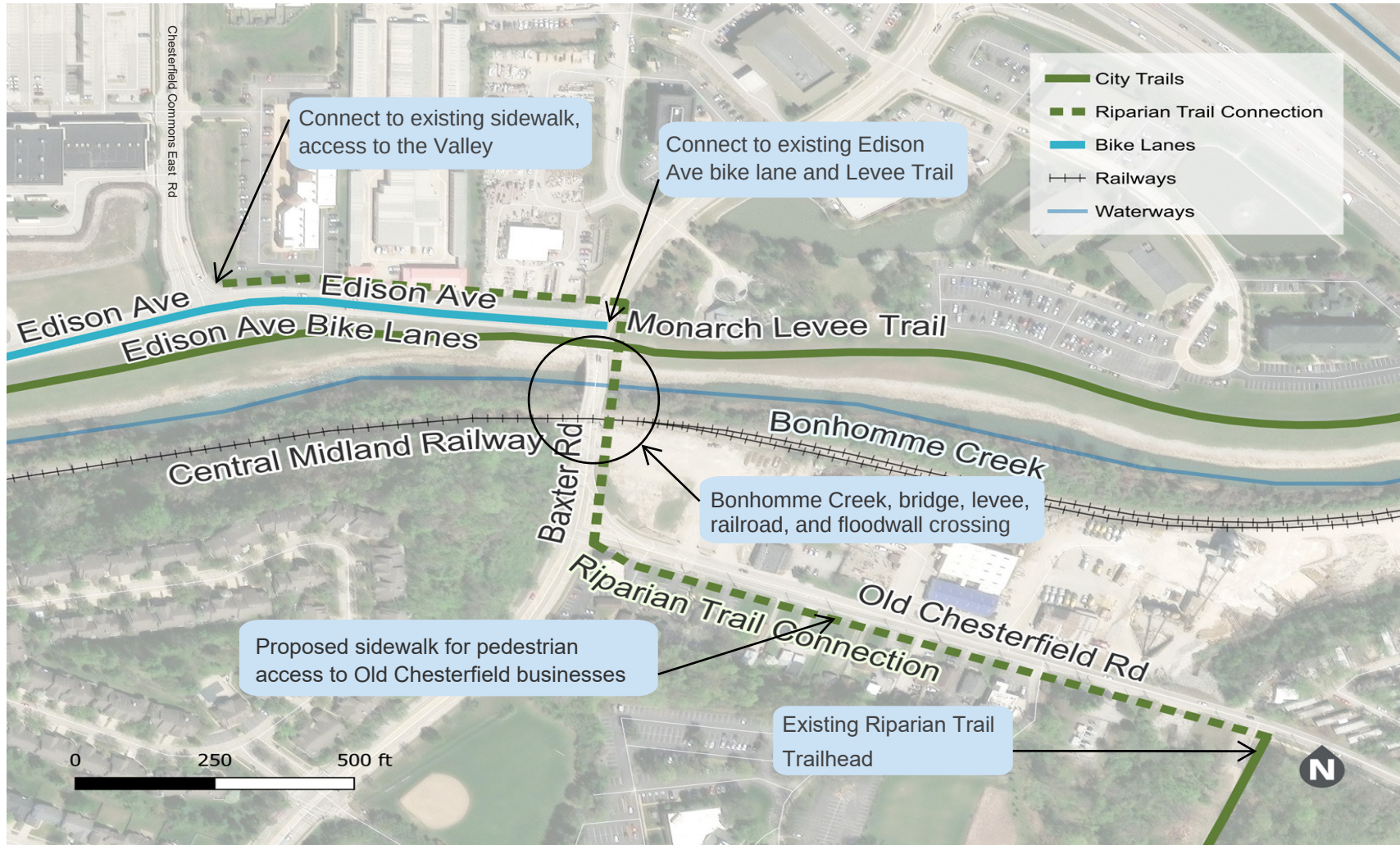
Length: 0.49 mi
Corridor width: TBD

Land Use:

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



CONCEPT EXHIBIT



Preliminary Cost Opinion

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

Memorandum

Department of Public Works



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

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

DATE: October 22, 2025

RE: 2026 Sewer Lateral Repair and Investigation

In 2000 the voters of Chesterfield approved the collection of \$28 from every single family home, duplex, condominium building, and multi-family building containing six or less dwelling units for the purpose of repairing defective sanitary sewer laterals. In this context, a sanitary sewer lateral is defined as the portion of the sanitary sewer which extends from outside the building foundation to the public sanitary sewer main. Eligible costs include camera investigation, excavation of the defective lateral, repair of the lateral, backfill, and site restoration. The City of Chesterfield collects approximately \$430,000 annually for this purpose.

Through the Sewer Lateral Program the City of Chesterfield oversees the repair of approximately 110 sewer laterals per year, with an average repair cost of approximately \$3,900. The program works as follows: Residents experiencing sewer lateral problems first contact a plumber of their choice to have their sewer lateral cabled. This initial cabling is a regular maintenance expense and is NOT eligible for reimbursement through the Sewer Lateral Program. If a problem is encountered, or the line cannot be opened, the resident can apply for the Sewer Lateral Program by submitting an application and a \$200 fee, which is intended to cover the cost of the investigation. Once in receipt of the application and fee the City schedules a video investigation and, if eligible, coordinates the repair of the defective sewer lateral. The camera investigation and repair are completed by a plumbing contractor under contract with the City of Chesterfield. This allows the repair to be completed in the most timely and cost effective manner possible.

The Sewer Lateral Program is an excellent service which helps 100+ residents each year fund necessary repairs in order that their sanitary sewer functions properly. Updates regarding the Sewer Lateral Program are included each month within the Public Works Department Monthly Report. The benchmark for user approval of the sewer lateral program is 80%, with an actual approval rate of 92% in 2022 and 100% in 2023 and 2024. This clearly is a popular program with those residents who need it.

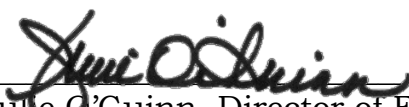
The City of Chesterfield periodically bids investigation and repair services to ensure that we are receiving the lowest cost possible. The Department of Public Works publicly opened bids for 2026 sewer lateral investigation and repair services on October 21, 2025. The results of the bid opening are detailed in the attached memorandum from Project Manager Jeff Denu. Unfortunately, the City only received two bids for these services, and one of those bids had to be disqualified due to improper submittal of the Bid Form. Fortunately, the qualifying bid came from Tope Incorporated, who has provided this service to the City of Chesterfield for a number of years. Tope's current and previous performance is exceptional, and Tope is positively recommended by City Staff and its residents. **Accordingly, after reviewing the bid thoroughly, City Staff recommends the 2026 sewer lateral investigation and repair contract be awarded to Tope Incorporated.** The actual 2026 expenditures will depend upon the number of applications received and eligible repairs approved in 2026.

The sewer lateral fund is currently healthy, with a 2024 end-of-year Fund Balance of \$474,000, and a current balance of approximately \$250,000. Therefore, no additional action is required at this time. Should you have questions or need additional information regarding the Sewer Lateral Program, please contact me.

Action Recommended

This matter should be forwarded to the City Council for consideration. Should Council concur with Staff's recommendation, it should authorize the City Administrator to enter into an Agreement Tope Incorporated for Sewer Lateral Investigation and Repair Services in 2026. This is an annual contract that can be extended by both parties for up to three additional years with a maximum annual line-item increase of three percent.

Concurrence:


Julie O'Guinn, Director of Finance



Memorandum

TO: Jim Eckrich, Public Works Director/City Engineer

FROM: Jeff Denu, Project Manager

DATE: October 22, 2025

RE: 2026 Sanitary Sewer Lateral Investigation & Repairs, 2026-PW-01

The Department of Public Works opened bids for this project on Tuesday, October 21, 2025. One bid was received, as can be seen on the attached bid tabulation. Please note that this is a one year contract that may be extended up to 3 times at the written approval of both the City and Contractor. Along with the extension, the contractor may request an increase of any unit price up to 3%.

Since I cannot know how many repairs will be needed each year, I do not have an annual project cost. The quantities represented on the bid tabulation are estimated and provided for the purpose of determining the low bidder. Actual quantities may vary significantly. The cost of each repair will be dependent upon the length and depth of the excavation, the amount of site restoration that will be necessary, and whether or not pavement removal and replacement will be required.

Tope, Inc. has satisfactorily performed video investigation and repair work associated with our program in the past. I am very comfortable that Tope, Inc has the experience, equipment and personnel to complete the work in an acceptable manner.

Therefore, I recommend that the low bid submitted by Tope, Inc. be accepted.

All repairs will be funded out of the Sewer Lateral Repair Fund. As you know, \$28 per year is collected from each residential property within Chesterfield, which is used to fund this program. This revenue can only be used for sewer lateral repairs.



BID TABULATION
2026 Sanitary Sewer Lateral Investigation & Repair
2026-PW-01
October 21, 2025

ITEM #	DESCRIPTION	UNIT	QTY	Tope, Inc.	
				UNIT PRICE	EXTENDED PRICE
1	Video Camera Investigation	Lump Sum	100	\$250.00	\$25,000.00
2	Electronically Locate Sewer Lateral	Lump Sum	100	\$5.00	\$500.00
3	Written Summary Report	Lump Sum	100	\$1.00	\$100.00
4	Additional Cleaning of Sewer Lateral	Lump Sum	40	\$150.00	\$6,000.00
5	Sewer Lateral Repair Trench Depth:				
	≤ 6 Feet	L.F.	100	\$70.00	\$7,000.00
	> than 6 Feet but ≤ 8 Feet	L.F.	100	\$100.00	\$10,000.00
	> than 8 Feet but ≤ 10 Feet	L.F.	400	\$395.00	\$158,000.00
	> than 10 Feet but ≤ 12 Feet	L.F.	300	\$405.00	\$121,500.00
	> than 12 Feet but ≤ 14 Feet	L.F.	150	\$450.00	\$67,500.00
	> than 14 Feet but ≤ 16 Feet	L.F.	10	\$480.00	\$4,800.00
	> than 16 Feet	L.F.	50	\$100.00	\$5,000.00
6	Clean-out Access	Lump Sum	100	\$160.00	\$16,000.00
7	P.C.C. Pavement Removal & Replacement	Sq. Yd.	15	\$90.00	\$1,350.00
8	Asphalt Pavement Removal & Replacement	Sq. Yd.	20	\$90.00	\$1,800.00
9	Paved Approach Removal & Replacement	Sq. Yd.	15	\$65.00	\$975.00
10	P.C.C. Sidewalk Removal & Replacement	Sq. Yd.	20	\$130.00	\$2,600.00
11	Sewer Lateral Lining System:				
	≤ 25 Feet	L.F.	110	\$250.00	\$27,500.00
	> than 25 Feet but ≤ 50 Feet	L.F.	20	\$260.00	\$5,200.00
	> than 50 Feet	L.F.	10	\$260.00	\$2,600.00
TOTAL BID					\$463,425.00