



CITY OF O'FALLON, MISSOURI

PURCHASING DEPARTMENT

100 North Main Street
O'Fallon, MO 63366
T: (636) 379-5527

RFQ NUMBER:	24-010	RFQ ISSUE DATE:	03/13/2024
RFQ DESCRIPTION:	TAP-5401(724) - SPORTS PARK GREENWAY IMPROVEMENTS		

March 15, 2024

ADDENDUM #1

The purpose of this addendum is to add supporting information to the RFQ for Sports Park Greenway Improvements released on 3/13/2024 via the redacted TAP application TAP-5401(724).

Reminder:

The due date and time remain the same for this RFQ. This is a reminder to all bidders that sealed submittals for RFQ #24-010 TAP-5401(724)- Sports Park Greenway Improvements project must be submitted by 12:00 P.M. CST, April 4th, 2024 to:

Christine Grabin, Purchasing Agent
City of O'Fallon, Missouri
100 North Main Street
O'Fallon, Missouri 63366

Addendum information will be available over the Internet at www.ofallon.mo.us. Adobe Acrobat® Reader may be required to view this document. We strongly suggest that you check for any addenda a minimum forty-eight hours (48) in advance of the bid deadline. Due to revisions, the bidders must acknowledge the Addendum(s) on the bid form.

Project Application Form

Transportation Alternatives Program

2023 Call for Projects

For the St. Louis Region – Missouri Only

Bicycle and Pedestrian Facilities

Sponsoring Agency: City of O'Fallon

Project Title: Dardenne Greenway: Sports Park to Bluebird Meadow Park

TAP Funds Requested:

Applications Due: Friday, July 21, 2023 by 4:00 PM



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

04/21/2023

TRANSPORTATION ALTERNATIVES PROGRAM

BICYCLE AND PEDESTRIAN FACILITIES – PROJECT APPLICATION FORM

Please refer to the TAP Project Development Workbook for more information on the program requirements, scoring criteria, and available funding. The Project Development Workbook is available on the East-West Gateway Council of Governments (EWG) TAP Call for Projects web page: www.ewgateway.org/TAPCall.

This project application form is for the bicycle and pedestrian facilities, including Safe Routes to School (SRTS) infrastructure. There are separate project application forms for the SRTS non-infrastructure activities, and for the community improvement and environmental mitigation activities. If your agency is interested in applying for those activities, please obtain the application form from the EWG website, or contact EWG staff for more information.

Viewing and utilizing the application form will require the installation of Adobe Reader. A free download of the software can be obtained here: <http://get.adobe.com/reader/>. **Please save the application to your computer before filling out the necessary information.** Rename the PDF file using the following format: 2023TAP_[Sponsor]_[Project Name].pdf. You may attach additional pages to the application if necessary to address questions in the application.

The call for projects begins **April 21, 2023** and ends on **July 21, 2023 at 4:00 p.m.** Applications received after the deadline will not be accepted. Submit the completed application and necessary attachments electronically to TAP@ewgateway.org. The electronic submission must include scanned signatures. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff.

APPLICATION FEE

An application fee is required for each project that is submitted for consideration. The application fee is 0.5% of the federal funds being requested. For example, a sponsor requesting \$350,000 in federal funding would be required to pay a \$1,750 application fee. If the project is not recommended for funding, the application fee will be refunded. Counties make annual contributions to EWG and, as such, a credit equal to their annual contribution is applied against their application fee. Counties will be invoiced for any amount above the annual contribution credit.

The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the TAP Call for Projects web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT).

Mailed application fees must be postmarked by July 21, 2023. For check payments, send the TIP Application Fee Payment Information Form and check to:

TIP Application
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

For EFT payments, send the TIP Application Fee Payment Information Form via email to tipappfees@ewgateway.org. EFT payments are due by July 28, 2023.

CONTACT INFORMATION

EWG staff encourages project sponsors to reach out for any questions regarding eligibility, development schedule, financial plan, scoring criteria, etc. Please submit questions to TAP@ewgateway.org.

PROJECT CHECKLIST

The evaluation and scoring of all projects will be based on the answers provided in the application and the attachments submitted.

The materials should be submitted in the following order.

Project Application: (required)

- ☐ **Completed TAP application**
- ☐ **Required signatures** – Notification of Title VI Requirements, Financial Certification of Matching Funds, Person of Responsible Charge Certification, Right-of-Way Acquisition Certification Statement, Policy on Reasonable Progress Certification

Attachment A: (required)

- ☐ **Project location map** – depict the location of the project on a base map such as a town road map, GIS map, aerial photo, or another base map suitable to clearly show the project's overall location. Provide on an 8 ½ x 11 page. Project location is used by EWG to determine:
 - score for Environmental Justice
 - score for Population and Employment Index
- ☐ **Detailed cost estimate** – use Estimate of Project Costs excel file provided by EWG.
- ☐ **Letter of permission from facility owner** – provide if sponsor does not own roadway/facility.
- ☐ **Letter of support from match source** – provide if individual, business, other local public agency, or other third-party is providing matching funds.
- ☐ **Coordination letter(s)** – provide if sponsor requires coordination with other agencies to implement the project (e.g., Bi-State Development or another jurisdiction).

Attachment B: (not required, but used for project evaluation)

- ☐ **Photographs** – attach photo(s) of the current roadway or bicycle/pedestrian facility.
- ☐ **Detailed map (existing)** – provide a map showing (if applicable):
 - bus stops/stations in relationship to project
 - community resources located within ½ mile of project limits (e.g., park, full service grocery, civic building, library, health care, recreation center)
 - cultural destinations located within ½ mile project (e.g., tourism destinations, heritage/historic sites, natural areas)
 - schools (grades K-12 and college/university) located within ½ mile of project limits
 - bicycle and/or pedestrian facilities within ½ mile of project limits
 - barriers (e.g., river, railroad, interstate)
- ☐ **Detailed map (proposed)** – provide a map showing:
 - location of proposed improvements (e.g., RRFB/PHB, crosswalk visibility enhancements, medians and pedestrian crossing islands, new sidewalk/shared-use path, pedestrian bridge)
- ☐ **Typical section** – show details of before and after improvements.
- ☐ **Crash reports** – provide bicycle and pedestrian crash reports along the project limits. Use crash reports from 2017-2021. Redact any personal information (e.g., names, addresses).
- ☐ **Documentation of an approved or adopted plan, ordinance, and/or policy that supports the project** – do not attach entire plan documents, only include the necessary pages.

Attachment C: (not required)

- ☐ **Letters of support** – endorsements or petitions from associations, boards, school districts, residents, businesses, etc. Only attach letters of support that pertain to specific project.
- ☐ **Documentation of public involvement process** – public meeting minutes, newspaper clippings, press announcements, etc.

SPONSOR INFORMATION							
Sponsoring agency:							
Secondary sponsor agency (if applicable):							
Chief Elected Official/Chief Executive Director:							
Name:				Title:			
Street address:							
City:		State:		County:		ZIP code:	
Project contact:							
Name:				Title:			
Agency:							
Street address:							
City:		State:		County:		ZIP code:	
Phone Number:				E-mail address:			
Application contact:							
Name:						Phone Number:	
E-mail address:							
PROJECT INFORMATION							
Project title:							
Project status: <input type="checkbox"/> New project <input type="checkbox"/> Continuation of STP-S/CMAQ/TAP project <input type="checkbox"/> Add to existing non-federally funded project				Is this application request for a piece of a larger project (phase) or the entire length of project? <input type="checkbox"/> Phase <input type="checkbox"/> Full project			
If project is a continuation of another project that was previously programmed in the TIP, provide TIP ID # of existing project and also explain this relationship:							
If this project is a phase of a full project, how many phases are left to complete the project? Briefly explain each phase (i.e., project limits and general improvements):							
Has your agency received federal funds along the project corridor within the last 10 years? <input type="checkbox"/> Yes <input type="checkbox"/> No No funding within the Park limits, but for projects that provide connectivity to Sports Park If yes, when?							
Does this project touch MoDOT right-of-way? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, a letter of support for this project is required from MoDOT.				See City/MODOT growing together agreement attached			
Does the sponsoring agency own and maintain this facility? <input type="checkbox"/> Yes <input type="checkbox"/> No If no, a letter of support for this project is required from the facility owner.							
If no, who owns the facility?							

ROADWAY INFORMATION			
Note: provide the following information for the road adjoining to the bike/pedestrian facility.			
Name of street or facility to be improved:			
Project length (miles):			
Project limits – north/west reference point, cross street, or intersection:			
Project limits – south/east reference point, cross street, or intersection:			
Federal functional classification of road (per EWG) ¹ :			
	CURRENT:		PROPOSED:
Traffic volumes (AADT):		Year:	
Average daily use volume:			
Speed limit of street:			
Number of through lanes (both directions):			
Number of turn lanes:			
Typical lane width:			
Outside lane width:			
Shoulder width:			
On-street parking allowed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
Curb and gutter?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
Sidewalks?	<input type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None		<input type="checkbox"/> One side <input type="checkbox"/> Both sides <input type="checkbox"/> None
Sidewalk width:			
Existing sidewalk surface condition ² :	<input type="checkbox"/> Poor <input type="checkbox"/> Fair <input type="checkbox"/> Good <input type="checkbox"/> Excellent <input type="checkbox"/> None		n/a
Sidewalk/roadway separation width:			
On-road bicycle facility ³ ?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
On-road bicycle facility width:			
Shared-use path/sidepath?	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No
Shared-use path/sidepath width:			
PROJECT MAINTENANCE			
List any regular maintenance tasks anticipated over the next 25 years:			
Estimated annual cost to maintain facility and funding source(s):			

¹ EWG Functional Classification maps: <http://www.ewgateway.org/FuncClass>.

² **Poor:** the sidewalk has deep cracking and buckling, poor drainage, or a bulging surface (due to tree roots). Impassable to mobility impaired pedestrians. **Fair:** the sidewalk contains cracks or an uneven and distressed surface. Hinders mobility of the average pedestrian. **Good:** the sidewalk is free from significant cracking, buckling, or gravel surfaces. Unlikely to hinder mobility of the average pedestrian. **Excellent:** the sidewalk is in like new condition and contains no cracking or buckling. Does not hinder mobility of the average pedestrian. **None:** no sidewalk is present.

³ On-road bicycle facility includes: bike lanes (separated, buffered, and standard). Shared-lane markings (sharrows) and share the road signage are not bicycle facilities. View EWG Bicycle Planning Guide for a description of bicycle facilities: https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf

AMERICANS WITH DISABILITIES ACT	
Under the 1990 Americans with Disabilities Act (ADA), Title II requires public entities with more than 50 employees to complete a self-evaluation and create an effective ADA transition plan ⁴ .	
Does your local public agency have more than 50 employees? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, does your agency have an adopted ADA transition plan? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If your agency has an ADA transition plan, when was it adopted?	
If ADA transition plan is not adopted, when is it expected to be adopted?	
LAND ACQUISITION INFORMATION	
Status of right-of-way acquisition (all properties, permanent and/or temporary easements, Temporary Slope Construction License (TSCL), and other rights-of-way): <input type="checkbox"/> All acquired <input type="checkbox"/> Identified, acquisition in process <input type="checkbox"/> Identified, not acquired <input type="checkbox"/> Identification not started <input type="checkbox"/> None needed	
If applicable, list the number of parcels to be acquired (all properties, permanent and/or temporary easements, TSCL, and other rights-of-way): 	
If any residential or commercial displacements are anticipated, give details on how many and if they are residential and/or commercial: 	
Right-of-way acquisition by:	
Right-of-way condemnation by:	
Will the project traverse any public park property? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure	
If yes, identify the public park property: 	
Will the project traverse any property or district recognized by the National Register of Historic Places? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure	
If yes, identify the historic property or district: 	
Will the project expand pavement/concrete in a wooded area? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure	

⁴ FHWA Questions and Answers about ADA/Section 504: https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm.

UTILITY COORDINATION

Note: project sponsor must coordinate with utilities prior to construction.

Will the project involve any coordination with utilities?

☐ Yes ☐ No

If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies.

<input type="checkbox"/> Electric	
<input type="checkbox"/> Phone	
<input type="checkbox"/> Gas	
<input type="checkbox"/> Water	
<input type="checkbox"/> Cable TV	
<input type="checkbox"/> Storm sewer	
<input type="checkbox"/> Sanitary sewer	
<input type="checkbox"/>	
<input type="checkbox"/>	

Will the project require any utilities to be relocated?

☐ Yes ☐ No ☐ Unsure

Give details concerning potential utility conflicts, problems, or issues:

Utility coordination completed by:	
Designed by:	
Inspected by:	

RAILROAD COORDINATION

Does the project traverse any property owned by a railroad?

☐ Yes ☐ No

Is there a railroad within 500' of project limits?

☐ Yes ☐ No

Status of railroad right-of-way coordination:

- ☐ Agreement complete (signature page required)
☐ Agreement initiated
☐ Negotiations in process
☐ Negotiations not started
☐ None needed

Name of railroad:	
Number of crossings impacted:	
Are the crossings active?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Width of crossing:	

What is the crossing type?

- ☐ Timber
☐ Rubberized
☐ Asphalt
☐ Concrete

If project limits intersect or cross railroad, explain multimodal improvements at the crossing:

PLANNING/COMMUNITY SUPPORT

Is the project identified in an approved plan, policy, or ordinance?

☐ Yes ☐ No

Name and adoption date of plan, policy, or ordinance:

Describe the public involvement activities to date on the proposed project:

PROJECT DESCRIPTION

Define the **scope** and **specific elements** of the project. Describe current conditions / problems / issues that the project will address. Be as specific as possible.

PROJECT DEVELOPMENT SCHEDULE			
Note: many stages can occur concurrently.			
Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive notification letter	02/2024	02/2024	1
Execute agreement (project sponsor and DOT)	01/2024	03/2024	3
Engineering services contract submitted and approved*	04/2024	04/2024	1
Obtain environmental clearances (106, CE2, T&E, etc.)	04/2024	06/2024	3
Public meeting/hearing	05/2024	05/2024	1
Develop and submit preliminary plans	04/2024	07/2024	4
Preliminary plans approved	08/2024	08/2024	1
Develop and submit right-of-way plans	04/2024	08/2024	5
Review and approval of right-of-way plans	09/2024	09/2024	1
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*	10/2024	12/2024	3
Right-of-way acquisition	01/2025	12/2025	12
Utility coordination	04/2024	09/2027	41
Develop and submit PS&E	01/2026	03/2026	3
District approval of PS&E/advertise for bids*	04/2026	05/2026	2
Submit and receive bids for review and approval	06/2026	08/2026	3
Project implementation/construction	09/2026	09/2027	12
* Finish date must match fiscal year for each milestone shown in bold text.			

FINANCIAL PLAN					
Note: federal participation for a phase of work must not exceed 80% of the total cost.					
Activity ⁵	Starting Federal Fiscal Year ⁶	Total Phase Cost	TAP Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2024				
Right-of-Way	FY 2025				
Construction Engineering	FY 2026				
Construction / Implementation	FY 2026				
TOTAL PROJECT COST					
Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:					

⁵ Preliminary engineering funds are available in FY 2025, right-of-way in FY 2025 or FY 2026, and construction/construction engineering in FY 2025, FY 2026, or FY 2027.

⁶ Fiscal years are federal fiscal years (October 1 through September 30).

SAFETY

Does the project address a location with a history of crashes involving pedestrians and/or bicyclists along the project limits from 2017-2021?

☐ Yes ☐ No

If yes, provide the summary for each crash involving a pedestrian or bicyclist in the table below using crash data from 2017-2021. Provide the crash reports in Attachment B.

Date	Time of Day	Location (i.e., street name, cross street, intersection)	Collision Type (i.e., bicyclist or pedestrian)	Severity (i.e., fatal, serious injury, minor injury)

Are there any undocumented safety issues?

☐ Yes ☐ No

Describe the documented or undocumented safety issue:

Describe the countermeasure(s) and explain how specific features of the proposed project will improve safety for pedestrians, bicyclists, and/or motorists (documented and/or undocumented issues):

MULTIMODAL

Describe the existing conditions of the bicycle/pedestrian environment where the proposed facility will be constructed:

Does the proposed project incorporate any of the following bicycle-related improvements?

- ☐ New shared-use path/trail/arterial sidepath (where none currently exist)
- ☐ Shared-use path/trail/arterial sidepath improvements/reconstruction
- ☐ Separated bike lane/cycle track/protected bike lane
- ☐ Buffered bike lane
- ☐ Standard bike lane (not buffered)
- ☐ Marked shared roadway (shared-lane markings, “sharrow”)
- ☐ Wayfinding, bicycle racks or parking, or other end of trip facilities
- ☐ Other
- ☐ None

Describe the bicycle-related improvements (including ‘other’) in detail:

Does the proposed project incorporate any of the following pedestrian-related improvements?

- ☐ New sidewalks (where none currently exist)
- ☐ Sidewalk spot slab improvements
- ☐ Sidewalk reconstruction
- ☐ Construction of new curb ramps (where none currently exist)
- ☐ Curb ramp reconstruction
- ☐ Sidewalk/roadway separation
- ☐ Wayfinding, furniture, or other end of trip facilities
- ☐ Pedestrian-scale lighting (e.g., glare shielded, lower height (12’ to 14’))
- ☐ Other
- ☐ None

Describe the pedestrian-related improvements (including ‘other’) in detail:

Does the proposed project incorporate any of the following intersection or crossing treatments?

- ☐ Countdown timers
- ☐ Leading pedestrian interval (LPI)
- ☐ Bicycle signals or bicycle detection
- ☐ Rectangular Rapid-Flashing Beacon (RRFB)
- ☐ Pedestrian Hybrid Beacon (PHB or HAWK)
- ☐ Marked crosswalks (standard parallel crosswalk markings)
- ☐ High-visibility crosswalks (e.g., ladder, zebra, or continental crosswalk markings)
- ☐ Enhanced signing and marking
- ☐ Raised crosswalks
- ☐ Midblock crossings
- ☐ Pedestrian refuge islands
- ☐ Curb extension or bulb-outs
- ☐ Bicycle boxes
- ☐ Colored pavement crossings for bicycle lanes marked through intersection
- ☐ Other
- ☐ None

Describe the intersection or crossing treatments (including 'other') in detail and identify crosswalk locations:

If the project incorporates any safety, traffic calming, or design improvements, describe the improvements in detail (e.g., improvements at a rail-grade crossing, intersection improvements, road diets, bulb-outs, raised median barriers, center islands, roadway markings, improved signage and signals):

Does the project improve access to transit bus stops, stations, park-and-ride lots, or other major transit facilities?

☐ Yes ☐ No

If yes, identify the bus route and/or transit facility:

Does the project incorporate improvements to existing transit stops or stations (e.g., 5' x 8' ADA landing pads, benches, shelters)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, identify the improvements:	
Is the project within ½ mile of a school? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, identify the school(s):	
School Name	Proximity to Project
	<input type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
	<input type="checkbox"/> Within ¼ mile <input type="checkbox"/> Within ½ mile
Does the project provide access (i.e., within ¼ mile) to a community resource (e.g., park, full service grocery, civic building, library, health care, recreation center)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Is the project within ½ mile of a community resource? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Identify all community resources (planned or existing) that the project serves (i.e., within ½ mile):	
Does the project provide access (i.e., within ¼ mile) to a cultural destination (e.g., "main street," tourism destinations, heritage/historic sites, natural areas)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Is the project within ½ mile of a cultural destination? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, identify the cultural destinations that the project serves:	

Does the project provide a connection that reduces a barrier to use and functionality?

☐ Yes ☐ No

If yes, identify and describe the barrier (e.g., river, stream, railroad corridor, freeway, multi-lane highway). Also, identify the magnitude of the barrier (e.g., number of lanes, average daily traffic, posted speed, etc.):

Describe in detail how the project links to the existing pedestrian/bicycle network. Explain how pedestrians, bicyclists, and/or transit users would use this network to connect to key destinations, both within and adjacent to the project limits (no more than ½ mile). If the project does not directly touch an existing pedestrian/bicycle facility, explain why this segment is a priority for pedestrian/bicycle travel:

If applicable, give details about any topographical and/or physical constraints within or adjacent to the project limits:

ENVIRONMENT

Does the project incorporate any of the following green infrastructure improvements?

- ☐ Bioswales
- ☐ Rain gardens
- ☐ Pervious pavements
- ☐ Planter boxes
- ☐ Green bulb-outs
- ☐ Other
- ☐ None

Describe the green infrastructure improvements (including 'other') in detail:

NOTIFICATION OF TITLE VI & NONDISCRIMINATION REQUIREMENTS

Title VI

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. §§ 2000d *et seq.*
- B. All requirements imposed by or pursuant to the Code of Federal Regulations, Title 49: Transportation, Subtitle A: Office of the Secretary of Transportation, Part 21: *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964.*

As part of federal requirements, a recipient of funds from DOT must ensure that it has written policies and procedures in place to ensure nondiscrimination in its programs, up to and including, developing a Title VI Plan.

Nondiscrimination

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, and implementing regulations at 49 CFR Part 21 – *Nondiscrimination in Federally Assisted Programs of the Department of Transportation — Effectuation of Title VI of the Civil Rights Act.*
- B. The equal employment opportunity provisions of 49 U.S.C. § 5332 and Title VII of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000e *et seq.*, and implementing regulations, including;
 - 1. 41 CFR Part 60 – *Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.*
- C. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 *et seq.*, and implementing regulations at 49 CFR Part 25 – *Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance.*
- D. Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101 *et seq.*, and implementing regulations, including:
 - 1. 49 CFR Part 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.*
 - 2. 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA).*
 - 3. 36 CFR Part 1192 and 49 CFR Part 38—*Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles.*
 - 4. 28 CFR Part 35—*Nondiscrimination on the Basis of Disability in State and Local Government Services.*
 - 5. 28 CFR Part 36—*Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities.*
 - 6. 41 CFR Subpart 101 – 119—*Accommodations for the Physically Handicapped.*
 - 7. 29 CFR Part 1630—*Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act.*
 - 8. 47 CFR Part 64, Subpart F—*Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled.*
 - 9. 36 CFR Part 1194—*Electronic and Information Technology Accessibility Standards.*
 - 10. 49 CFR Part 609—*Transportation for Elderly and Handicapped Persons.*
 - 11. Federal civil rights and nondiscrimination directives implementing those federal laws and regulations, unless the federal government determines otherwise in writing.

- E. The Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 *et seq.*
- F. The Age Discrimination in Employment Act, 29 U.S.C. §§ 621 through 634, and implement regulations of the U.S. Equal Employment Opportunity Commission at 29 CFR Part 1625—*Age Discrimination in Employment Act.*
- G. The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. §§ 1101 *et seq.*, the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended, 42 U.S.C. §§ 4541 *et seq.*, and the Public Health Service Act of 1912, as amended, 42 U.S.C. §§ 290dd through 290dd-2.
- H. Executive Order 12898—Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 42 U.S.C. § 4321 note, and DOT Order 5620.3 at Federal Register Vol. 62 No. 18377—*Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.*
- I. Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency, 42 U.S.C. § 2000d – 1 note, and implementing policy guidance at Federal Register Vol. 70 No. 74087—*DOT Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency (LEP) Person.*

By submitting its application as part of the TIP process and signing below, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and believes that the Project Sponsor complies with the required policies and procedures.

Also, the Project Sponsor acknowledges its understanding that if the Project Sponsor does not have the required policies and procedures in place prior to federal funds being obligated, then the Project Sponsor’s project may become ineligible for federal funding.

Name (print)

Title

Signature

Date

FINANCIAL CERTIFICATION OF MATCHING FUNDS

This is to ensure sufficient funds are available to pay the non-federal share of project expenditures for the following project to be funded under the provisions of the Infrastructure Investment and Jobs (IIJA) Act.

Project Title: Dardenne Greenway: Sports Park to Blue

Local Match Amount:

Sponsoring Agency: City of O'Fallon

Chief Elected Official (or Chief Executive Officer):

Name (print): Mayor Bill Hennessy

Signature: Bill Hennessy

Date: JULY - 18 - 2023

Chief Financial Officer:

Name (print): Vicki Boschert

Signature: Vicki M. Boschert

Date: JULY - 18 - 2023

PERSON OF RESPONSIBLE CHARGE CERTIFICATION


The key regulatory provision, 23 CFR 635.105 – Supervising Agency, provides that the State Transportation Agency (STA) is responsible for construction of federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in “responsible charge” of the project.

The undersigned employee(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying EWG. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases. All three phases must be signed.

Person of Responsible Charge – Design Phase

Name (print): _____

Title: _____ Email: _____


Signature:  _____

Date: _____

Person of Responsible Charge – Right-of-Way Acquisition Phase

Name (print): _____

Title: _____ Email: _____


Signature:  _____

Date: _____

Person of Responsible Charge – Construction/Implementation Phase

Name (print): _____

Title: _____ Email: _____

Signature:  _____

Date: _____

RIGHT-OF-WAY ACQUISITION CERTIFICATION STATEMENT

The State Department of Transportation and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that any right-of-way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. The Project Sponsor also certifies that any additional right-of-way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Name (print)

Title

Signature

Date

POLICY ON REASONABLE PROGRESS CERTIFICATION

Following on the next page is a copy of the policy on reasonable progress adopted by the East-West Gateway Council of Governments Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that they have read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

Name (print)

Title

Signature

Date

POLICY ON REASONABLE PROGRESS

Reasonable Progress

For projects or programs included in the Transportation Improvement Program (TIP), “reasonable progress” will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (*i.e., preliminary engineering, right-of-way acquisition, or plans, specifications, and estimates*). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the Project Sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the Board-approved suspense date will be removed from the TIP and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor will have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (*i.e., not meet a September 30 deadline*), the Project Sponsor will have the opportunity to ask for consideration of a “one-time extension” in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the Project Sponsor has to demonstrate on all counts: a) the delay is beyond their control and the sponsor has done due diligence in progressing the project; b) federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; and c) there is a realistic strategy in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by EWG staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis, subject to available funding, and are subject to the Board-adopted rules for TIP modifications.

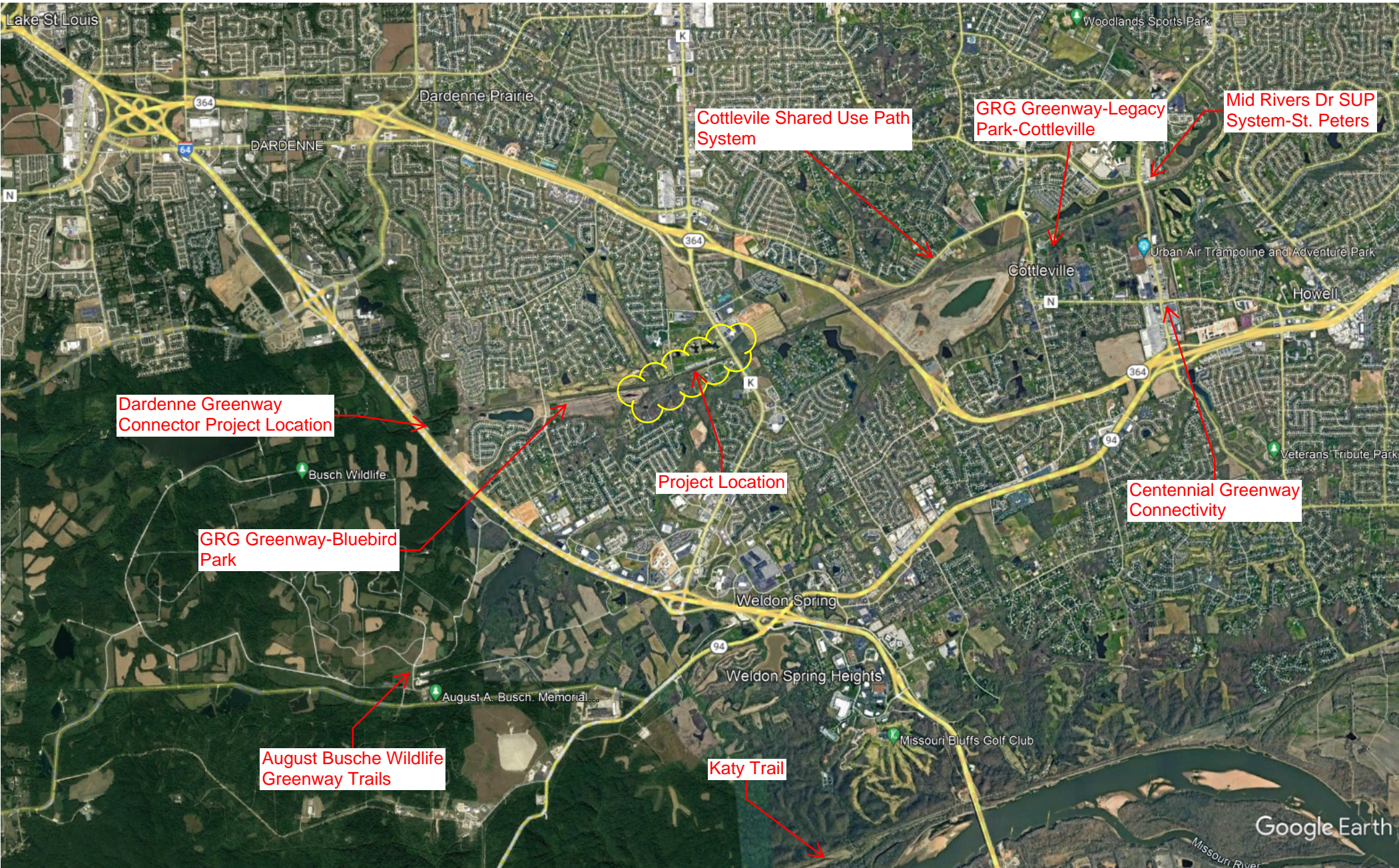
Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly tracking reports are developed and posted on the EWG website, utilizing project information provided by the Project Sponsor and MoDOT district offices. Additionally, project sponsors are contacted at least every three (3) months by EWG staff for project status updates.

ATTACHMENT A

1. PROJECT LOCATION MAP-ST. CHARLES COUNTY REGION
2. PROJECT LOCATION MAP-BIKE FACILITIES EWG REGION
3. PROJECT LOCATION MAP-ENVIRONMENTAL JUSTICE
4. PROJECT LOCATION MAP- POPULATION AND EMPLOYMENT
5. DETAILED ESTIMATE OF COSTS
6. LETTER OF SUPPORT-GREAT RIVERS GREENWAY
7. LETTER OF SUPPORT-ST. CHARLES COUNTY
8. GROWING TOGETHER AGREEMENT-MODOT
9. MODOT ANNUAL TRAFFIC VOLUME MAP DATA

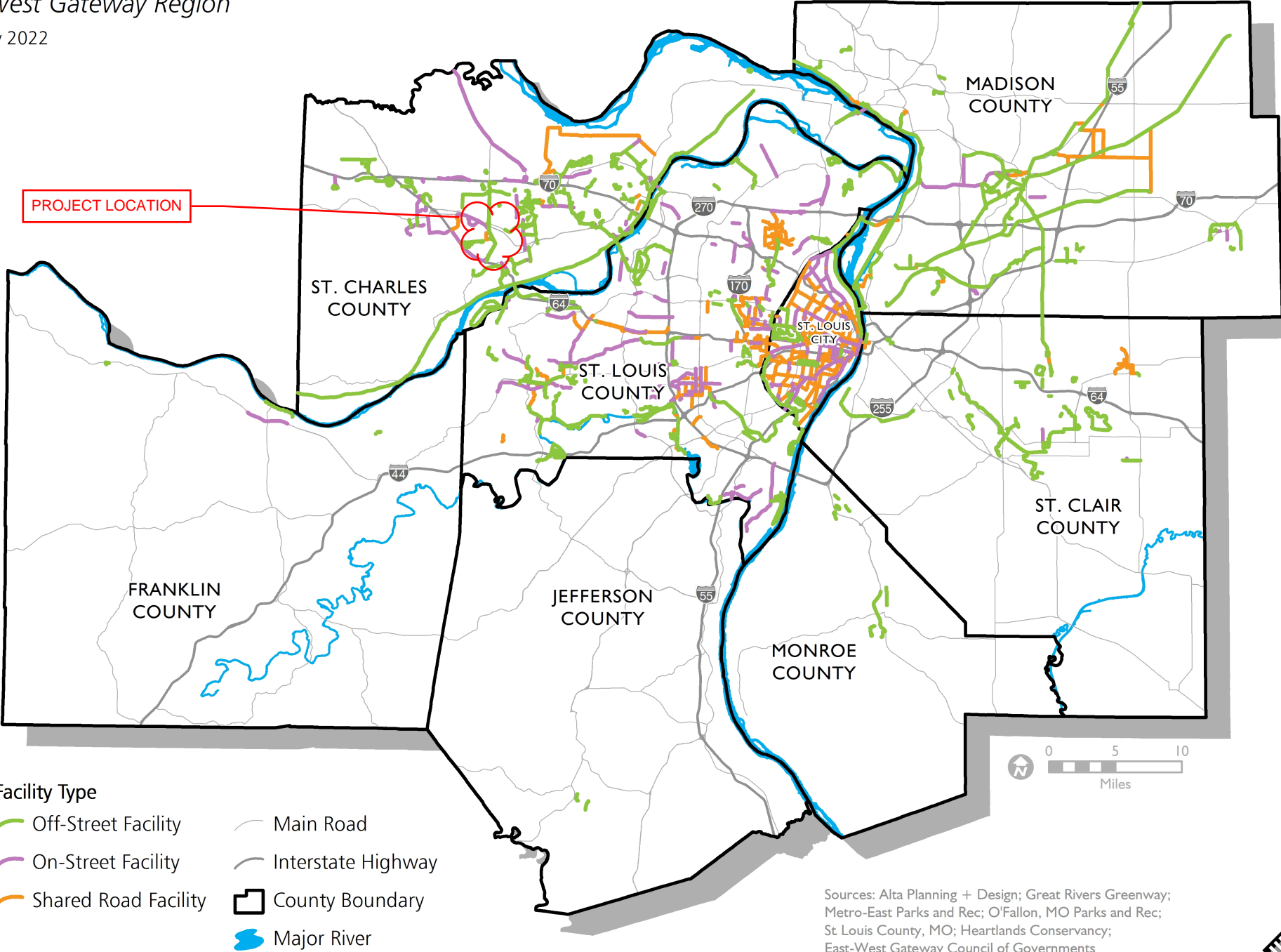
#1 PROJECT LOCATION MAP-ST CHARLES COUNTY
REGION



Bike Facilities

East-West Gateway Region

February 2022

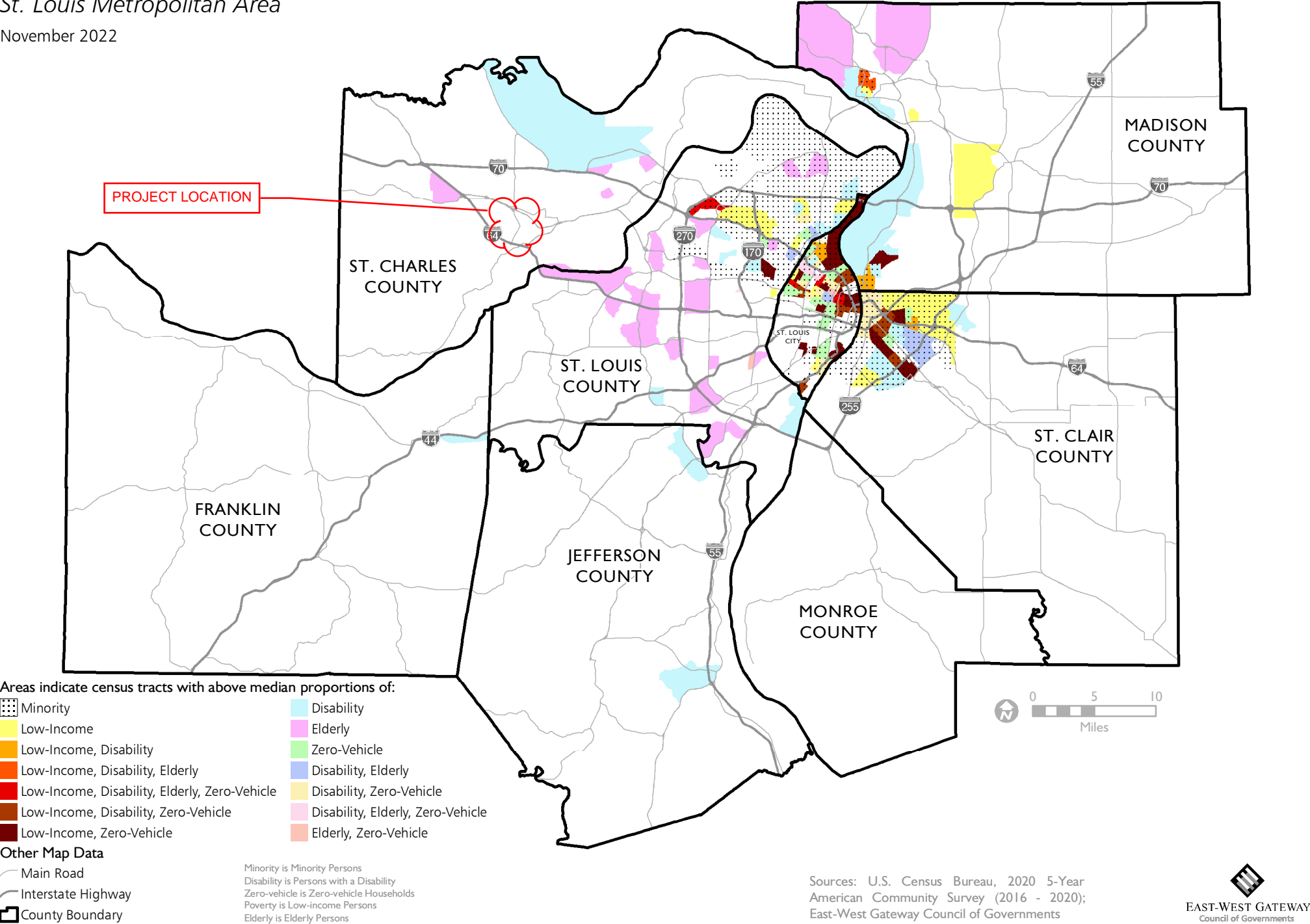


Sources: Alta Planning + Design; Great Rivers Greenway; Metro-East Parks and Rec; O'Fallon, MO Parks and Rec; St. Louis County, MO; Heartlands Conservancy; East-West Gateway Council of Governments

Environmental Justice Population by Census Tract

St. Louis Metropolitan Area

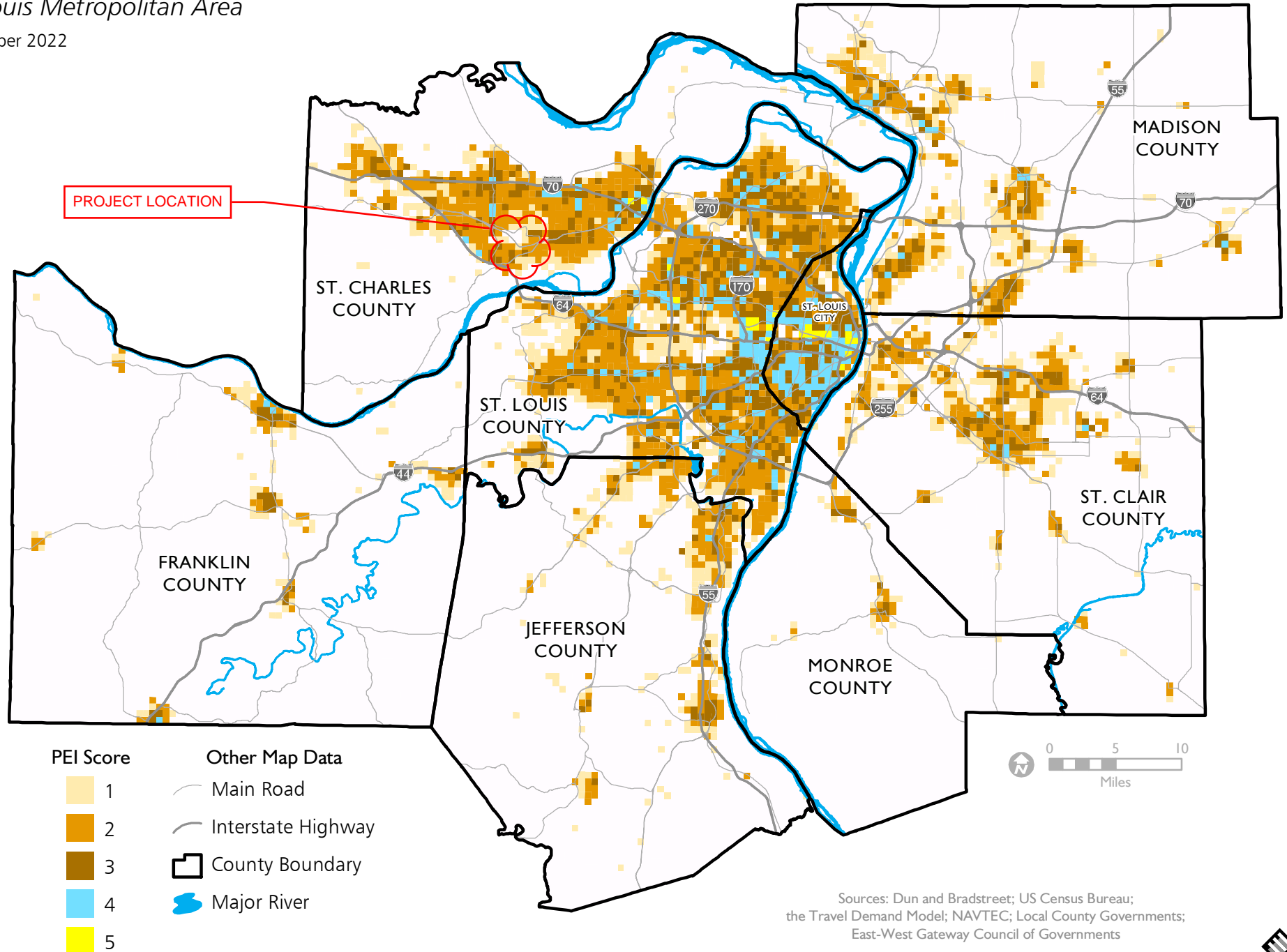
November 2022



Population and Employment Index (PEI)

St. Louis Metropolitan Area

November 2022



Estimate of Project Costs

Project Sponsor:	City of O'Fallon
Project Title:	Dardenne Greenway: Sports Park to Bluebird Park
Date:	7/21/2023

Specific Roadway Items-Participating

Item	Quantity	Unit	Unit Price	Amount
REMOVAL OF IMPROVEMENTS	1	LS		
CLEARING & GRUBBING	3.5	ACRE		
EXCAVATION & EMBANKMENT IN PLACE	1,250	CY		
BANK STABILIZATION	1,500	SY		
ROCK GRADE CONTROL	525	CY		
BRIDGE STRUCTURE-SPORTS PARK CROSSING- AMBULANCE RATED	120	LF		
BOX CULVERT-DARDENNE TRIBUTARY	50	LF		
STORM SYSTEM INLETS	3	EA		
CLASS III 12" RCP	80	LF		
RETAINING WALL	350	SF		
SITE RESTORATION	1	ACRE		
TYPE S CURB	875	LF		
SUBTOTAL				

Specific Bicycle Items-Participating

Item	Quantity	Unit	Unit Price	Amount
N/A				
SUBTOTAL				

Specific Pedestrian Items-Participating

Item	Quantity	Unit	Unit Price	Amount
TRAIL SURFACE (4" NON-REINFORCED) PCC-10' WIDE SUP	5,600	SY		
TRAIL AGGREGATE BASE (4" THICK)	5,600	SY		
PEDESTRIAN BRIDGE 12FT WIDE, AMBULANCE RATED-BLUEBIRD PARK CROSSING	220	LF		
STRIPING AND MARKINGS	6,100	LF		
SUBTOTAL				

Specific Transit Items-Participating

Item	Quantity	Unit	Unit Price	Amount
N/A				
SUBTOTAL				

Miscellaneous Other Items-Participating

Item	Quantity	Unit	Unit Price	Amount
UTILITY RELOCATIONS	1	LS		
MOBILIZATION	1	LS		
SUBTOTAL				

Construction Cost Total
Contingency
Inflation
Preliminary Engineering
Right-of-Way
Construction Engineering/Inspection
Project Total *



July 19, 2023

Mr. James Wild
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: City of O'Fallon Transportation Alternatives Program
Dardenne Greenway: Sports Park to Bluebird Meadow Park

Dear Mr. Wild:

Great Rivers Greenway wishes to express support for the City of O'Fallon's application for Transportation Alternative Program (TAP) funds for the proposed Dardenne Greenway extension from Sports Park to Bluebird Meadow Park.

Since adopting the Dardenne Greenway Master Plan in 2008, Great Rivers Greenway has successfully partnered with numerous municipalities and St. Charles County to build over 15 miles of shared use paths, generally following Dardenne Creek. In 2020, area residents reiterated their support for completing Dardenne Greenway by ranking it among the top five priority projects recommended in the St. Charles County Greenway Master Plan. In response to this community engagement-driven plan, Great Rivers Greenway has identified completion of the Dardenne Greenway as a high priority project and is budgeting funds for design and construction in its five-year Capital Improvement Plan.

The proposed TAP project will improve transportation and recreation options by extending the existing Dardenne Greenway and by linking it to the existing Highway K shared use path. This project is an important addition to Dardenne Greenway and a critical component toward closing the gap between existing segments, eventually creating a continuous 17-mile network of trails in the heart of St. Charles County, between I-64 and I-70.

Great Rivers Greenway supports O'Fallon's TAP grant application for Dardenne Greenway and is eager to collaborate on this regionally significant greenway corridor. I hope you favorably consider the funding application to help make the St. Louis region a better place to live.

Sincerely,

Susan Trautman
Chief Executive Officer



July 21, 2023

Jason Lange Transportation Planner
East-West Gateway Council of Governments
One South Memorial Drive, Suite 1600
St. Louis, MO 63102

Dear Mr. Lange:

Please accept this letter of support for O'Fallon's application for TAP funds to construct an extension of the Dardenne Greenway from Sports Park to Bluebird Park. This project will provide a significant link in the proposed corridor planned to extend the Dardenne Greenway through the heart of St. Charles County.

In addition to our support, the County is committed to proving matching funds to this project as outlined in the application.

St. Charles County highly values the addition of multi-modal trails providing access for all residents to destinations and amenities throughout the region. The proposed project aligns with the St. Charles County Greenway Master Plan and was highly rated by County residents as a top priority for greenway development. We strongly support the City of O'Fallon's application for this extension of Dardenne Greenway.

Sincerely,

A handwritten signature in cursive script that reads "Amanda J. Brauer".

Amanda Brauer, P.E., PTOE
Roads and Traffic Manager

CCO Form:
Approved: 11/00 (BDG)
Revised:
Modified:

State Highway System
City of O'Fallon, St. Charles County
Growing Together Agreement

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
GROWING TOGETHER AGREEMENT**

This Agreement is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and the City of O'Fallon, Missouri (hereinafter, "City").

WITNESSETH:

WHEREAS, the Commission owns and operates, as part of the State Highway System, certain transportation corridors located within the City (hereinafter, "corridors"); and

WHEREAS, the Commission and the City desire to plan, develop, and maintain roadside beautification improvements along the Commission's corridors as part of the Commission's Growing Together Program; and

WHEREAS, the City desires to perform certain tasks related to the development and maintenance of roadside beautification improvements along the Commission's corridors.

NOW, THEREFORE, in consideration of the mutual covenants, promises and representations contained herein, the parties agree as follows:

(1) PURPOSE: The intent of this Agreement is to outline the responsibilities for the development and maintenance of "Growing Together" improvements along Commission's corridors in the City. The general locations of Commission's corridors pursuant to this Agreement are along the following Commission-maintained roadways in the City:

Missouri Route K;
Missouri Route N;
Missouri Route P;
Interstate 70 along outer roadways and at interchanges (only); and
US Routes 40/61 along outer roadways and at interchanges (only).

(2) FUNDING RESPONSIBILITIES: All costs associated with the development and maintenance of "Growing Together" improvements along the corridors will be the responsibility of the City. These improvements are identified in Paragraph (14) of this Agreement.

(3) INSPECTION OF BEAUTIFICATION IMPROVEMENTS: The City shall allow inspection of the "Growing Together" improvements by the Commission's District 6 Engineer, or his authorized representative, at any time and shall take no attempts to prevent said inspection. Within thirty (30) days following notice by the City to the Commission that "Growing Together" improvements are completed, the Commission will inspect the work to determine that they are acceptable. If these improvements are deemed unacceptable by the Commission's representative based on Growing Together plans submitted by the City and approved by Commission's representative, the improvements will be either made acceptable or removed with roadside restored at the expense of the City.

(4) MAINTENANCE OF "GROWING TOGETHER" IMPROVEMENTS: The City shall maintain all improvements developed under this Agreement. Failure to maintain these "Growing Together" improvements and enhancements in an acceptable manner may result in the removal of them and/or termination of this Agreement. The decision to remove the improvements or to terminate this Agreement is within the sole discretion of the Commission.

(5) INDEMNIFICATION: The City shall be responsible for injury or damages as a result of any services and/or goods rendered under the terms and conditions of this Agreement. In addition to the liability imposed upon the City on the account of personal injury, bodily injury, including death, or property damage, suffered as a result of the City's performance under this Agreement, the City assumes the obligation to save harmless the Commission, including its agents, employees and assigns, and to indemnify the Commission, including its agents, employees and assigns, from every expense, liability or payment arising out of such wrongful or negligent act or omission, including legal fees. The City also agrees to hold harmless the Commission, including its agents, employees and assigns, from any wrongful or negligent act or omission committed by any subcontractor or other person employed by or under the supervision of the City for any purpose under this Agreement, and to indemnify the Commission, including its agents, employees and assigns, from every expense, liability or payment arising out of such wrongful or negligent act or omission.

(6) COMMISSION RIGHT-OF-WAY: All "Growing Together" improvements made within the Commission's right-of-way shall become the Commission's property, and all future alterations, modifications, or maintenance thereof, will be the responsibility of either the City or the Commission.

(7) PERMITS: Before beginning work, the City shall secure from the Commission's District Engineer a permit for the proposed improvement. All applicable permit conditions shall apply to the improvements being completed. All appropriate work zone traffic control shall be in place during the installation of these improvements.

(8) GROWING TOGETHER IMPROVEMENTS: All proposed improvements shall be constructed in accordance with the latest editions of the Missouri Highways and Transportation Commission's *Standard Specifications for Highway Construction*, *Standard Plans for Highway Construction*, and the Missouri Department of Transportation's *Maintenance Manual*.

(9) AMENDMENTS: Any change in this Agreement, whether by modification or supplementation, must be accomplished by a formal contract amendment signed and approved by the duly authorized representative of the City and the Commission.

(10) ASSIGNMENT: The City shall not assign, transfer or delegate any interest in this Agreement without the prior written consent of the Commission.

(11) CANCELLATION: The Commission may cancel this Agreement at any time for a material breach of contractual obligations by providing the City with written notice of cancellation. Should the Commission exercise its right to cancel the contract for such reasons, cancellation will become effective upon the date specified in the notice of cancellation sent to the City. In addition, either the City or the Commission may terminate this Agreement without cause with 30 days notice to the other party.

(12) LAW OF MISSOURI TO GOVERN: This Agreement shall be construed according to the laws of the State of Missouri. The City shall comply with all local, state and federal laws and regulations relating to the performance of this Agreement.

(13) COMMISSION'S AUTHORITY TO PROHIBIT: The Commission is authorized to prohibit and regulate the erection of advertising or other signs on the right-of-way of the state highways pursuant to Section 227.220 RSMo (1994), as amended. By this Agreement, the Commission is only authorizing the erection of the decorative banners described herein and no others. This Agreement is not intended to be a general authorization for the erection of advertising or signs on the right-of-way of state highways.

(14) GROWING TOGETHER IMPROVEMENTS: The Growing Together Improvements shall include the following:

(A) Landscaping: The City will install and maintain landscaping along Commission's corridors. These improvements include, but are not limited to, trees, shrubs, flowers, mulch, and other decorative landscaping facilities. The Commission's representative shall approve all landscaping proposal prior to installation.

(B) Mowing and Trimming: The City will mow and trim, in accordance with Commission standards, along Commission's corridors

where landscaping and decorative banners are installed on an as-needed basis.

(C) Painting Traffic Signal: The City will paint and maintain the exterior coating on all traffic signal facilities owned and operated by the Commission with an approved black paint along Commission's corridors. Prior to painting, the Commission's representative shall approve all proposed locations through the Commission's permit process.

(D) Decorative Banners: The City may install and maintain decorative banners designating seasonal and local activities located on utility and street light poles along Commission's corridors. These decorative banners shall be limited in size, content, and layout as designated in Exhibit I of this Agreement. The theme of the Growing Together Program shall be displayed on each banner to demonstrate program sponsorship. Exhibit II is the enabling ordinance and pole license agreement with the utility companies covering banner installations.

(E) Bike and Pedestrian Facilities: The City will install and maintain bike and pedestrian facilities along Commission's corridors. The Commission's representative shall approve all proposed locations prior to installation.

(F) Litter Removal: The City will pick-up and remove all litter along Commission's corridors where landscaping and decorative banners are installed at a minimum frequency of four (4) times per year.

(G) Roadway Cleaning: The City will sweep and remove road debris along Commission's corridor where landscaping and decorative banners are installed on an as-needed basis.

(H) Enclosing Open Drainage Facilities: The City may enclose certain open drainage facilities along Commission's corridors. The Commission's representative shall approve all locations through the Commission's permit process prior to the enclosure.

(I) Relocation Utility Facilities: The City may relocate overhead utility facilities to an underground utility system. Upon approval from the Commission's representative and effected utility companies, the City would fund the relocation of these utilities at their expense along Commission's corridors.

(15) VENUE: It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Agreement, or regarding its alleged breach, shall be instituted only in the Circuit Court of Cole County, Missouri.

(16) SECTION HEADINGS: All section headings contained in this Agreement are for the convenience of reference only and are not intended to define or limit the scope of any provision of this Agreement.

(17) SOLE BENEFICIARY: This Agreement is made for the sole benefit of the parties hereto and nothing in this Agreement shall be construed to give any rights or benefits to anyone other than the Commission and the City.

(18) AUTHORITY TO EXECUTE: The signers of this Agreement warrant that they are acting officially and properly on behalf of their respective institutions and have been duly authorized, directed and empowered to execute this Agreement.

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below.

Executed by the City of O'Fallon this 15th day of November, 2000

Executed by the Commission this 28th day of December, 2000

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

By Donald B. Hillis Jr.
Title State Maintenance Engineer

CITY OF O'FALLON

By Patrick J. Barger
Title CITY ADMINISTRATOR

ATTEST:

Marlene Skinters

Secretary to the Commission

By Shirley Stiles
Title City Clerk

Approved as to Form:

Byron Lambdin

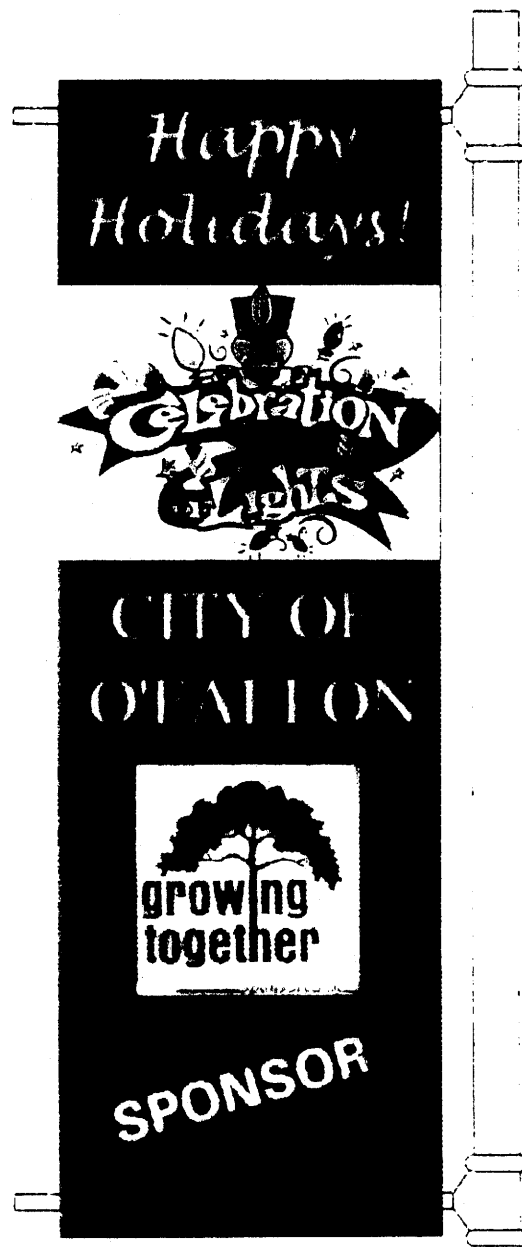
Commission Counsel

Approved as to Form:

John Noble
Title City Attorney

Ordinance No. 4067

72"



24"

Exhibit II

BILL NO. 4164ORDINANCE NO. 4067

AN ORDINANCE PROVIDING FOR THE EXECUTION OF A POLE LICENSE AGREEMENT WITH UNION ELECTRIC COMPANY d/b/a AMEREN UE, A MISSOURI CORPORATION, GTE NETWORK SERVICES AND CUIVRE RIVER ELECTRIC CO-OP, INC., PROVIDING FOR THE ATTACHMENT OF CERTAIN BANNERS TO CERTAIN POLES OF SAID UNION ELECTRIC COMPANY d/b/a AMEREN UE, GTE NETWORK SERVICES AND CUIVRE RIVER ELECTRIC CO-OP, INC.

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF O'FALLON, MISSOURI, AS FOLLOWS:


Section 1. That the attached Pole License Agreement, in the form as set out, by and between the City of O'Fallon, State of Missouri, and Union Electric Company d/b/a Ameren UE, GTE Network Services, and Cuivre River Electric Co-Op, Inc., corporations, their successors and assigns, providing for the attachment of certain banners to certain poles of said Union Electric Company d/b/a Ameren UE, GTE Network Services and Cuivre River Electric Co-Op, Inc., according to the terms, provisions, stipulations, and agreements therein specified, be and the same is hereby approved and confirmed, and that the Mayor and the City Clerk of said City of O'Fallon be and they hereby are authorized and directed to execute in behalf of the said City of O'Fallon, the Pole License Agreement, which is attached hereto and is incorporated as a part of this ordinance as if fully set out herein.

Section 2. If any provision of this ordinance, or the application of such provision to particular circumstances, shall be held invalid, the remainder of this ordinance, or the application of such provision to circumstances other than those as to which it is held invalid, shall not be affected thereby.

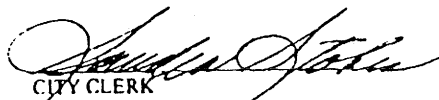
Section 3. All ordinance or parts of ordinance in conflict with this ordinance or with any of its provisions, to the extent of such conflict, are hereby repealed.

Section 4. This ordinance will be and become in full force and effect from and after the date of its passage and approval.

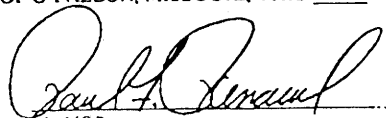
READ TWO TIMES AND PASSED BY THE BOARD OF ALDERMEN OF THE CITY OF O'FALLON, MISSOURI THIS 25th DAY OF MAY, 2000.


MAYOR

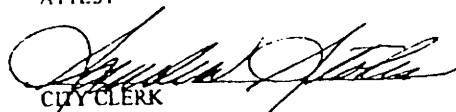
ATTEST


CITY CLERK

APPROVED BY THE MAYOR OF THE CITY OF O'FALLON, MISSOURI, THIS 25th DAY OF MAY, 2000.


MAYOR

ATTEST


CITY CLERK

POLE LICENSE AGREEMENT

THIS AGREEMENT, made and entered into this 25TH day of May, 2000, by and between UNION ELECTRIC COMPANY d/b/a AMERENUE, a Missouri corporation ("Licensor"), and City of O'Fallon ("Licensee").

WITNESSETH:

WHEREAS, Licensee desires to make certain attachments to certain poles of Licensor and to maintain said attachments, all at its own expense, and Licensor is willing to grant permission to make such attachments and to do such maintenance.

NOW, THEREFORE, in consideration of the covenants and agreements hereinafter stated, Licensor, to the extent that it may lawfully do so, hereby confers upon Licensee the rights to attach and maintain, at Licensee's own expense, those facilities specifically designated or provided for below upon those certain poles of Licensor as are specifically designated or provided for below, all according to the following terms and conditions.

1. FACILITIES

The facilities of Licensee which may be attached to certain poles of Licensor are specifically described in Appendix A attached hereto and made a part hereof. Facilities may be removed and new facilities added through the use of a superseding appendix, dated and signed by each party to signify acceptance. When signed by an authorized individual of each party hereto, the new appendix shall become a part of this Agreement, shall supersede the immediately prior appendix, and shall remain in effect until superseded by a subsequent appendix or until termination of this Agreement, whichever is earlier.

2. POLE LOCATIONS

The poles of Licensor on which Licensee is authorized to make an attachment are specifically described and located in Appendix B attached hereto and made a part hereof. Poles may be removed or added through the use of a superseding appendix, dated and signed by each party to signify acceptance. When signed by an authorized individual of each party hereto, the new appendix shall become a part of this Agreement, shall supersede the immediately prior appendix, and shall remain in effect until superseded by a subsequent appendix or until termination of this Agreement, whichever is earlier.

3. LICENSE FEE OR RENTAL CHARGE

Licensee shall pay to Licenser for attachments made to a pole a one-time advance license fee of \$200. If attachments or poles are added, Licensee shall pay an additional fee to account for the increased number of pole attachments.

4. LIMITATION OF USE AND MANNER AND CONDITIONS OF ATTACHMENT

Licenser does not warrant its right to grant the use of any right-of-way or easement upon which the poles herein described are located, nor to defend Licensee in the use of same.

Licenser shall not under any circumstances be obligated to maintain said poles or any of said poles beyond the time Licenser may require the same for its own use, regardless of whether said cessation of need shall occur during the duration of this Agreement.

The permission hereby granted is to be exercised by Licensee subject to the rules and regulations of Licenser as now in force or as may hereafter be adopted and in such manner as shall not conflict with Licenser's own use of said poles, or of any other joint users use of said poles, or interfere with the working thereon or the use of its wires thereon.

Licensee agrees to make said attachment(s) in a secure, workmanlike and safe manner.

The placing, maintaining, repairing, renewing, changing, transferring or removing of Licensee's attachment(s) licensed hereunder, including any tree trimming incidental thereto, shall be in accordance with the requirements of the National Electrical Safety Code, as amended and revised, and in compliance with any rules, regulations, or orders now in effect or hereafter issued by any governmental authority having jurisdiction, and shall be at the sole expense of Licensee.

Should Licenser change or alter any of its equipment or facilities solely for the benefit of Licensee, Licensee shall pay to Licenser the estimated total cost to be expended or incurred by Licenser in making such change or alteration. The cost shall include the cost of removal and/or transfer to the existing facilities, plus the cost of the new facilities installed and an amount for general construction overheads.

Licensee shall, whenever requested so to do by Licenser, promptly transfer or relocate the attachments and appurtenances thereto covered by this Agreement to such other position or location on said pole as Licenser may direct. Licenser may, at its option, without incurring any liability, transfer or relocate Licensee's attachment and the appurtenances thereto as may be required in the maintenance, replacement or relocation of Licenser's facilities for the service

needs of Licensor or of any other joint users. The cost of making such transfer or relocation shall be born by Licensee.

4. INDEMNIFICATION OF LICENSOR

Licensee assumes the risk of liability for and shall indemnify, protect, defend and hold harmless Licensor, its successors and assigns, from and against any and all liability, losses, demands, claims, damages, including punitive damages, recoveries, actions, causes of action, suits, judgements, costs and expenses, including attorney's fees, of whatsoever kind or character for injury to or death of any person or persons whomsoever, including those that may arise under Workmen's Compensation laws or under any plan for employee's disability and death benefits and any loss or destruction of or damage to any property whatsoever including property of Licensor, Licensee and joint users, which may in any manner arise out of or be caused directly or indirectly by the installation, operation, repair, removal, change, transfer, maintenance, existence, presence, use, or rearrangement of Licensee's attachment or by the proximity of the respective cables, wires, apparatus, equipment and appliances of Licensee, Licensor and joint users, or by any act or omission of Licensee, its servants, employees, agents, or contractors, on or in the vicinity of Licensor's poles, whether or not negligence of Licensor is alleged as the cause or as contributing to cause such injury, death, loss, destruction or damage.

5. INSURANCE

Without limiting the scope or extent of the protection afforded Licensor or joint users of the liabilities assumed by Licensee in this Agreement, Licensee shall obtain and maintain in force for the entire life of this Agreement the following insurance with Licensor named as an additional insured:

- a) General Liability insurance on the premises and operations covered by this Agreement and specifically including contractual liability insurance to cover the liability assumed by Licensee under the agreements of indemnity set forth in Section 4 hereof, with combined single limits of not less than One Hundred Thousand Dollars (\$100,000.00) as to any one occurrence and with Eight Hundred Thousand (\$800,000.00) in the aggregate with respect to bodily injury, including death, and property damage; and

- b) *Workmen's Compensation insurance with statutory limits and Employer's Liability insurance with limits of not less than One Hundred Thousand Dollars (\$100,000.00).*

Prior to making any attachments to Licensor's poles, Licensee shall furnish Licensor with a certificate of insurance from an insurance carrier acceptable to Licensor stating that policies of insurance have been issued by it to Licensee providing for the insurance listed above and that such policies are in force. Such certificates shall state that the insurance carrier will give Licensor thirty (30) days prior written notice (by first class mail) of any cancellation or material change in such policies, addressed to Union Electric Company, Attention: Insurance Division, P. O. Box 149, St. Louis, MO 63166.

6. LICENSEE TO COMPLY WITH LAWS, ORDINANCES, ETC.

Licensee shall comply with all applicable laws, ordinances, rules, regulations and other requirements and shall secure any and all permits which may be required for the installation of said attachments.

7. DURATION

This Agreement shall become effective upon the date first above written and shall continue in force until terminated by either party hereto at any time by the giving of thirty (30) days' prior written notice to the other party of its intention to terminate the same, whereupon the Licensee shall, at its own expense, remove its attachments from Licensor's poles without delay, provided, however, that Licensor shall have the right to terminate this Agreement at any time in case of emergency, in which event Licensee shall remove its attachments forthwith as directed by Licensor.

8. CAVEAT

No use of Licensor's poles under this Agreement, however extended, shall vest in Licensee any ownership or property right in said poles.

9. NOT ASSIGNABLE

This license is personal to Licensee and is not assignable without the prior written consent of licensor duly executed by a Vice President and the Secretary or Assistant Secretary of Licensor.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed in duplicate as of the day and year first above written.

UNION ELECTRIC COMPANY d/b/a AMERENUE
(LICENSOR)

By William Carr
Vice President

ATTEST:

TH Waters
ASST Secretary

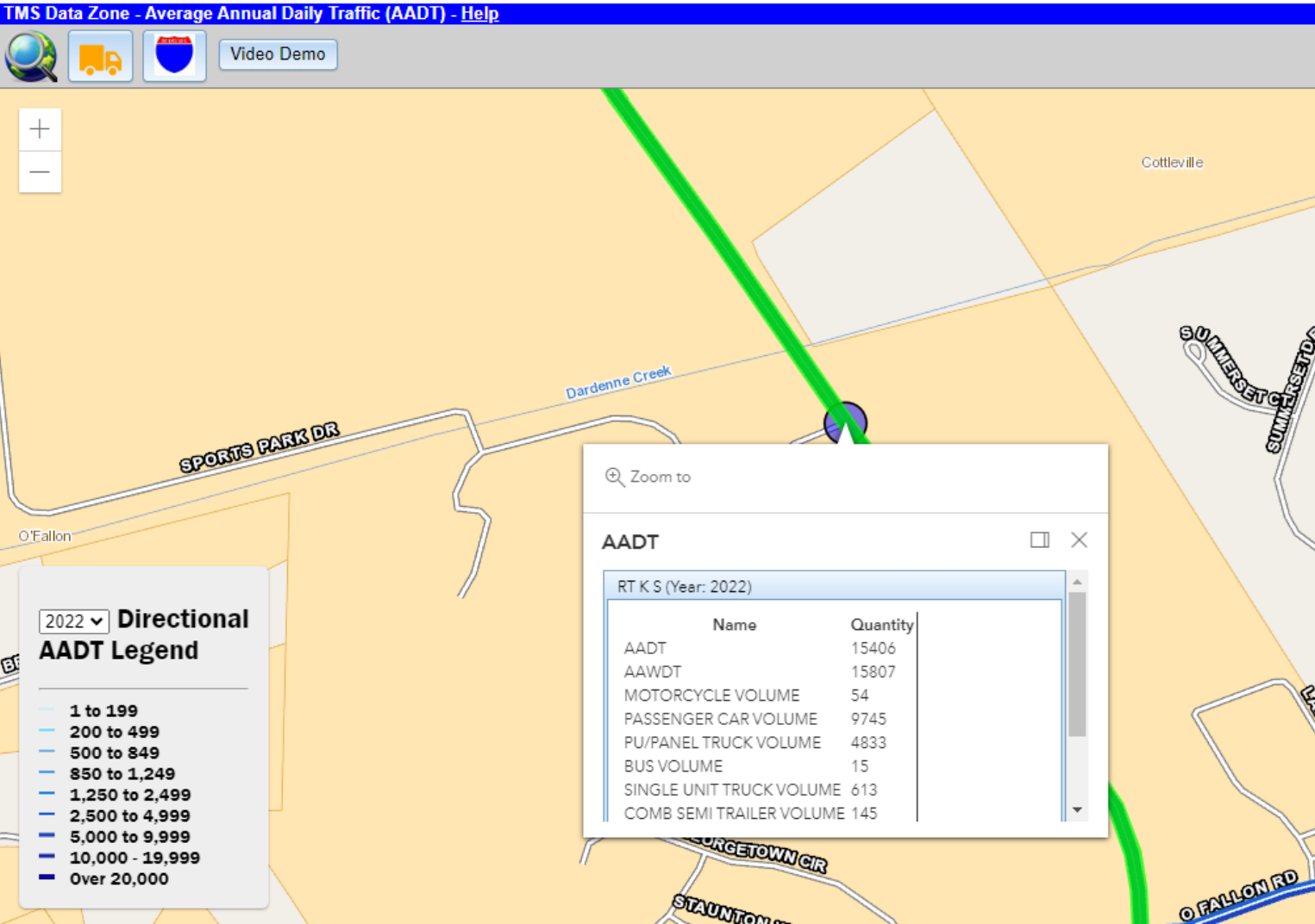
(LICENSEE)
By Paul H. Lerner
Title Mayor O'Fallon

ATTEST:

Paul H. Lerner
Title City Clerk

Traffic Volume Maps

Interactive Average Annual Daily Traffic Map



ATTACHMENT B

1. PHOTOGRAPHS

2. DETAILED MAP-ROTUE K AREA EXISTING

3. DETAILED MAP-PROPOSED LAYOUT &
TYPICAL DETAILS

A. Design Memo Report

4. ADOPTED PLANS/ORDINANCES/POLICY

a. City of O'Fallon

b. St. Charles County

c. Great Rivers Greenway

Existing
Sportspark Drive
bridge over Dardenne
Creek.



Existing path over Schote creek connecting to path along Highway K



Curve on Sportspark
drive near Pheasant
Run Golf Course.



Existing path adjacent
to Sports park
parking. Potential
location for bike
station.



Existing path on the
south end of Sports
Park.



Existing path on the
east end of Bluebird
Park.



#2 PROJECT LOCATION MAP-DETAILED ROUTE K AREA

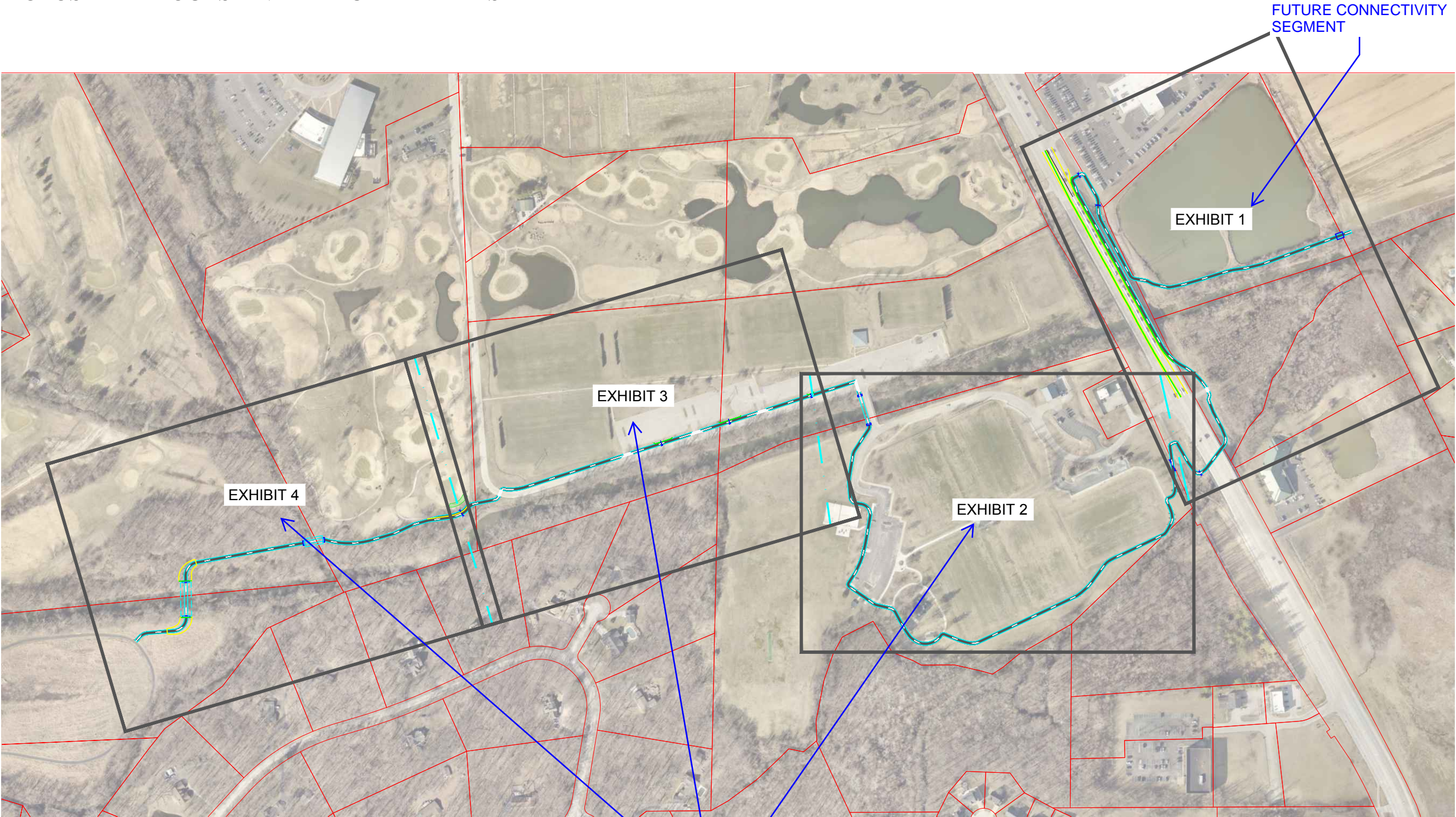


#3 PROPOSED LAYOUTS AND TYPICAL DETAILS

2306-Dardenne Greenway-ROW_EXHIBITS

6/28/23

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Plotted on: 6/28/23 @ 1:21:23 PM by JENNA STOMBAUGH



PROPOSED APPLICATION LAYOUT SEGMENTS

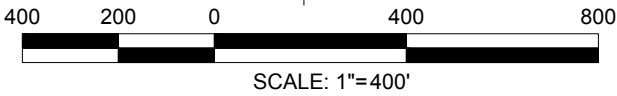
FUTURE CONNECTIVITY
SEGMENT

EXHIBIT 1

EXHIBIT 3

EXHIBIT 4

EXHIBIT 2



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Logic
Intuition & Logic Engineering, Inc.
MO Certificate of Authority
16255 Springway Ridge Rd.
Suite 100
Chesterfield, MO 63017
Phone (636) 777-3000

**Dardenne Creek Greenway
Trail Alignment Study
Bluebird Meadow Park to Highway K**
Saint Charles County, Missouri

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Timothy Patrick Dean - Engineer
MO# E-2008019536

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Checked by: TPD
Approved by: MEM

SHEET TITLE:
GREENWAY TRAIL
ALIGNMENT

SHEET NUMBER:
OVERVIEW

#3 PROPOSED LAYOUTS AND TYPICAL DETAILS



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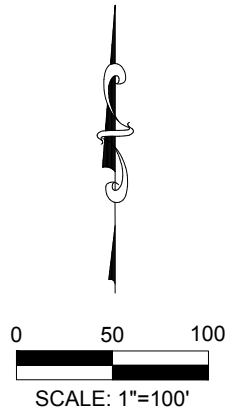
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EXHIBIT 2

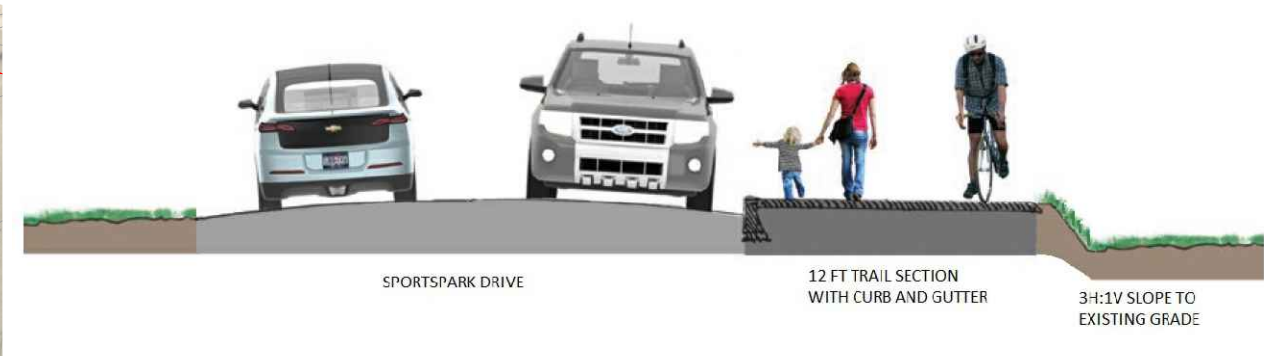


#3 PROPOSED LAYOUTS AND TYPICAL DETAILS

2306-Dardenne Greenway-ROW_EXHIBITS

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**Dardenne Creek Greenway
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Bluebird Meadow Park to Highway K
Saint Charles County, Missouri

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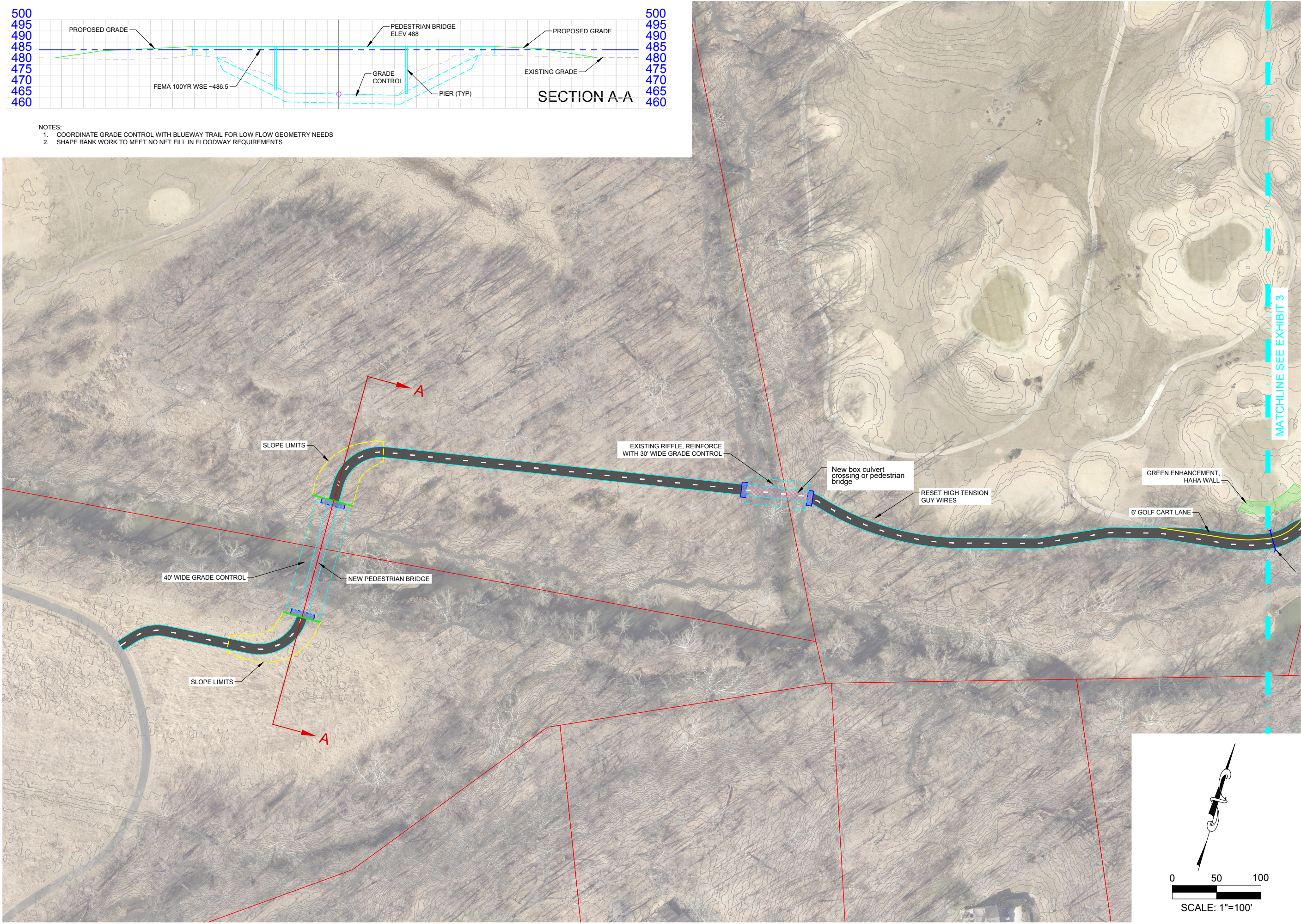
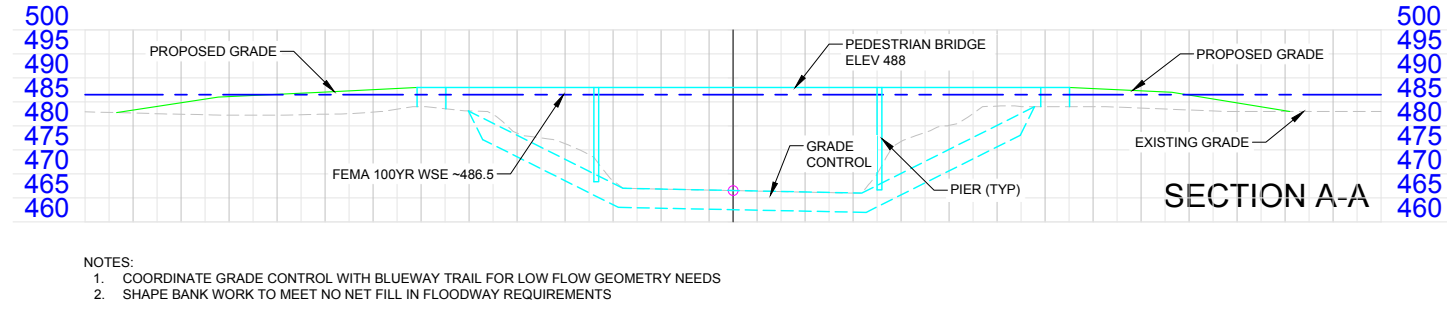
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EXHIBIT 3

#3 PROPOSED LAYOUTS AND TYPICAL DETAILS

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**Dardenne Creek Greenway
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Bluebird Meadow Park to Highway K
Saint Charles County, Missouri

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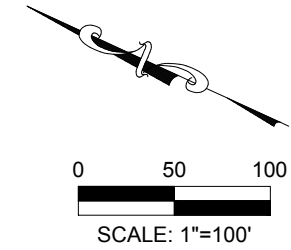
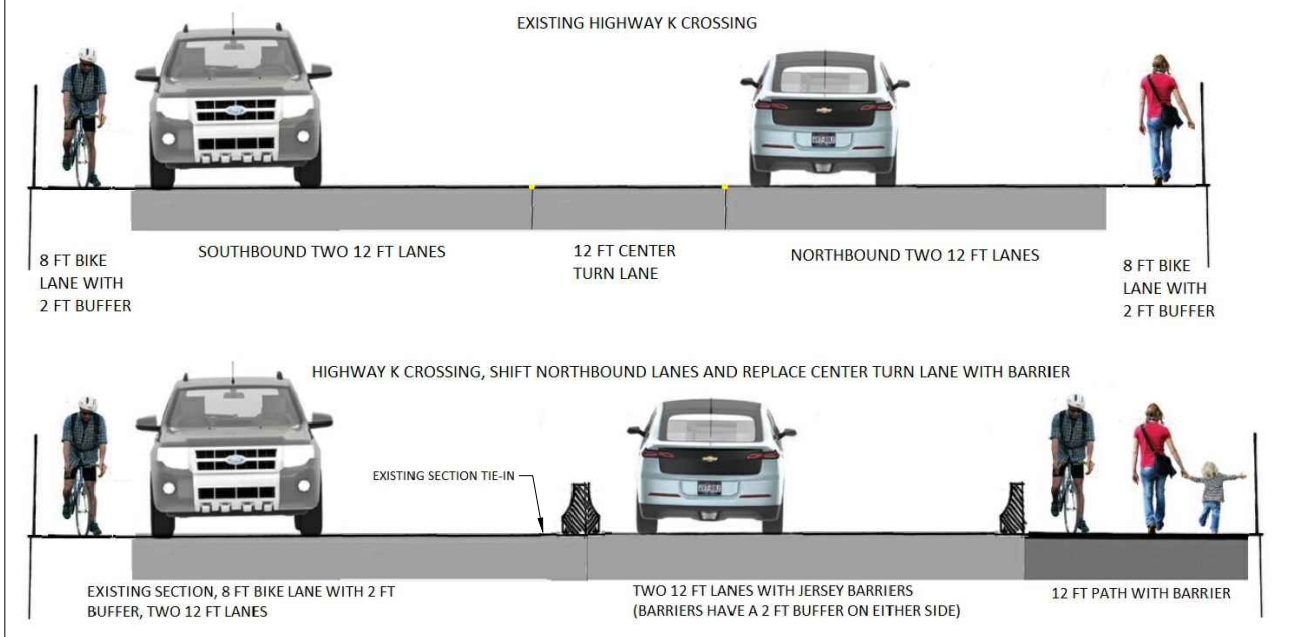
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FUTURE CONNECTIVITY-NOT PART OF APPLICATION

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Bluebird Meadow Park to Highway K**
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ALIGNMENT

SHEET NUMBER:
EXHIBIT 1

DESIGN MEMO REPORT

Exhibit 1, Alignment 1:

Segment Description: Trail Alignment 1 would run along the southern and western sides of the existing pond along the tree line on an existing bench. At the pond, the trail turns north and connects to the existing multi-use trail. Before the entrance road to the Lou Fusz dealership, a trail spur is needed to go up onto Highway K to use the existing bridge to cross over Dardenne Creek. The bridge crossing will require lane shifting of the north bound lanes and removal of the center turn lane. This will provide a 10 ft minimum multi-use trail with jersey barrier separation for the traffic. The transition lengths and trail locations need to be coordinated with the turn lane requirements for access to the dealership on the north and the future kayak launch park on the south. Once over the bridge, the trail drops down the roadside embankment with an at grade crossing of the future kayak launch park access road. Proceeding south the trail continues under Highway K along the north bank of Schote Creek. Access under the bridge will require minimal excavation to achieve the needed clearance for trail users. The clear distance is approximately 8 ft currently. Then turn and continue along the existing Highway K bridge across Dardenne Creek continuing alongside Highway K and crossing under Highway K at Schote Creek. On the west side of Highway K the trail proceeds up the roadway embankment to connect to the existing trail segment. Three small culverts will be needed on this segment to maintain drainage conveyance.

Pond Challenges/Opportunities: This segment runs between the old ag levee and the pond. The wooded corridor on top of the ag levee could be maintained by constructing the trail along the shoreline of the pond. Some bank stabilization of the shoreline would be required to keep the trail from slumping. This is also an opportunity to construct a boardwalk within/along the pond edge.



East Side of Detention Pond facing southwest

Highway K Bridge Challenges: Routing the trail along the existing Highway K Bridge over Dardenne Creek would require constructing a jersey barrier along the existing center turn lane and along the eastern edge of the north-bound lanes of Highway K. This will create a protected 12-foot path for bicycle and pedestrian traffic, by restriping the existing lanes and eliminating the center turn lane. The jersey barriers would have a 2 ft spacing to the adjacent lane striping for the typical comfort spacing. **See Exhibit 1 for more details.**



East Side of Highway K facing southeast

Dardenne Creek Crossing Alternative: Rather than routing the trail onto the existing Highway K Bridge over Dardenne Creek, a new pedestrian bridge was evaluated. This bridge could be constructed parallel to the existing vehicular bridge. To ensure no impacts to the existing floodplain and floodway, this pedestrian bridge would be 200-foot-long and located in the shadow of the existing Highway K abutments. At an estimated \$1500 per linear foot, the additional cost for this alternative would be \$300,000.



Proposed Pedestrian Bridge Site



Proposed Under Bridge Crossing

Crossing under Highway K at Schote Creek Challenges:

Crossing under the existing bridge at Schote Creek would require the existing grade to be cut to bring the current clearance of approximately 8 feet to an acceptable clearance of 10 feet. The existing rock armor would need to be removed and a bench cut for the 12-foot-wide bike trail. The cut slope back to existing grade could be made at a 3H:1V up to a 1H:1V slope and armored with MoDOT Type 1 rock blanket. Some of the existing rock armor could be re-used.

Exhibit 2, Alignment 1:

Segment Description: Trail Alignment 1 follows along the existing roadway embankment and then crosses to the existing trail embankment connecting to the existing trail approximately 250 ft south of the park entrance road. The trail alignment crosses the existing trail alignment and follows down the existing embankment. Keeping the trail along the embankment will minimize the cut and fill needed to support the trail. The trail loops south around the row of existing trees and connects to the existing O’Fallon Sports Park Trail at a T-intersection. The new trail will then follow along the southern half of the existing trail loop. The existing trail in this area is approximately 8 ft wide and will be widened to 12 ft by pouring additional concrete. Once the trail reaches the existing parking lot it will curve north following the existing sidewalk along the western-most edge of the parking lot. At the pickle ball court, the trail will curve west then north around the existing trees. The existing bike rack at the pickle ball court will need to be relocated. This is a good opportunity for a small plaza area with a bike rack, repair station, and a couple benches. The trail alignment is set to provide a five foot wide tree lawn along Sportspark Drive. At the Sportspark Drive crossing of Dardenne Creek, the trail will continue across a new 120-foot-long pedestrian bridge to the west of the existing Sportspark Drive bridge. The existing bridge has two 4 ft wide striped bike lanes and appears to be too narrow to allow an on road segment. There is also a 3 ft wide, barrier protected sidewalk on the bridge deck. But it does not appear that this could be expanded and the

roadway re-striped to form a 12 ft wide bike lane. A narrower or split use crossing similar to the existing bridge configuration could be considered. This would eliminate the pedestrian bridge at this location.

Connection between new Trail and existing Trail Challenges:

Routing the new trail down the slope of the existing embankments will reduce the need for additional fill but will require the installation of a new 12-inch culvert below the trail to provide adequate conveyance in the drainage ways. There is also an existing low-hanging utility line that may need to be raised to provide adequate clearance for bike traffic. Curving the trail alignment will conserve the existing trees along the northeast corner of the existing trail loop and provide adequate space to meet the existing trail at a T-intersection reducing the potential for collision.



Proposed connection with O'Fallon Sports Park



Existing O'Fallon Sportspark trail

Widening Existing Trail Challenges: The existing trail will need to be widened from the existing width of 8 feet to 12 feet to provide adequate space for two-way bike traffic. Two of the existing benches along the southern edge of the soccer fields will need to be removed and replaced to provide space for the trail. There are also several locations where the Native Prairie Restoration may be disturbed by the widened trail in order to prevent encroachment on the existing soccer fields. Along the southern and eastern edges of the parking lot the existing sidewalk will be widened from an existing width of 6 feet to a new width of 12 feet. This will require the existing bike rack near the pickleball courts to be removed and relocated. A small plaza or trailhead could be considered in this area.

New Pedestrian Bridge Challenges: The construction of a new 120-foot-long pedestrian bridge parallel to the existing Sportspark Dr Bridge would require 100 feet of bank stabilization along Dardenne Creek as well as relocation of existing overhead utility lines. The construction of this new pedestrian bridge will also require the removal of several trees on the western side of the existing bridge. Constructing the bridge to a similar span and height as the existing bridge will minimize any potential impact on the floodway. It is anticipated that this approach will satisfy a No-Rise certification. **See Exhibit 2 for more details.**



Proposed Pedestrian Bridge Site

Exhibit 3, Alignment 1:

Segment Description: Trail Alignment 1 continues north with an at grade crossing of Sportspark Drive, then turn west with the construction of a new 12-foot-wide trail along the northern edge of Sportspark Drive, crossing each entrance to the existing parking lot at grade. A vertical curb is recommended to provide a safety separation. This will also prevent roadway runoff from sheet flowing across the trail potentially creating hazardous conditions. Three curb inlets are needed to collect and drain the curbed areas along Sportspark Drive. These inlets will be connected to the adjacent area inlets. A 1 to 2 ft tall retaining wall may be needed adjacent to the existing area inlets where the trail fill slope would impact conveyance to the inlets. Routing the trail along the southern edge of Sportspark Drive would require the relocation of several utility poles, electrical transformer, electrical meter, and natural gas monitoring substation with solar panel array. The additional curb inlets and small walls are anticipated to be more cost effective. The road crossings are on low volume roadways, therefore, Rectangular Rapid Flashing Beacons (RRFBs) or other signalized crossings are not anticipated to be needed.

New Trail Construction Challenges: The existing road is signed with shared usage roadway markers and could be considered for a shared usage approach to minimize the amount of new trail construction. **See Exhibit 3 for more details.**



Site of new trail, between existing roadway and parking lot

Exhibit 4, Alignment 1:

Segment Description: Trail Alignment 1 continues along the south side of the Pheasant Run Golf Course. The existing golf cart path circles around the green in the southeast corner. A joint bike and golf cart path is suggested at this location to minimize the footprint and encroachment onto the channel banks. The trail continues west along the southern edge of the golf course along the wood line and crosses the unnamed tributary to the west of Pheasant Run Golf Course. After crossing the tributary, the trail will continue west along the southeastern edge of the Links at Dardenne Golf Course Property, before turning south and crossing Dardenne Creek via a new pedestrian bridge, then curving west and tying into the existing trail in Bluebird Meadow Park.

Replacing the existing path in Pheasant Run Golf Course Challenges: Routing the new trail along the edge of Pheasant Run Golf Course will require replacing the existing golf cart path with a new 18-foot-wide segment that will provide a 6-foot-wide golf cart lane as well as a 12-foot-wide trail. The existing golf cart path will be replaced due to damage to the



Site of golf cart path replacement

existing pavement and to address drainage issues across the drive. Below the new 18-foot wide pavement segment a new culvert will be installed to provide drainage for the golf course and the trail. Due to the adjacent green, it is recommended that the back of the green further enlarged to create a Haha wall on the back side of the green. This will provide separation of the trail and golf course users. This new wall will obstruct the view of the trail so that it cannot be seen from the top of the green, while also adding a landscape buffer to protect bike and pedestrian traffic from golf balls.



Location of Existing High-Tension Guy-Wires

Utility Considerations: There are existing sanitary sewer lines near the trail crossing of Sportspark Drive into Pheasant Run Golf Course. The existing sanitary sewer lines may need to be removed and replaced. There are also existing high-tension guy-wires at the southwest corner of Pheasant Run Golf Course, that will need to be relocated or braced to accommodate the new trail.

New Pedestrian Bridge Construction: This segment will require the construction of two new pedestrian bridges, one over the unnamed tributary along the western edge of Pheasant Run Golf Course and one over Dardenne Creek. The unnamed tributary crossing will require an 80-foot-long pedestrian bridge, this new bridge will sit over an existing riffle in the channel and require the construction of a 30-foot-wide grade control structure. This grade control structure will stabilize the channel and prevent future bank erosion. The Dardenne Creek crossing into Bluebird Meadow Park will require a 130-foot-long pedestrian bridge. This new bridge will require the construction of a 40-foot-wide grade control in order to stabilize the channel and prevent future bank erosion. This grade control and crossing location should be coordinated with the Blueway Trail design. **See Exhibit 4 for more details.**

Bluebird Meadow Park Challenges: The new trail landing area in Bluebird Meadow Park is in a potential emergent wetland. Design of the original trail in Bluebird Meadow park identified emergent wetlands in the center of the adjacent loop of the Bluebird Meadow Park trail. An exploration and determination should be part of design.



O'FALLON

City Adoption of SCC Greenway Master Plan

BILL NO. 7334

ORDINANCE NO. 6807

Sponsored By: Council member Ottomeyer

AN ORDINANCE THAT APPROVES THE ADOPTION OF THE 2020 ST. CHARLES COUNTY GREENWAY MASTER PLAN BY THE CITY OF O'FALLON FOR USE IN PLANNING AND IMPLEMENTATION OF FUTURE DEVELOPMENT AND CAPITAL IMPROVEMENT PROJECTS

Whereas, in 2017 the City of O'Fallon became part of a Countywide planning effort that included Great Rivers Greenway (GRG) and St. Charles County and Municipalities; and

Whereas, in 2019 the City allocated funding for St. Charles County and Great Rivers Greenway to enter into a consultant agreement with Planning Design Studios (PDS) to complete the planning effort in coordination with the various municipalities and provide a final report; and

Whereas, in 2020 the planning effort was completed by Planning Design Studio and presented to the planning group; and

Whereas, Great Rivers Greenway recommends the municipalities adopt said final report to help aid in planning and implementation throughout St. Charles County for a regional bike and pedestrian system;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF O'FALLON, MISSOURI, AS FOLLOWS:

Section 1.

The City of O'Fallon hereby approves and adopts said 2020 St. Charles County Greenway Master Plan attached hereto as Exhibit A and incorporated herein by reference. The City Administrator is hereby authorized to execute said agreement on behalf of the City, together with such revisions as may be approved by the City Administrator and City Attorney.

Section 2.

This Ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

First Reading: **July 22, 2021**

Second Reading: **August 12, 2021**

**PASSED BY THE CITY COUNCIL FOR THE CITY OF O'FALLON,
MISSOURI, THIS 12 DAY OF AUGUST, 2021.**


Presiding Officer

Attest:


Pamela L. Clement, City Clerk

APPROVED BY THE MAYOR THIS 17 DAY OF AUGUST, 2021.




Mayor, Bill Hennessy

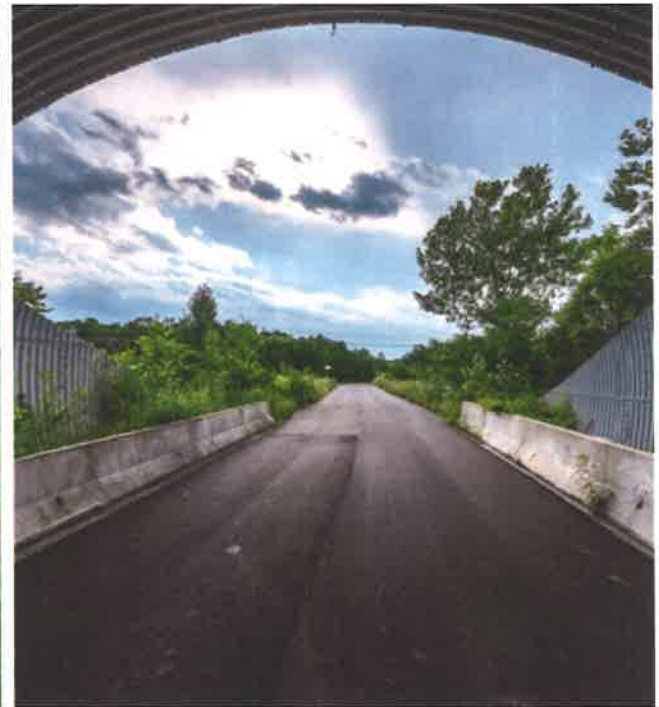
Attest:


Pamela L. Clement, City Clerk



Approved as to Form:


Kevin M. O'Keefe, City Attorney



2020 ST. CHARLES COUNTY GREENWAY MASTER PLAN

A Blueprint for Greenway Development



Corridor 2

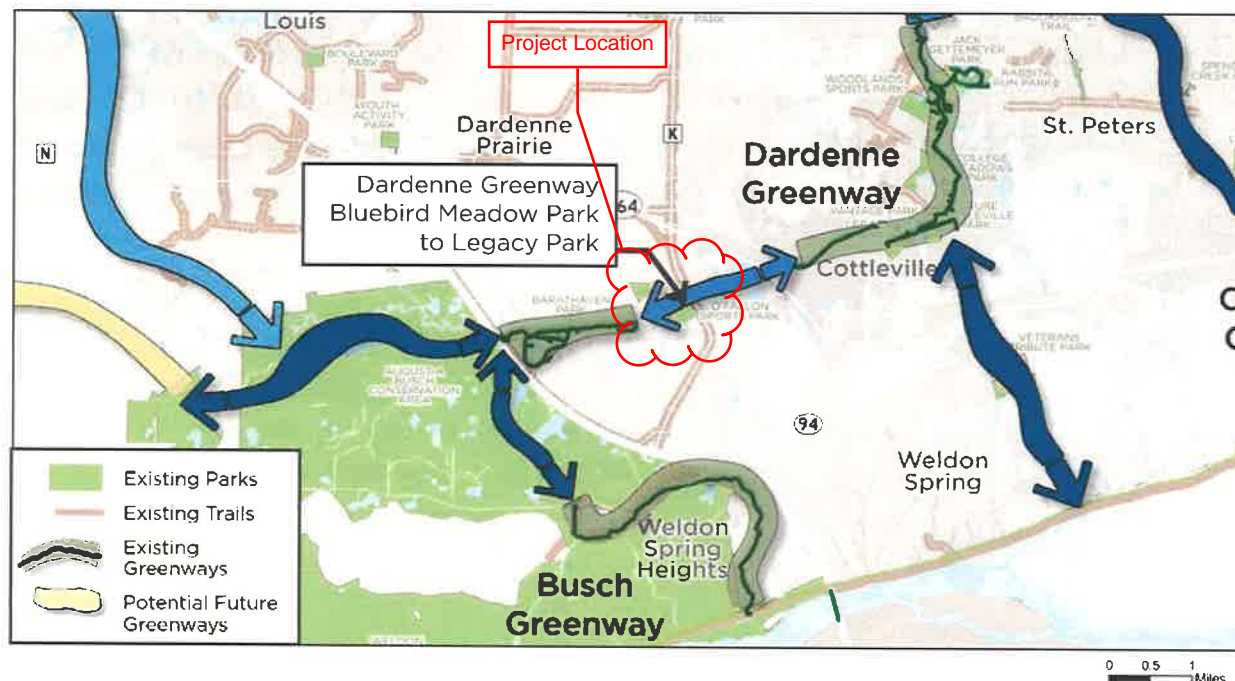
Dardenne Greenway - Bluebird Meadow Park to Legacy Park

This corridor is a key connection between existing sections of the Dardenne Greenway. It runs from Bluebird Meadow Park in Dardenne Prairie in the west to Legacy Park in Cottleville in the east. The corridor would require several creek and highway crossings. Various portions have been implemented since it was originally identified in the Dardenne Greenway Master Plan in 2006. Cottleville has been making incremental additions along Highway N. An exact route for the corridor is uncertain. Currently, the property is unavailable, the route is difficult to traverse topographically, and the area is prone to flooding.

Implementation Partners: Great Rivers Greenway, St. Charles County, O'Fallon, Cottleville

Next Steps:

- Identify interim connections that can create a connected greenway until conditions allow the preferred alignment to be implemented
- Create phasing strategies for design and construction in a feasible manner
- Begin making opportunistic land acquisitions as parcels become available



MATRIX RANKING: 4th (tie)

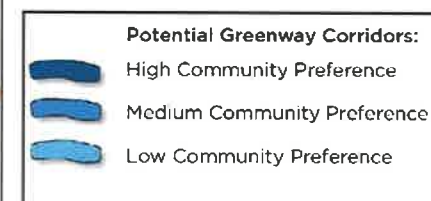
COMMUNITY RANKING: 5th

UNIQUE FEATURES:

Key connection between existing portions of the Dardenne Greenway

KEY DESTINATIONS:

St. Charles Community College
O'Fallon Sports Park
Woodland Sports Park
Dardenne Park
Jack Gettemeyer Park
Vantage Park
Bluebird Meadow Park
Legacy Park



2 - Dardenne Greenway - Bluebird Meadow Park to Legacy Park

The pros of this corridor include that it reduces greenway fragmentation and makes a connection that was highly requested in the Fall 2019 Online Public Survey. The connection runs through a populated area, which would provide easy greenway access to a large population. It connects to several existing parks and outdoor recreational facilities, and it passes near the Renaud Spirit Center, an indoor recreation facility. The cons of this corridor are that the land acquisition effort may be high. The corridor would require several bridges to cross both highways and creeks, making the corridor costly. It is located in a floodplain, which could result in a higher maintenance cost over the long-term.

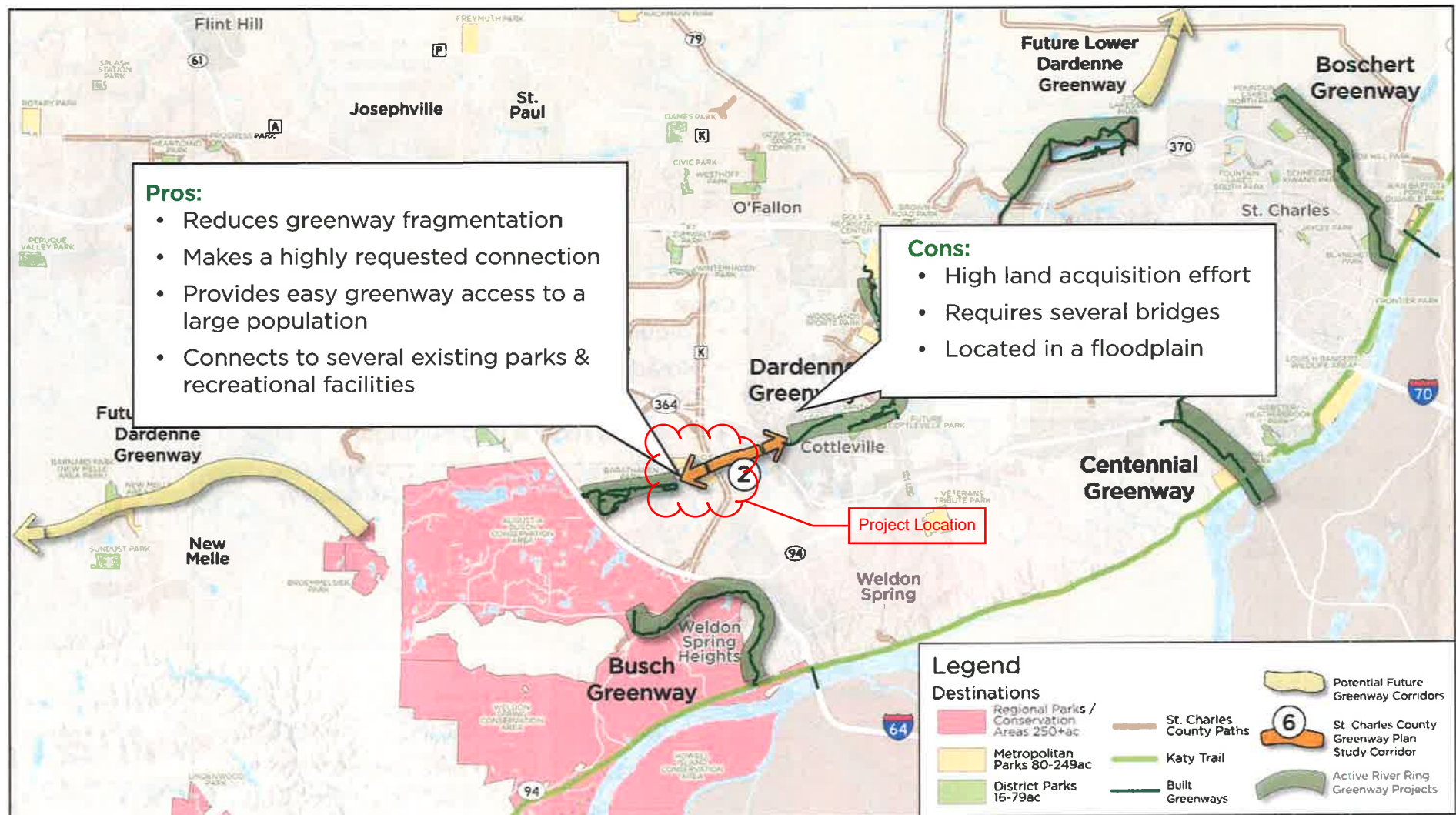


Figure 5.3: Corridor 2 - Dardenne Greenway - Bluebird Meadow Park to Legacy Park. Source: PDS

2 MOBILITY &
INFRASTRUCTURE

EXISTING TRANSPORTATION NETWORK

TRENDS

Census data was analyzed to determine the trends of typical modes of transportation used and other characteristics of travel by City of O’Fallon citizens. The dataset used was the 2014-2018 American Community Survey 5-Year Estimates, which is the most recent data available. The mode choice of O’Fallon residents traveling to work is presented in Table 1.

Table 1. Census Data Breakdown

Mode of Workers 16 years and Over	Percent Breakdown
Car, Truck, or Van	92.5%
Drove Alone	86.3%
Carpooled	6.2%
Public Transportation	0.2%
Walked	0.5%
Bicycled	0.1%
Taxicab, motorcycle, or other means	0.8%
Worked at home	5.9%

Of those that do not work at home, the mean travel time to work is approximately 26.7 minutes, which is slightly above the average of the rest of the state at 23.6 minutes. Almost 30% of all workers travel to work between 7:00-8:00 AM. It was also found that of all workers 16 years old or over who live in O’Fallon:

- 25% also work within the City limits
- 26% travel to other places within St. Charles County
- 47% travel outside of St. Charles County but remain in Missouri
- 2% travel out-of-state

FUNCTIONAL CLASSIFICATION

Functional classification of streets defines the nature of the movement of vehicles through a network of roads. The hierarchy of roadways extends from interstate highways, which are limited access roadway that has high-speeds and can accommodate a high-volume of vehicles, to local neighborhood roads, which allow for the highest level of access but can only accommodate low speeds and low traffic volumes.

CORRIDOR DESCRIPTIONS

The average daily traffic (ADT) of each road in O’Fallon was reviewed to identify which roads carry the highest volume of traffic in the City. Reviewing the daily volume and functional classification of the roadways in the city, the study area generally included the major connecting routes traversing the city:

- Route M/Main St from Route 79 to West Terra Ln
- Route K from West Terra Ln to I-64
- Bryan Rd from West Terra Lane to Route N
- Winghaven Blvd from Route N to I-64
- Route DD from I-64 to Diehr Rd
- TR Hughes Blvd from Route 79 to I-70
- Belleau Creek Rd/Knaust Rd from I-70 to City limits
- Route 79 from City limits near Route Y to I-70
- Route P from City limits to Route M
- Tom Ginnever Ave from Main St to Route 79
- Veterans Memorial Parkway from City limits in the west to Salt Lick Road in the east
- Mexico Rd from Bryan Rd to Belleau Creek Rd/Knaust Rd
- Laura Hill Road/Feise Road from Bryan Rd to Knaust Rd

- Route N from City limits near Wyndgate Ridge Dr to city limits near Sprucefield Drive

GATEWAY GREEN LIGHT (GGL)

The GGL program aims to coordinate traffic signals throughout St. Charles County. This cooperative effort spans past City limits to provide a reduction in delays while improving traffic flow throughout the county.

BICYCLES AND PEDESTRIANS

The City has made strides in creating a multimodal network for its citizens in recent history. Information regarding current sidewalk, trail, and bicycle facilities was obtained from the City of O’Fallon, Great Rivers Greenway, and TrailNet Many of the city’s residential neighborhoods and major arterials have adjacent sidewalks. However, due to the significant amount of cul-de-sacs, there are generally very few sidewalk connections between the neighborhoods and centers of activity such as schools and parks. The two interstates of I-70 and I-64, as well as MO-364 expressway, are major barriers in creating a cohesive multimodal network:

- I-70 – The City has approximately 6.75 miles of I-70 traversing through it with 5 interchanges serving vehicles, yet only two opportunities to cross I-70 as a pedestrian. This is the 5-foot sidewalks along Woodlawn Avenue and Sonderen Street overpasses, located approximately 0.25 miles west and east of Route K, respectively.
- MO-364 – Sidewalks and multi-use path cross at the Bryan Road/Winghaven Boulevard and Route K interchanges. No other connections, vehicular or pedestrian, cross MO-364 in

the City.

- I-64 Barrier – The only narrow pedestrian facility connecting O’Fallon to adjacent municipalities across I-64 is along Route N.

A bike path loop exists starting at Technology Drive (I-64 North Outer Road) from Winghaven Boulevard to Route K, where it turns north to MO-364, then west along the MO-364 South Outer Road to Winghaven Boulevard.

Other popular bicycle routes in the City also follow existing bicycle lanes, including the I-70 North Outer Road between Guthrie Road to Woodlawn Road. At Woodlawn Road, the path turns south and ends at the northeast corner of Woodlawn Road with Mexico Road. Also popular is a low volume route consisting of a combination of Old Route 79, Pieper Road, Homefield Boulevard, Tom Ginnever Avenue, and Salt River Road.

Dardenne Greenway is a paved trail that extends through O’Fallon and provides a connection to Cottleville, St. Peters, and portions of unincorporated St. Charles County. This trail serves both bicyclists and pedestrians and is comprised of two segments. The first segment is the BaratHaven Loop which is a 3 mile paved trail. The second segment is the Legacy Park to Dardenne Park which is a 5-mile trail that connects Cottleville’s Legacy and Vantage Parks to Dardenne Park in St. Peters, MO. A 1.1 mile segment along Highway N west of Weiss Road in Cottleville was recently completed.

There are no mass transit routes operated by the City of O’Fallon, St. Charles County, or Bi-State Development within the City limits. The nearest transit opportunities for commuters is the St. Charles Area Transit (SCAT) system in the City of St. Charles, which can be used to travel to the City of St. Louis, St. Louis County, and Illinois. The Senior Transportation and Rides (STAR) program is run by the City in partnership with the Mid-East Area Agency on Aging. Rides with this program must be made at least three days in advance of the trip.

Other City programs include the Disabled Transportation Program for residents with disabilities who either cannot drive or do not have access to a car. Residents apply at City Hall in order to qualify for the program.

Lastly, a program that is not associated with any municipality or agency is MO Rides, a referral program that assists in finding the most affordable public transportation options in the region.

TRANSIT



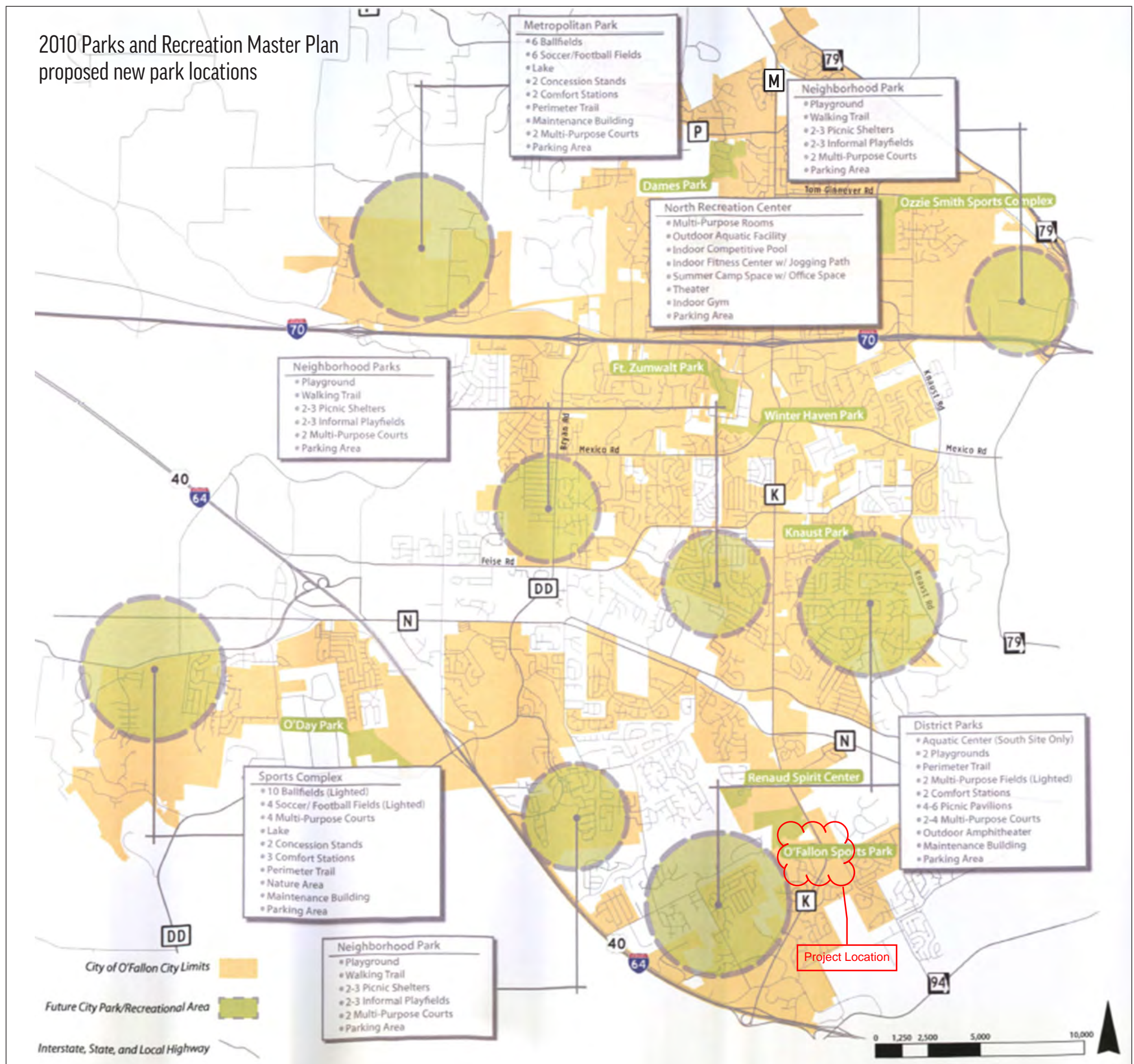
REVIEW OF RELEVANT DOCUMENTS

A review of previous planning efforts reveals past goals, objectives, projects, and action items that help inform planning efforts and recommendations pertaining to parks and recreation. The plan review included the following reports/plans:

- 2019 Strategic Plan Final Report (2024 – 2034)
- **2015 Dardenne Creek Greenway Plan**
- 2015 O'Fallon Connected: A Vision for Main Street O'Fallon
- 2013 Grow in the O: A Strategic Plan for Economic Development
- 2013 Community Survey
- 2011 Gateway Bike Plan
- 2010 O'Fallon Parks & Recreation Master Plan
- 2008 O'Fallon, MO Comprehensive Plan (updated in 2015)
- 2008 Bikeable/Walkable Community Plan

In reviewing the above documents, several themes came to light. Many residents referenced their desire for more trails to increase biking and walking opportunities, a desire to connect to existing regional trails and park areas in St. Charles County and beyond, adding a dog park, upgrading playground equipment, adding an outdoor swimming pool, and the importance of financial and capacity planning to ensure consistent upkeep and safety for all facilities.

This is consistent with the desires of City leadership who see a need to balance additional amenities related to active living with the need to plan for maintenance and upkeep costs.



EXISTING TRAILS & BIKE PATHS

Multi-Use Paths

O’Fallon has about 14 miles of trail and multi-use path infrastructure, excluding private paths, golf cart paths, shared bike paths, sidewalks, and separated bike paths. Cities of O’Fallon’s size across the country have an average nationwide of 15 miles of trails (NPRA Metrics). Most of the multi-use path infrastructure is in the center of O’Fallon along Byran Rd, Feise Rd, Mexico Rd, Highway K, and Veteran’s Memorial Parkway. Most parks have some kind of path except for O’Day Park. Only Civic Park, Dames Park, Fort Zumwalt Park, and Knaust Park have designated walking trails within the parks specifically for recreational use. All other park paths function as internal sidewalks between different facilities and amenities.

Multi-Use Paths and Trails

Path Type	Miles
Multi-Use Path	9.9
Park Path	4.6
Total	14.3

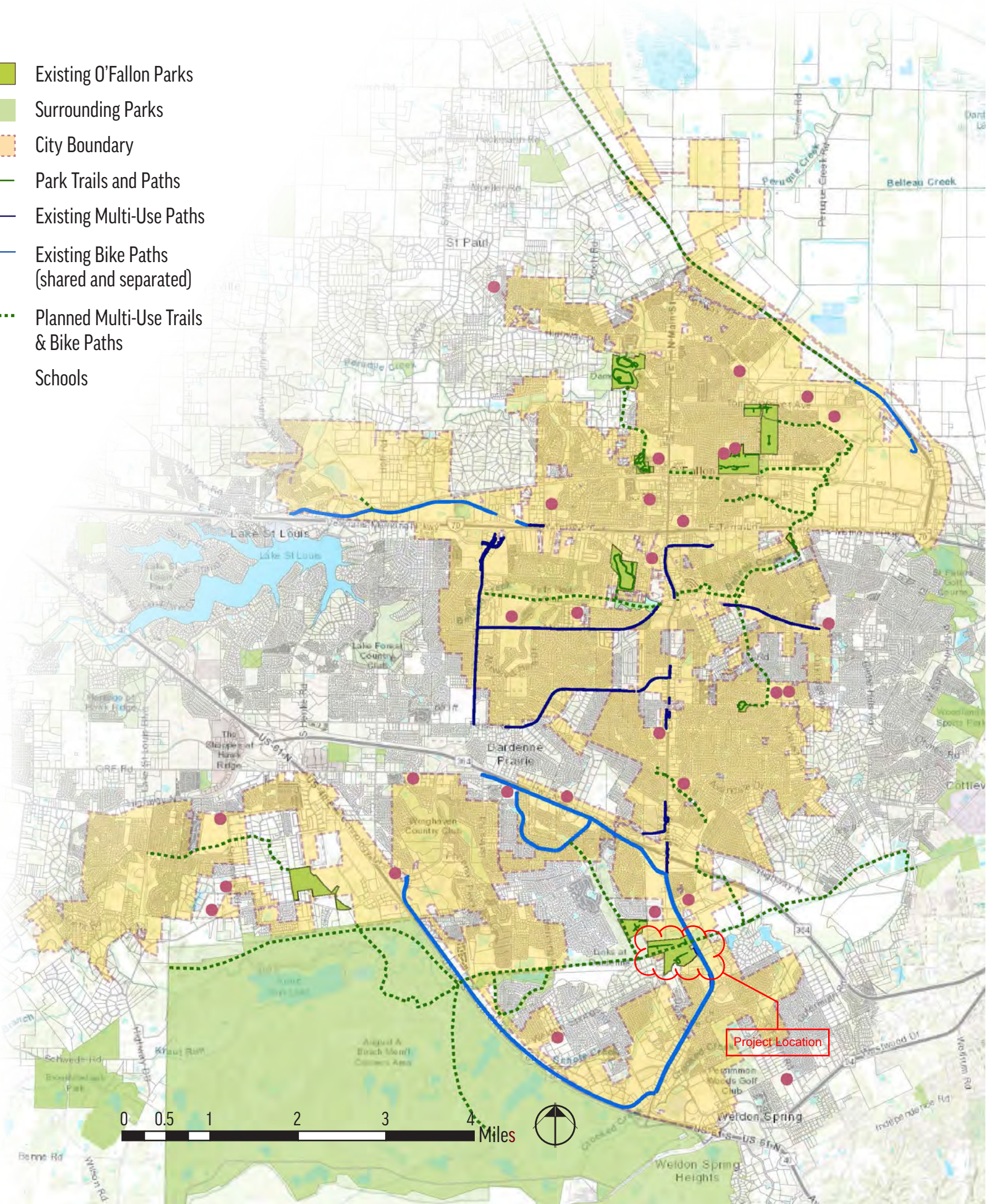
Bike Paths

There is about 20 miles of cycling facilities in O’Fallon, most of which are on-street separated bike lanes. Sharrows or shared bike paths are bicycle facilities where a cyclist shares the travel lane with vehicles. In O’Fallon, sharrows make up about 2 miles of all cycling facilities.

Bike Paths

Path Type	Miles
Separated Bike Path	15.2
Shared Bike Path	2.0
Total	17.2

- Existing O’Fallon Parks
- Surrounding Parks
- City Boundary
- Park Trails and Paths
- Existing Multi-Use Paths
- Existing Bike Paths (shared and separated)
- Planned Multi-Use Trails & Bike Paths
- Schools



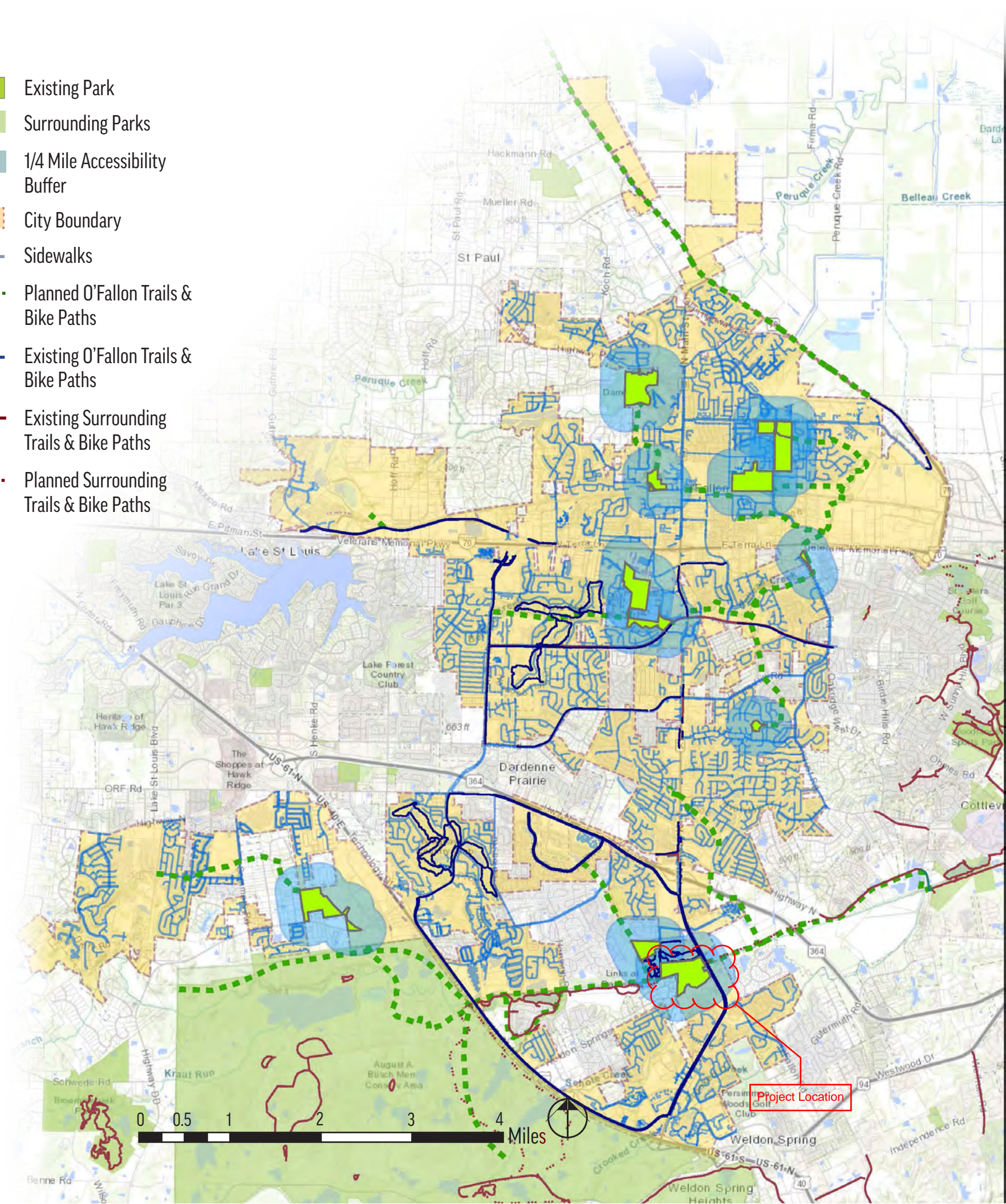
OPPORTUNITIES

Because of O'Fallon's location, its residents have access to a significant number of parks, many of which are not owned by the City of O'Fallon. When we identify opportunities for improvement and compare O'Fallon to its peers across the country, it is important to keep in mind that parks and recreational options for residents are not limited to O'Fallon's borders.

Most of O'Fallon's parks are located in the northern portion of the City. While the southern portion has fewer parks, they are some of the largest in the City. Examining the location of existing sidewalks, trails, and paths, most of the connectivity is in the central and southeastern areas near Dardenne Creek. The planned trails and bike paths would improve connectivity to parks to the north where there is currently little trail and bike path connectivity. There is an opportunity to improve connectivity in ways that have not been identified in previous plans. O'Day Park, one of the newest parks with many amenities is somewhat disconnected from trail and bike path infrastructure. It is also very close to the August Busch Conservation Area. Connecting O'Day Park to trail and bike routes, the Conservation Area, and surrounding neighborhoods would likely increase visitors and ultimately revenue.

Another opportunity for improvement already highlighted in the previous Parks and Recreation Plan is the addition of a park in the western areas of the City. Surrounding parks outside of O'Fallon are also sparse in these areas which means that there is likely a real need for some type of park space as well as trail and bike path investment. Additionally, connecting O'Fallon to regional parks and trail systems has been a priority in previous plans and remains a recommended here.

- Existing Park
- Surrounding Parks
- 1/4 Mile Accessibility Buffer
- City Boundary
- Sidewalks
- Planned O'Fallon Trails & Bike Paths
- Existing O'Fallon Trails & Bike Paths
- Existing Surrounding Trails & Bike Paths
- Planned Surrounding Trails & Bike Paths



PLANNING FOR FUTURE PARKS AND TRAILS

In the previous Parks and Recreation Master Plan, seven park zones were identified as areas in need of parkland (see map). However, few city-owned parcels overlap with these seven zones. If these general zones remain the desired locations for new parks, the city should investigate which properties within those areas could be acquired for the purpose of becoming a new park.

Of the 821 acres of municipally owned land, 434 acres are currently parkland. (not including the 22-acre Winterhaven Park). Excluding approximately 345 acres of land that is currently being used for municipal purposes (City Hall, Water Treatment, etc.), approximately 89 acres that could potentially be converted to parkland. Most of the city-owned land is in the north as shown in the map. Further assessment of city-owned properties is needed to determine the viability and current uses of public land before any property is converted to parkland. Additionally, it is recommended that O'Fallon evaluate opportunities to acquire private property to create additional parkland.

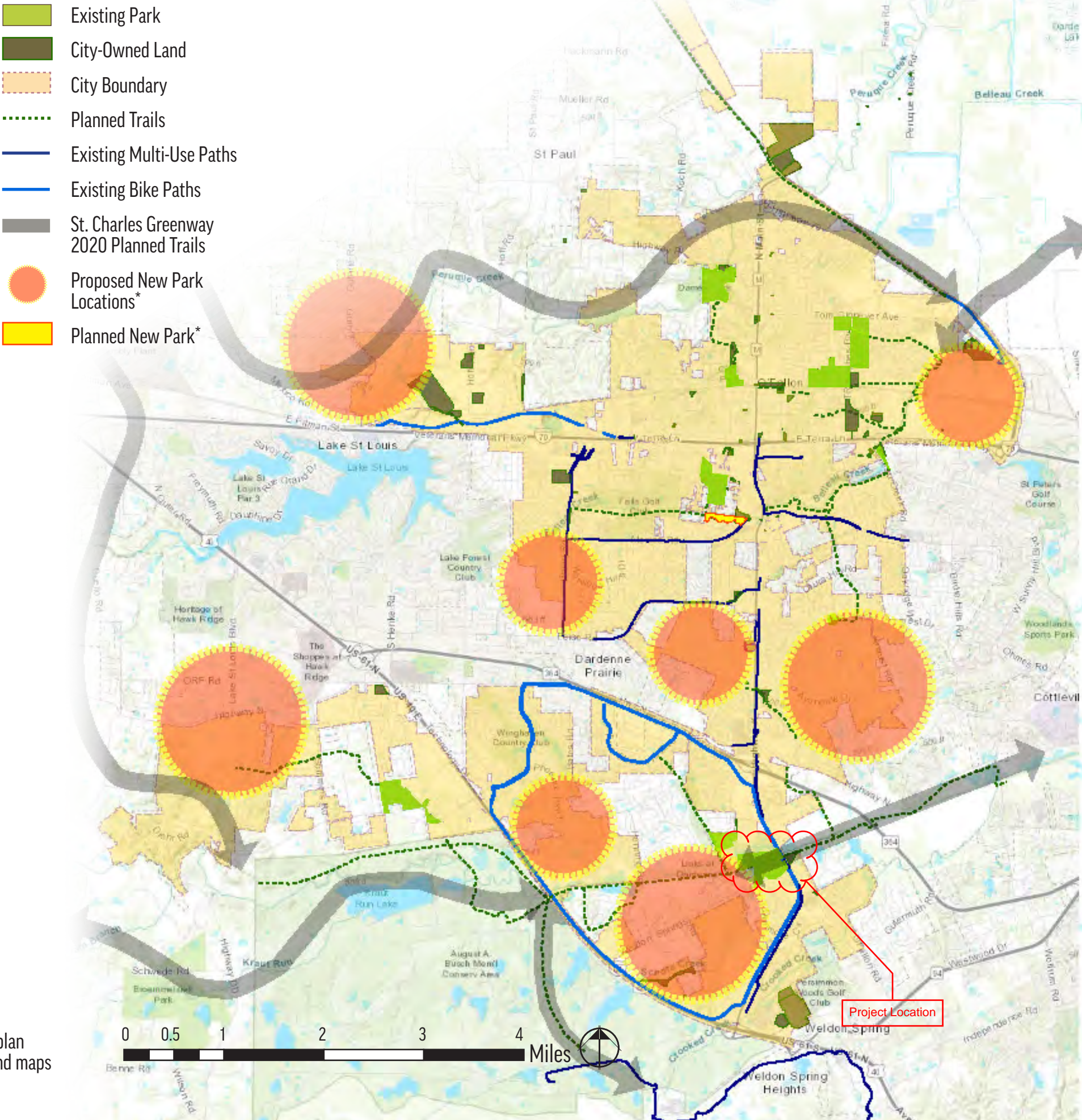
Planned Parks

O'Fallon currently has one planned park (based on the past plan review), Winterhaven Park, just south of Fort Zumwalt Park. Winterhaven Park is about 22 acres of heavily forested land which is known to consistently flood. Uses of this space would likely be passive recreation such as walking and hiking trails.

Planned Trails

There is about 38 miles of planned trails and greenways through the City of O'Fallon. The currently planned bicycle and multi-use path infrastructure identified in the map would improve connectivity between potential users and the existing parks and trails. A portion of the Barathaven Greenway is being built along Dardenne Creek Segments of Busch Greenway, Dardenne Greenway, and Cottleville Greenway are also planned for future construction.

*Based on previous plan recommendations and maps



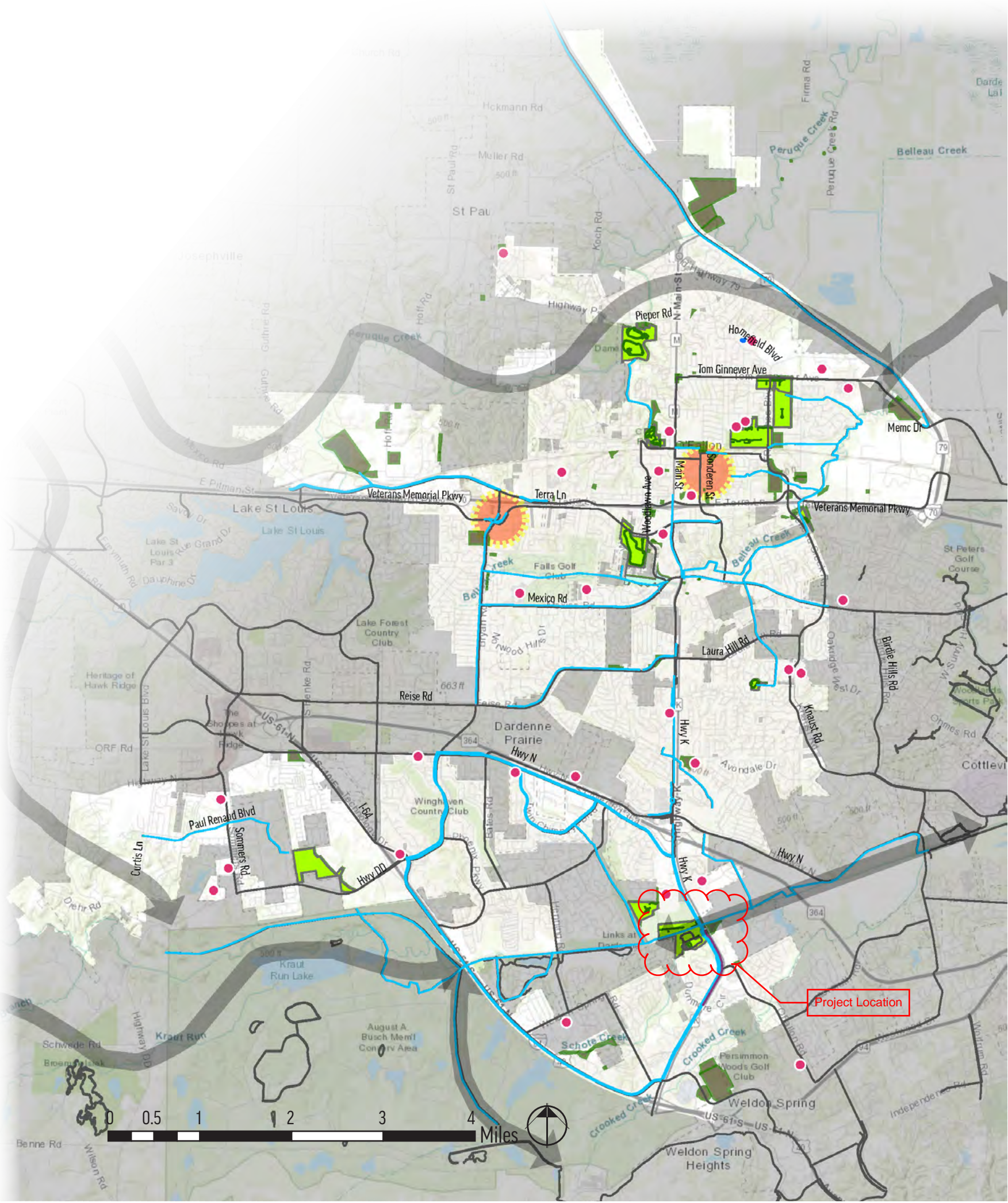
EXISTING AND PLANNED TRAIL NETWORK

There are several organizations in the St. Louis region that have planned and built trails within and surrounding O'Fallon. Great Rivers Greenway has documented these planned and existing alignments. Using GRG's GIS database and the City of O'Fallon's data, the map to the right illustrates which alignments are planned or existing according to both sources.

The development focus areas noted on the map are described in more detail within this comprehensive planning document. In both areas, planned and existing trails are touching or passing through. It is important to consider how these developments interact with the trail system. There are likely opportunities for the trail system to support the objectives and success of the development and for the development to do the same for the trail system if care is taken to achieve this mutual benefit.

- Existing & Planned Park
- City-Owned Land
- All Existing and Planned Trails and Paths (Gateway Bike Plan/Bike STL Plan)*
- St. Charles Greenway 2020 Planned Alignment
- O'Fallon City's Existing and Planned Trails and Paths
- Development Focus Areas
- Schools

*Based on data provided by Great River's Greenway GIS database





DARDENNE CREEK GREENWAY

O'FALLON SPORTS PARK TO COTTLEVILLE LEGACY PARK



TRAIL ALIGNMENT STUDY AND RECOMMENDATION - SPRING 2015



SECTION 1

EXECUTIVE SUMMARY

In 2008 a master plan for the 26 mile Dardenne Greenway was approved. Several segments of the trail have been implemented, including a segment to the west of the study area at Barat Haven and Bluebird Meadow and one to the east from Cottleville Legacy Park through St. Charles Community College and Rabbit Run Park to Mexico Road in St. Peters. This study seeks to link these two trail segments with a nearly 3 mile multi-use trail extending from O'Fallon Sports Park to Cottleville Legacy Park.

As it was originally envisioned in the 2008 master plan, this trail was to follow a straight, channelized section of the Dardenne Creek between the parks. It was a seemingly straight-forward project to take forward to construction. However, in the intervening years, the area has experienced a significant increase in population and infrastructure development. This has necessitated a second look at the alignment to navigate the route.

Particularly challenging to the project, pressure from development has changed the landscape along

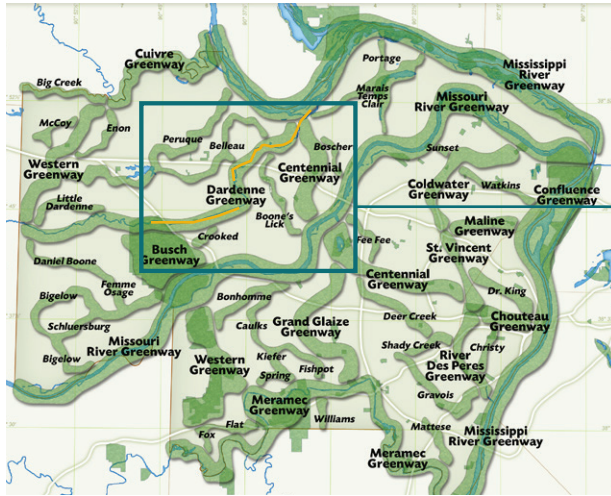
the creek and raised the cost of land. In addition, several significant road projects are planned and recently completed for the area, including the Page Avenue extension (Highway 364) and a reworking of Highway N. While initially envisioned as an elevated highway, the Page Avenue extension is constructed primarily at grade, creating a major challenge for trail routing and pedestrian access.

Planning for the greenway alignment has been considered within the context of the River Ring Master Plan. Among other goals, the River Ring aims to make St. Louis a better place to live by "preserving and connecting people to nature." The preferred route identified in this report has the potential to play a huge role in promoting trail users' access to Dardenne Creek while also preserving necessary space in the midst of increasing development for the creek to flood naturally.

The purpose of this project is to analyze and develop a conceptual trail alignment for a creekside greenway that will provide recreation opportunities, alternate

transportation options, and better connectivity to the residents of and visitors to Cottleville and O'Fallon. The route alternatives focus on linking existing and proposed greenways, Old Town Cottleville, St. Charles Community College, and surrounding neighborhoods. The alignment makes an effort to connect users with local amenities including schools, community centers, sports facilities, restaurants and entertainment venues.

The planning team used a combination of Geographic Information Systems (GIS), field observation, photographic inventory, and stakeholder workshops to collect and analyze data. A technical advisory group was established to work through potential trail alignments and provide input on a final route for the trail. A series of route alternatives and graphic maps were developed and presented to this group. Routes were evaluated to find the best solution considering the challenges posed by the site and maximizing benefits for the surrounding community.



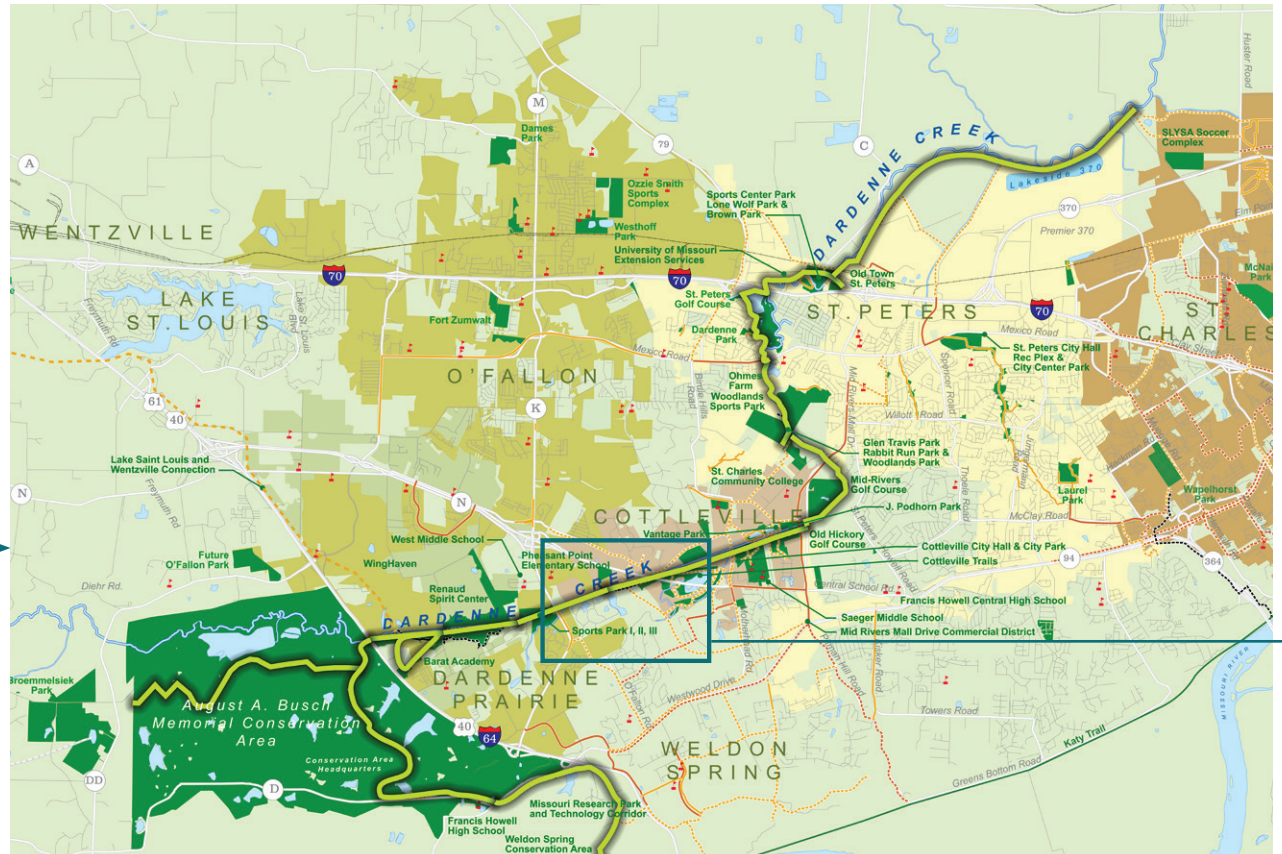
RIVER RING

The Dardenne Greenway is envisioned as a regional greenway, following the Dardenne Creek corridor. It will serve as an integral segment of Great Rivers Greenway's long-term plan for the regional River Ring.

The River Ring is an interconnected system of trails, greenways, on-street bicycle routes, and parks that will encircle the St. Louis region with a 600-mile web of more than 45 greenways. When complete, The River Ring will link five counties, join two states, and cover an area of 1,216 square miles.

Great Rivers Greenway District (GRG) has already implemented trail segments in various locations along the Dardenne Greenway, including the segment west of the study area at Barat Haven and east at St. Charles Community College and Rabbit Run.

As originally envisioned in the 2008 master plan, this segment of trail follows a straight, channelized section of the Dardenne Creek and was a seemingly straight forward project to take forward to



DARDENNE GREENWAY

construction. However, this area has experienced a significant increase in population since the master plan, which has prompted the need to take a new look at the route.

In particular, pressure from development has changed the area along the creek and raised the cost of land. A new community known as Cottleville Trails is being planned to sensitively address the challenges of the Dardenne Creek floodplain, and may provide space for a segment of the trail. Rather than being a hinderance to the implementation of the trail, an integrated trail and strategic partnership

may benefit both the development and the greenway.

In addition, several significant road projects are planned for the area, including the Page Avenue extension and a reworking of Highway N. While initially envisioned as an elevated highway, the Page Avenue extension (364) will be constructed primarily at grade, creating a major challenge to trail routing and pedestrian access.

On the other hand, improvements to Highways K and N will allow for spur connections which have the potential of reaching a greater number of trail users.

SECTION 4

PREFERRED TRAIL ALIGNMENT



PROCESS

By better understanding the existing conditions of the project area, logical routes for the trail became apparent. Initially a large number of alternatives were developed and sketched out separately. This was done to best understand the positive and negative aspects of each alignment. Various routes were eliminated in early analysis due to significant cost and construction implications, lack of desired connections to site amenities, and general conflicts with utilities or other site elements. These are documented in Section 5.

An important aspect of this project was coordinating the various stakeholders who hold jurisdiction over the study area. Many interests were considered in the process of defining the final trail location. These

meetings were all important steps in the project process. Each meeting allowed for a presentation of possible trail alignment options and amenities, as well as opportunities for collaboration and feedback. The TAC meeting process guided the project development, and allowed for possible routes to be refined and/or eliminated before being shared with the public.

The following series of diagrams reflect the viable alignment options that were considered for each section which were presented to the TAC and GRG.

4.1 PREFERRED TRAIL ALIGNMENT

This segment of the Dardenne Greenway begins at Dardenne Creek in the western corner of O'Fallon Sports Park. By shifting lanes and increasing the right-of-way, the trail can be accommodated alongside Sports Park Drive. The trail follows the road and Dardenne Creek to the park boundary, where it crosses beneath the Highway K bridge at the creek. Beyond the highway, the trail skirts the southern edge of a sod farm, passing a large irrigation lake and passing through open, agricultural land alongside the creek.

Near Page Avenue, the trail continues within the MoDOT right of way north of the new bypass channel of Dardenne Creek. At Page Avenue, the trail routes around the embankment, passing beneath the highway bridge over the Dardenne, and returning north. The trail then continues along the creek until reaching the bend in Highway N.

Highway N is planned to be widened and realigned in 2015. Due to the constraints of that project, routes both north and south of Highway N, beginning near Eagle Hill Road, are being considered. For the northern route, the trail will tie into a multi-use path being constructed as part of a project on the north side of the highway. However, this would require the trail to cross Highway N. A culvert or signalization are being considered to create a safe crossing. From here, the trail could either turn south near Weiss road to the former Booneslick Road R.O.W. or continue on to Legacy Park, where a new trail bridge would cross Dardenne Creek.

For the southern route, the trail would parallel Highway N. Just before the highway turns south near Weiss Road, the trail turns onto the former road, and a new bridge would carry users over Dardenne Creek. Turning east, the trail passes beneath Highway N and ties into the existing trail at Legacy Park. From the park, users can continue along the Dardenne Greenway trail and on to St. Charles Community College and beyond.



1 Narrow roadway at Sports Park with limited space for trail will be reconfigured to accommodate trail



2 The trail will follow the tree line along the creek on the south end of the sod farm.



3 To accommodate the trail, regrading and retaining will be required beneath the Highway K bridge.



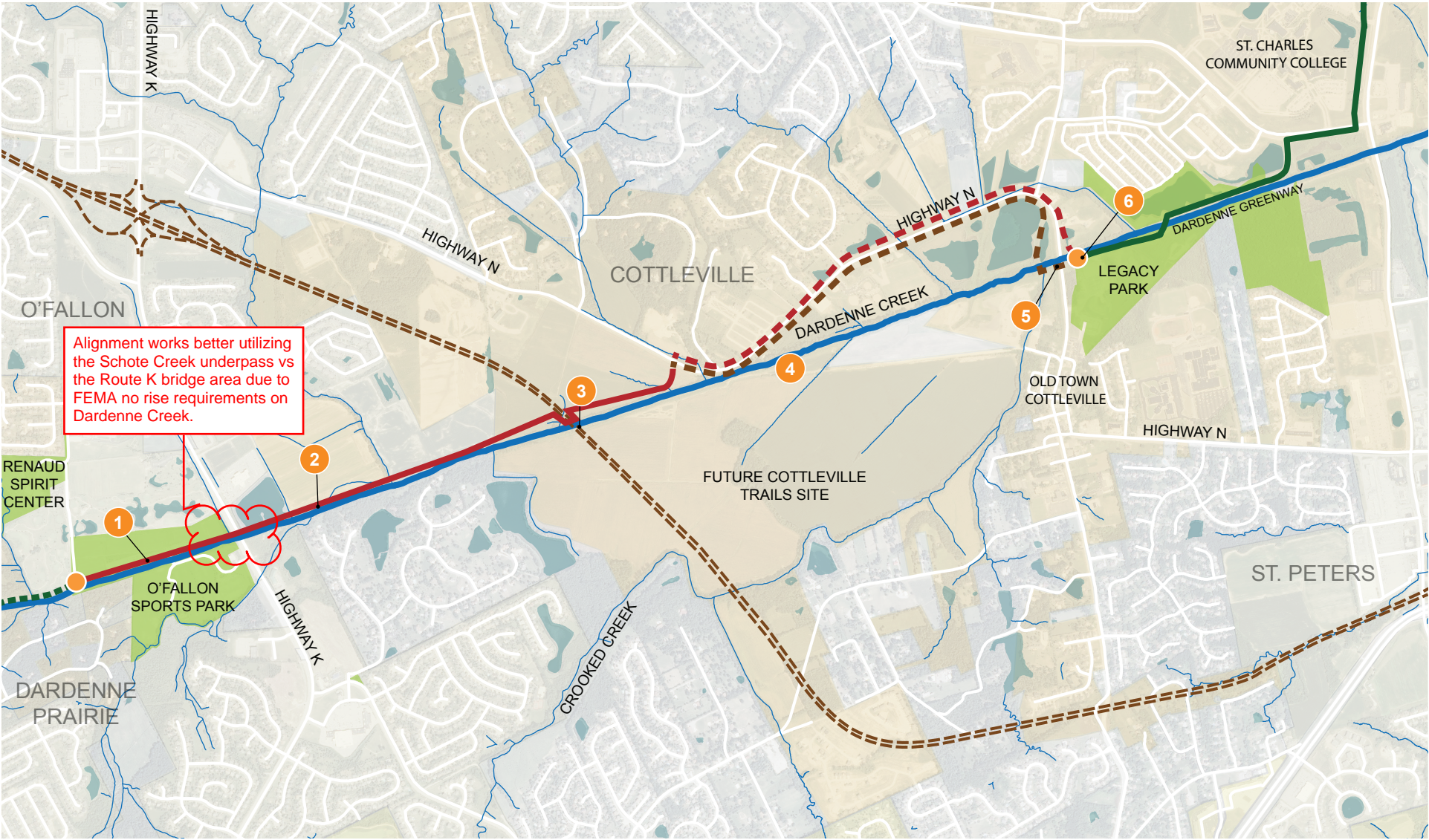
4 The Dardenne Creek bypass channels under construction



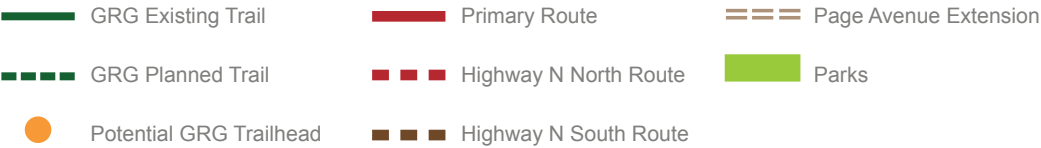
5 The trail will pass beneath bridge over creek at Hwy N into Legacy Park.



6 Existing trailhead at Legacy Park and termination of the trail segment.



PREFERRED TRAIL ALIGNMENT



ST. CHARLES COUNTY



Sponsored by: Council as a Whole

Resolution 22-12

**A RESOLUTION ADOPTING THE ST. CHARLES
COUNTY GATEWAY BIKE PLAN UPDATE**

WHEREAS, increasing walking and bicycling activity offers the potential for cleaner air, greater health of the population, reduced traffic congestion, and more livable communities; and

WHEREAS, national policies (i.e. Bipartisan Infrastructure Law) encourage governments to invest in projects that upgrade the condition of streets, highways and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes of transportation, and accommodates new and emerging technologies; and

WHEREAS, bicycle and pedestrian use is routinely programmed in roadway projects; and bicycle and pedestrian projects and programs are eligible for funding from almost all of the major federal-aid funding programs; and

WHEREAS, St. Charles County's Envision 2030 Master Plan adopted in 2019 included a goal of increasing multi-modal options to improve connectivity, safety, and access; and

WHEREAS, St. Charles County has worked with municipalities to create a bicycle and pedestrian coordination effort to

provide continuous, low-stress, multimodal networks throughout the County; and

WHEREAS, safety of bicycle and pedestrian facilities throughout the County is of the utmost importance to reducing roadway fatalities and severe injuries on St. Charles County roadways; and

WHEREAS, St. Charles County has a Bicycle and Pedestrian Coordinator focused on improving conditions for walking and bicycling throughout the County through inclusion of bicycling and walking improvements in municipal and County projects; and

WHEREAS, County Road Board funded projects support the addition of bicycling and walking improvements consistent with municipal and County plans to be included as part of roadway and bridge funded projects; and

WHEREAS, the County Council of St. Charles County recognizes the importance of developing bicycling and pedestrian improvements as an integral part of the County's transportation system to establish safe, alternate modes of transportation for St. Charles County's citizens.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF ST. CHARLES COUNTY, MISSOURI, AS FOLLOWS:

Section 1. The Plan, attached hereto as **EXHIBIT A**, known as the "St. Charles County Gateway Bike Plan Update", is hereby approved.

Section 2. Compliance with all the terms of the “St. Charles County Gateway Bike Plan Update” shall be the responsibility of the Roads and Traffic Manager.

August 29, 2022
DATE PASSED

Nancy Shuman
CHAIR OF THE COUNCIL



St. Charles County Gateway Bike Plan Update

THE VISION FOR A LOW-STRESS NETWORK

AUGUST, 2021

Vision, Mission, and Goals

The Mission, Vision, Goals, and Objectives of the St. Charles County Gateway Bike Plan Update are carried forward from the original Gateway Bike Plan as updated in 2018 by the Gateway Bike Plan Working Group and modified to fit the St. Charles County context. These updates reflect the current state of bicycle facility planning and design, incorporate the shared desire to focus on low-stress facility development, and address new challenges and opportunities to enhance the growing regional network of on-street bicycle facilities.

Vision

The St. Charles County Gateway Bike Plan Update will create the bicycle component to the county transportation network that accommodates all users and promotes consistent design and development of bicycle facilities.

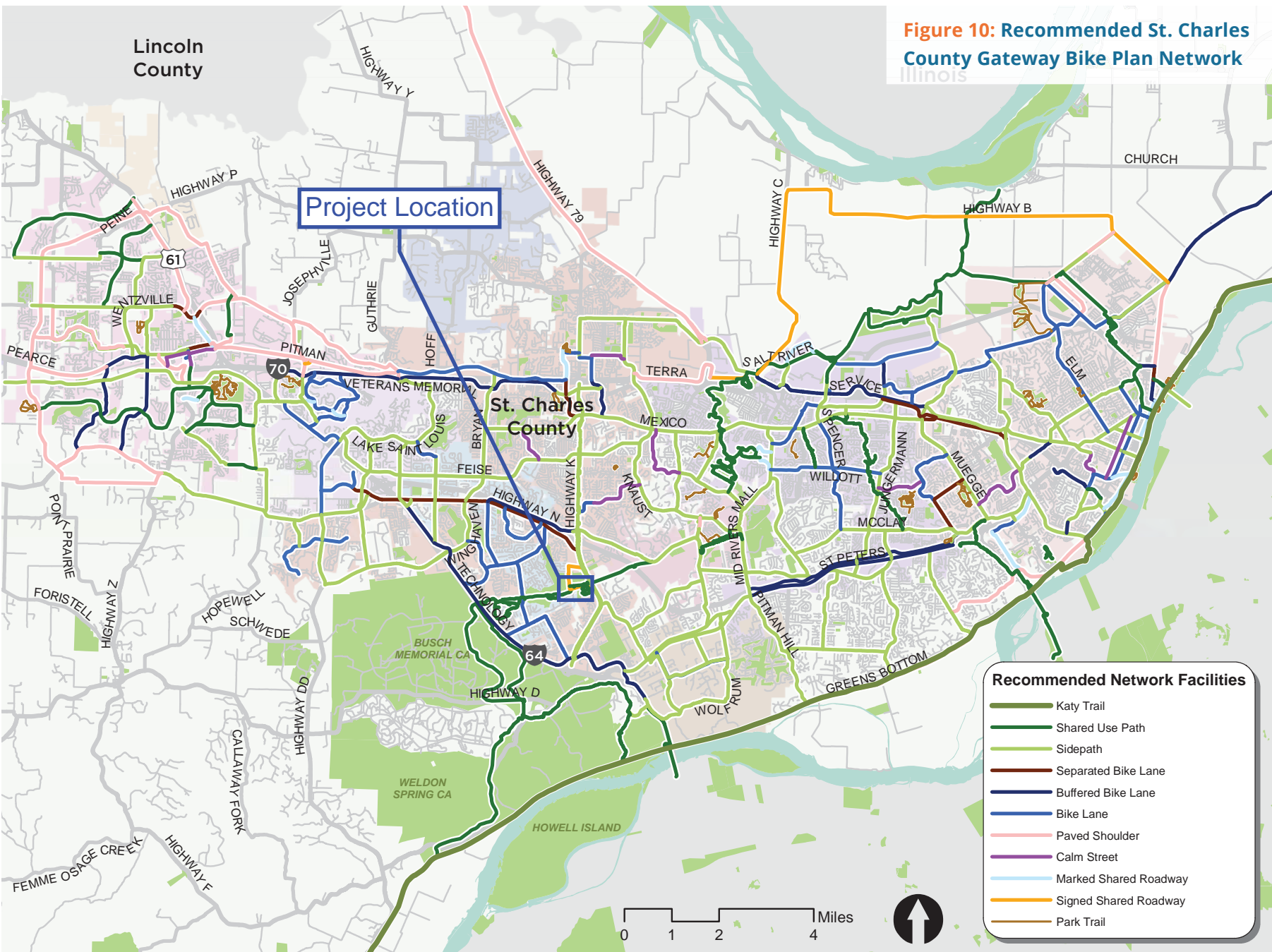
Mission

Increase the number of people using bicycles for transportation while reducing the number of crashes involving bicycles.

Table 1: Gateway Bike Plan Goals and Objectives

Goal	Objective
Goal 1: Provide a prioritized system of routes that are contiguous and connected to other on- and off-road facilities.	1.1 Improve accessibility and added safety for bicycling along on-street routes. 1.2 Increase safety, comfort, and accessibility of the Gateway Bike Plan Network by designing low-stress bicycle facilities that support people of all ages and abilities. 1.3 Improve accessibility and safety for bicycling around barriers like intersections and rivers. 1.4 Improve the safety of existing facilities. 1.5 Minimize the impact of construction activity on existing bicycle facilities. 1.6 Reduce the rate of bicycle crashes by 50 percent by 2031. 1.7 Promote more bicycling through route signing and end-of-trip facilities.
Goal 2: Improve safety for all modes of transportation through careful design and implementation of bicycle facilities.	2.1 Improve safety by designing all bicycle facilities to the latest AASHTO bicycle guidelines and 2009 MUTCD Standards.
Goal 3: Improve safety for all modes of transportation through the implementation of educational and enforcement programs.	3.1 Improve safety and reduce the number of crashes involving bicyclists by expanding, developing, and implementing education and enforcement programs through partnerships with community organizations. 3.2 Educate staff in planning, design, maintenance, construction, and enforcement.
Goal 4: Expand the public’s view that bicycles are a viable/acceptable mode of transportation through encouragement programs.	4.1 Establish ongoing regional encouragement programs.
Goal 5: Increase the commitment of public officials to support or initiate public policy for bicycling in all levels of government – state, local, and regional.	5.1 Increase intergovernmental cooperation on bicycle policy and projects. 5.2 Establish funding sources for implementation and on-going maintenance.

Figure 10: Recommended St. Charles County Gateway Bike Plan Network



Note: Figure 10 serves only as a guide to help plan for the development of a low-stress biking network in St. Charles County; routes highlighted include existing bike facilities.

Project 1 – Route K / Main St – Pitman St to Dardenne Creek

Description of Existing Issues:

Route K is a major north-south route through the heart of St. Charles County, carrying approximately 45,000 vehicles per day along the highest demand sections. Generally configured as a 5-lane section throughout the project limits, access is relatively limited by signalized intersections and partial-access driveways, although multiple full-access driveways or intersections exist. Congestion is prevalent along the corridor, driven by a mix of residential, commercial, and institutional land uses, while also serving as a major arterial connecting three freeway facilities. While the majority of the approximately 2,187 crashes within the project area from 2017-2021 resulted in property damage only, 465 resulted in minor injuries and 18 in serious injuries or a fatality. Past public improvement projects and facilities constructed as part of individual developments have led to a discontinuous sidewalk and shared use path network for non-vehicular modes, causing pedestrians and bicyclists to cross unnecessarily at various locations or use shoulders of varying width and condition.

Applicability and Impact of Recommended Safety Improvements:

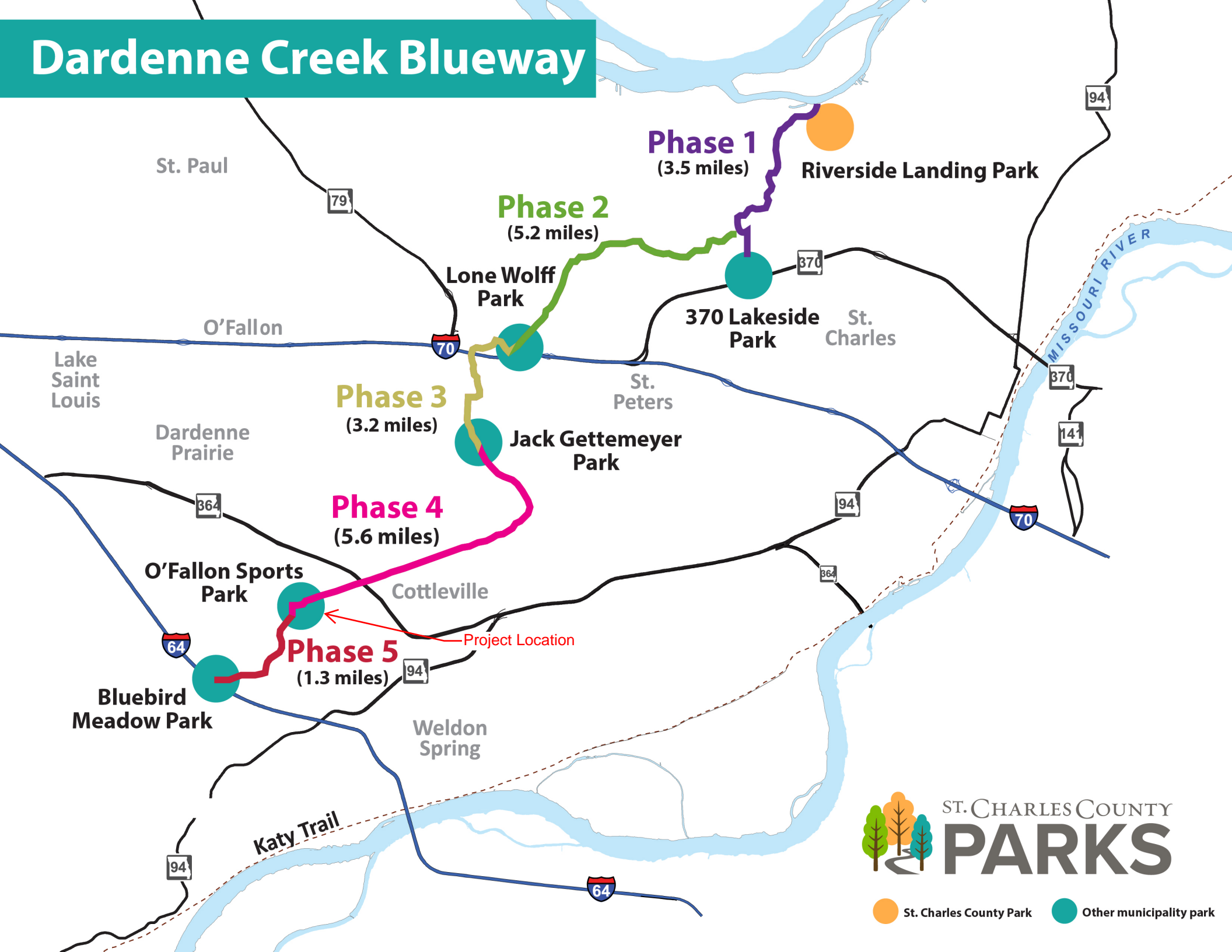
The proposed roadway and signal improvements are intended to improve the physiological ability of drivers to navigate the corridor safely. Channelized right turns at both signalized and partial-access driveways typically follow older geometric standards, causing vehicles to be oriented at a more obtuse angle than necessary, which leads to driver difficulty in easily judging gaps to complete a right turn. This issue also can lead to higher speed conflicts with bicycles or pedestrians crossing the channelized area. A relatively low-cost safety improvement to lessen the degree angle of the right turn space allows for drivers to more easily observe oncoming traffic, while encouraging drivers to perceive a need to traverse the channelized right turn at a slower pace. To further enhance the visibility and awareness of the signalized intersections, retroreflective backplates will be installed for any existing signals not already featuring that improvement for the mainline approaches .

Completion of the sidewalk and sidepath network along the corridor will have dual benefits of fully separating vulnerable road users from the vehicle space, while also encouraging non-vehicular trips to retail and other destinations. ADA compliant facilities will also provide equity for all users to access points along the Route K / Main St corridor, including an underserved community at the north end of the project. As shown in the bike/ped head map below, more multimodal activity is occurring south of Feise Rd where the pedestrian facility network is more complete, including sections of relatively recent sidepath construction. A recent update to the regional bike plan recommended a sidepath facility throughout the proposed limits, in order to increase comfort and use.

Project Budget:

- Sidepath/Sidewalk Connections or Improvements - \$1,200,000
- Drainage Improvements - \$225,000
- Sidepath Signing & Pavement Markings - \$25,000
- Retroreflective Signal Backplates - \$10,000
- Channelized Right Turn Angle Improvements - \$40,000
- Contingency (20%) – \$425,000
- Engineering \$200,000
- Total (Corridor) - \$2,125,000

Dardenne Creek Blueway





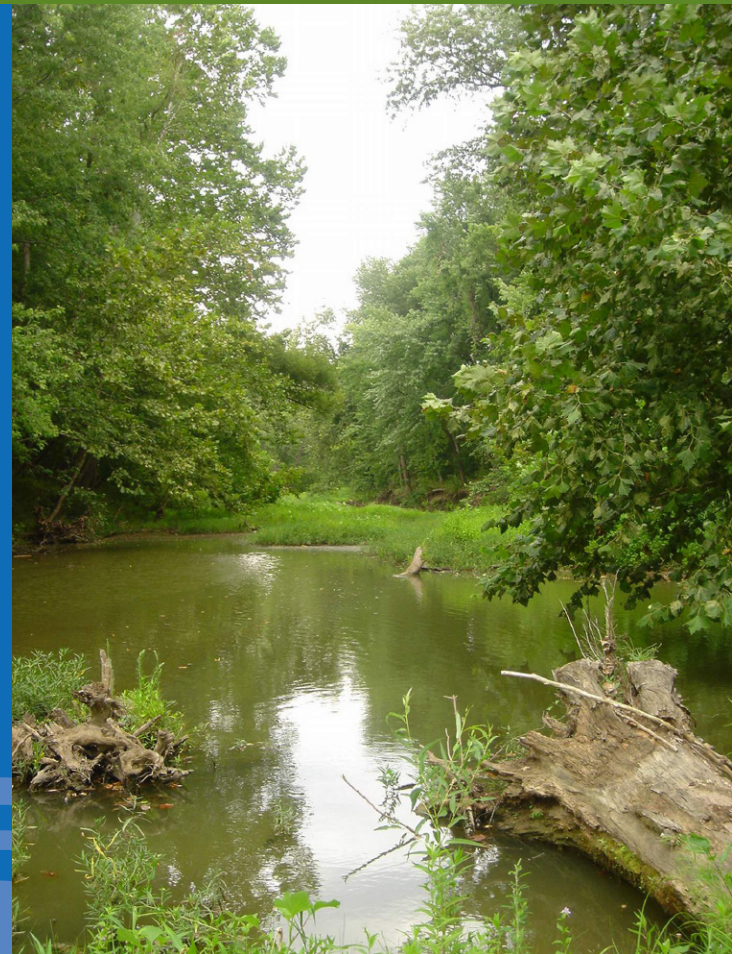
Great Rivers Greenway

Dardenne Greenway Concept Plan

Spring, 2008

"This is going to fit in very well with our own park system and we think it is going to create the quality of life in St. Charles County that's much better than it was in previous decades. And this of course will attract people and will improve the lifestyles of the people living there already."

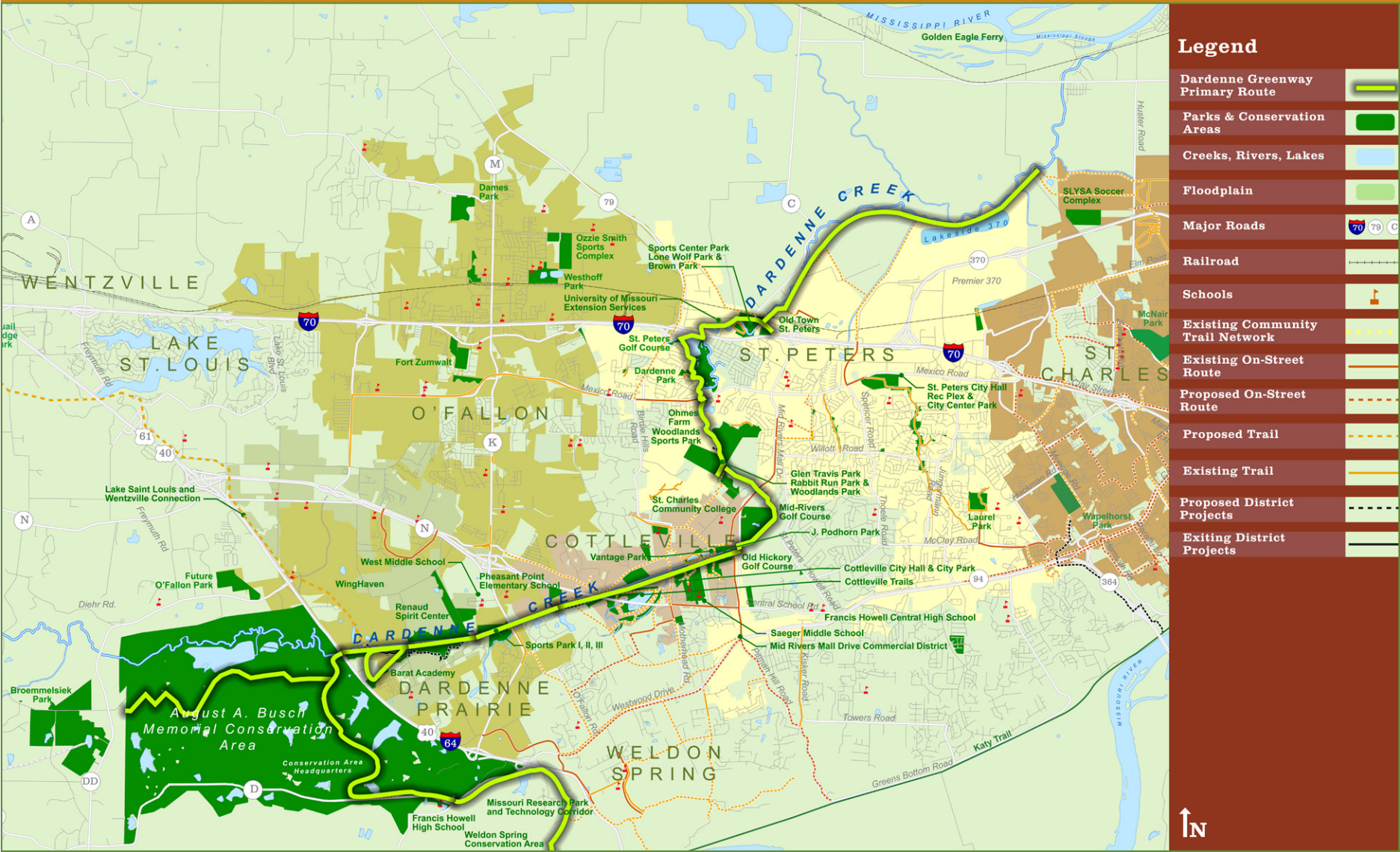
—Steve Ehlmann



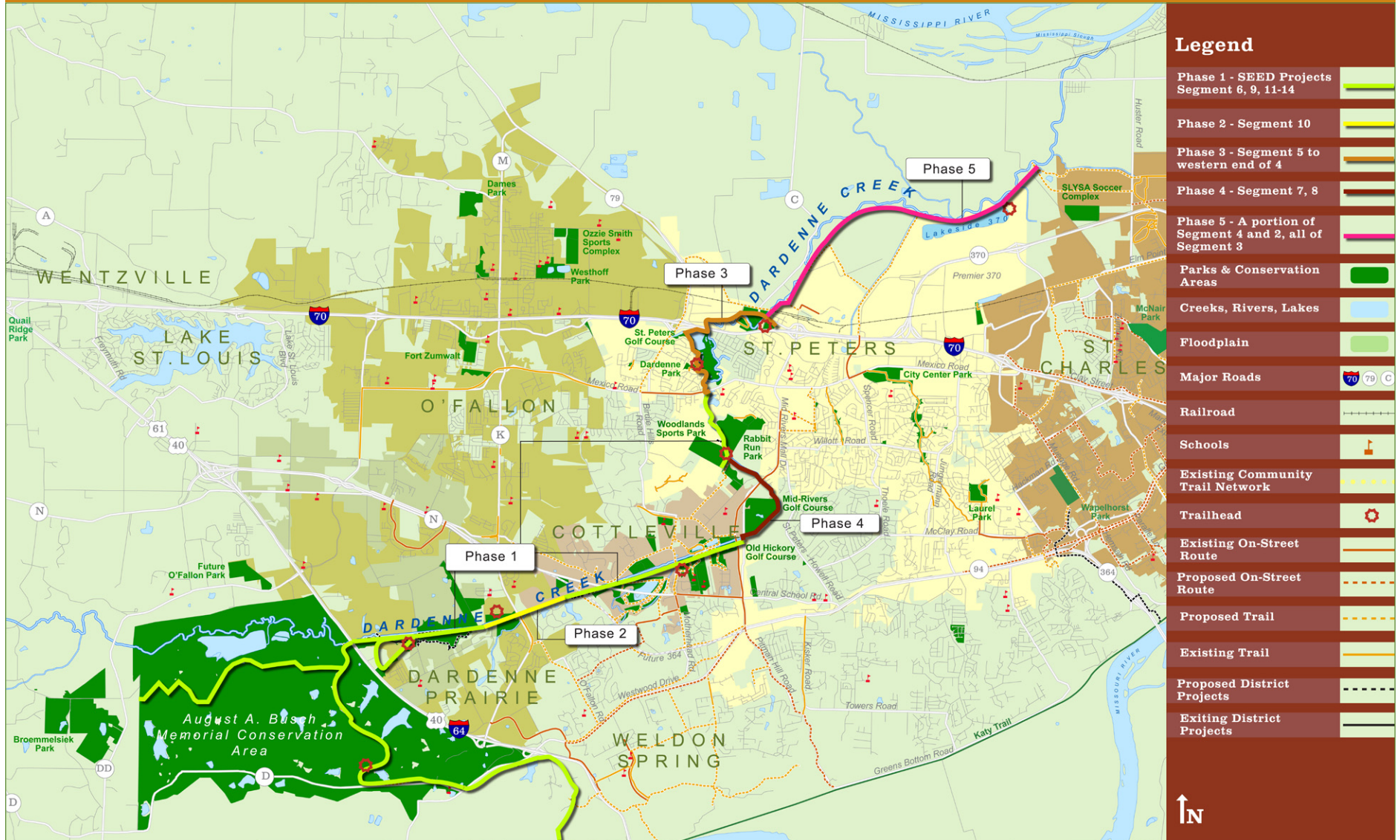
The **Great Rivers Greenway** District

For a clean, green, connected St. Louis region

DARDENNE GREENWAY DESTINATIONS MAP



DARDENNE GREENWAY CONCEPT PLAN - PHASING IDENTIFICATION



Destinations in O'Fallon

Important destinations near Dardenne Creek in O'Fallon are the Renaud Spirit Center, a municipal recreation complex and community center, Sports Parks I, II and III, West Middle School, Pheasant Point Elementary School and WingHaven, a residential development. There are of course other points of interest such as the YMCA for fitness enthusiasts and natural areas for passive activities such as bird watching for example. Every community has the opportunity to embrace the greenway plan and thereby contribute to the resources that enhance the greenway experience.

Destinations in Dardenne Prairie

BaratHaven, a community that contains residential properties, academic facilities and an 85 acre park is an important destination along the greenway. Barat Academy, the school within BaratHaven, is a faith based college preparatory school. The park within the development contains multi-use trails, natural areas and playing fields. Another destination is Dardenne Greenway at Dardenne Prairie, a new park project that will include a loop trail, playing fields and wildlife habitat along Dardenne Creek. This is directly east of BaratHaven across Henning Road.

Dardenne Prairie is a forward thinking municipality with thriving residential and business communities. The planned new downtown area will be the core of this resident based community.

In Dardenne Prairie, BaratHaven will be a potential location for a north-south trail connection to additional communities. By bridging Dardenne Creek between BaratHaven and WingHaven the stage is set for connections to Lake Saint Louis, Peruque Greenway and beyond to Wentzville.



O'Fallon - Renaud Spirit Center



“Nice job!”

**“Can’t wait for
the WingHaven
connector”**

**Citizen comments
from Public Forums**

Public Forum #2 Citizen Input

Statistics uncovered at this public forum:

- 2/3 of the attendees support the concepts of trail reservation or dedication for future opportunities.
- 2/3 of the attendees support one continuous regional trail concept.
- 2/3 of the attendees also support safe access to Dardenne Creek.
- 100% of non-adjacent property owners think a clean, green and safe network of connectivity for walking and biking in St. Charles County is Very Desirable.
- 73% of the survey respondents favor a water trail idea to some degree.
- 78% of respondents were at least somewhat favorable to connecting downtowns.

Conclusions from survey questions:

- There is public support for municipalities, the County, and Missouri Department of Conservation assisting the District with greenway planning and implementation.
- Males generally support the Greenway more than females.
- Busch Conservation Area and Katy Trail continue to rank high as destinations, and people support the Busch Greenway connection.

Planning Process

In the fall of 2006 Dardenne Greenway planning began. The consultant team, selected by participating municipalities and the district, was led by SWT Design and included Greenways Inc., Kiku Obata & Company, Intuition & Logic, EDSI and SCI. Data collection for the 36 mile long Dardenne Creek corridor in St. Charles County began. Data was collected from the partnering communities of Cottleville, Dardenne Prairie, O'Fallon, St. Peters, the City of St. Charles and St. Charles County. Municipalities adjacent to the project scope also involved in the study included Wentzville, Lake Saint Louis, Weldon Spring, New Melle and Warren County.

After the existing data was compiled, two committees were formed to help guide the planning process. The Technical Advisory Committee (TAC) consists of approximately three dozen individuals with expertise on various aspects of the Dardenne Greenway corridor. The group included planners, engineers, scientists, park directors, public works directors, economic development interests and naturalists. The TAC was developed to provide professional expertise and evaluation of the proposals being discussed.

The Citizen Advisory Committee (CAC) consists of approximately two dozen community residents with knowledge of and interest in the Dardenne Creek. This group was invited to participate in



The advisory committees on a bus tour throughout the greenway.



Early stages of the planning process

the planning process and was assembled in order to ensure that community input was represented within the plan. The team engaged these committees to determine the priorities and goals of various community groups affected by the greenway. Additionally, the committees reviewed the draft Concept Plan.

Developing public input and consensus is essential to the successful creation of a community amenity. Three public forums hosted by the district were conducted between October, 2006 and November, 2007. Each series of forums was held to initiate public involvement in the planning of Dardenne Greenway. The forums were held in an "open house" format at three different community facilities throughout St. Charles County. In all, there were nine opportunities for the public to meet with planners in a one-on-one format, review the project status, voice opinions and comment on greenway planning.

Many additional outreach efforts were undertaken in order to increase public participation. They included direct mailings, articles

in municipal newsletters and local newspapers, flyers at public locations throughout the study area, postings on City websites and email announcements sent to local governments, civic groups, and trail advocacy organizations. The attendees of every public forum were encouraged to review the information presented and complete a survey at the end of their visit. The surveys were a tool to learn about the opinions and preferences of the community in addition to gathering demographic information. This made it possible to identify what types of activities were desired and where the nodes of activities might be located. It was then possible to chart the public's likes and dislikes, which eventually shaped the Concept Plan.

Planners evaluated natural features, current land uses, hydrology, topography and possible network connections along the greenway. Parks, natural areas, recreation centers, schools, civic and cultural centers, business and commercial districts adjacent to the greenway were examined. Feedback from citizens, advisory boards and the project team was organized and an analysis of all of the greenway's opportunities and constraints was completed. This information contributed to the conceptual conclusions in this report. A copy of the survey document from each forum can be found in the Appendix.



Citizens review information on the Dardenne Greenway at a public forum at Saint Charles Community College.

SHAPING the REGION'S GREENWAYS

Dardenne Greenway: A Series of Public Forums

Dardenne Greenway extends from the Mississippi River and follows Dardenne Creek to the Busch Memorial Conservation Area. There, it continues west and follows the creek corridor through western St. Charles County.

Community Open Houses:
Come anytime during one of the following

Tuesday, October 24, 2006
4:00 p.m. to 8:00 p.m.
Renaud Spirit Center
2560 TriSports Circle
O'Fallon, MO 63368

Wednesday, October 25, 2006
4:00 p.m. to 8:00 p.m.
St. Peters City Hall
One St. Peters Centre Blvd.
St. Peters, MO 63376

Thursday, October 26, 2006
4:00 p.m. to 8:00 p.m.
August A. Busch Memorial Conservation Area
2360 Highway D
St. Charles, MO 63304

The Great Rivers Greenway District

For more information, call Great Rivers Greenway at (314) 436-7009 or visit www.greatrivers.info.

For a clean, green, connected St. Louis region

Flyer for the first set of Public Forums held throughout the area.

Public Forum #3 Citizen Input

When asked to prioritize the SEED project locations the public ranked them in the following order of preference:

Busch Conservation Area

Dardenne Prairie

Cottleville

St. Peters – Rabbit Run

Conservation practices and connectivity are desired by a large majority of attendees.

Proximity to the greenway and linkages to adjacent parks are important to many people.

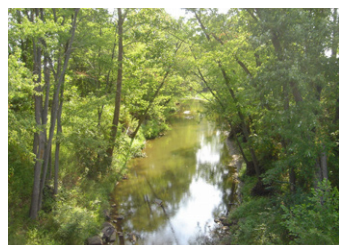
Respecting the diverse cultural activities throughout the corridor will be an important focus.



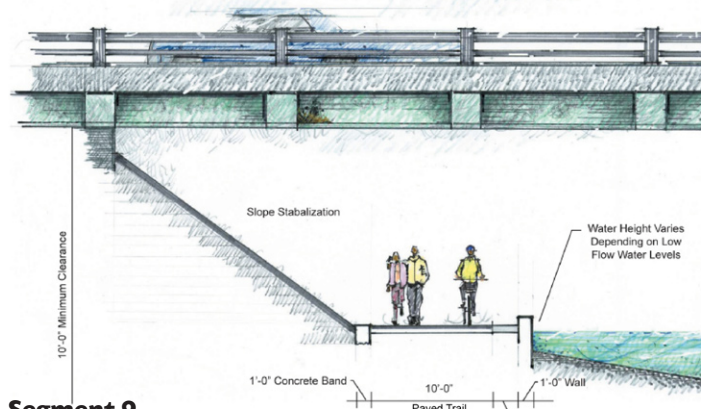
The Renaud Spirit Center is an important destination node in O'Fallon.



An image of Dardenne Creek in the historically straightened section in Cottleville.



A TYPICAL TRAIL CROSS SECTION EXAMPLE UNDER A VEHICULAR BRIDGE SUCH AS UNDER HIGHWAY K.



Segment 9

Segment 9 includes a primary route to the western city limit of Cottleville from Mid Rivers Mall Drive, typically along the south side of Dardenne Creek. The trail will connect residential developments with the new downtown Cottleville revitalization project. In this project, the historic Cottleville business district is anchored by a new park and City Hall, that will be LEED certified. The park contains playing fields and enhanced natural areas. To the north, Vantage Park will be linked with a bridge spanning the creek providing further residential access. The character of the creek is defined by its straight appearance, which is a result of the dredging from the early 1900's, and naturalized volunteer growth.

Segment 10

Segment 10 of Dardenne Greenway begins at the western edge of the Cottleville City limits. Ideally the route will pass under Highway K and connect to the existing City of O'Fallon Sports Park facilities. Within the Sports Park, the greenway will be north of the creek to avoid private property conflicts and will bridge the creek to connect to segment 11. Although this segment is defined as a "Route Not Determined", a multi-use paved trail is preferred for the approximately one and a quarter mile length.

Coordination with private property owners, the cities of O'Fallon and Dardenne Prairie and St. Charles County will be necessary for implementation of this segment of greenway.

Legend

Great Rivers Greenway District Projects	
Existing Community Trail Network	
Community Proposed Trail Network	
Parks & Conservation	
Creeks, Rivers, Lakes	
Floodplain	
Major Roads	
Schools	
Railroad	
Nature & Walking Trails	
Alternate Routes	
Route Not Determined	
Unplanned	
Multi-Use Paved Trails	

Water Trail Definition

Water trails (also known as *water-based trails*, *paddle trails*, *blueways* or *blue trails*) are sections of rivers, creeks, wetlands, and other water bodies that are designated as routes for canoeing, kayaking, and tubing.

Water Trail Features

Water trails can be designed with features and facilities that make these activities more enjoyable. Such features include, but are not limited to, clearly marked access points and/or trailheads, educational signs, directional signs, improved rapids, safety systems, and in some cases, designated picnic areas & camp sites.

Water Trail Example: *The Neuse River, North Carolina*



The photo above is a proposed water trail access site, with the existing conditions shown at right. The map shows a portion of the MST along the Neuse River in Johnston County, NC.



Paddling on Dardenne Creek near the confluence with the Mississippi Slough

Conservation

For corridors that are environmentally sensitive and contain steep slopes, wetlands, or rare habitat, no facilities are recommended. It is anticipated that portions of the Dardenne Creek and its tributaries that are defined for water quality, habitat protection, and floodplain management purposes would fit under this category.



Water Trails and Conservation

Within the Lower Section of the Greenway water volume is sufficient for water trails, sometimes referred to as ‘blueways’ or ‘paddle ways’. This type of trail has signage to demarcate portions of the waterway for canoeing and kayaking, and promote safe water based activities. The location of portage facilities is one of the most important elements of this type of feature. These designated locations should provide safe access for the public. Water trails are appropriate where there is a maintaining entity to address debris, vegetation and user safety. Due to the challenges mentioned in Chapter 4, at this time these types of greenway amenities are not being considered. As municipalities grow and develop and concerns are addressed water trails may become part of the greenway framework and a community resource.

Worthwhile conservation goals mentioned during the planning process are taking care of stream bank degradation, addressing water quality and dumping and habitat conservation improvements. Working with the standards set forth by the

Benefits of Water Trails

“Water trails reconnect communities to rivers and their recreational, cultural, and economic values. They inspire people to protect rivers from harm and repair damage from the past. Enabling residents and visitors alike to rediscover the recreation benefits of rivers has a variety of benefits for communities including community pride, an enhanced economy, and a newfound conservation ethic.”

(www.amrivers.org)



Great Rivers Greenway

DARDENNE GREENWAY

ST. CHARLES COUNTY

CONNECTING THE ST. LOUIS REGION WITH GREENWAYS

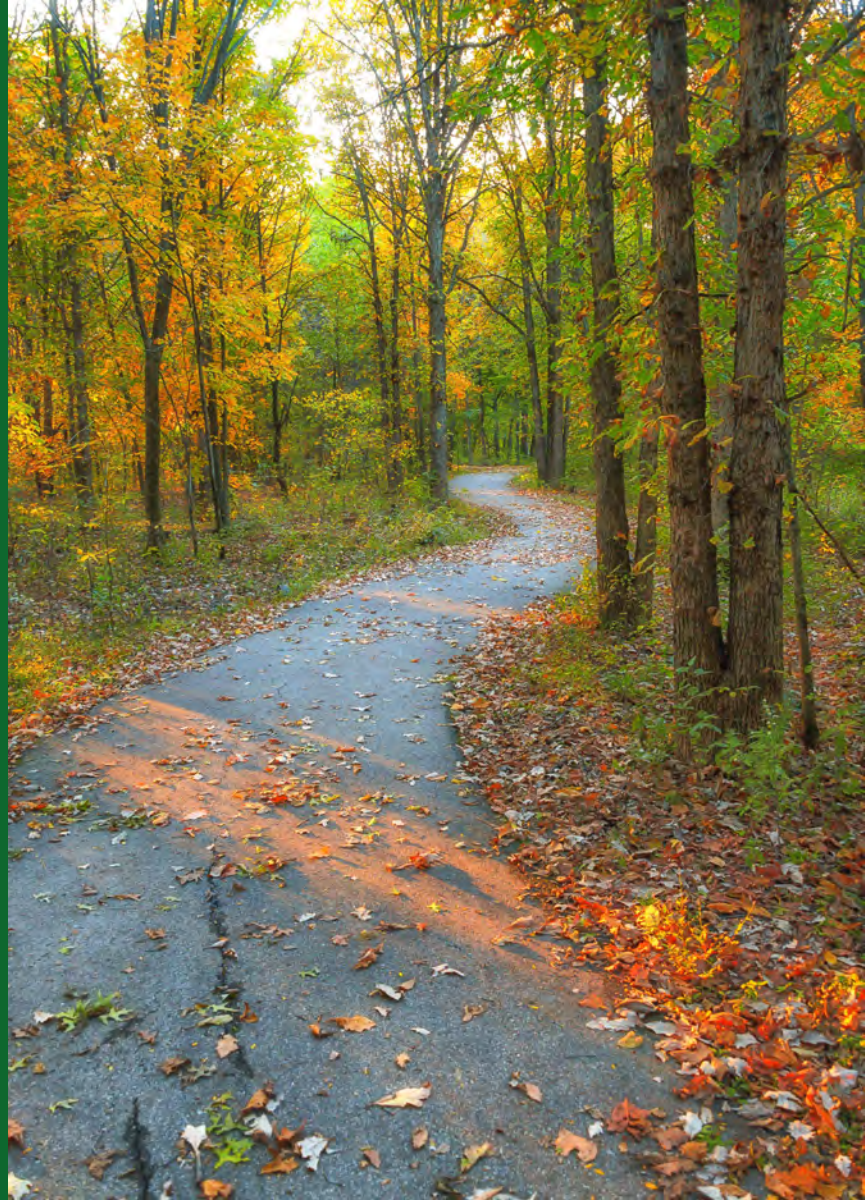
Great Rivers Greenway is making the St. Louis Region a more vibrant place to live, work and play.

With more than 128 miles of greenways constructed throughout the region, there is probably one near you!



Great Rivers Greenway

GREAT RIVERS GREENWAY is a public agency, created by a vote of the people in St. Louis City, St. Louis County and St. Charles County in the year 2000 to create a sales tax dedicated to parks and greenways. Those funds allow us to collaborate with partners and communities to build, care for and bring to life your network of greenways, creating healthy habitats and watersheds along the way. It's an honor to deliver on the community's vision for a vibrant, connected region.

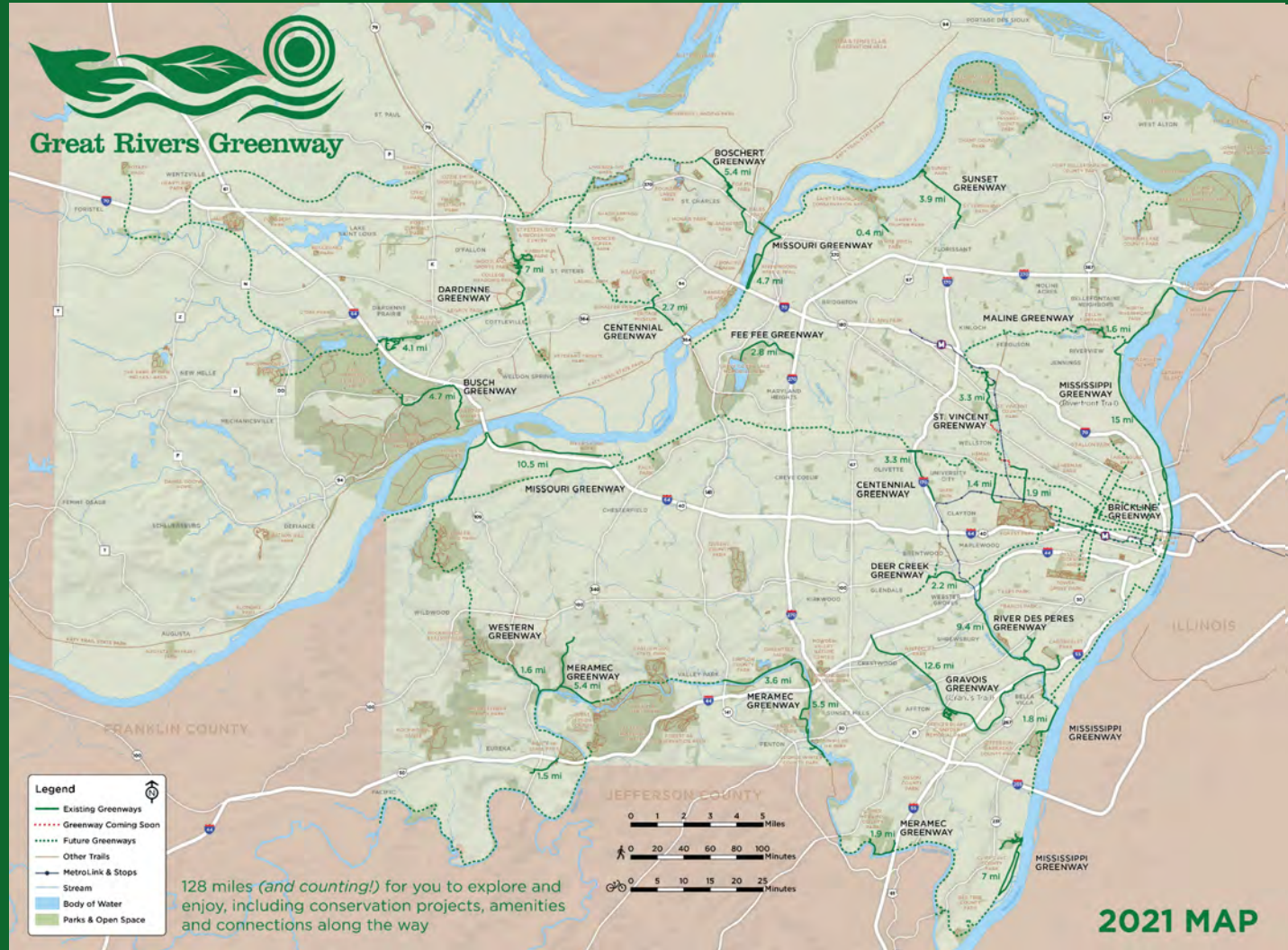


VISION

The RIVER RING Greenway Network:

- COVERING
1,200 square miles
- SERVING
2 million residents
- FEATURING
**600 planned
greenway miles**

A dynamic network of greenways connecting our communities - strengthening the social, economic and environmental well-being of our region



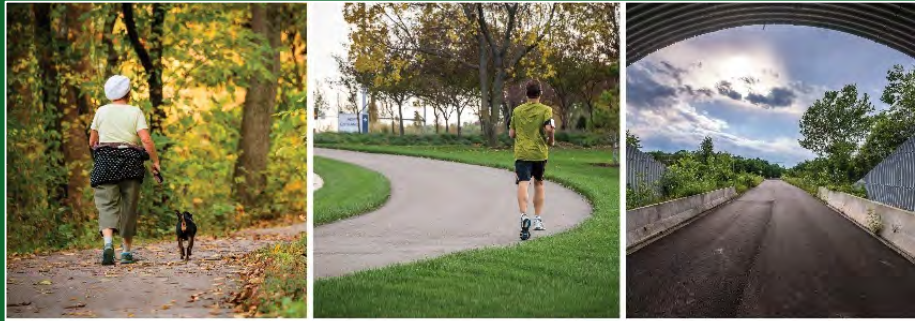
DARDENNE GREENWAY

The vision for Dardenne Greenway is to connect Broemmelsiek Park to Riverside Landing Park at confluence of Dardenne Creek and the Mississippi River.

When complete, Dardenne Greenway will be the hub of parks, trails and open space across St. Charles County.

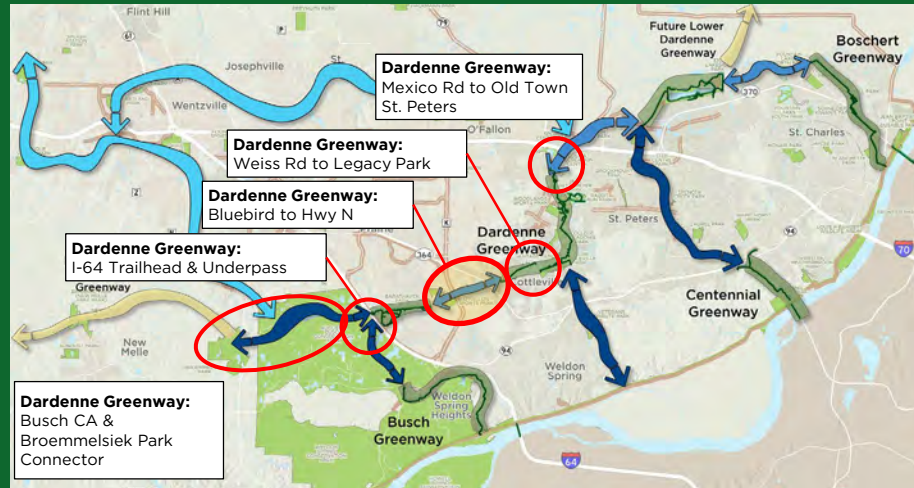


2020 SCC GREENWAY MASTER PLAN



2020 ST. CHARLES COUNTY GREENWAY MASTER PLAN

A Blueprint for Greenway Development

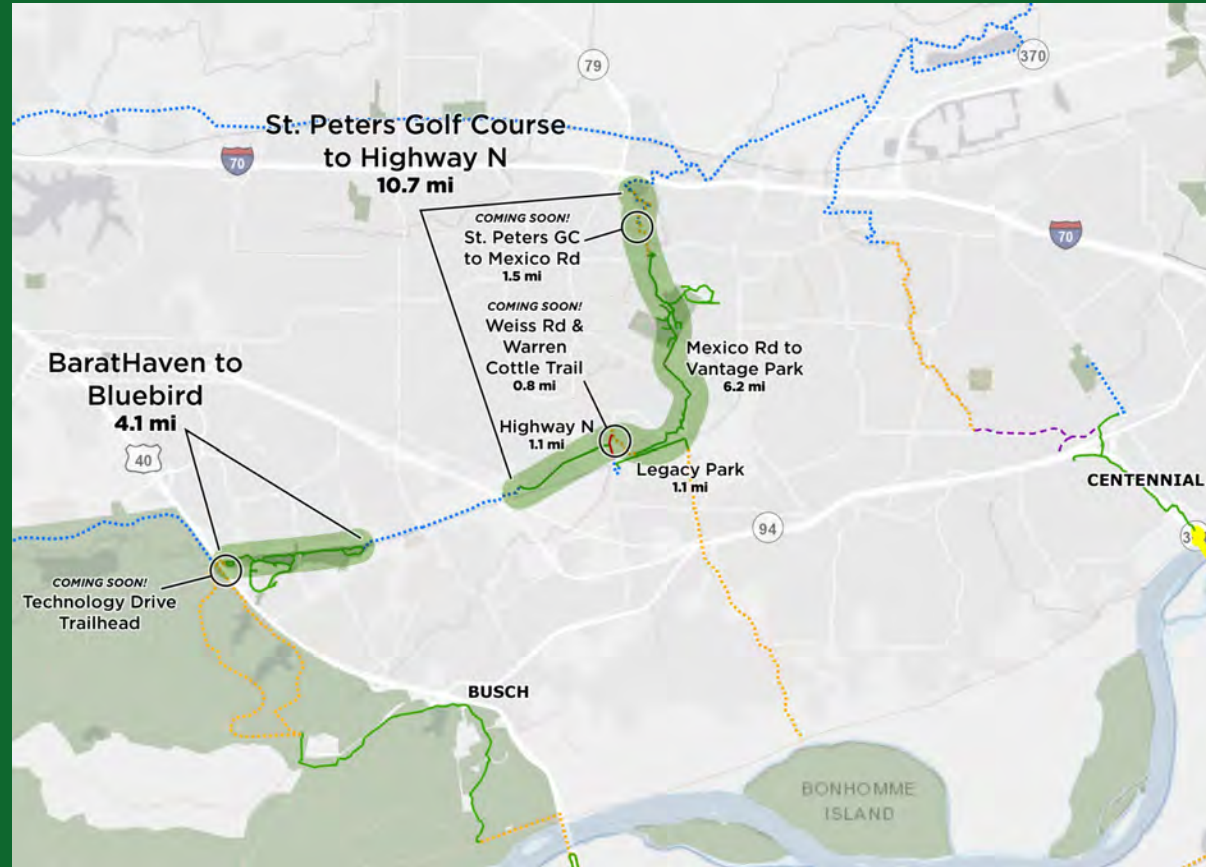


Completing gaps between existing Dardenne Greenway segments is a high priority recommendation from the 2020 St. Charles County Greenway Master Plan. The plan's recommendations were derived through extensive public input and reflect widespread support from St. Charles County residents. Among these priorities is completing the segment between Bluebird Meadow in Dardenne Prairie and Highway N in Cottleville.

DARDENNE GREENWAY PROGRESS

Currently, the BaratHaven to Bluebird section of Dardenne Greenway has 4.1 miles of trail.

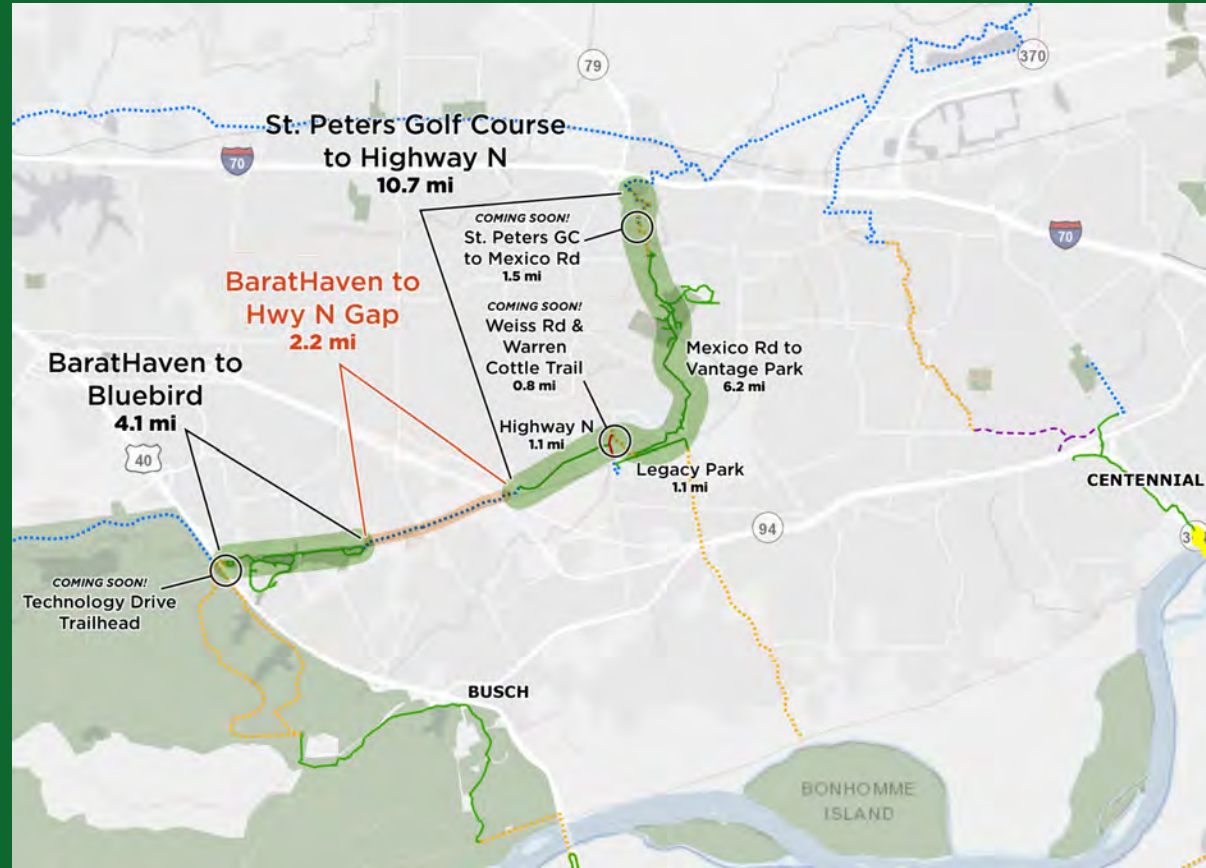
Between Highway N and St. Peters Golf Course, over 9 miles of trail are built or under construction, with another 1.5 miles currently being designed.



DARDENNE GREENWAY PROGRESS

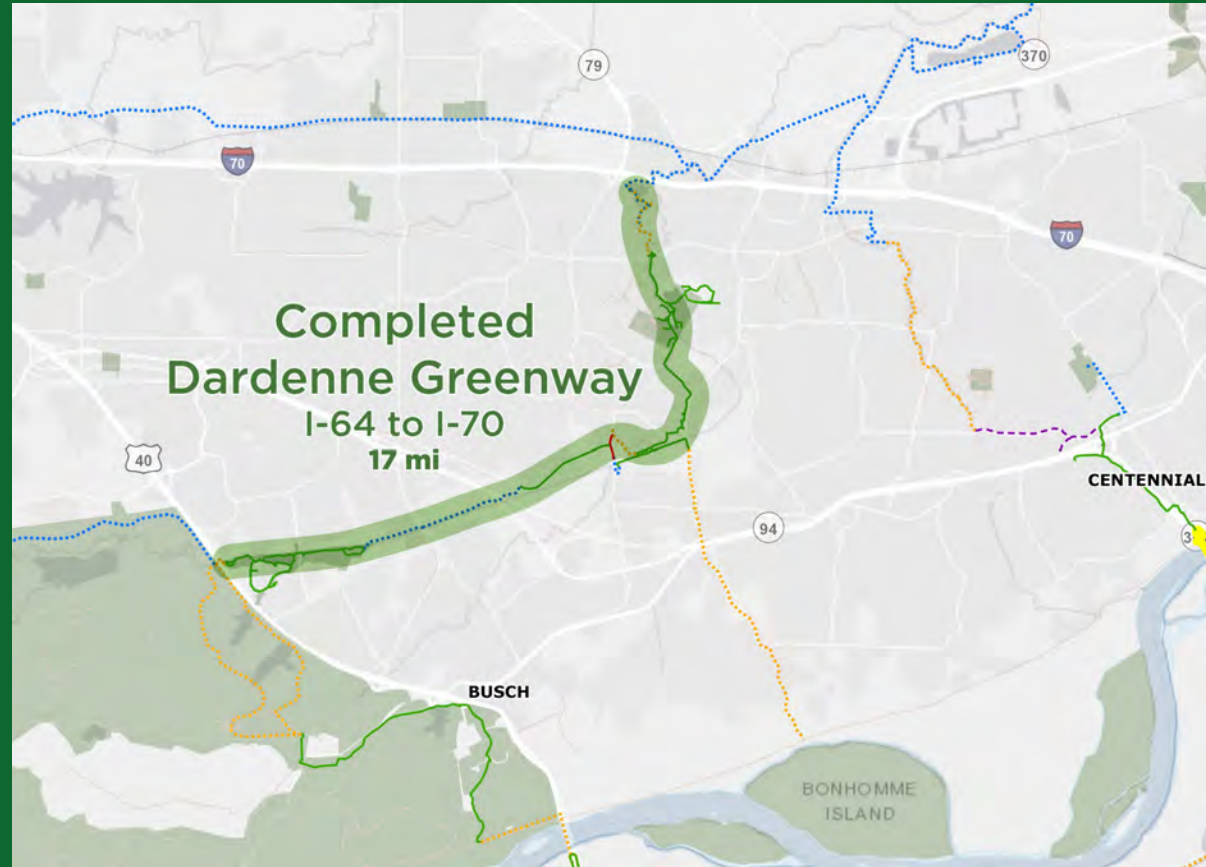
Separating these two built sections of Dardenne Greenway is a 2.2 mile gap between Bluebird Meadow in Dardenne Prairie and Highway N in Cottleville.

A greenway in this location would also provide access to O'Fallon Sports Park and the Renaud Center.



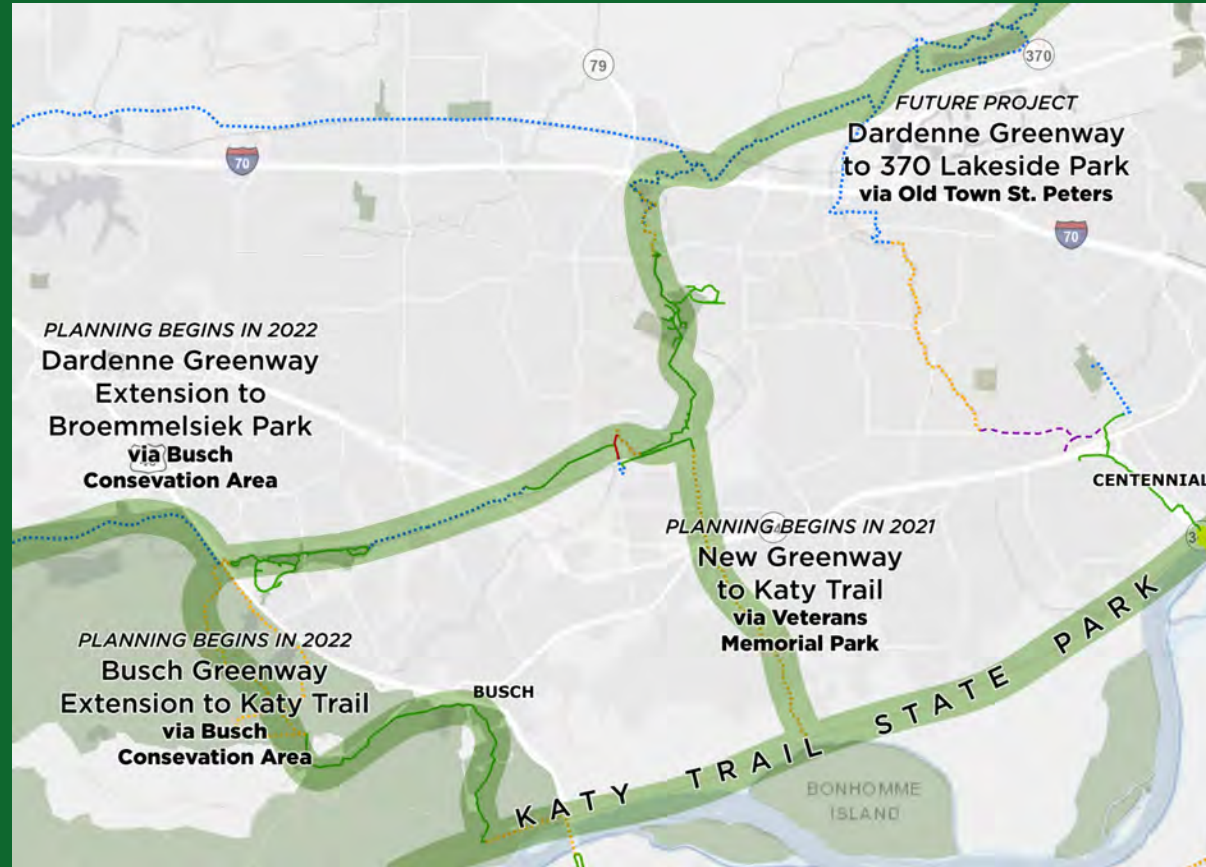
DARDENNE GREENWAY PROGRESS

A completed Dardenne Greenway would extend over 17 miles between I-64 and I-70, serving *thousands* of residents to become the backbone of recreational trails throughout St. Charles County.



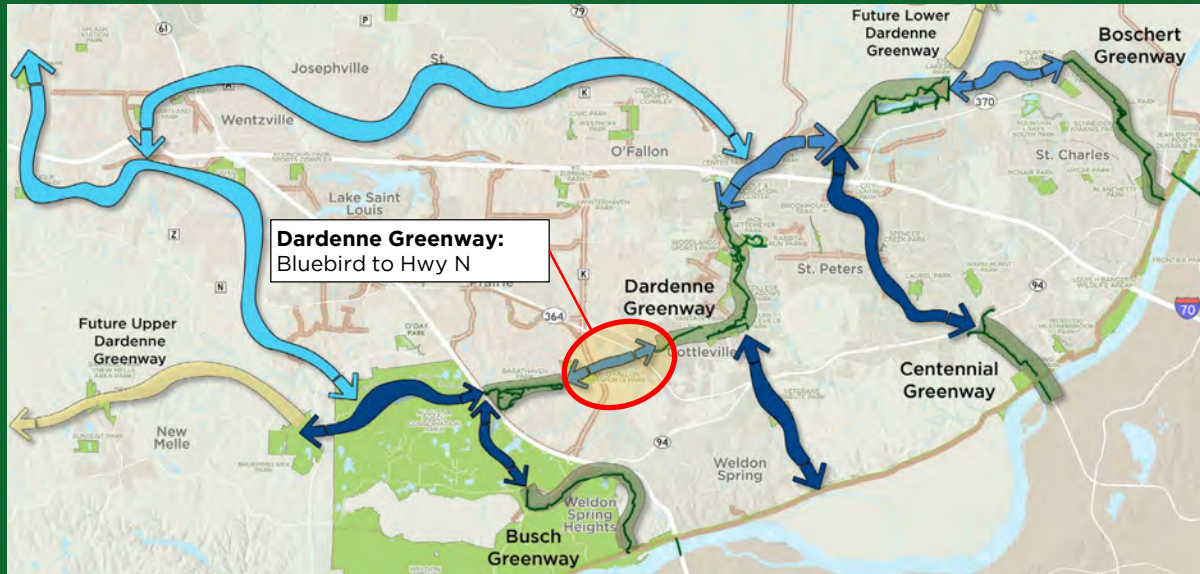
DARDENNE GREENWAY PROGRESS

Planning and agency coordination is also under way to provide future connections between Dardenne Greenway and the Katy Trail State Park, Veterans Tribute Park, Broemmelsiek Park and 370 Lakeside Park, further enhancing the quality of life for St. Charles County residents.



DARDENNE GREENWAY PROGRESS

Completing the Dardenne Greenway gap between Bluebird Meadow and Highway N is a regional priority and essential toward realizing the vision of a St. Charles County Greenway Master Plan.



FOR MORE INFORMATION PLEASE VISIT:
<https://greatriversgreenway.org/stcharlesplan/>

DARDENNE GREENWAY PROPOSAL

The most feasible alignment of the 2.2 mile proposed Dardenne Greenway connector would follow the north bank of Dardenne Creek



DARDENNE GREENWAY PROPOSAL



Ideally, Great Rivers Greenway would like to obtain a trail easement approximately 30' wide, 3300' long across 4 private parcels, generally parallel to the Duck Creek sewer and Ameren transmission easements, along the north bank of Dardenne Creek.

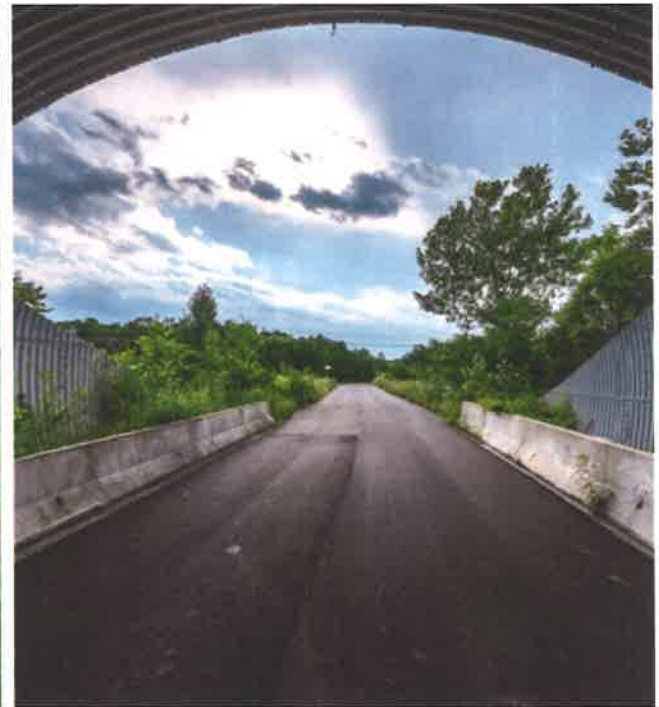
ATTACHMENT C

1. PUBLIC INVOLVEMENT

- a. City of O'Fallon
- b. St. Charles County
- c. Great Rivers Greenway



O'FALLON



2020 ST. CHARLES COUNTY GREENWAY MASTER PLAN

A Blueprint for Greenway Development



Community Input

The planning process included two online and telephone-based community surveys.

The Data Collection Survey

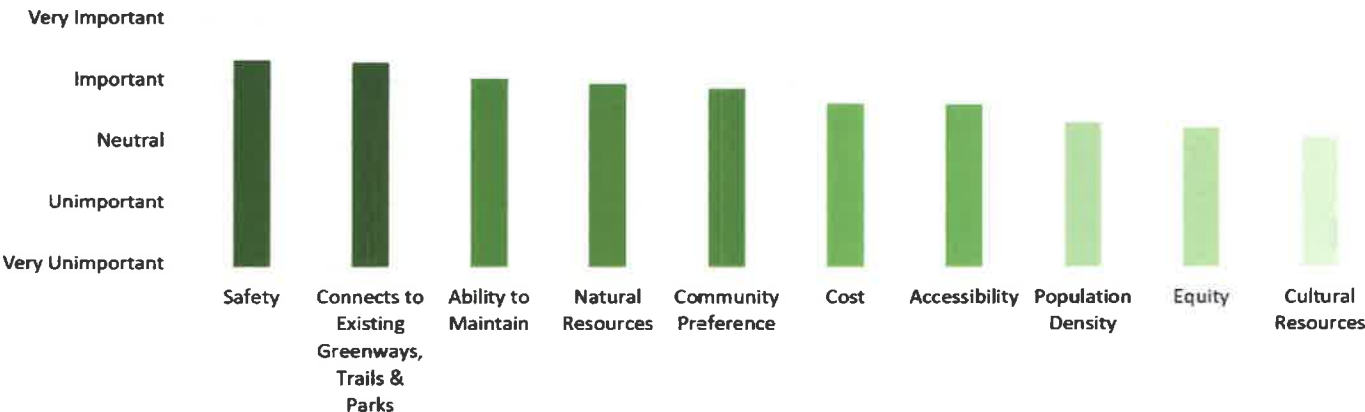
Asked respondents to identify which greenway features and experiences were most important to them, and allowed them to leave map-based comments suggesting potential greenway routes, connections and destinations.

The Concept Refinement Survey

Asked respondents for input on the greenway evaluation factors, the suggested greenway concepts and their priorities for greenway development.

1,035	Responses were received to the Data Collection Survey
6,000	Project website visits while the Data Collection Survey was active
645	Map-based comments were received in the Data Collection Survey
1,172	Responses were received to the Concept Refinement Survey

The Greenway Evaluation Factors



The most important greenway evaluation factors to Concept Refinement Survey respondents were safety, connecting to existing greenways, trails and parks, and the project partner's ability to maintain.

Project Partners and Planning Team

Throughout the planning process, Great Rivers Greenway and the planning team collaborated with a group of Project Partners consisting of representatives from St. Charles County and eight of the project funding municipalities within the county. The Project Partners are listed in the sidebar to the right.

The role of the Project Partners was to provide guiding direction for the project, to provide information about their communities that could aid the project, and to be a point of contact between the planning team and each community. The Project Partners attended meetings with Great Rivers Greenway and the planning team to provide input, help determine priorities, and keep their communities informed of the planning process, as shown in the images in Figures 2.3 and 2.4.

The planning team included a group of consultants led by the landscape architects at Planning Design Studio, who were responsible for project management, master planning and assisting with community engagement. The team also included The Vandiver Group, who assisted with community engagement and meeting facilitation, CBB Transportation, whose engineers were responsible for active transportation planning and roadway and traffic evaluation, and SCI Engineering, who was responsible for environmental and cultural resource evaluation.

The Project Partners:

- St. Charles County
- City of St. Charles
- City of Dardenne Prairie
- City of O'Fallon
- City of Lake Saint Louis
- City of St. Peters
- City of Weldon Spring
- City of Wentzville
- City of Cottleville



Figure 2.3: The October 30, 2019 Project Partner Planning Meeting



Figure 2.4: The December 11, 2019 Project Partner Planning Meeting

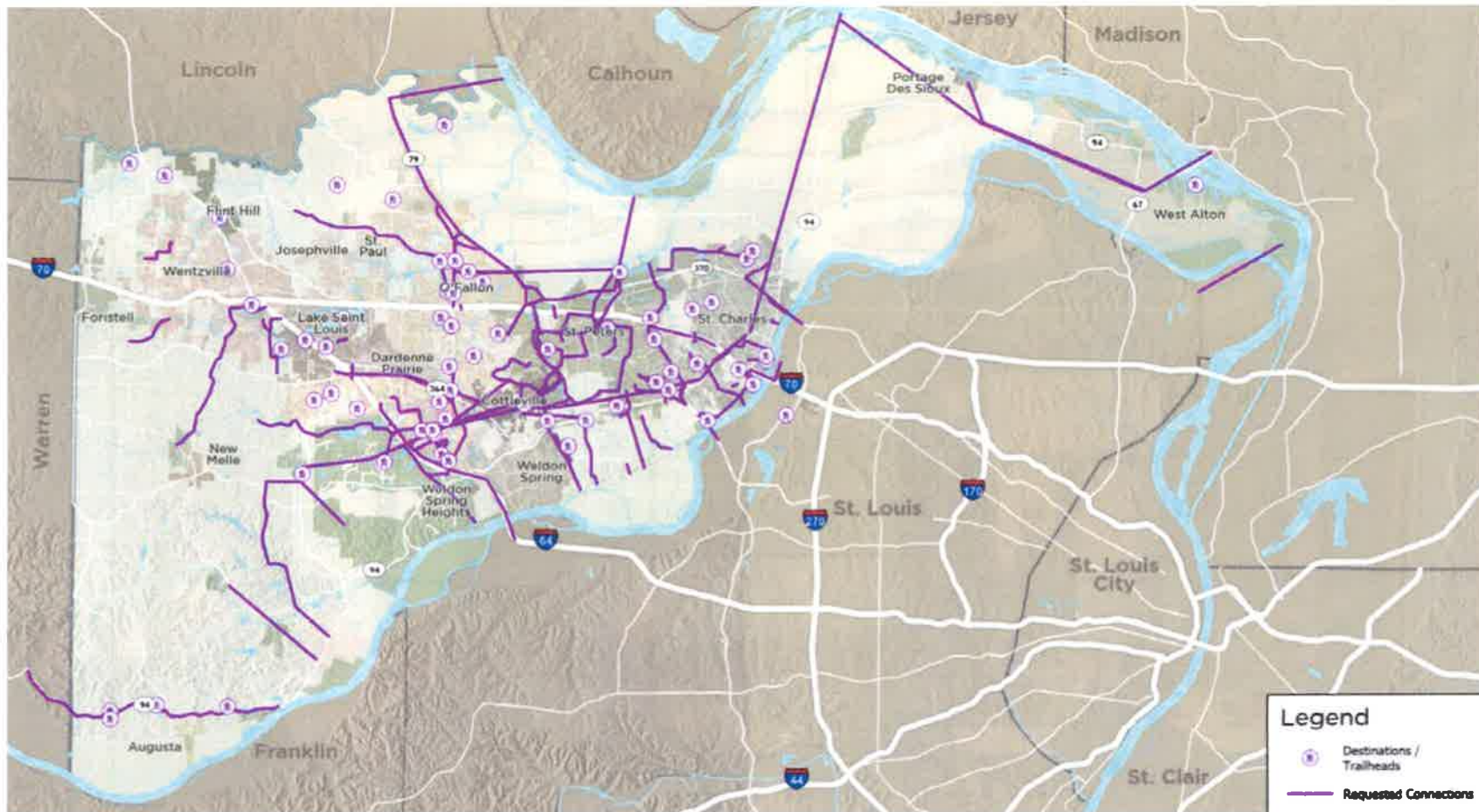


Figure 2.5: GIS Map of the Most Commented Destinations and Connections from Fall 2019 Public Survey Interactive Map. Source: PDS

Engagement Strategy

Input from and collaboration with the community is an integral part of every Great Rivers Greenway project. For this project, the community provided input at local community events throughout the fall of 2019, two online surveys, and direct engagement through the project partners. The surveys were advertised with signs along the existing greenways, through project partners newsletters and websites, in local print publications, through the neighborhood app Next Door, and with social media advertising targeted to St. Charles County residents. In the fall 2019 online survey, the community weighed in via an interactive map. Survey respondents could leave geolocated comments on the map, suggesting greenway connections and destinations, which the planning team then mapped in GIS, as seen above in Figure 2.5. In the spring of 2020, the planning team was forced to re-envision the engagement strategy because of the social distancing practices necessitated by the COVID-19 health crisis. In-person meetings and events were replaced with virtual meetings and further emphasis on online and telephone-based surveys.

The project website can be visited at: www.GreatRiversGreenway.org/StCharlesPlan

Outreach & The Fall 2019 Community Survey

Community outreach is a critical component of all Great Rivers Greenway planning projects. The public outreach during the data collection phase informed the public about the project and its vision and asked for their input into the planning process.

Great Rivers Greenway and the planning team “spread the word” about the project in several ways. The Great Rivers Greenway website explained the project and linked to the online survey. The project partners shared about the project and the survey through their municipalities’ established communication channels. Representatives from Great Rivers Greenway attended local events and festivals throughout the fall of 2019 to inform residents about the project, gather feedback and invite them to take the survey. These events included food truck festivals, organization meetings and neighborhood events in St. Charles County such as the Race for the Rivers, Aug. 24; Monarch Madness Festival, Sept. 14; MO Cowbell Health & Fitness ExMO, Oct.4-5; and the Jack-O-Glow walk on the Centennial Greenway, Oct. 18. Great Rivers Greenway set up a tent or table at these events to engage people and gather feedback. Signs advertising the project and the survey were posted along the existing greenways throughout the county. An invitation to take the survey was posted on the neighborhood-based social media platform Next Door. Targeted advertising for county residents was posted on Facebook along with an invitation to take the survey. The project partners also gathered feedback directly from their community’s leaders in the areas of health, transportation, nature, and economy, in order to better understand their desires, concerns and capacities for greenway building and maintenance.

When the fall 2019 online survey closed on October 31, 2019, a total of 1,035 individuals had completed the survey. The project website was visited over 6,000 times while the survey was active. Survey respondents left a total of 645 comments, including 282 map-based comments and 363 general comments. Below are the results of the community’s ranking of the most important greenway experiences. The following pages describe the greenway destinations and connections that were most commonly suggested by survey respondents.

Greenway Experiences

The survey asked the community to rank the importance of five greenway experiences in order of importance to them and their families. In order, the most important greenway experience were:

1. Being in Nature (woods, prairies, wetlands, etc.) - Ranked most important or second most important by 58%
2. Having Greenways Near Your Home - Ranked most important or second most important by 47%
3. Having Views of Rivers and Waterways - Ranked most important or second most important by 41%
4. Connecting to the Katy Trail or Other Regional Parks and Trails - Ranked most important or second most by 40%
5. Commuting to Shopping, Work or Dining Destinations - Ranked most important or second most important by 13%

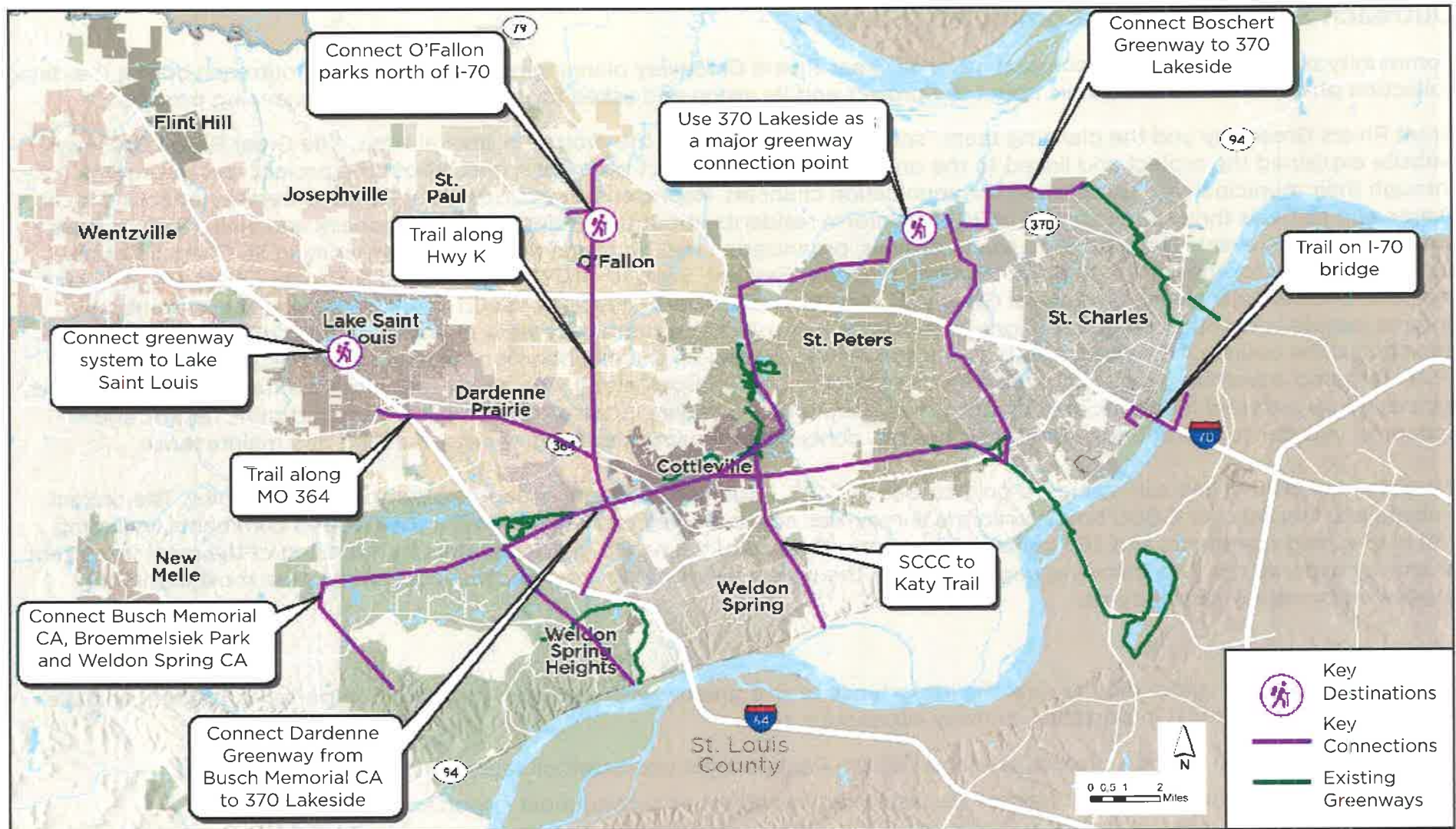


Figure 3.13: GIS Map of the Most Commented Destination and Connections from Fall 2019 Public Survey Interactive Map. Source: PDS

The fall 2019 online survey featured an interactive map on which respondents could add geolocated suggestions for greenway destinations and connections. When the survey closed, the planning team mapped all of the suggestions into GIS, a summary of which can be seen above in Figure 3.13. Figure 3.14 on the following page shows a 'Heat Map' of the locations within St. Charles County that received the most comments. The larger circles represent more comments - and the total number of comments for each area is shown inside the circle. The following pages contain descriptions of the most desired greenway connections and destinations from the survey.



Figure 3.14: 'Heat Map' of the Most Commented Destination and Connections from Fall 2019 Public Survey Interactive Map. Source: PDS

Dardenne Greenway

Suggestions include connecting the existing greenways in Bluebird Meadow and BaratHaven Parks across I-64, through the Busch Memorial CA, west to Broemmelsiek Park, and south to the Weldon Spring Conservation Area and the Katy Trail. There was also a desire to connect the gap between the existing portions of the Dardenne Greenway between Bluebird Meadow Park, along the Dardenne Creek past O'Fallon Sports Park to Legacy Park in Cottleville. There was also a desire to extend the Dardenne Greenway northeast to connect to 370 Lakeside Park.

Centennial Greenway

Respondents expressed a desire to connect the Centennial Greenway, currently along Page Avenue south of MO 364, north to St. Peters parks and trails. A particular concern was adding a safe greenway crossing of MO 364. There was also a desire to connect the Centennial Greenway north along Muegge Road to the City of St. Charles' Wapelhorst Park, then continue on to 370 Lakeside Park.

City of Dardenne Prairie/O'Fallon

The area with the most concentrated amount of comments was in Dardenne Prairie and O'Fallon near BaratHaven and Bluebird Meadow Parks. There were requests for a north/south trail along Highway K from Interstate 64 across MO 364 and Interstate 70 through O'Fallon to connect to the bike lanes on MO 79. There was a desire to extend the greenway on the north side of Highway N westward to Highway K, bridging a gap in the existing trails near the O'Fallon Crossing shopping center.

City of St. Charles

Respondents expressed a desire to connect the City of St. Charles' neighborhoods and parks, including Wapelhorst Park to Main Street and continuing onto the Katy Trail. Safe crossings at MO 94 and Zumbuhl Road and across Interstate 70 were especially important. There was a desire to connect the Boschert Greenway to the Katy Trail. There were requests to connect St. Charles City westward to Cottleville, north to Grafton and Alton, and east to St. Louis County. There was a request for bike lanes along Veteran's Memorial Parkway.

City of O'Fallon and Northwest St. Charles County

There was a general desire for more trails in north O'Fallon and in the unincorporated areas in the northwestern areas of the county. Civic Park, Dames Park and Deer Run County Library branch were suggested as O'Fallon destinations. The conservation areas along the Mississippi River, the town of Flint Hill, the town of St. Paul, Indian Camp Creek Park and Towne Park were all suggested as northern destinations.

City of Cottleville

There was a suggestion to incorporate bike lanes or a greenway into the expansion of Highway N between MO 364 and Motherhead Road. There was a desire to connect the Harvester neighborhood to the Katy Trail. Several respondents expressed a desire for a safe greenway crossing of MO 364/94. A trail along Duckett Creek was suggested. The shopping center on Mid Rivers Mall Drive between MO 364 and Highway N was suggested by several respondents as a greenway destination. Legacy Park was proposed as a destination.

City of St. Peters

General connections were proposed between all of St. Peters' existing city parks and trails. In addition, a connection was suggested between Francis Howell North High School and the St. Peters Rec-Plex. A loop was suggested by adding bike lanes along the east-west Mexico and McClay Roads, to connect to the north-south portion of the Dardenne Greenway in the east and the north-south City Centre Trail in the west.

Lake Saint Louis, Wentzville and O'Fallon

A route was proposed beginning at O'Day Park in O'Fallon, running north along Sommers Road, west on Highway N, and north on Duello to connect to Quail Ridge Park in Wentzville. Destinations suggested in this area include The Meadows shopping center and a lake access point on Lake Saint Louis. A route along Highway Z was suggested, starting at Quail Ridge Park near the intersection of I-70/I-64/MO 61, running south and connecting off-road to New Melle Park on Foristell Road. Progress Park in Wentzville was also suggested as a destination.

Augusta and South St. Charles County

Several of the wineries around the City of Augusta were suggested as greenway destinations. A route was suggested along MO 94 from the Lewis and Clark Trail (which intersects the Katy Trail), running east to connect to the wineries, then turning south at Route T to connect back to the Katy Trail and form a loop.

Concepts Outreach

The greenway corridors were presented to the community for input through an online and telephone survey in the spring of 2020 and were presented to the project partners for input at several project partner meetings. The original outreach plan was to attend a variety of local community events with a table of project representatives asking visitors to provide their input on the greenway options. However, because of the social distancing protocols required by the 2020 COVID-19 health crisis, all large gatherings in the spring of 2020 in St. Charles County were canceled. Because of this, the planning team transitioned their community outreach approach to rely exclusively on online and over-the-phone communication. The project partner meetings transitioned into virtual meetings rather than in-person meetings over the summer and fall of 2020. The community outreach approach was based on geographically targeted social media advertisements, posts on the neighborhood app Next Door, and online communication through Great Rivers Greenway and project partner websites and newsletters. Emails and text messages were sent to individuals who had signed up to receive project updates. Press releases were sent to St. Charles County print and digital media, including *Community News*, *News Time*, *Mid Rivers Times* and *Streetscape*. All of these asked the community to provide their feedback in the second online survey of the project. In addition, the survey was available to be taken by phone.

The Spring 2020 Online Public Survey received 1,172 responses between April and May of 2020. Figure 5.11 shows the age, race and gender of all spring 2020 respondents. This can be compared to the demographics of St. Charles County overall shown in Figure 5.12 on the following page. Future greenway projects in St. Charles County will need to focus more outreach on people of various ethnic backgrounds, females and youth to get more equitable input that reflects the demographics of St. Charles County.

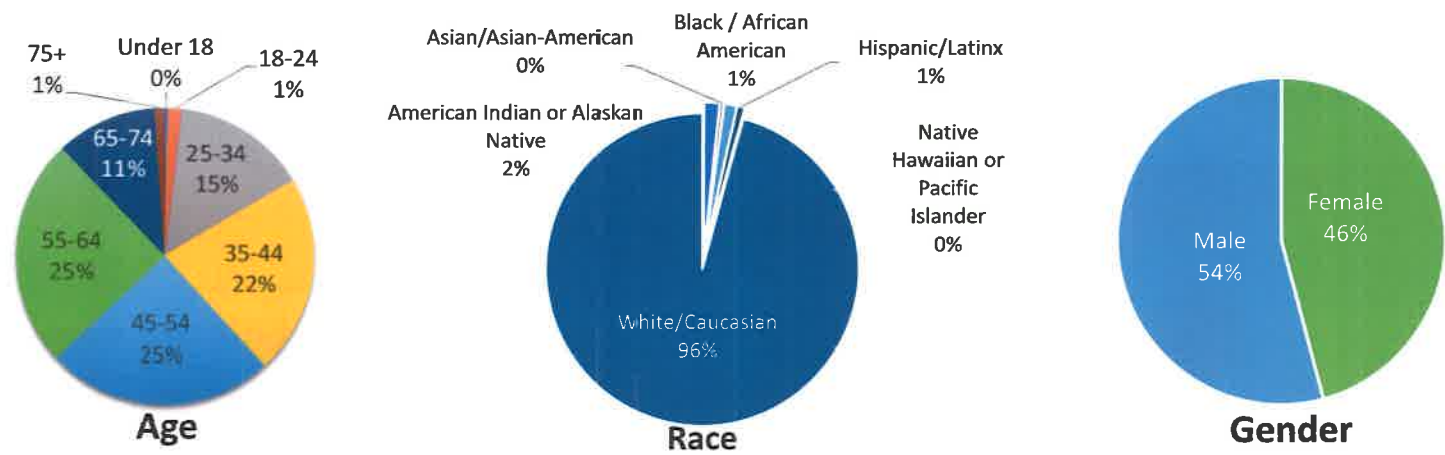


Figure 5.11: Age, Race and Gender of Spring 2020 Survey Respondents

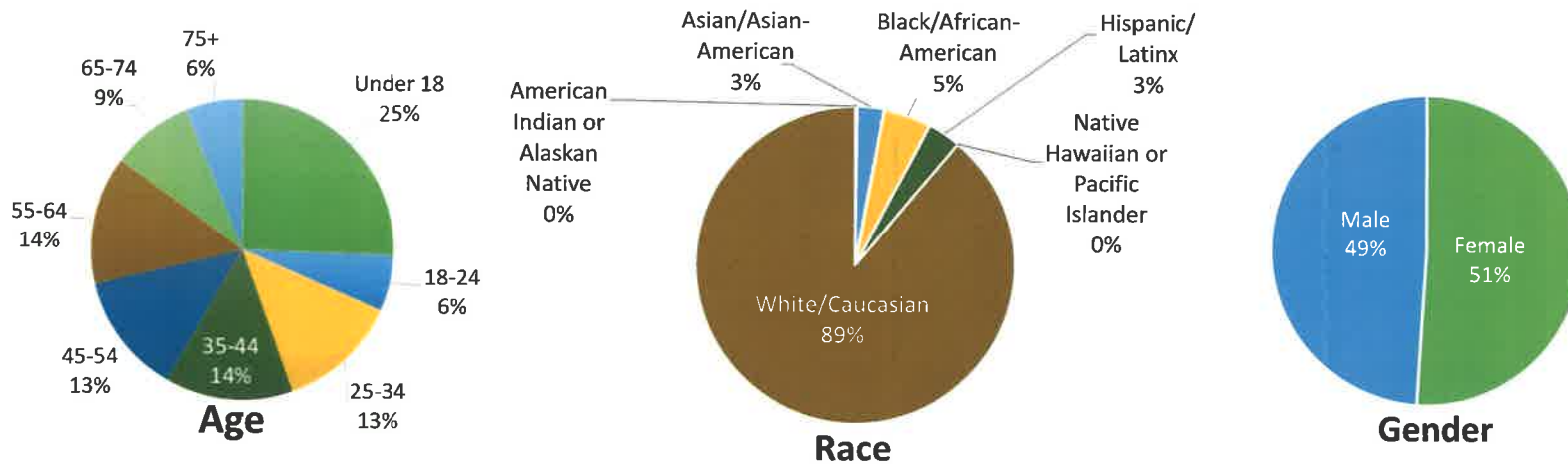


Figure 5.12: Age, Race and Gender of St. Charles County Residents

The majority of respondents were residents of the central core of St. Charles County, as shown in Figure 5.13 which shows the geographical distribution of all survey respondents above compared with the demographics of St. Charles County residents overall.

The survey asked respondents to provide input on the greenway evaluation factors that were determined by the planning team and project partners in the analysis phase. Respondents rated each factor category as to the importance they felt should be placed on that category. The most important factor for survey respondents was safety, closely followed by connections to existing greenways, trails and parks. The ability to maintain, stewardship of natural resources and community preference were also rated highly. The full results can be seen in Figure 5.14 on the following page.

The survey also asked respondents to assign a preference rating to each of the nine proposed greenway corridors. The results of this rating are shown on the following page in Figure 5.15: Community Preference of Potential Greenway Corridors. Details of the preference results for each corridor are discussed in the Master Plan section of this document.

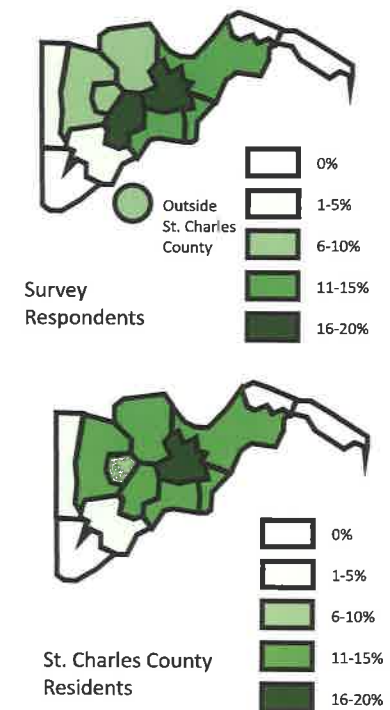


Figure 5.13: Geographical Distribution of Spring 2020 Survey Respondents

Figure 5.14 (Right):
Survey Results for
Most Important
Greenway Evalua-
tion Factors

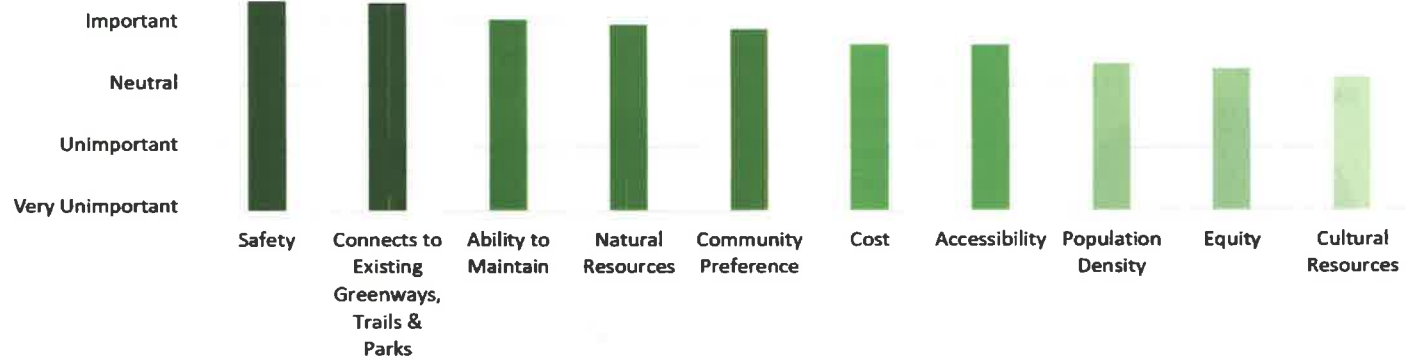
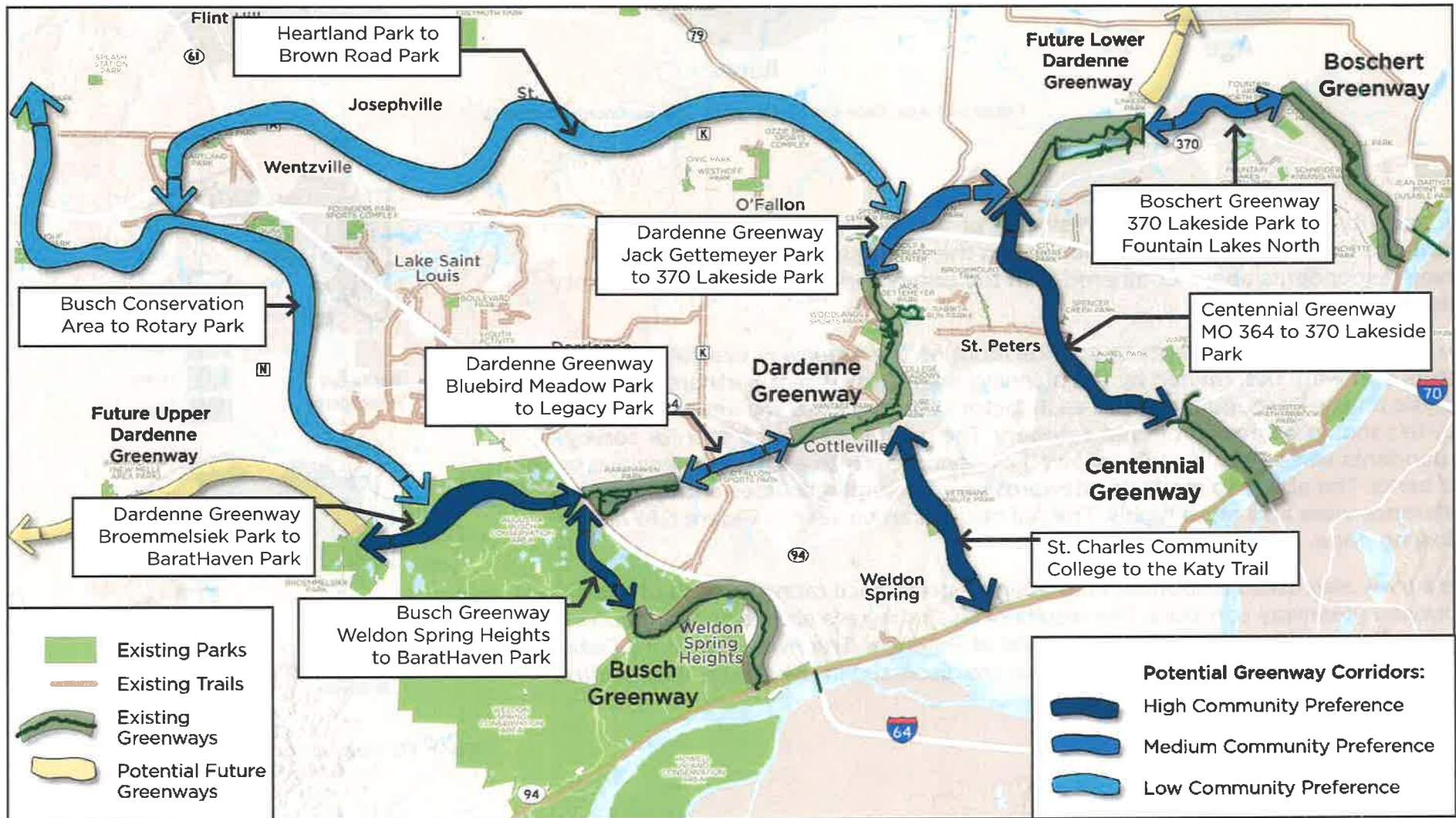
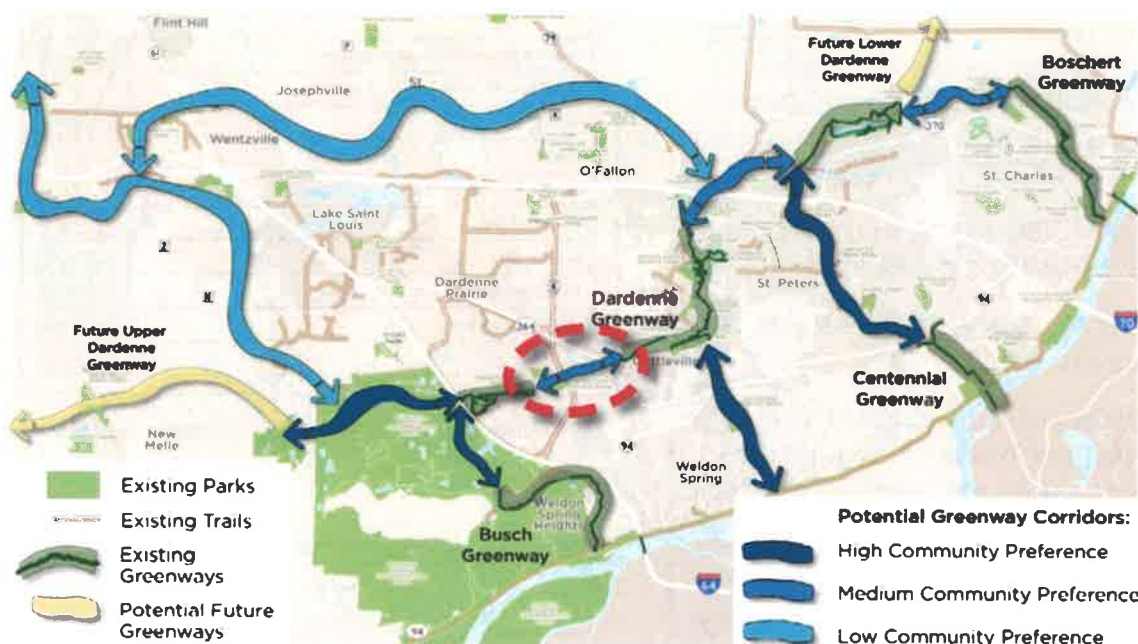


Figure 5.15 (Below):
Community
Preference of
Potential Greenway
Corridors.
Source: PDS



Corridor 2

Survey and Evaluation Matrix Results



Spring 2020 Public Survey Results

The spring 2020 public survey respondents showed support for this corridor, with 58% saying they liked or strongly like the option. A breakdown of the responses for this corridor can be seen in Figure 6.5: Corridor 2 Public Survey Results. The most common comment in support of the corridor mentioned the connection of existing greenway segments. The most common comments against this corridor mentioned the high cost and maintenance requirements. Other comments include:

- Would provide safe MO 364 crossing
- Connects to shopping areas
- Opportunity to incorporate interpretive flood mitigation projects
- Cottleville business district would be a great destination
- Short length
- Area already has several greenways; doesn't serve new areas

Dardenne Greenway

Bluebird Meadow

Park to Legacy Park

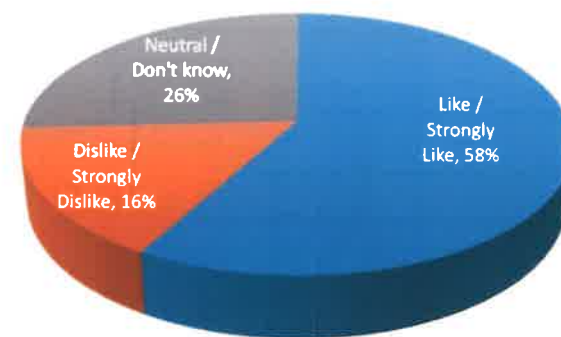


Figure 6.5: Corridor 2 Public Survey Results

Greenway Evaluation Matrix Results

The total score for this corridor on the greenway evaluation matrix was 23, which was tied for 4th highest out of nine.

The total score in each category can be seen below in Figure 6.6: Corridor 2 Evaluation Matrix. The methodology behind the greenway evaluation matrix rating for this corridor is described on the following page.

Corridor 2

Factors Contributing to Matrix Rating

Existing Greenways, Trails and Parks - 3 - This corridor received the highest score for number of key connections, key destinations, potential for increased use of existing greenway and reduces fragmentation. This corridor is a critical component of having a connected Dardenne Greenway. It received a low score in length of trail created and proximity to libraries and schools.

Population Density - 2 - This corridor runs through a populated area with popular destinations. It is not near many employment centers or future growth areas.

Safety - 3 - This corridor would be completely off-road, separated from vehicle traffic and will likely require just one at-grade roadway crossing.

Cost - 2 - The short length of this corridor would lower construction costs, but it will require some expensive infrastructure including bridges. The land acquisition and permitting/approvals effort will be high. The maintenance requirements for this option will likely be very high because of its proximity to creeks.

Community Preference - 2 - This project has a high level of support from project partners. The spring 2020 survey showed medium preference from the community. This route has lower support from user groups and organizations.

Sustainability - 1 - This route has a high probability of frequent flooding and will likely require a high level of maintenance. The corridor could present some difficulty for the project partners responsible for maintaining the greenway.

Accessibility - 3 - This option has a medium number of trail access points and a large number of trailheads. The topography is relatively flat.

Natural Resources - 3 - This corridor is very close to and existing wetland and lake area, which would allow it to provide access to natural resources and have an opportunity for environmental interpretation. The corridor could be routed to avoid sensitive natural areas.

Cultural Resources - 3 - This route avoids sensitive cultural resources and has an average potential for cultural resources interpretation/education.

Equity - 1 - This corridor does not provide easy access for low-income families or people of various ethnic backgrounds or have access by public transportation.

St. Charles County Greenway Plan	
2 - Dardenne - Bluebird Meadow to Legacy	
Corridor Total	23
Existing Greenways, Trails and Parks	3
Population Density	2
Safety	3
Cost	2
Community Preference	2
Sustainability	1
Accessibility	3
Natural Resources	3
Cultural Resources	3
Equity	1

Figure 6.6: Corridor 2 Evaluation Matrix Score

Corridor 2

Greenway Overview

Dardenne Greenway - Bluebird Meadow Park to Legacy Park

This corridor is a key connection between existing sections of the Dardenne Greenway. It runs from Bluebird Meadow Park in Dardenne Prairie in the west to Legacy Park in Cottleville in the east.

The existing portion of the Dardenne Greenway in the west has a three-mile paved loop through the residential BaratHaven community and BaratHaven Park, and continues west through Bluebird Meadow Parks and ends at Dardenne Creek. The existing portion of the Dardenne Greenway in the east runs five miles through Cottleville, past St. Charles Community College, connecting to Legacy Park, Vantage Park, Woodlands Sports Park, Jack Gettemeyer Park at Rabbit Run and Dardenne Park in St. Peters. The proposed connection would join these two disconnected segments.

The corridor would likely require a bridge crossing over Dardenne Creek and three smaller bridges over tributary creeks. It would also require crossings of the three-lane Highway N, Highway K and MO 364.

This corridor would provide pedestrian and bicycle connections to many destinations, including St. Charles Community College, O'Fallon Sports Park, Woodland Sports Park, Dardenne Park, College Meadows Park, Jack Gettemeyer Park, Rabbit Run Park, BaratHaven Park and Vantage Park.

A map of this route is shown in Figure 6.7: Corridor 2 - Dardenne Greenway - Bluebird Meadow Park to Legacy Park.

Current Status

This corridor was originally identified in the Dardenne Greenway Master Plan. Various portions have been implemented since the plans creation in 2006. Cottleville has been making incremental additions along Highway N.

An exact route for the corridor is uncertain east of Bluebird Meadow. Currently, the property is unavailable, the route is difficult to traverse topographically, and the area is prone to frequent flooding.

**MATRIX
RANKING:** **4th**
(tie)

**COMMUNITY
RANKING:** **5th**

UNIQUE FEATURES:

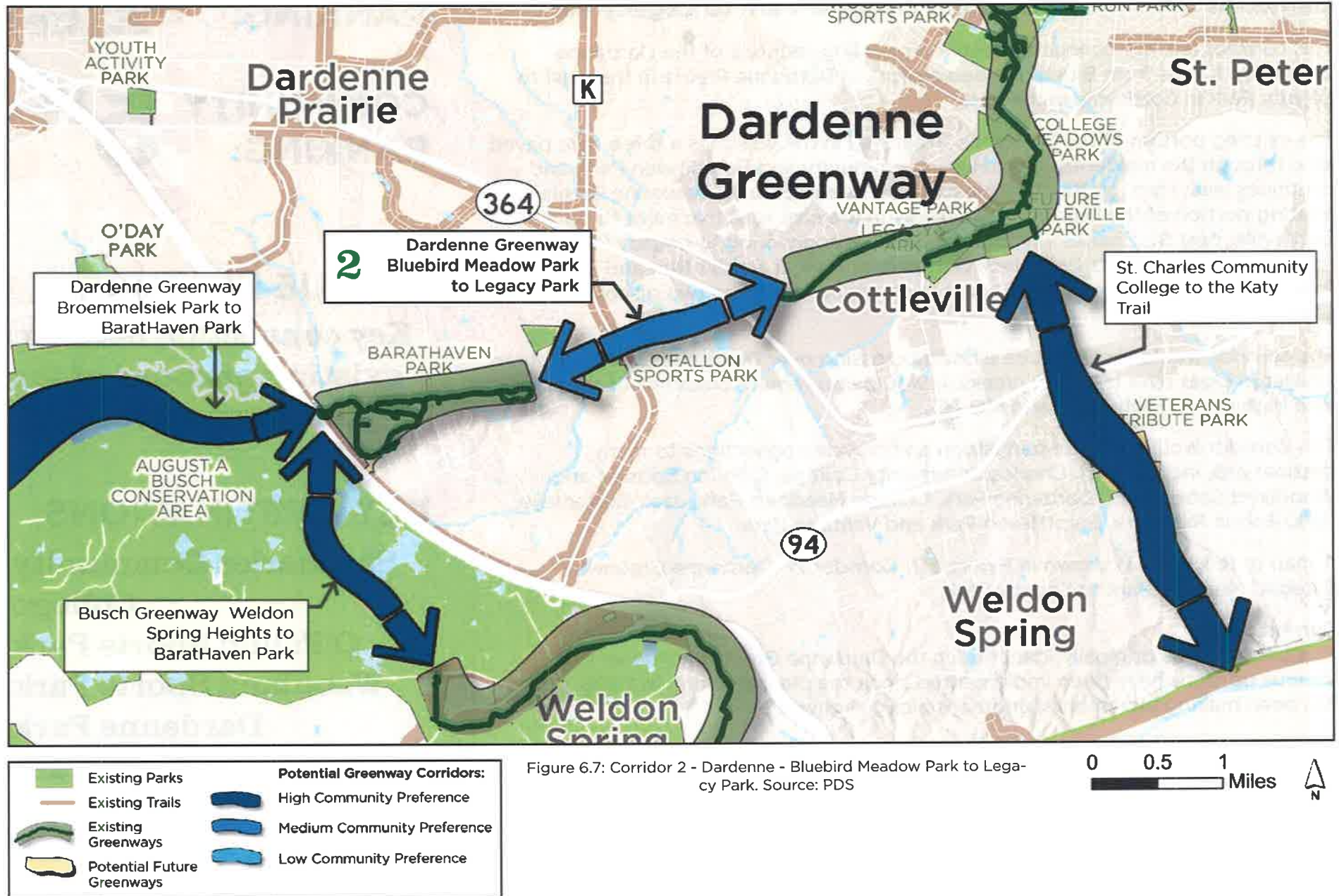
**Key connection between
existing portions of the
Dardenne Greenway**

KEY DESTINATIONS:

**St. Charles Community
College
O'Fallon Sports Park
Woodland Sports Park
Dardenne Park
Jack Gettemeyer Park
Vantage Park
Bluebird Meadow Park
Legacy Park**

Corridor 2

Greenway Map Enlargement



Corridor 2

Strategies for Moving Forward

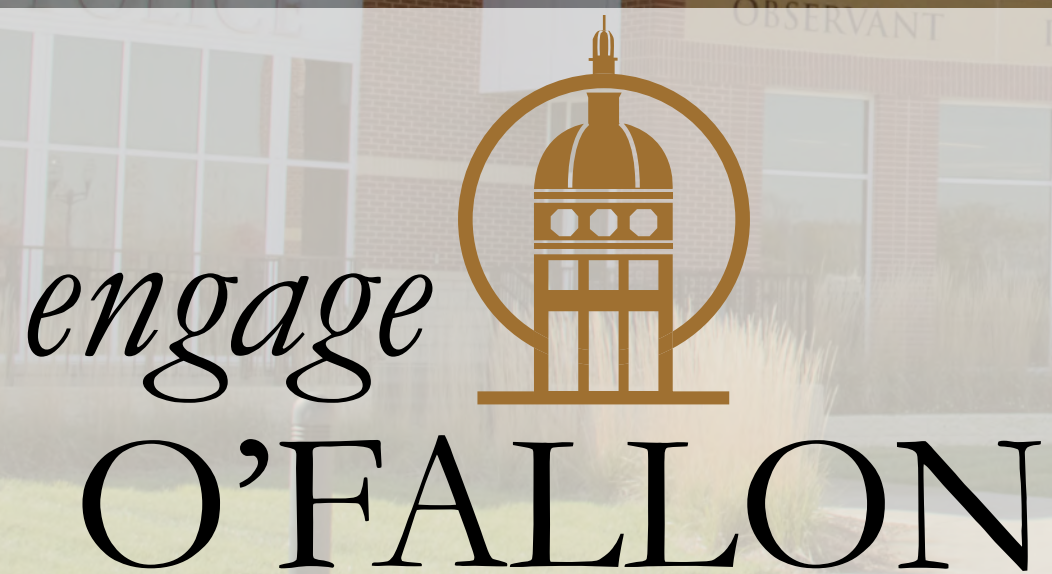
Implementation Partners

These are the organizations and entities that will play critical roles in implementing the planning, design and construction of this corridor. These entities will also share in the ongoing operations and maintenance of the built greenway.

- Great Rivers Greenway
- St. Charles County
- O'Fallon
- Cottleville

Next Steps

- Revise the preferred corridor identified in the original 2006 Dardenne Greenway Master Plan with interim connections that can create a connected greenway until conditions allow the preferred corridor to be implemented
- Create phasing strategies that would allow implementation of the design and construction of the greenway in a feasible manner
- Begin making opportunistic land acquisitions as parcels become available that could be useful in creating this connection



2021 COMPREHENSIVE PLAN - EXISTING CONDITIONS ANALYSIS



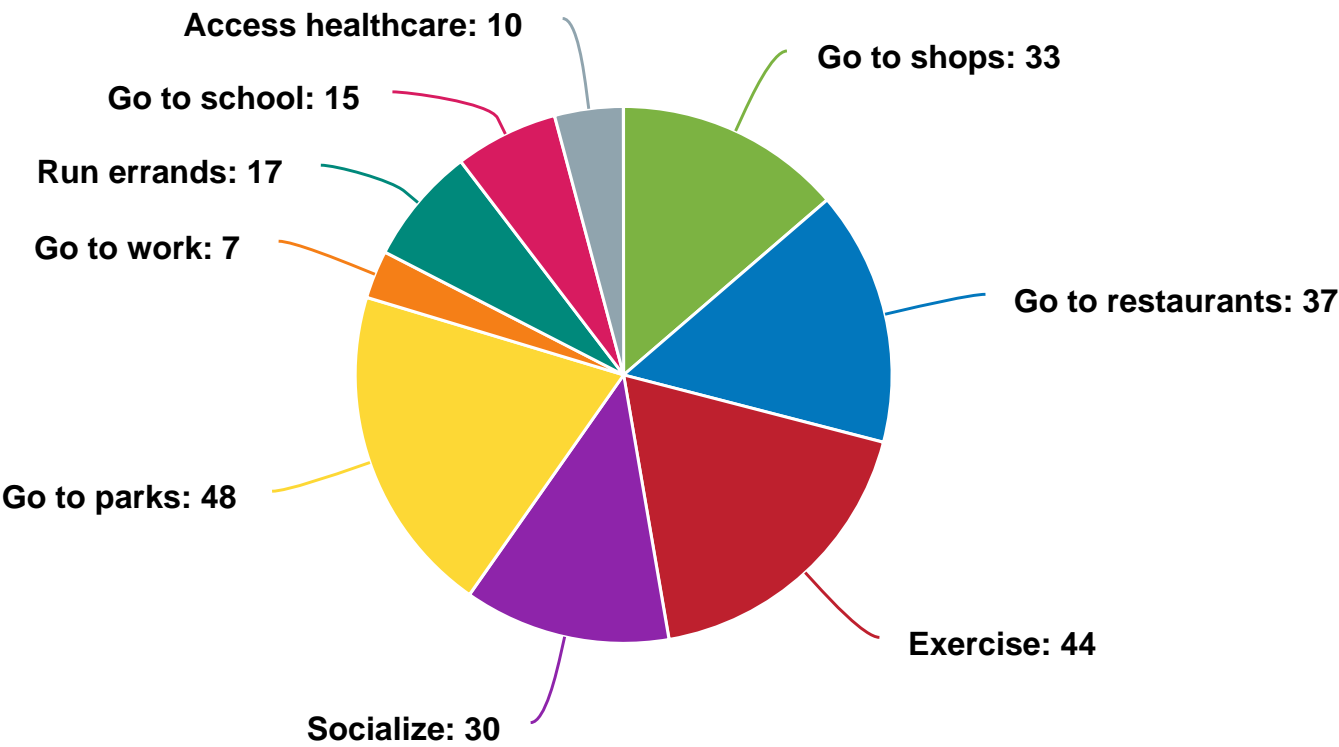
9. PLEASE RANK THE FOLLOWING TRANSPORTATION ISSUES IN ORDER OF IMPORTANCE



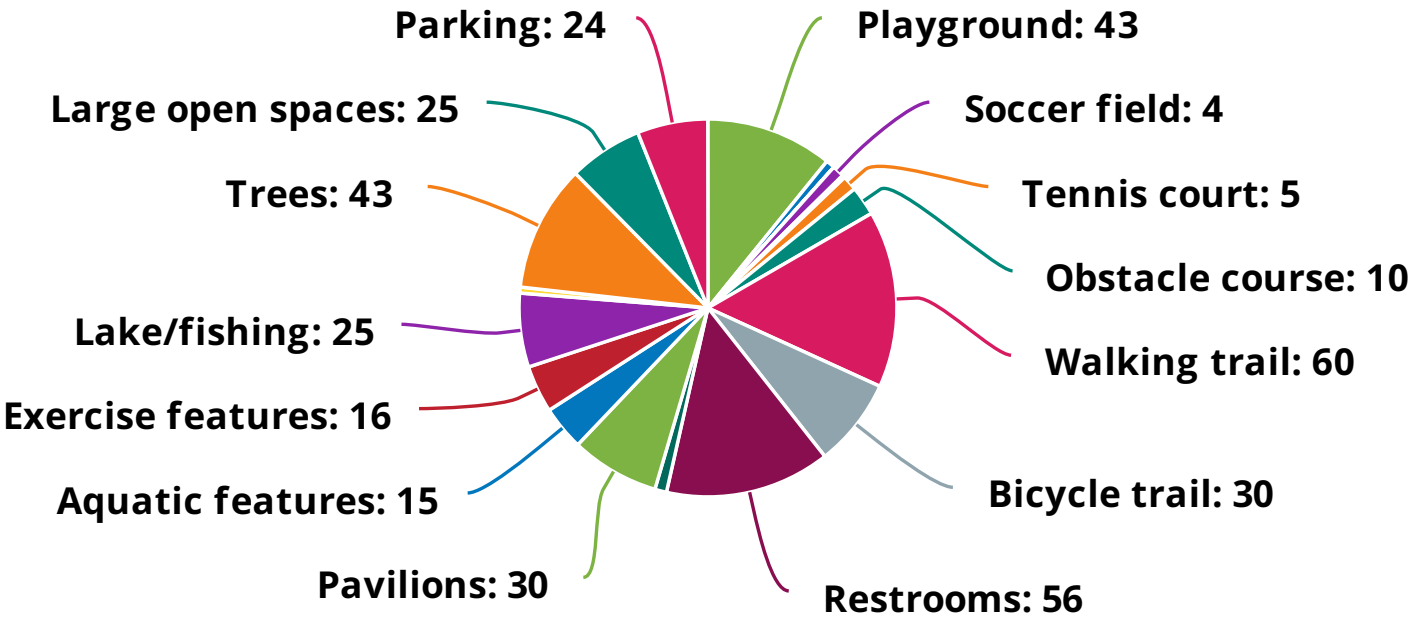
Respondents placed equal importance between increasing pedestrian and bicyclist amenities, improving road conditions, and accommodating increased traffic from new development. Improving public transportation and road conditions were ranked as less important.

10. WHAT ACTIVITIES WOULD YOU LIKE TO DO BY BIKING OR WALKING?

When asked what activities they would like to access by biking or walking, 83% of respondents said going to parks, 76% said exercise, and 64% said restaurants.



14. OF THE PARK AMENITIES LISTED BELOW, CHOOSE THE TOP FIVE THAT ARE MOST IMPORTANT FOR A SUCCESSFUL PARK.



Respondents believed that the following amenities were the most important factors that aid in creating a successful park:

1. Walking Trail(s)
2. Restrooms
3. Trees; Playground(s)
4. Pavilions; Bicycle Trail(s)
5. Large Open Spaces; Lake/Fishing Opportunities

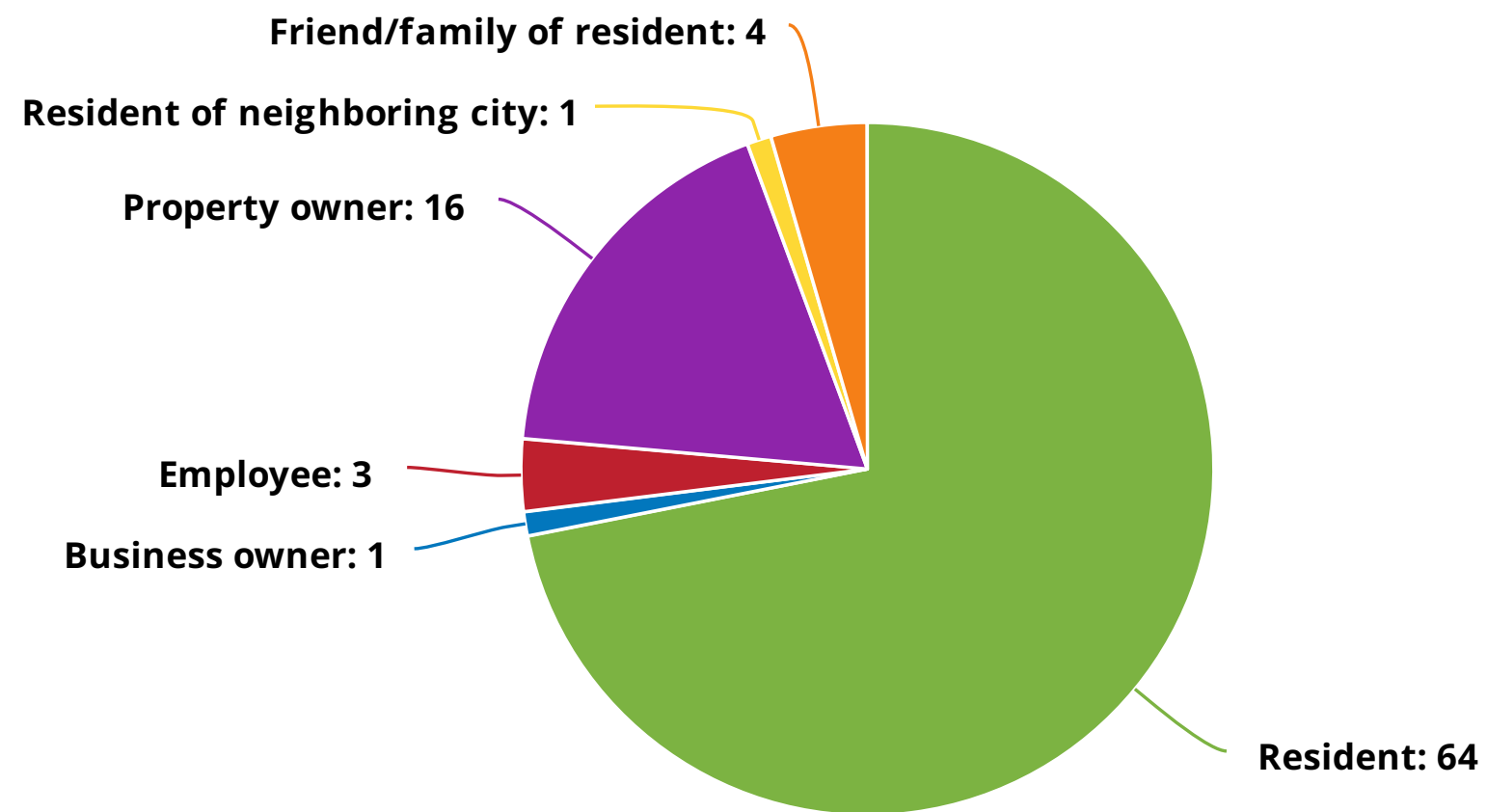
15. WHICH OF THE IMAGES REPRESENT YOUR IDEAL COMMUNITY SPACE? (PLEASE SELECT THREE)



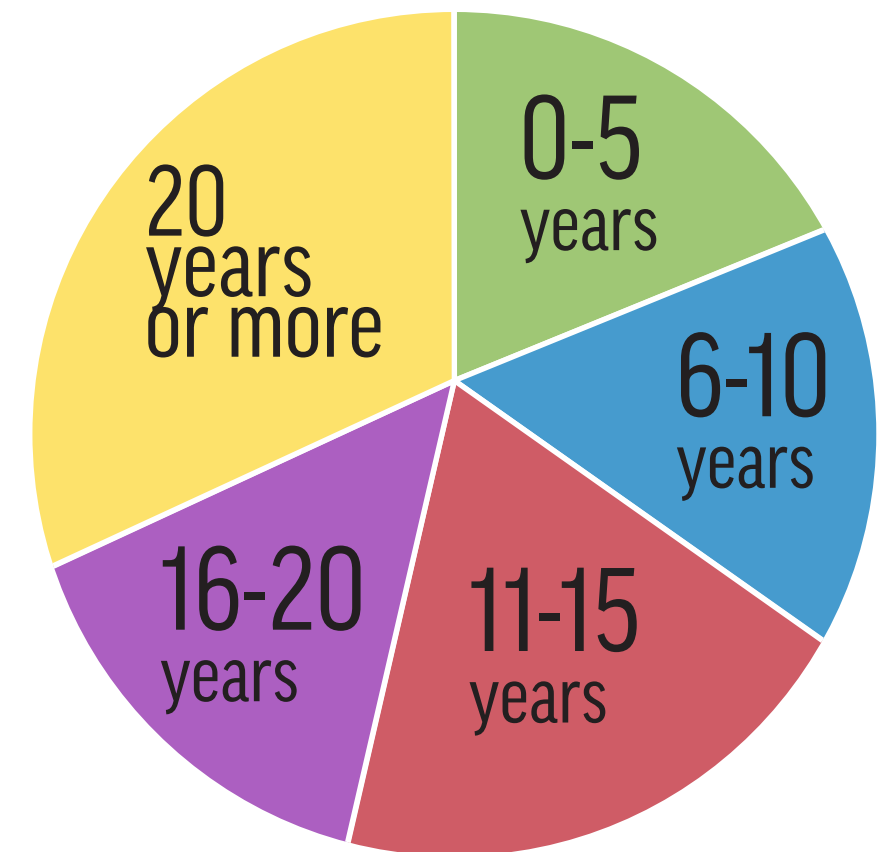
Community spaces are an important part of an engaged city. Survey participants were asked to look at these examples of vibrant public spaces and select the top three images that represented their ideal community space.



16. WHO FILLED OUT THE SURVEY?



17. FOR SURVEY RESPONDENTS WHO ARE RESIDENTS, HOW LONG HAVE THEY LIVED IN O'FALLON?



16. DID WE MISS ANYTHING? PLEASE SHARE YOUR GENERAL COMMENTS.

A lack of grocery stores north of 70. We always have to cross 70 to get to a grocery store. 2. There is a big problem with congestion especially during rush hours entering on to 79, it needs to be upgraded to a 4 lane Hwy. In the morning trying to get to work there is an incredible back-up all the way from Lincoln County, trying to get on to 79. Residents then take too many risks trying to get on 79 when there is even a small gap in traffic.

As O'Fallon looks to develop more of its areas, the city should be acutely aware of the effects that more developments will have on the environment and infrastructure. The increase of impermeable surfaces, like asphalt and concrete, will result in rain water needing to be displaced elsewhere. The only remaining empty land in O'Fallon is mostly farm land and takes a lot of this excess water. Placing structures there may give short term tax money but will have increased costs associated with flood clean ups in other areas when the rain water is diverted. Additionally, the infrastructure of the city in these areas is limited to support growth. This is mostly seen with roads that are two lane with limited means to expand.

Attending city council meeting 9/24/20. want to address eleven acres of open property in the public forum. my question, is how does this property fit in the comprehensive plan? Been vacant since 1962, thinking this would be a good place for a sunrise/sundown hiking and biking park. name is mike and can be contacted at 636-980-9348, boy123@charter.net

Educate residents about the need for more, not less, mixed-use developments, what those mean, and why we need them. Especially the need for a broad range of types and prices for housing options.

Force developers to add more trails and improve roads

For the residential and commercial growth I chose the letter I. Honestly tho, we don't need any more residential growth nor commercial. I'm tired of seeing all the land and trees destroyed so people can have new homes. We have a plethora of beautiful homes to choose from and enough vacant commercial lots to utilize.

Highway K is one of, if not the main street that runs through O'Fallon. Personally, I feel that there should be connecting sidewalks on both sides from Highway 40/64 all the way to Highway P so that people can take advantage of walking... safely. However, the sidewalks are very sporadic along this road making it very dangerous for pedestrians.

Highway K is too congested already. Please repurpose vacant commercial space where feasible and refrain from continuing to build up with disjointed small entities.

I am concerned about the level of crime in this area. It is more than I had imagined would exist in this suburb. I would like to see a list of what police have responded to week by week that Lake St. Louis provides.

I don't know why you are asking our opinion. I'm sure the city already has a vision to develop every ounce of land that is left. For questions 7&8, you asked where I'd like to see

commercial and residential growth. The truth is we are good. I don't want to see growth of any kind, in any of those areas. However, you didn't have that as a choice which will skew the data.

I have concerns in our city that growth is happening so quickly that no one is protecting the natural landscape of O'Fallon as well as incentivizing current business/property owners to update their communal spaces. Hwy K is overrun with chain businesses & strip malls that do nothing to help the city of O'Fallon look like we're a city that cares about its residents and takes pride in this city. I think revitalizing the downtown area, creating more of an 'anchor' to the city and finding ways to help business owners update storefronts, plant trees, landscaping, and other updates to make our city look more intentional would go a long way. I know towns that have taken steps to provide guidelines for businesses being built in city limits to help create a symbiotic feel in their area. Maybe this could be one way we help investors and developers be more thoughtful about their building practices?

I really appreciate this survey. Thanks for seeking feedback like this.

It seems like there are several vacant buildings downtown that are a bit of an eye sore. Also, there is low visibility to the left when exiting Civic Park Drive and turning onto Main Street due to the fence there.

I would just like more bike routes and landscaping along such (where possible....public/private partnership maybe? Corporate sponsors for trees and shrubs?). It's a great city, I was raised here. I worked around the US, but when I bought a home, I moved back to O'Fallon. I just wish we had a little more in the way of small public spaces (5 acre or less) on more street corners/side roads. We have great big parks, just need more options within walking distance. I like the idea of public transit, but our shops and commercial areas aren't well designed for it. The parking lots are too long of a walk from the main thoroughfares (such as the entrance to Walmart from Highway K)....so I don't see the value of public light rail or bus. Maybe a seasonal bus that ran through neighborhoods and around the city for kids off in the summer or seniors or stay at home workers? An alternative to Uber for around town and a nice, clean bus makes a big impact on public perception. Just have leg space, comfortable seats, clean busses, and easy payment options. It should be only in O'Fallon though (maybe LSL/Dardenne) but definitely not across bridges as I think that kind of travel is the responsibility of the state or at least the county.

I would like to see more development north of highway 70. There is a huge need for a grocery store, as well as more non-fast food restaurants. Additionally, some sort of square or street with shops/restaurants/entertainment that is walkable/bikeable. McGurks, Alpha and Omega, Rendezvous, the Krekel House are all the types of places that would fit the mold, but they are all disconnected and there's too much car traffic on Main Street.

I would like to see more green spaces. O'Fallon could benefit from trees and landscaping to beautify the area. I would also like to see more local restaurants and stores.

looks good

Mountain bike trails

Need to encourage people to leave cars at home for the environment, for health/exercise, for safety. Pedestrianization should take priority over provision for cars such as parking, roads.

Nope - Generally we are very happy with O'Fallon as it is but appreciate the desire to help it stay such a great place!

North O'Fallon, particularly along Main Street and the surrounding area is starting to get pretty run down in areas. Revitalization or perhaps tearing down existing developments in favor of new ones is vital to accommodate O'Fallon's shifting demographic. We have an overabundance of national chains both in restaurants and retail. Local eateries and retail should be encouraged, particularly along Main St. Ideally, this would be in the form of mixed use space.

O'Fallon is large enough that I feel that we can have the best of both worlds--beautiful parks with art/sculpture along with great places with dining.

Open, relaxing, spaces with walking areas.

People move to O'Fallon. LSL, and Dardenne Prairie because we don't want high density. There are apartments going up everywhere, and builders make the argument more is needed. That's money talking, not the needs of residents.

Police presence and engagement is very important

Senior Living - Independent and Assistant Living Apartments &/or Duplexes That would be affordable, when someone is on Social Security or Medicare.

We need parks and walk trails in O'Fallon! Bike paths too.

We need to slow the spread of Covid19. This should be our main concern. We need leaders that lead by example. We need to wear a mask, social distance, and avoid crowds. We need access to frequent testing. St. Louis County has done way more than St. Charles County to protect the health and welfare of their citizens. O'Fallon needs to do more. A lot more.

Yes. How about some 55+ communities? NOT highrise condo/apt but a development similar to Hawkridge in Lake St Louis. Individual residences for those people over age 55? (No kids) Some simple community space - including park, trails, pool. After 30+ years here, we must move out of O'Fallon for this type lifestyle.

2013 Community Survey FINAL RESULTS



Submitted to
The City of O'Fallon, MO

by
ETC Institute
725 W. Frontier Circle
Olathe, KS 66061
Contact: Karen Falk at (913) 829-1215

October, 2013

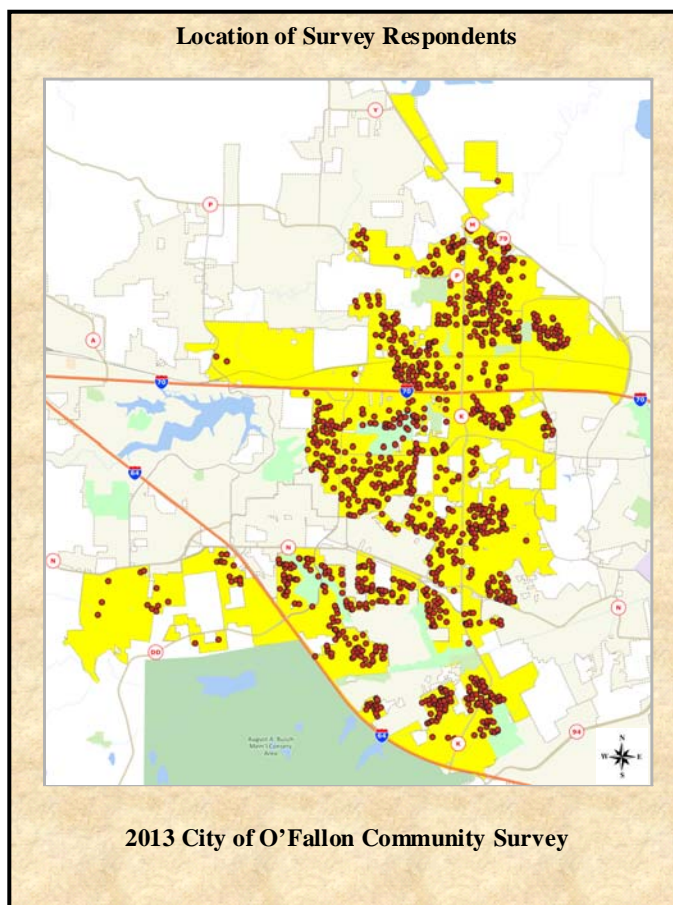


Executive Summary

Purpose and Methodology

ETC Institute administered a community survey for the City of O'Fallon for the second time in August and September of 2013. The first survey was conducted in 2006. This survey was administered as part of the City's ongoing effort to assess citizen satisfaction with the quality of services. The information gathered from the survey will help the City establish budget priorities and refine policy decisions.

Resident Survey. A seven-page survey was mailed to a random sample of households in the City of O'Fallon. Approximately 10 days after the surveys are mailed residents who receive the survey are generally contacted by phone. Because the mail and internet responses came back so quickly and abundantly, no phone calls were made. Of the households that received a survey, 1129 completed the survey by mail, and 100 completed it electronically for a total of 1229 completed surveys. The goal was 1000 completed surveys. The results for the random sample of 1229 households have a 95% level of confidence with a precision of at least $\pm 3\%$. There were no statistically significant differences in the results of the survey based on the method of administration (mail/electronic). In order to better understand how well services are being delivered by the City, ETC Institute geocoded the home address of respondents to the survey. The map to the right shows the physical distribution of survey respondents based on the location of their home.



The percentage of “don’t know” responses has been excluded from many of the graphs shown in this report to facilitate valid comparisons of the results from the City of O'Fallon with the results from other communities in the *DirectionFinder®* database. Since the number of “don’t know” responses often reflects the utilization and awareness of city services, the percentage of “don’t know” responses has been provided in the tabular data section of this report. When the “don’t know” responses have been excluded, the text of this report will indicate that the responses have been excluded with the phrase “*who had an opinion.*”

This report contains:

- a summary of the methodology for administering the survey
- charts and graphs showing the major findings
- GIS maps that show the results of selected questions as maps of the City
- importance-satisfaction analysis
- benchmarking data that shows how the results for the City of O’Fallon compare to other cities
- crosstabs by Ward
- tables that show the results for each question on the survey
- a copy of the survey instrument

Major Findings

- **Overall City Services.** Eighty-eight percent (88%) of the residents surveyed *who had an opinion* were satisfied (rating of 4 or 5 on a 5-point scale) with the quality of City parks and recreation programs and facilities, 87% were satisfied with the quality of police services, and 78% were satisfied with maintenance of City buildings and facilities. Residents were least satisfied with the level of public involvement in local decision-making (42%), and the flow of traffic and congestion management (41%).
- **Services that residents thought should receive the most increase in emphasis over the next two years.** The areas that residents thought should receive the most increase in emphasis from the City of O’Fallon over the next two years were: 1) the flow of traffic and congestion management, 2) the maintenance of city streets, and 3) community planning and development.
- **Perceptions of the City.** Nearly all (96%) of the residents surveyed *who had an opinion* indicated that they were satisfied the City of O’Fallon as a place to live, 93% were satisfied with the city as a place to raise children, and 89% were satisfied with the quality of life in the City.
- **Public Safety.** Eighty-five percent (85%) of the residents surveyed *who had an opinion* were satisfied (rating of 4 or 5 on a 5-point scale) with the overall performance of the O’Fallon Police Department, 80% were satisfied with the level of safety and security in their neighborhood, and 80% were satisfied with the competence of the O’Fallon Police Department. Residents were least satisfied with the quality of animal control (60%), and the City’s municipal courts (54%).

- **Maintenance.** Seventy-six percent (76%) of the residents surveyed *who had an opinion* were satisfied (rating of 4 or 5 on a 5-point scale) with the maintenance of City buildings, 75% were satisfied with the maintenance of City traffic signals and street signs and 74% were satisfied with snow removal on city streets. Residents were least satisfied with snow removal in their subdivision (58%), and maintenance of sidewalks in the City (58%).
- **Codes and Ordinances.** Fifty-nine percent (59%) of the residents surveyed *who had an opinion* were satisfied (rating of 4 or 5 on a 5-point scale) with enforcing cleanup of litter and debris, 56% were satisfied with enforcing sign regulations, and 50% were satisfied with the enforcing of the mowing and trimming of grass and weeds. Residents were least satisfied with the maintenance of private property (47%).
- **Parks and Recreation.** Eighty-seven percent (87%) of the residents *who had an opinion* were satisfied (rating of 4 or 5 on a 5-point scale) with the maintenance of City parks, 86% were satisfied with the T. R. Hughes Ballpark (Rascals Stadium), and 83% were satisfied with the number of City parks. Residents were least satisfied with the number of walking and biking trails (59%).
- **Communications.** Seventy-four percent (74%) of the residents surveyed *who had an opinion* were satisfied (rating of 4 or 5 on a 5-point scale) with the O’Fallon Update Quarterly Newsletter and Recreation Guide, 66% were satisfied with the availability of information about programs and services, and 66% were satisfied with the O’Fallon Update e-newsletter.
- **The Importance of Various Factors in Resident Decision to Live in O’Fallon.** Residents were asked to choose from a list of 12 issues, the issues that were the most important to their decision to live in O’Fallon. The top three reasons were 1st) quality of housing, 2nd) safety and security, and 3rd) the types of housing.

With the same 12 issues, residents were asked if their needs were being met in O’Fallon. The greatest GAP between the order of importance and needs being met, were with;

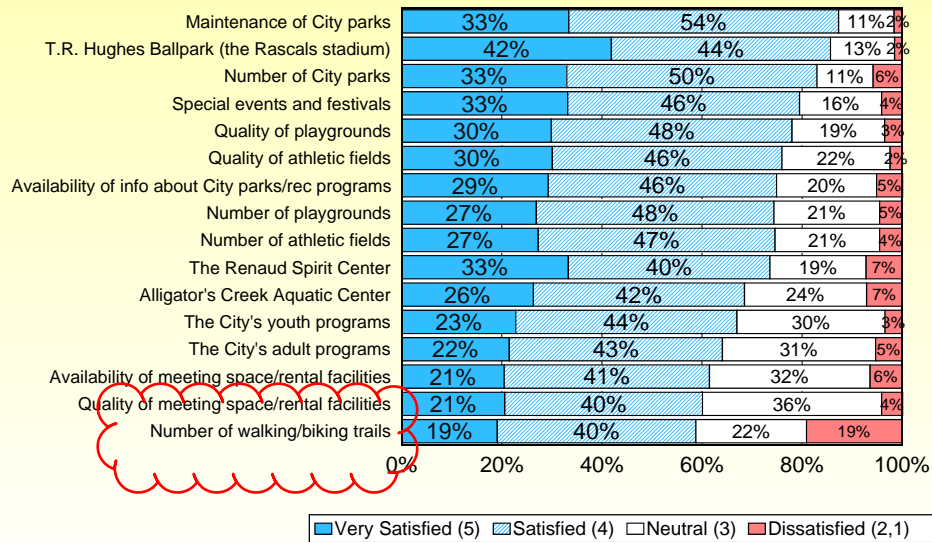
- Access to quality shopping – 4th in importance – 10th at being met – GAP is -6
- Sense of community – 5th in importance – 9th at being met – GAP is -4
- Quality of housing – 1st in importance – 3rd at being met – GAP is -2

Funding

A property tax increase would be needed to provide a new 55 acre park, considered along Highway DD, a recreational facility in Civic Park, and the completion of a new, more centrally located Justice Center that would house the Police Department and the City’s Municipal Courts. Willingness to fund all three projects individually was indicated by less than 50% in each case, but willingness to contribute to all three together was approved by 60% of those surveyed, for the amount of \$25 per year.

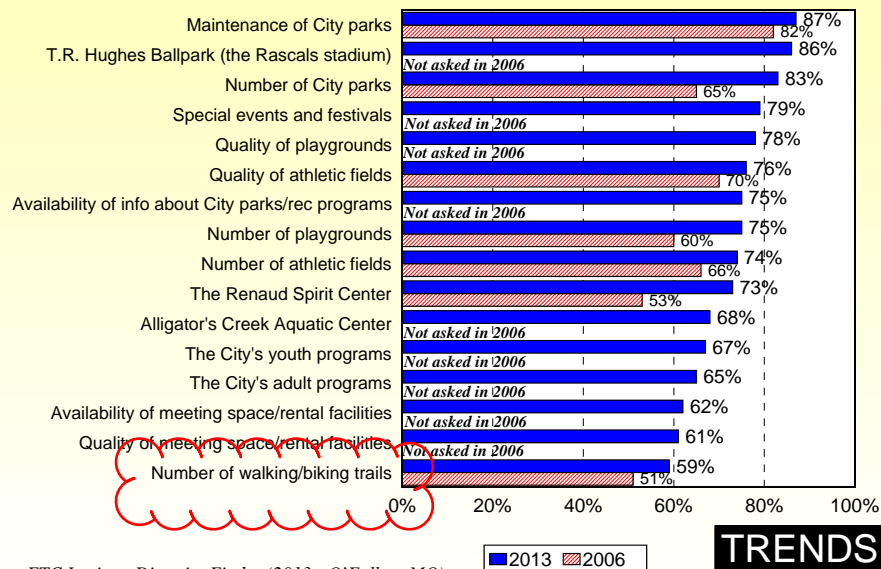
Q11. Overall Satisfaction with Parks and Recreation

by percentage of respondents who rated the item as a 1 to 5 on a 5-point scale (excluding "don't know")



Source: ETC Institute DirectionFinder (2013 - O'Fallon, MO)

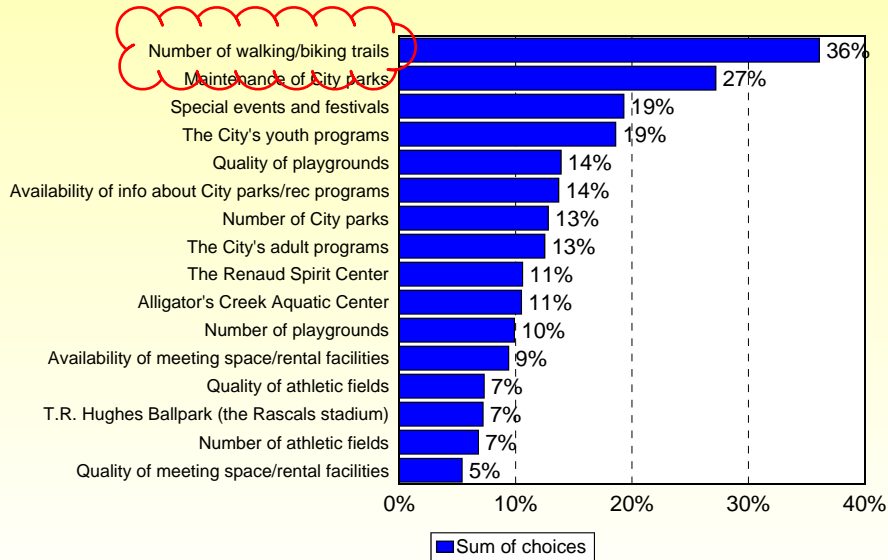
Overall Satisfaction with Parks and Recreation 2006 vs. 2013



Source: ETC Institute DirectionFinder (2013 - O'Fallon, MO)

Q12. Parks and Recreation Items that are Most Important for the City to Provide Over the Next 2 Years

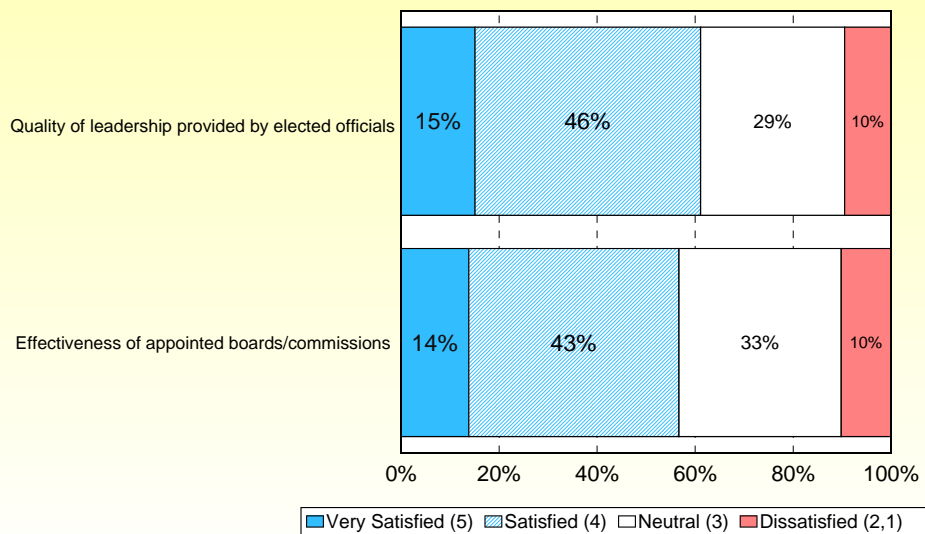
by percentage of respondents who selected the item as one of their top three choices



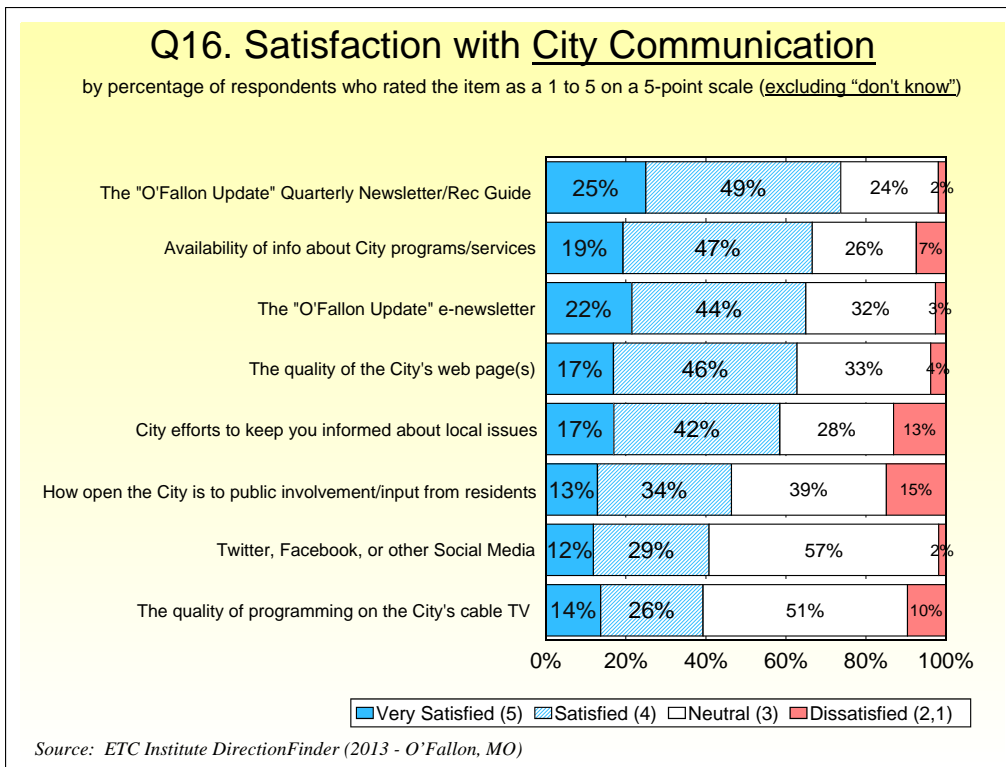
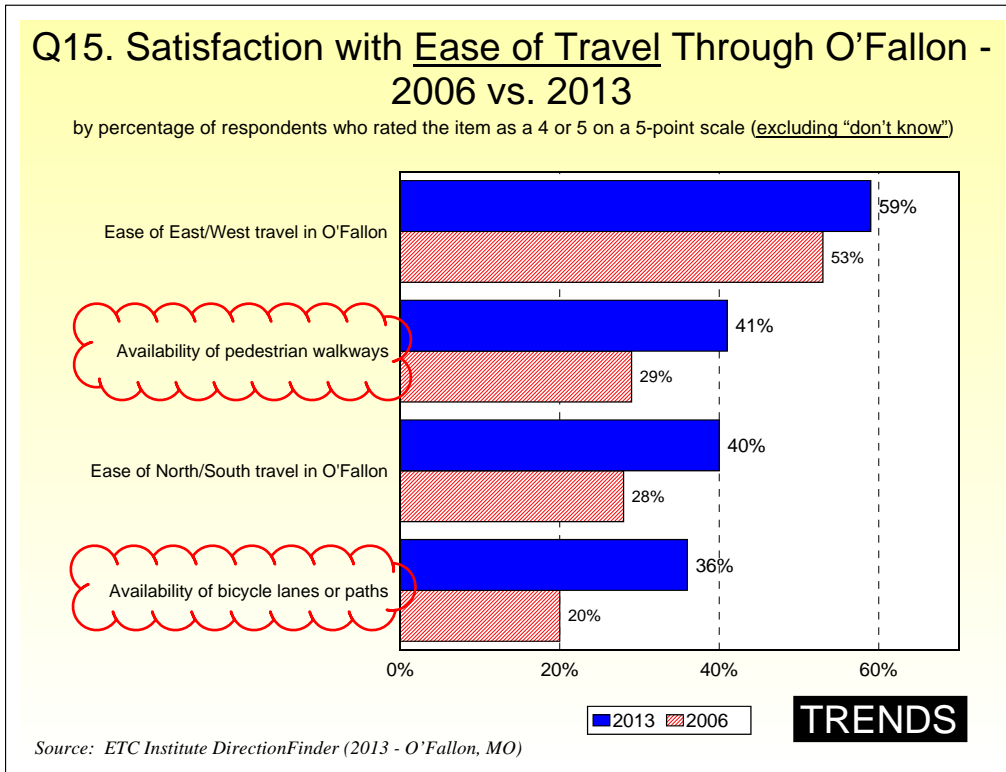
Source: ETC Institute DirectionFinder (2013 - O'Fallon, MO)

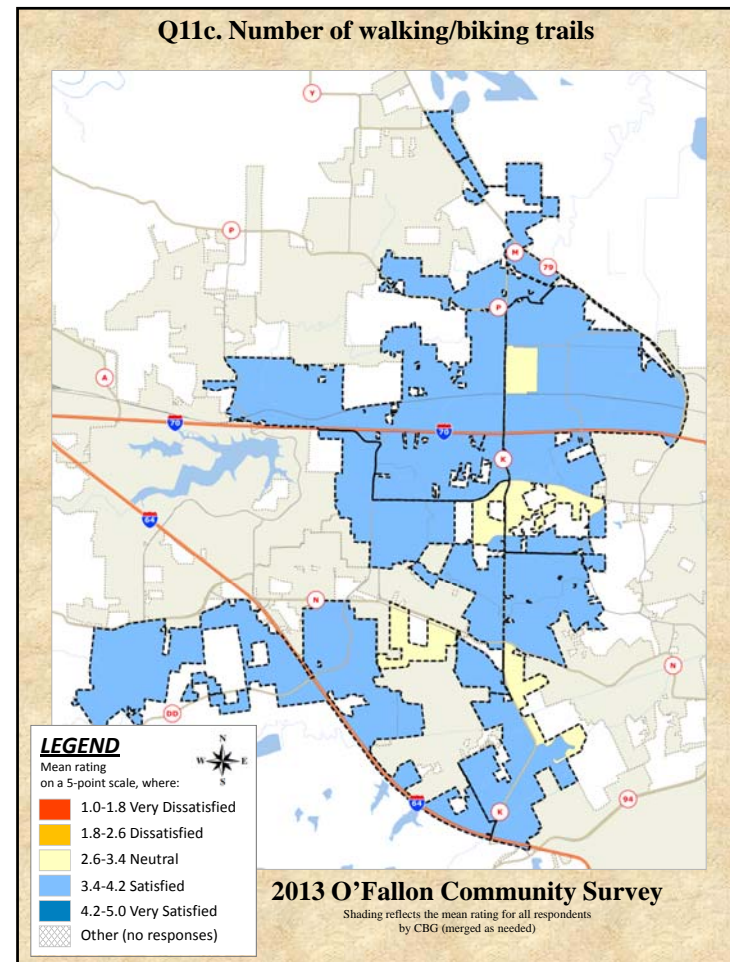
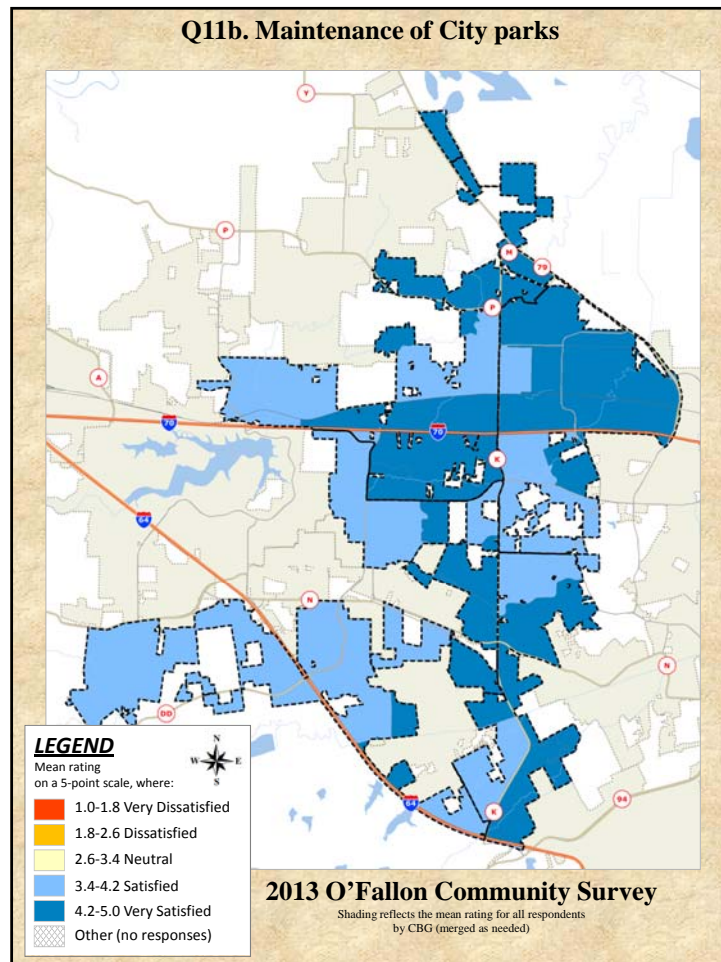
Q13. Satisfaction with Various Aspects of City Leadership

by percentage of respondents who rated the item as a 1 to 5 on a 5-point scale (excluding "don't know")



Source: ETC Institute DirectionFinder (2013 - O'Fallon, MO)





Importance-Satisfaction Rating

O'Fallon, MO

PARKS & RECREATION

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
High Priority (IS .10-.20)						
Number of walking/biking trails	36%	1	59%	16	0.1487	1
Medium Priority (IS <.10)						
The City's youth programs	19%	4	67%	12	0.0614	2
The City's adult programs	13%	8	64%	13	0.0449	3
Special events and festivals	19%	3	80%	4	0.0396	4
Availability of meeting space/rental facilities	9%	12	62%	14	0.0362	5
Maintenance of City parks	27%	2	87%	1	0.0345	6
Availability of info about City parks/rec programs	14%	6	75%	7	0.0344	7
Alligator's Creek Aquatic Center	11%	10	69%	11	0.0331	8
Quality of playgrounds	14%	5	78%	5	0.0306	9
The Renaud Spirit Center	11%	9	74%	10	0.0280	10
Number of playgrounds	10%	11	74%	8	0.0253	11
Number of City parks	13%	7	83%	3	0.0218	12
Quality of meeting space/rental facilities	5%	16	60%	15	0.0215	13
Quality of athletic fields	7%	13	76%	6	0.0175	14
Number of athletic fields	7%	15	75%	9	0.0173	15
T.R. Hughes Ballpark (the Rascals stadium)	7%	14	86%	2	0.0103	16

Note: The I-S Rating is calculated by multiplying the "Most Important" % by (1-'Satisfaction' %)

Most Important %:

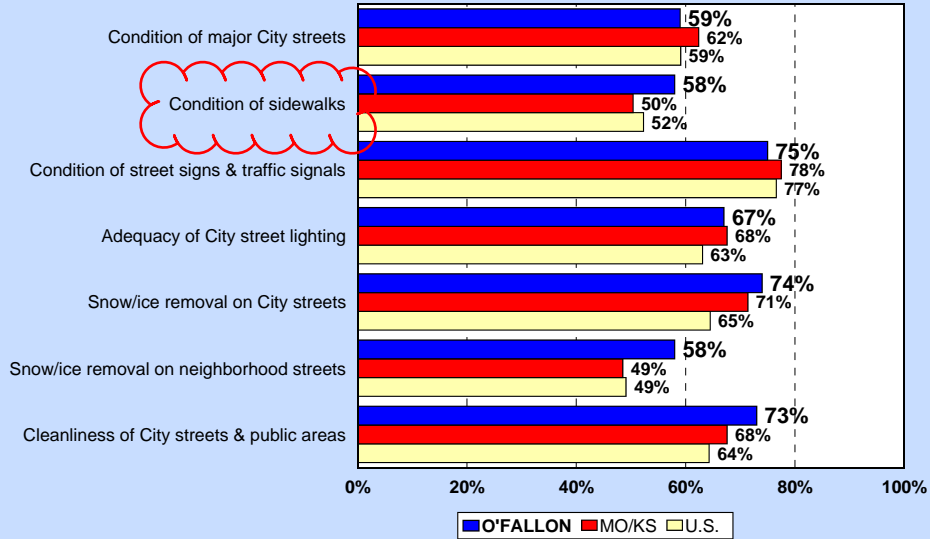
The "Most Important" percentage represents the sum of the first, second, and third most important responses for each item. Respondents were asked to identify the items they thought were the most important for the City to emphasize over the next two years.

Satisfaction %:

The "Satisfaction" percentage represents the sum of the ratings "4" and "5" excluding 'don't knows.' Respondents ranked their level of satisfaction with each of the items on a scale of 1 to 5 with "5" being very satisfied and "1" being very dissatisfied.

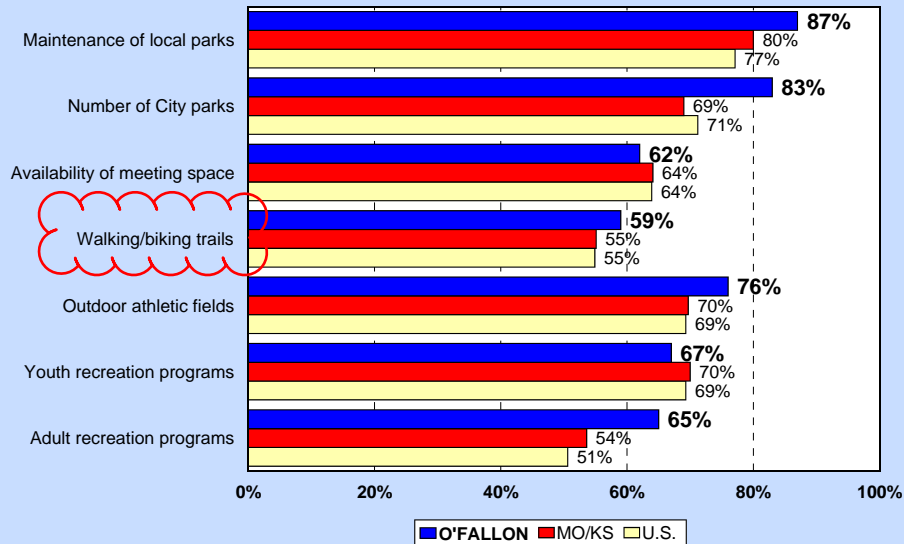
Overall Satisfaction with City Maintenance O'FALLON vs. MO/KS vs. the U.S

by percentage of respondents who rated the item 4 or 5 on a 5-point scale
where 5 was "very satisfied" and 1 was "very dissatisfied" (excluding don't knows)



Overall Satisfaction with Parks and Recreation O'FALLON vs. MO/KS vs. the U.S

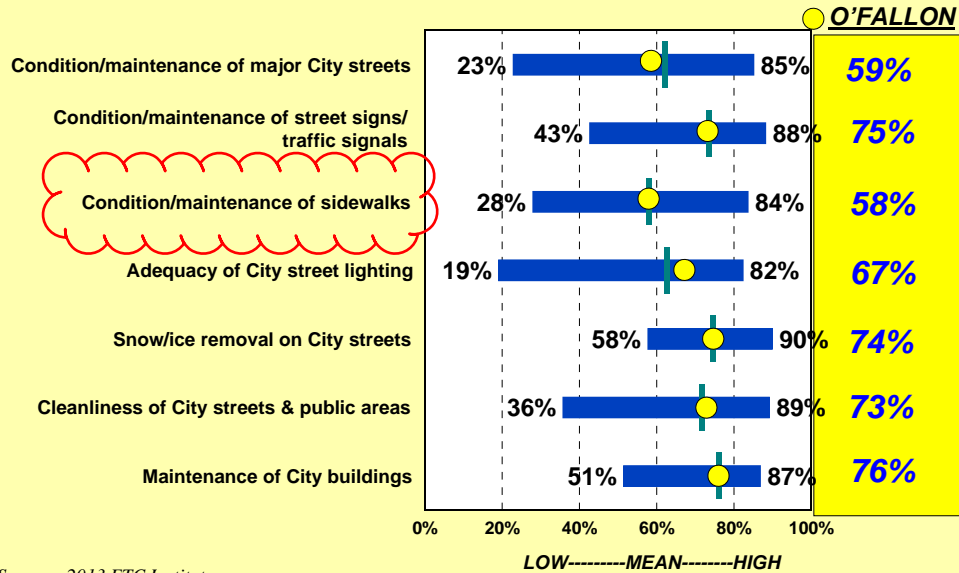
by percentage of respondents who rated the item 4 or 5 on a 5-point scale
where 5 was "very satisfied" and 1 was "very dissatisfied" (excluding don't knows)



Satisfaction with Maintenance Services 2013

by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (excluding don't knows)

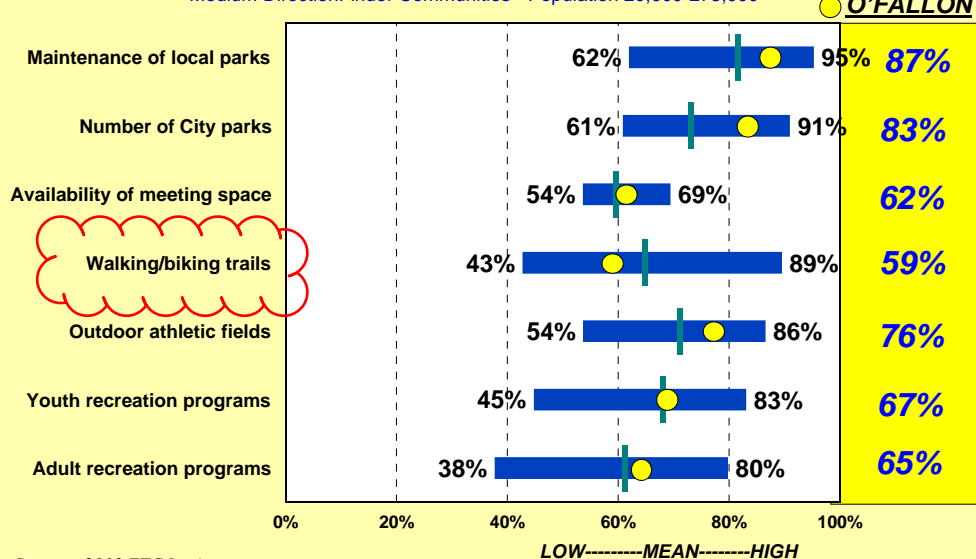
Medium DirectionFinder Communities - Population 20,000-275,000



Satisfaction with Parks and Recreation 2013

by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (excluding don't knows)

Medium DirectionFinder Communities - Population 20,000-275,000



2013 City of O'Fallon Community Survey

Q11. PARKS AND RECREATION. For each of the items listed, please rate your satisfaction on a scale of 1 to 5, where 5 means "Very Satisfied" and 1 means "Very Dissatisfied." (Without "Don't Know")

N=1229

	Ward					Total
	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	
<u>Q11a. Number of City parks</u>						
5=Very satisfied	38.8%	24.2%	28.2%	33.0%	39.1%	33.0%
4=Satisfied	44.7%	59.9%	50.5%	46.7%	48.7%	50.0%
3=Neutral	13.5%	9.2%	13.9%	12.3%	8.0%	11.2%
2=Dissatisfied	1.7%	4.8%	5.9%	6.2%	3.8%	4.4%
1=Very dissatisfied	1.3%	1.9%	1.5%	1.8%	0.4%	1.3%

Q11b. Maintenance of City parks

5=Very satisfied	34.9%	28.5%	29.1%	33.3%	39.5%	33.4%
4=Satisfied	49.6%	60.9%	56.3%	51.8%	51.6%	53.9%
3=Neutral	13.0%	10.1%	12.6%	14.0%	7.0%	11.1%
2=Dissatisfied	2.1%	0.5%	1.0%	0.9%	1.6%	1.2%
1=Very dissatisfied	0.4%	0.0%	1.0%	0.0%	0.4%	0.4%

Q11c. Number of walking/biking trails

5=Very satisfied	19.3%	18.3%	19.7%	19.7%	19.6%	19.1%
4=Satisfied	39.9%	40.6%	34.7%	37.6%	43.3%	39.7%
3=Neutral	21.5%	22.3%	21.2%	26.1%	20.0%	22.1%
2=Dissatisfied	12.6%	14.7%	21.8%	12.8%	14.7%	15.1%
1=Very dissatisfied	6.7%	4.1%	2.6%	3.7%	2.4%	3.9%

2013 City of O'Fallon Community Survey

Q12. Which THREE of the parks and recreation items listed above do you think should receive the most emphasis from City leaders over the next TWO Years? (Top Three)

N=1229

N=1229	Ward					Total
	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	
<u>Q12. Most Emphasis</u>						
A=Number of City parks	7.1%	14.4%	21.6%	14.0%	8.4%	12.8%
B=Maintenance of City parks	26.2%	30.2%	32.6%	22.7%	24.7%	27.2%
C=Number of walking/biking trails	31.0%	36.9%	40.8%	37.6%	34.5%	36.1%
D=Number of athletic fields	4.8%	8.1%	10.1%	7.4%	4.7%	6.8%
E=Quality of athletic fields	7.5%	9.0%	9.2%	6.6%	4.7%	7.3%
F=Number of playgrounds	7.5%	11.3%	11.9%	15.3%	5.1%	9.9%
G=Quality of playgrounds	11.1%	13.5%	15.6%	14.5%	15.3%	13.9%
H=Availability of information about City parks and recreation programs	13.5%	11.7%	12.8%	14.9%	15.3%	13.7%
I=Availability of meeting space/rental facilities	9.9%	9.0%	3.7%	9.9%	12.7%	9.4%
J=Quality of meeting space/rental facilities	4.8%	4.5%	2.8%	6.6%	8.0%	5.5%
K=The City's youth programs	17.1%	18.9%	19.7%	16.9%	20.7%	18.6%
L=The City's adult programs	14.7%	11.3%	8.7%	12.4%	14.5%	12.5%
M=Special events and festivals (Heritage & Freedom Fest, Jammin' concerts, etc.)	20.6%	20.3%	18.3%	15.7%	20.4%	19.3%
N=The Renaud Spirit Center	7.5%	12.2%	11.0%	11.6%	10.5%	10.6%
O=Alligator's Creek Aquatic Center	15.1%	5.0%	11.0%	10.3%	10.5%	10.5%
P=T. R. Hughes Ballpark (the Rascals stadium)	14.3%	5.0%	3.7%	5.8%	6.5%	7.2%
Z=None chosen	23.4%	20.3%	19.3%	22.3%	22.9%	21.6%

2013 City of O'Fallon Community Survey

Q11. PARKS AND RECREATION. For each of the items listed, please rate your satisfaction on a scale of 1 to 5, where 5 means "Very Satisfied" and 1 means "Very Dissatisfied."

(N=1229)

	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied	Don't know
Q11a. Number of City parks	31.0%	47.0%	10.5%	4.2%	1.2%	6.1%
Q11b. Maintenance of City parks	31.0%	50.1%	10.3%	1.1%	0.3%	7.1%
Q11c. Number of walking/ biking trails	17.0%	35.3%	19.7%	13.4%	3.5%	11.0%
Q11d. Number of athletic fields	23.7%	41.0%	18.2%	3.3%	0.5%	13.3%
Q11e. Quality of athletic fields	25.6%	39.0%	18.4%	1.8%	0.2%	15.0%
Q11f. Number of playgrounds	23.4%	41.3%	18.3%	3.3%	0.7%	13.0%
Q11g. Quality of playgrounds	26.1%	41.9%	16.1%	2.3%	0.7%	12.9%
Q11h. Availability of information about City parks and recreation programs	26.6%	41.4%	18.2%	3.7%	1.0%	9.0%
Q11i. Availability of meeting space/rental facilities	15.0%	30.0%	23.5%	3.8%	0.8%	27.0%
Q11j. Quality of meeting space/rental facilities	14.4%	27.7%	25.1%	2.1%	0.8%	29.9%
Q11k. The City's youth programs	16.3%	31.6%	21.2%	1.8%	0.7%	28.5%
Q11l. The City's adult programs	16.4%	32.4%	23.3%	3.1%	0.9%	23.9%
Q11m. Special events and festivals (Heritage & Freedom Fest, Jammin' concerts, etc.)	30.3%	42.2%	15.0%	3.0%	0.7%	8.7%
Q11n. The Renaud Spirit Center	27.6%	33.4%	15.9%	4.2%	1.8%	17.1%
Q11o. Alligator's Creek Aquatic Center	20.1%	32.2%	18.6%	4.3%	1.1%	23.6%
Q11p. T. R. Hughes Ballpark (the Rascals stadium)	37.5%	39.3%	11.5%	0.9%	0.4%	10.4%

2013 City of O'Fallon Community Survey

Q11. PARKS AND RECREATION. For each of the items listed, please rate your satisfaction on a scale of 1 to 5, where 5 means "Very Satisfied" and 1 means "Very Dissatisfied."(Without "Don't Know")

(N=1229)

	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied
Q11a. Number of City parks	33.0%	50.0%	11.2%	4.4%	1.3%
Q11b. Maintenance of City parks	33.4%	53.9%	11.1%	1.2%	0.4%
Q11c. Number of walking/biking trails	19.1%	39.7%	22.1%	15.1%	3.9%
Q11d. Number of athletic fields	27.3%	47.3%	20.9%	3.8%	0.6%
Q11e. Quality of athletic fields	30.1%	45.9%	21.6%	2.1%	0.3%
Q11f. Number of playgrounds	26.9%	47.5%	21.1%	3.8%	0.7%
Q11g. Quality of playgrounds	29.9%	48.1%	18.5%	2.6%	0.8%
Q11h. Availability of information about City parks and recreation programs	29.3%	45.6%	20.0%	4.1%	1.1%
Q11i. Availability of meeting space/rental facilities	20.5%	41.0%	32.1%	5.2%	1.1%
Q11j. Quality of meeting space/rental facilities	20.6%	39.5%	35.8%	3.0%	1.2%
Q11k. The City's youth programs	22.8%	44.2%	29.6%	2.5%	0.9%
Q11l. The City's adult programs	21.5%	42.6%	30.6%	4.1%	1.2%
Q11m. Special events and festivals (Heritage & Freedom Fest, Jammin' concerts, etc.)	33.2%	46.3%	16.4%	3.3%	0.8%
Q11n. The Renaud Spirit Center	33.3%	40.3%	19.2%	5.0%	2.2%
Q11o. Alligator's Creek Aquatic Center	26.3%	42.2%	24.4%	5.7%	1.4%
Q11p. T. R. Hughes Ballpark (the Rascals stadium)	41.9%	43.8%	12.8%	1.0%	0.5%

2013 City of O'Fallon Community Survey

Q12. Which THREE of the parks and recreation items listed above do you think should receive the most emphasis from City leaders over the next TWO Years?

Q12. Most Emphasis	Number	Percent
Number of City parks	80	6.5 %
Maintenance of City parks	163	13.3 %
Number of walking/biking trails	250	20.3 %
Number of athletic fields	23	1.9 %
Quality of athletic fields	10	0.8 %
Number of playgrounds	29	2.4 %
Quality of playgrounds	19	1.5 %
Availability of information about City parks and recreation programs	58	4.7 %
Availability of meeting space/rental facilities	40	3.3 %
Quality of meeting space/rental facilities	16	1.3 %
The City's youth programs	74	6.0 %
The City's adult programs	26	2.1 %
Special events and festivals (Heritage & Freedom Fest, Jammin' concerts, etc.)	55	4.5 %
The Renaud Spirit Center	44	3.6 %
Alligator's Creek Aquatic Center	48	3.9 %
T. R. Hughes Ballpark (the Rascals stadium)	29	2.4 %
None chosen	265	21.6 %
Total	1229	100.0 %

2013 City of O'Fallon Community Survey

Q12. Which THREE of the parks and recreation items listed above do you think should receive the most emphasis from City leaders over the next TWO Years?

Q12. 2nd Emphasis	Number	Percent
Number of City parks	43	3.5 %
Maintenance of City parks	93	7.6 %
Number of walking/biking trails	114	9.3 %
Number of athletic fields	24	2.8 %
Quality of athletic fields	41	3.3 %
Number of playgrounds	47	3.8 %
Quality of playgrounds	80	6.5 %
Availability of information about City parks and recreation programs	55	4.5 %
Availability of meeting space/rental facilities	43	3.5 %
Quality of meeting space/rental facilities	35	2.8 %
The City's youth programs	82	6.7 %
The City's adult programs	55	4.5 %
Special events and festivals (Heritage & Freedom Fest, Jammin' concerts, etc.)	87	7.1 %
The Renaud Spirit Center	34	2.8 %
Alligator's Creek Aquatic Center	34	2.8 %
T. R. Hughes Ballpark (the Rascals stadium)	24	2.0 %
None chosen	328	26.7 %
Total	1229	100.0 %

2013 City of O'Fallon Community Survey

Q12. Which THREE of the parks and recreation items listed above do you think should receive the most emphasis from City leaders over the next TWO Years?

Q12. 3rd Emphasis	Number	Percent
Number of City parks	34	2.8 %
Maintenance of City parks	78	6.3 %
Number of walking/biking trails	80	6.5 %
Number of athletic fields	26	2.1 %
Quality of athletic fields	39	3.2 %
Number of playgrounds	46	3.7 %
Quality of playgrounds	72	5.9 %
Availability of information about City parks and recreation programs	55	4.5 %
Availability of meeting space/rental facilities	32	2.6 %
Quality of meeting space/rental facilities	16	1.3 %
The City's youth programs	73	5.9 %
The City's adult programs	73	5.9 %
Special events and festivals (Heritage & Freedom Fest, Jammin' concerts, etc.)	95	7.7 %
The Renaud Spirit Center	52	4.2 %
Alligator's Creek Aquatic Center	47	3.8 %
T. R. Hughes Ballpark (the Rascals stadium)	35	2.8 %
None chosen	376	30.6 %
Total	1229	100.0 %

2013 City of O'Fallon Community Survey

Q12. Which THREE of the parks and recreation items listed above do you think should receive the most emphasis from City leaders over the next TWO Years? (Sum of choices)

Q12. Sum of the top 3 choices	Number	Percent
Number of City parks	157	12.8 %
Maintenance of City parks	334	27.2 %
Number of walking/biking trails	444	36.1 %
Number of athletic fields	83	6.8 %
Quality of athletic fields	90	7.3 %
Number of playgrounds	122	9.9 %
Quality of playgrounds	171	13.9 %
Availability of information about City parks and recreation programs	168	13.7 %
Availability of meeting space/rental facilities	115	9.4 %
Quality of meeting space/rental facilities	67	5.5 %
The City's youth programs	229	18.6 %
The City's adult programs	154	12.5 %
Special events and festivals (Heritage & Freedom Fest, Jammin' concerts, etc.)	237	19.3 %
The Renaud Spirit Center	130	10.6 %
Alligator's Creek Aquatic Center	129	10.5 %
T. R. Hughes Ballpark (the Rascals stadium)	88	7.2 %
None chosen	265	21.6 %
Total	2983	

2013 City of O'Fallon Community Survey

Q15. EASE OF TRAVEL THROUGH O'FALLON: For each of the items listed, please rate your satisfaction on a scale of 1 to 5, where 5 means "Very Satisfied" and 1 means "Very Dissatisfied."

(N=1229)

	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied	Don't know
Q15a. Ease of North/South travel in O'Fallon	7.7%	31.5%	22.0%	28.3%	8.3%	2.2%
Q15b. Ease of East/West travel in O'Fallon	10.4%	47.3%	25.5%	12.1%	2.6%	2.1%
Q15c. Availability of bicycle lanes or paths	7.9%	21.4%	30.1%	16.5%	5.1%	19.0%
Q15d. Availability of pedestrian walkways	8.5%	27.4%	30.5%	18.0%	3.7%	11.8%

Q15. EASE OF TRAVEL THROUGH O'FALLON: For each of the items listed, please rate your satisfaction on a scale of 1 to 5, where 5 means "Very Satisfied" and 1 means "Very Dissatisfied." (Without "Don't Know")

(N=1229)

	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied
Q15a. Ease of North/South travel in O'Fallon	7.9%	32.2%	22.5%	29.0%	8.5%
Q15b. Ease of East/West travel in O'Fallon	10.6%	48.3%	26.1%	12.4%	2.7%
Q15c. Availability of bicycle lanes or paths	9.7%	26.4%	37.1%	20.4%	6.3%
Q15d. Availability of pedestrian walkways	9.7%	31.1%	34.6%	20.4%	4.2%

2010 PARKS MASTER PLAN EXCERPT

Plan Analysis

Park Land Standards and Needs

Existing Supply and Classification

The existing supply of park land and open space within the City of O'Fallon is tabulated in Figure 3-1. Each existing park within the O'Fallon Park system was classified as to its park type based on the definitions included in Appendix A. Figure 3-1 also shows a total park land of 447.5 acres which is approximately 2% of the total city land area.

FIGURE 3-1: EXISTING PARK LAND TOTALS

<u>Existing City Park</u>	<u>Size (in acres)</u>	<u>Classification</u>
Civic Park	20.00	District Park
Dames Park	59.00	District Park
O'Day (DD) Park	57.00	Metropolitan Park
Fort Zumwalt Park	47.50	District Park
Knaust Park	6.00	Neighborhood Park
O'Fallon Sports Park	95.00	Metropolitan Park
Ozzie Smith Sports Park	76.00	Metropolitan Park
Paul A. Westhoff Memorial Park	65.00	Metropolitan Park
Winter Haven Park	22.00	Linear Park
TOTAL	447.5	



Civic Park View of Playground.

Standards

During the development of the Parks and Recreation Master Plan, various park land standards were evaluated and considered in the determination of what standards should be used for the City of O'Fallon. Standards from the National Recreation and Parks Association (NRPA), St. Louis County, and Missouri Department of Natural Resources (MoDNR) were compared against the standards utilized in the 1994 O'Fallon Parks and Recreation Master Plan. Figure 3-2 illustrates the park land standards generated for this Master Plan.

FIGURE 3-2: PARK LAND STANDARDS

<u>Classification</u>	<u>Standard*</u>	<u>Service Area Radius</u>
Mini Park	.25 acre / 1000*	1/10 mile
Neighborhood Park	1.5 acre / 1000*	1 mile
District Park	2.5 acres / 1000 ¹	3 miles
Metropolitan Park	4 acres / 1000 ¹	5 miles

**Standards form 1994 O'Fallon Comprehensive Parks and Recreation Master Plan*

¹ Standard determined by Planning Design Studio

Needs

Figure 3-3 applies the standards developed in Figure 3-2 to the O'Fallon's projected long term 2020 population of 87,050 people. The 2020 population project was based on the assumption that an average of 300 new home starts would occur during the years 2010-2020, resulting in a total of 3,000 new homes being added to O'Fallon. Multiplying these 3,000 new homes by an average of 2.35 people per home resulted in an additional 7,050 people; bringing O'Fallon's projected 2020 population to 87,050. Figure 3-3 also includes the tabulation of land and facilities within existing subdivisions in O'Fallon.

FIGURE 3-3: PARK LAND NEEDS* (in acres)

<u>Classification</u>	<u>Demand¹</u>	<u>Existing City Acreage</u>	<u>Existing Subdivision Acreage²</u>	<u>Park Acreage (Need) or Surplus</u>
Mini Park	21.8	0.0	21.8	0
Neighborhood Park	130.6	6.0	50.0	(74.6)
District Park	217.6	126.5	0.0	(91.1)
Metropolitan Park	348.2	293.0	0.0	(55.2)
Linear Park	N/A	22.0	0.0	22.0
TOTAL	718.2	447.5	81.8	(188.9)

** Based on the standard multiplied by a population of 87,050.*

¹ Standards-See Figure 3-1: Park Land Standards.

² Calculated by multiplying the estimated number of Mini and Neighborhood Parks within subdivisions by an average size of 3 acres and 10 acres respectively.

An analysis of the park land needs indicates several points relative to this including:

1. The City's greatest need for park land is concentrated neighborhood park land, and there are currently no City of O'Fallon mini parks. While the need for both mini and neighborhood parks appears high, it should be noted that a significant amount of the need for both mini and neighborhood parks is being met by private subdivision facilities. For example, the equivalent of 13 mini parks are provided by private subdivisions, providing an additional 17.2 acres (13 mini parks x 3 acres per mini park = 39 acres of mini parks) of mini park land over the projected need of 21.8 acres. Approximately 60 acres of neighborhood parks (5 neighborhood parks x 10 acres per park = 50 acres of neighborhood parks) are also being provided, reducing the future need to approximately 74.6 acres. As mentioned previously in the Data Collection section, schools also contribute recreation amenities to the community. These school provided facilities also contribute toward meeting the community's need for Mini Parks.
2. A second factor in the analysis of city-wide park land needs is an investigation of park service area coverage. Park service areas can be depicted by two methods. One method is based on a linear distance standard determined for each type of park. The second method is based on geographically defining the service area by the population it encompasses, which is then tied to a population standard for each type of park. For the equity analysis of O'Fallon, service areas were developed based on the second (population) method described above. The service areas depicted for the O'Fallon project are based a 2020 projected population of 87,000. Using Westhoff Park as an example, it comprises 65 acres and is classified as a Metropolitan Park. A 65 acre Metropolitan Park would serve a population of 16,250. Therefore, the service area depicted on a map of the City of O'Fallon would show a geographic coverage area capturing an estimated population of 16,250.
3. These service areas were depicted for current O'Fallon Parks and private subdivision facilities to determine where gaps in the distribution of park land exist. The results of this analysis included the following:
 - Overlaying the service areas of all the different types of parks together on one map revealed only one small service area gap in the center of O'Fallon west of Highway K and north of Laura Hill Road, and near the intersection of Mexico Road and Bryan Road as shown on Figure 3-8.
 - Analyzing the distribution of the various types of parks individually indicated the following trends:
 - Significant gaps in Mini Park distribution exist in the southwest quadrant of the City as Shown on Figure 3-5.

- Neighborhood Park gaps exist in the western portion of O'Fallon, primarily south of Interstate 70 (Figure 3-6). Gaps also exist north of Interstate 70 however, locating a future Neighborhood Park in this area is not recommended at this time due to the proximity of Civic park which partially meets some Neighborhood Park needs in the area.
- A gap in neighborhood parks also exists in the southwest portion of the City near Winghaven. No additional (or future) Neighborhood Parks are recommended for this area since a portion of the need is met by facilities in Winghaven considered as public facilities (Playground), some of which are also private (Pool and Clubhouse).
- A significant gap in District Park coverage exists in the southern portion of O'Fallon as shown in Figure 3-7. Future District Parks should be located in this area to help reduce this gap.
- Gaps in Metropolitan Park coverage exist in the central portion of O'Fallon, extending into the western portions of the City as shown on Figure 3-8. A future Metropolitan Park should be considered in the west central portion of the city. Figures 3-4 through 3-9 are included in Appendix C.

FIGURE 3-4 – COMPOSITE PARKS, YEAR 2020 EQUITY MAP

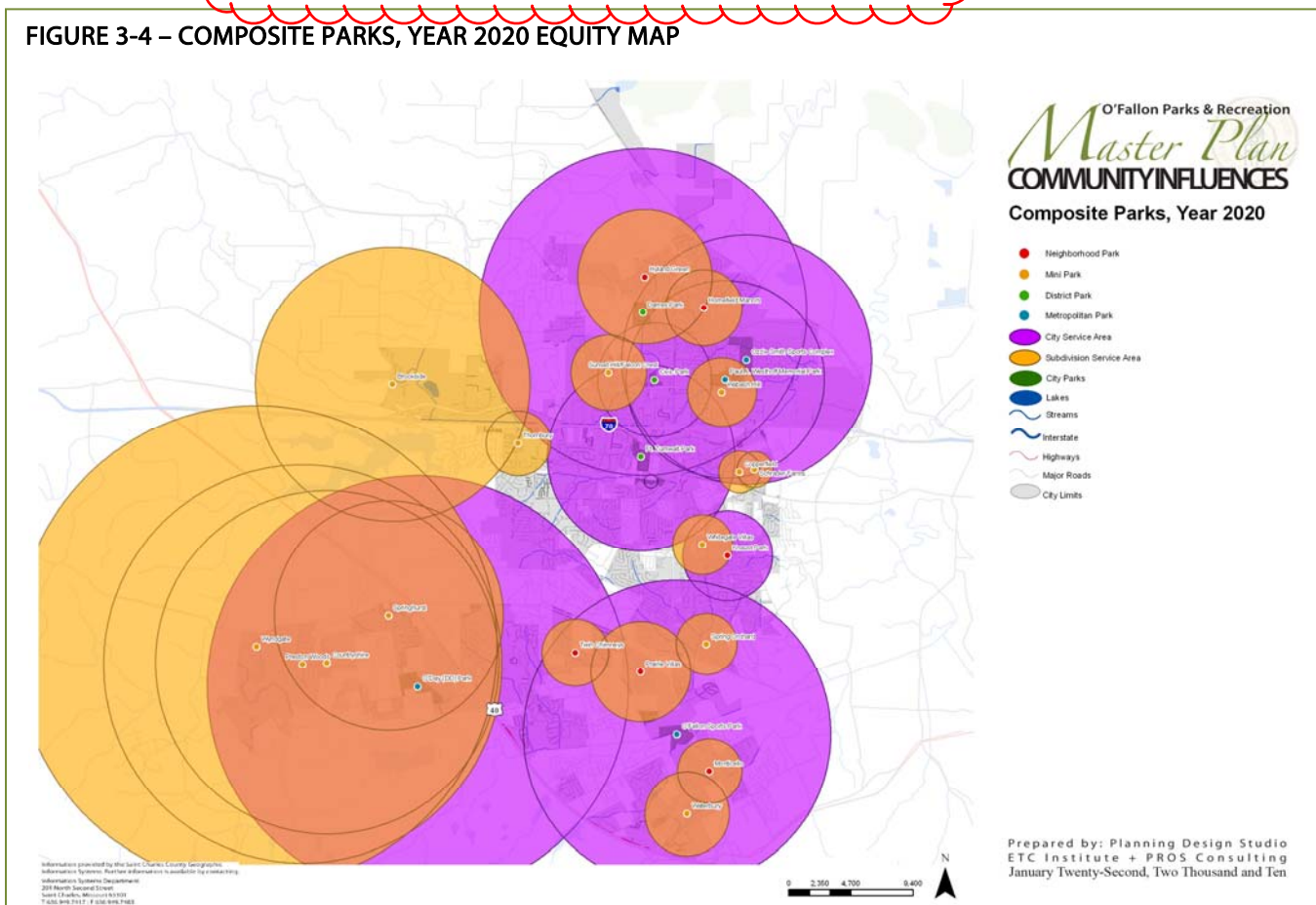


FIGURE 3-5 – SUBDIVISIONS WITH PARK AMENITIES MAP

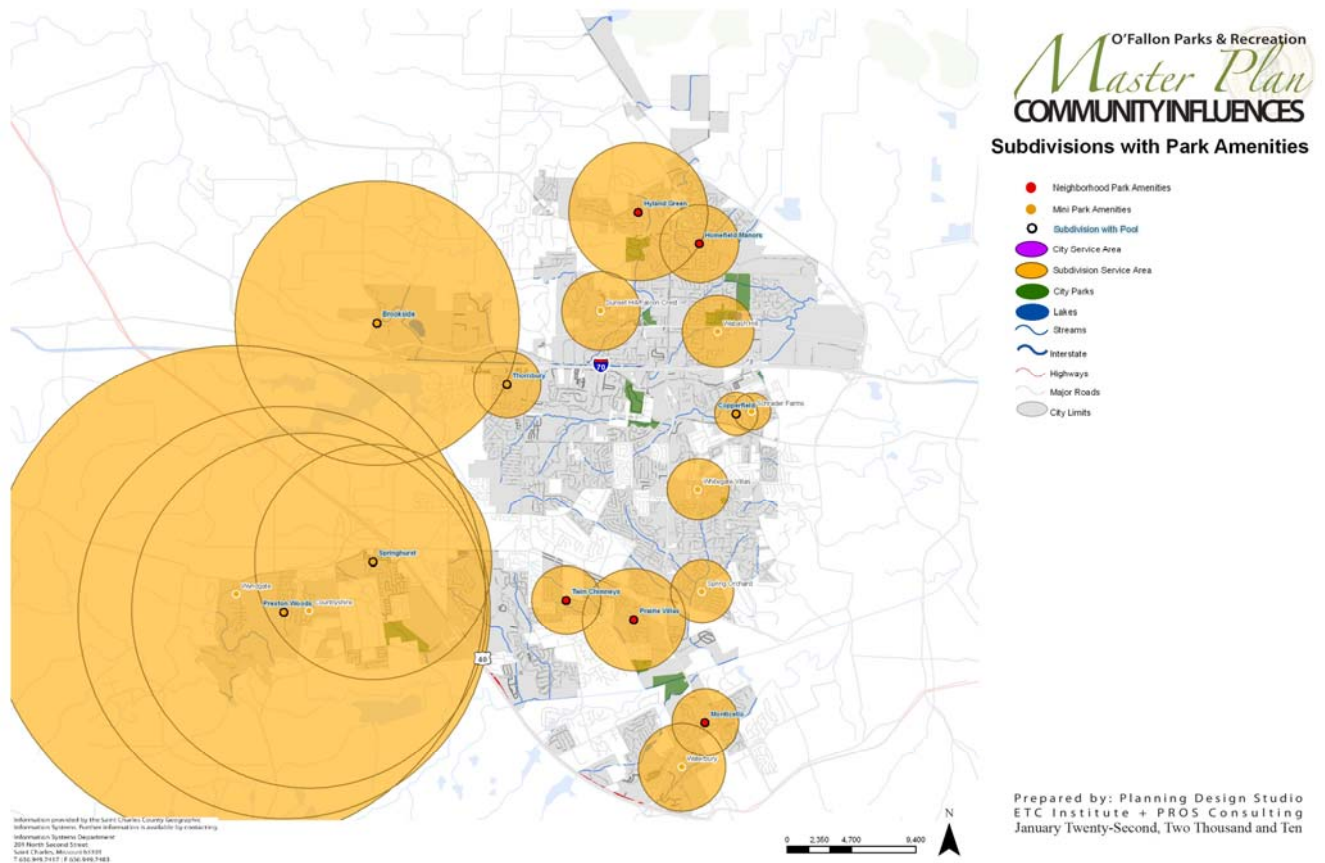


FIGURE 3-6 – MINI PARKS, YEAR 2020 EQUITY MAP

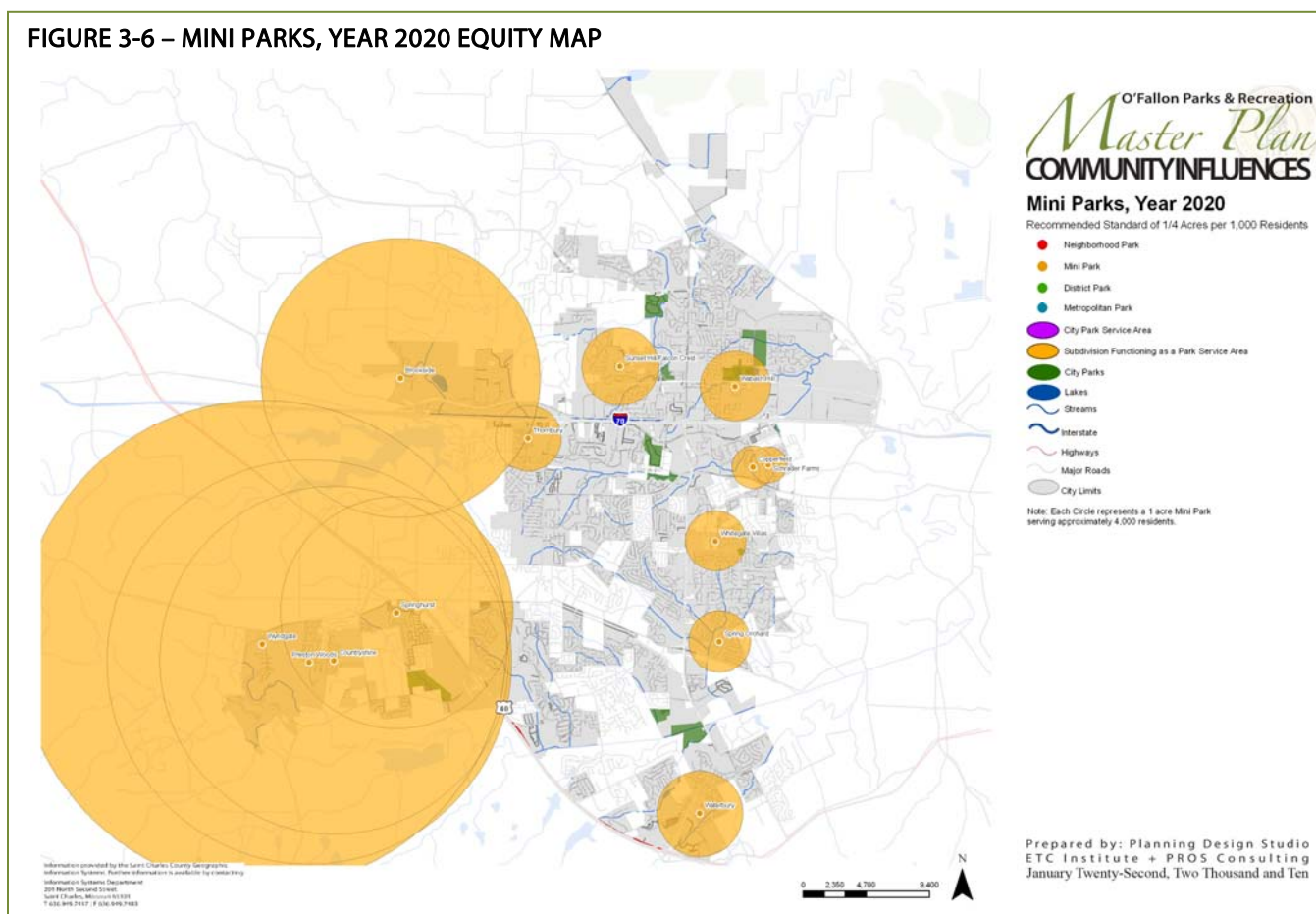


FIGURE 3-7 – NEIGHBORHOOD PARKS, YEAR 2020 EQUITY MAP

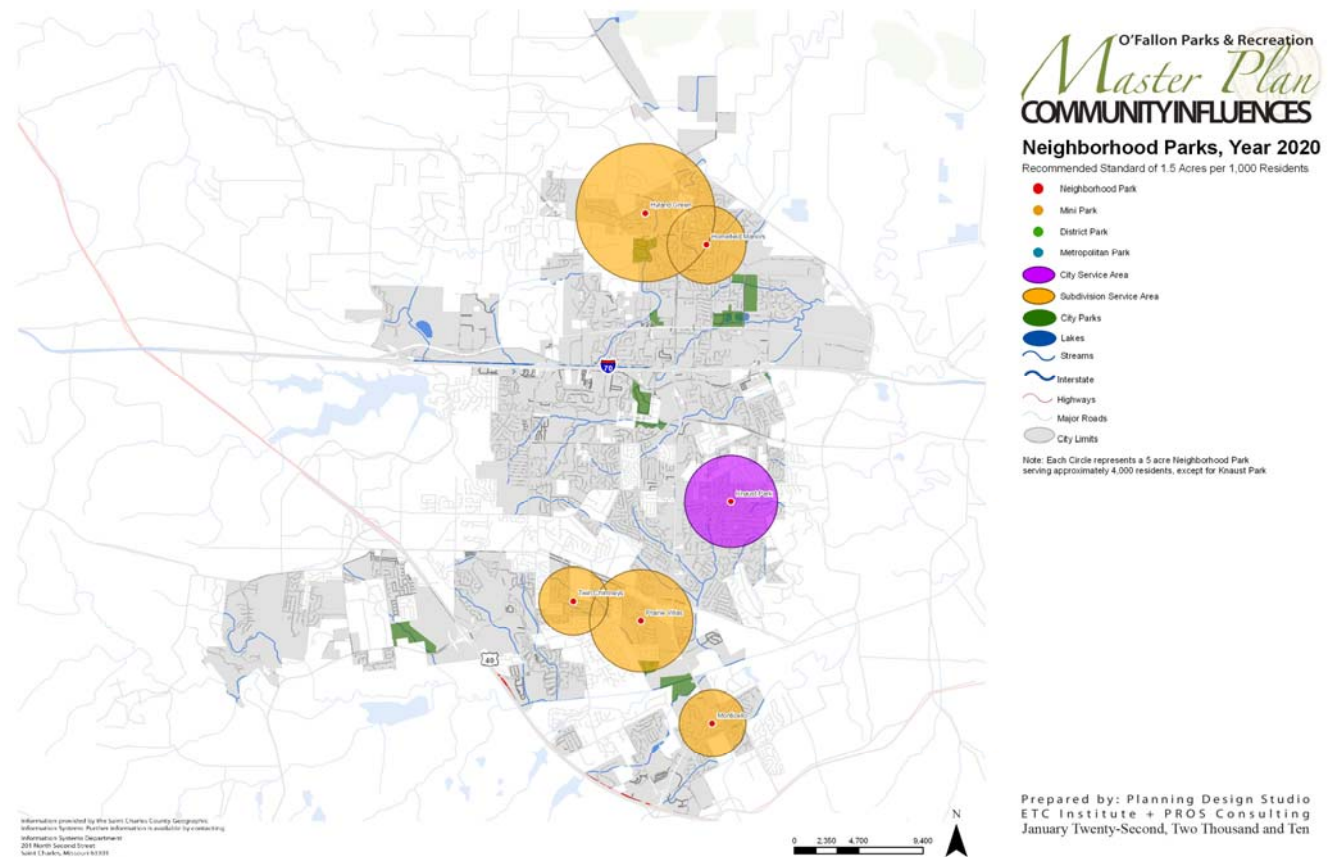


FIGURE 3-8 – DISTRICT PARKS, YEAR 2020 EQUITY MAP

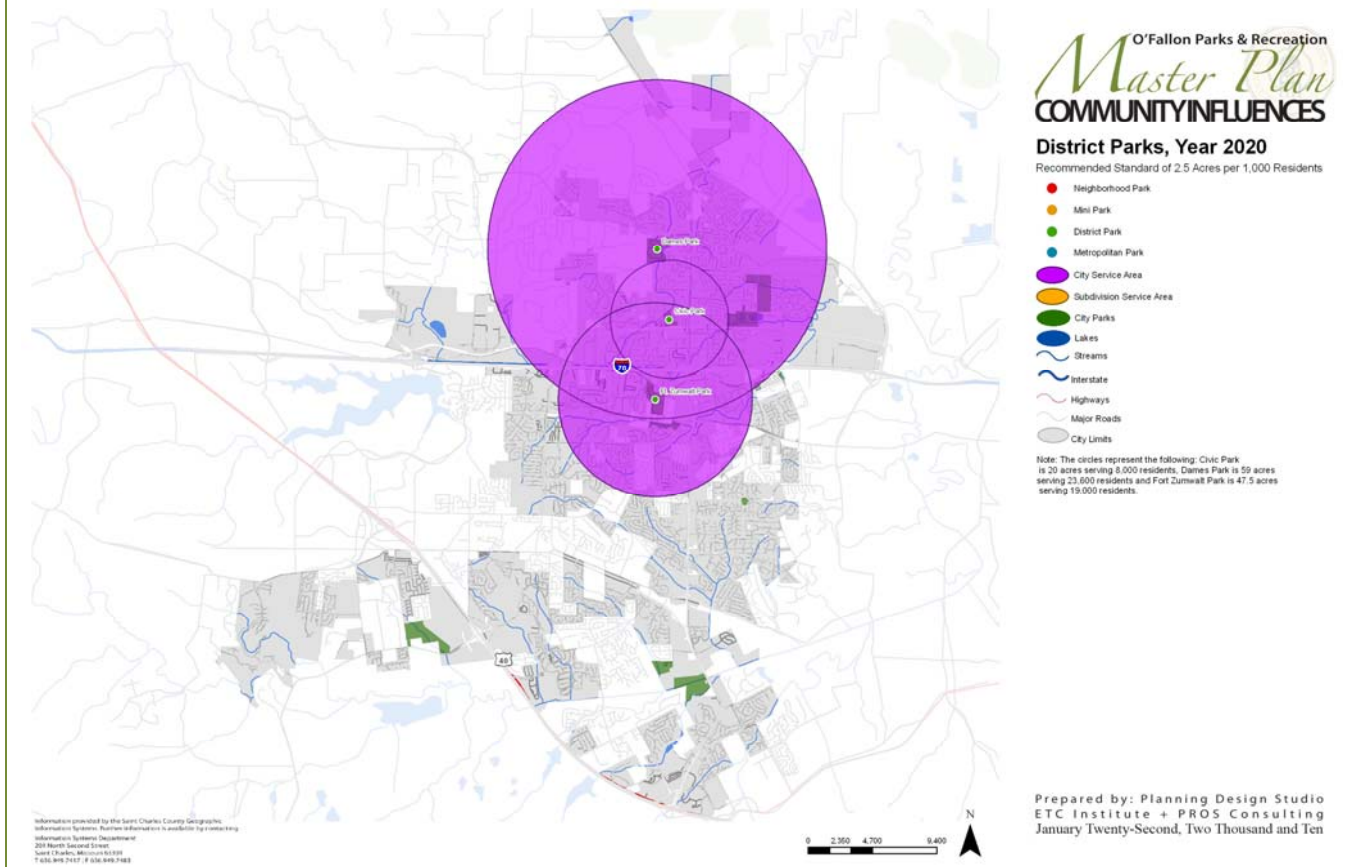
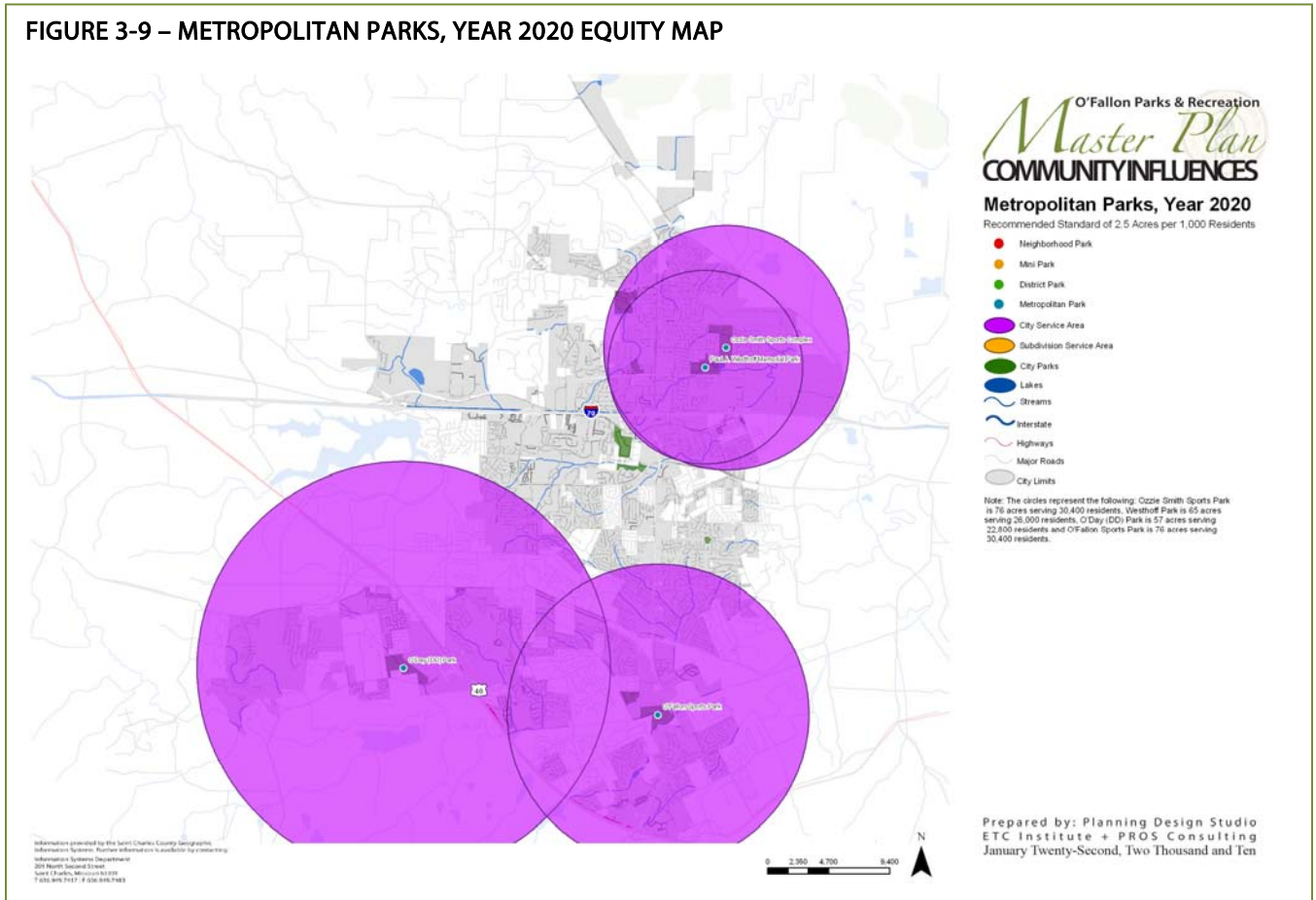


FIGURE 3-9 – METROPOLITAN PARKS, YEAR 2020 EQUITY MAP



Park Facility/Amenity Standards and Needs

Standards

Like the park land standards previously discussed, various park facility/amenity standards were evaluated and considered in the determination of what standards should be used for the City of O'Fallon. Again, standards from the National Recreation and Parks Association (NRPA), St. Louis County, and Missouri Department of Natural Resources (MoDNR) were reviewed and considered. This plan utilizes facility standards from the Missouri State Comprehensive Outdoor Recreation Plan (SCORP) 2008-2012 prepared by the Missouri Department of Natural Resources (MoDNR). If a standard did not exist in the SCORP, Standards from the planning consultant were utilized. The column titled "Standard" in Figure 3-9 illustrates the park facility/amenity standards utilized for this plan.

Existing Supply

The existing supply of park facilities/amenities within the City of O'Fallon is tabulated in Figure 3-9. Appendix A provides definitions and clarifications with regard to the type of park facilities/amenities listed in Figure 3-9. Open space was included and analyzed as a park amenity because each park has open space as a component part while at the same time parks are typically classified as open space from a land use perspective. The Trust for Public Land tabulates total park/open space as a percentage of city area for a variety of cities in the United States. Its list includes the City of St. Louis which has 8.5% of its land area reserved as open space. For analysis purposes, this same figure was used for evaluation of open space in O'Fallon.

The proposed park facility/amenity standards developed in Figure 3-9 have been applied to the year 2020 O'Fallon projected population, similar to the park land standards previously discussed. The results are the current park facility needs.

The Trust for Public Land, a national nonprofit agency working exclusively to protect land for human enjoyment and well-being, tabulates total park/open space as a percentage of city area for a variety of cities in the United States. Below are several selected cities.

<u>City</u>	<u>(acres) Land Area</u>	<u>Park/Open Space Percent of City Land Area</u>
New York	194,115	25.7%
Boston	30,992	15.7%
Chicago	145,362	8.0%
St. Louis	39,630	8.5%
Las Vegas	72,514	4.2%
Phoenix	303,907	12.0%
Kansas City	200,664	6.8%

Source: The Trust for Public Land.

FIGURE 3-10: PARK FACILITY/AMENITY STANDARDS AND NEEDS

Recreational Facility	Standard¹	Facility Demand³	Facility Inventory Parks⁴	Schools*	Private Subdivisions⁷	Facility Need
Swimming Pool/ Aquatic Center	1 Pool/6500	13	2	0	11	0 pools
Baseball/Softball	1/1,545	56	14	7	0	35 fields
Ice Skating Rink	1/108,833	0	0	0	0	0 rinks
Outdoor Amphitheater	1/10,000 ²	9	1	0	0	8 amphitheaters
Picnic Area Shelter	1/1,356	64	9	0	6	49 shelters
Lakes and Ponds	1 acre /14,000 ²	6	3.5	0	3.5 ⁸	0 acres
Football	1/10,000*	9	3	2	0	4 fields
Soccer	1/3,274	27	12	4	0	11 fields
Holler Skating Rink	1/50,000	2	0	0	0	2 rinks
Walking/Jogging Trail	1 mile/4,446	20	3.2	0	1.5 ⁹	15.3 miles
Golf Course (9 Hole)	1/25,674	3	0	0	2	1 course
Tennis Court	1/2,333	34	3	9	7	15 courts
Nature Trail	1 mile/4,814	18	.8	0	0	17.2 miles
Basketball Court	1/4,410	20	1	1	0	18 courts
Volleyball Court	1/4,659	19	2	0	0	17 courts
Multi Use Court	1/6,073	14	0	14	6	0 courts
Playground	1/1,379	63	13	14	13	24 playgrounds
Handball/Racquetball	1/43,187	2	2	0	0	0 courts
Bicycle Trail	1 mile/2,624	33	0	0	0	33 miles
Skate Park	1/50,000 ²	2	1	0	0	1 skate park
Community Center	1/25,000 ²	3	2	0	0	1 center
Open Space	8.5% of City Land Area	1594.0 acres ⁵	447.5 acres	107.0 acres ⁶	0	1,039.5 acres

¹ Standards from 2008-2012 Missouri SCORP. *MPRA Standard

² Standards from Planning Design Studio.

³ Based on an O'Fallon 2020 Population of 87,050.

⁴ Inventory based on PDS Windshield Survey, and data provided by the City of O'Fallon, and includes facilities anticipated with the complete implementation of O'Day (DD) Park.

⁵ Based on a total land area for the City of O'Fallon of 18,752 acres.

⁶ Public and private school open areas are calculated at one-quarter total acreage.

⁷ Public school and private subdivision facilities are calculated at one-half actual number

⁸ Determined by taking number of lakes/ponds x average size of .5 acres.

⁹ Determined by taking number of trails x average length of .25 miles.

Trends related to park facility/amenity needs indicates several points relative to this including:

1. The City's greatest need for facilities is in sports fields which include Baseball/Softball, soccer, and football fields. This need is also supported by findings in the stakeholder interviews, and community attitude and interest survey.
2. The high need for tennis courts identified in Figure 3-9 is not supported by either the Stakeholder Interviews or the community attitude and interest survey.
3. A significant need for playgrounds was also apparent in the analysis. The public opinion survey supported this conclusion as well.
4. The need of 65.5 miles of trails (walking/jogging, nature, and bicycle) as identified in Figure 3-9 above is supported by findings in the stakeholder interviews, and community attitude and interest survey. The O'Fallon, Wentzville, and Lake Saint Louis (OWL) Bikeable-Walkable Community Plan supports this and actually recommends more trails for the following reasons:
 - The OWL uses MPRA standards which typically produce higher need numbers than the SCORP numbers used in this plan.
 - The OWL addresses not only recreational needs but broader trail issues including practical transportation needs such as commuting.

Park Facility and Program Assessment

A facility and program needs assessment was completed in order to develop a prioritized list of facility/amenity needs and recreation program needs for the residents of the City of O'Fallon. The needs assessment evaluates both quantitative and qualitative data. Quantitative data includes the statistically valid community attitude and interest survey, which asked 462 City of O'Fallon residents to list unmet needs and rank the importance. Qualitative data includes resident feedback obtained in Stakeholder Interviews, Staff Interviews, and Public Forums as well as the previously presented land, demographics, trends and recreation standards analysis.

A weighted scoring system was used to determine the priorities for park and recreation facilities/amenities and programs. This scoring system considers the following:

- Community Needs Assessment Survey
 - Unmet needs for facilities and recreation programs – A factor from the total number of households mentioning their need for facilities and recreation programs. Survey participants were asked to identify the need for 24 different facilities and 20 recreation programs. Weighted value of 3.
 - Importance ranking for facilities – Normalized factor, converted from the percent(%) ranking of programs to a base number. Survey participants were asked to identify the top four facility needs and top four recreation program needs. Weighted value of 3.

- Consultant Evaluation
 - Factor derived from the consultant's evaluation of program and facility importance based on demographics, trends and community input. Weighted value of 4.

These weighted scores were then summed to provide an overall score and priority ranking for the system as a whole. The results of the priority ranking were tabulated into three categories: High Priority (1), Medium Priority (2), and Low Priority (3).

The combined total of the weighted scores for Community Unmet Needs, Community Priority and Consultant Evaluation is the total score based on which the Facility / Amenity and Program Priority is determined. Figure 3-10 and Figure 3-11 below depict the Facility / Amenity and Recreation Program Priority Needs Assessment for the City of O'Fallon.

FIGURE 3-11: FACILITY/AMENITY PRIORITY NEEDS ASSESSMENT RESULTS

City of O'Fallon	
Facility/Amenity Needs Assessment	
	Overall Ranking
Walking and biking trails	1
Nature trails and nature center	2
Fishing lakes	3
Playground equipment	4
Off-leash dog parks	5
Outdoor public swimming pools	6
Baseball and softball fields	7
Recreational fitness center	8
Outdoor amphitheater	9
Indoor ice-rink	10
Large group picnic areas and shelters (100+ people)	11
Indoor leisure pool at Renaud Spirit Center	12
Outdoor tennis courts	13
Soccer fields	14
Outdoor ice-rink	15
Indoor auditorium/theater	16
Outdoor basketball courts	17
Senior center	18
Indoor lap swimming pools at Renaud Spirit Center	19
Outdoor volleyball courts	20
Concession stands	21
Indoor basketball courts at Renaud Spirit Center	22
Football/lacrosse/rugby fields	23
Indoor volleyball courts at Renaud Spirit Center	24

FIGURE 3-12: RECREATION PROGRAM PRIORITY NEEDS ASSESSMENT RESULTS

City of O'Fallon	
Program Needs Assessment	
	Overall Ranking
Adult fitness and wellness programs	1
Youth sports programs	2
Youth Learn to Swim programs	3
Nature programs	4
One-day special events	5
Adult sports programs	6
Water fitness programs	7
Adult enrichment programs	8
Pre-School programs	9
Youth fitness and wellness programs	10
Youth summer camp programs	11
Tennis lessons and leagues	12
Before and after school programs	13
Adult art, dance, and performing arts	14
Youth art, dance, and performing arts	15
Tumbling programs	16
Adult one-day and overnight trips	17
Child care	18
Birthday parties	19
Martial arts programs	20
Youth dance classes	21
Senior adult sports programs	22
Programs for disabled	23

Park Land Priorities

From the above analysis and assessments, the following have been identified as park land priorities:

- O'Fallon's greatest park land need is in District Parks. Future park land acquisitions should focus on land for District Parks in the southern portions of O'Fallon.
- In order to meet a strong demand for outdoor fields (baseball and soccer), a priority should be placed on acquisition of land suitable to accommodate parks with these types of facilities for future development.
- Neighborhood Park land represents O'Fallon's second greatest park land need. To meet this need, land acquisition should focus on gap areas previously identified including the western portions of the City which are primarily south of Interstate 70. Meeting this need will be difficult because these portions of the City are significantly developed.
- Although gaps in the Mini Park service areas were identified, land acquisition for future Mini Parks should be considered a lower priority due to the fact that a significant amount of the need for Mini Parks is being met by private subdivision facilities, or school facilities.
- The City should also diligently strive to acquire park land whenever considering large scale development within the City.

Park Facility/Amenity Priorities

The following priorities have been identified for facilities based on an analysis of the existing information:

- Trail facilities (walking, jogging, nature and bicycle) are a high priority in the community and should be provided where possible throughout the system. Implementation of the City wide trail system (OWL-The Bikeable-Walkable Community Plan for O'Fallon, Wentzville, and Lake Saint Louis) should encourage connectivity between parks whenever possible.
- Baseball and Softball fields are a high priority and should be added to the system when possible. This is further supported by the Recreation Program Assessment which indicates that growth of baseball/softball programs are limited due to lack of available facilities.
- Additional picnic shelters should be provided where possible throughout the park system.
- A second Recreational Fitness Center/Community Center is a high priority element. While Civic Hall currently meets a small portion of this need for the northern half of O'Fallon, a new facility which can provide fitness activities is needed.

Park System Program

Based on data collection, development of park and facility/amenity standards, determination and analysis of demand and need, and input from the Working Committee, a program statement was prepared and is illustrated in Figure 3-12. This program statement serves as a general guide, and the Master Plan contains detail recommendations that were not included in the program statement due to site, logistical and/or operational concerns.

FIGURE 3-13: PARK MASTER PLAN PROGRAM STATEMENT

New Development/Acquisition

- O'Day Park
- 4 Neighborhood Parks @ 15 Acres Each
- 2 District Parks @ 40 Acres Each
- 1 Metropolitan Park @ 80 Acres

Community Centers

- Northside Recreation Center
- Visitor Center/Nature Center/
Cultural Center @ Fort Zumwalt Park
- Spirit Center Expansion
- Future Nature Center @ O'Day Park

Athletics

- Sports Complex @ 80 Acres

Trails & Greenways

- Regional Connection to Dardenne
Greenway Planned by GRG
- ~~Park Connectivity~~
- Perimeter Trails within Parks
- Incorporation of OWL Elements

Park Improvements/Redevelopment

- Civic Park
- Dames Park
- Fort Zumwalt Park
- Knaust Park
- O'Fallon Sports Park
- Ozzie Smith Sports Complex
- Paul A. Westhoff Memorial Park
- Winterhaven Park

Operations/Infrastructure

- New Concession Warehouse
- New Maintenance Facilities @
 - Fort Zumwalt Park
 - O'Fallon Sports Park
 - O'Day Park

ST. CHARLES COUNTY



St. Charles County Adoption of Gateway Bike Plan Update

Sponsored by: Council as a Whole

Resolution 22-12

A RESOLUTION ADOPTING THE ST. CHARLES COUNTY GATEWAY BIKE PLAN UPDATE

WHEREAS, increasing walking and bicycling activity offers the potential for cleaner air, greater health of the population, reduced traffic congestion, and more livable communities; and

WHEREAS, national policies (i.e. Bipartisan Infrastructure Law) encourage governments to invest in projects that upgrade the condition of streets, highways and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes of transportation, and accommodates new and emerging technologies; and

WHEREAS, bicycle and pedestrian use is routinely programmed in roadway projects; and bicycle and pedestrian projects and programs are eligible for funding from almost all of the major federal-aid funding programs; and

WHEREAS, St. Charles County's Envision 2030 Master Plan adopted in 2019 included a goal of increasing multi-modal options to improve connectivity, safety, and access; and

WHEREAS, St. Charles County has worked with municipalities to create a bicycle and pedestrian coordination effort to

provide continuous, low-stress, multimodal networks throughout the County; and

WHEREAS, safety of bicycle and pedestrian facilities throughout the County is of the utmost importance to reducing roadway fatalities and severe injuries on St. Charles County roadways; and

WHEREAS, St. Charles County has a Bicycle and Pedestrian Coordinator focused on improving conditions for walking and bicycling throughout the County through inclusion of bicycling and walking improvements in municipal and County projects; and

WHEREAS, County Road Board funded projects support the addition of bicycling and walking improvements consistent with municipal and County plans to be included as part of roadway and bridge funded projects; and

WHEREAS, the County Council of St. Charles County recognizes the importance of developing bicycling and pedestrian improvements as an integral part of the County's transportation system to establish safe, alternate modes of transportation for St. Charles County's citizens.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF ST. CHARLES COUNTY, MISSOURI, AS FOLLOWS:

Section 1. The Plan, attached hereto as **EXHIBIT A**, known as the "St. Charles County Gateway Bike Plan Update", is hereby approved.

Section 2. Compliance with all the terms of the “St. Charles County Gateway Bike Plan Update” shall be the responsibility of the Roads and Traffic Manager.

August 29, 2022
DATE PASSED

Harry Shuman
CHAIR OF THE COUNCIL



St. Charles County Gateway Bike Plan Update

THE VISION FOR A LOW-STRESS NETWORK

AUGUST, 2021

Vision, Mission, and Goals

The Mission, Vision, Goals, and Objectives of the St. Charles County Gateway Bike Plan Update are carried forward from the original Gateway Bike Plan as updated in 2018 by the Gateway Bike Plan Working Group and modified to fit the St. Charles County context. These updates reflect the current state of bicycle facility planning and design, incorporate the shared desire to focus on low-stress facility development, and address new challenges and opportunities to enhance the growing regional network of on-street bicycle facilities.

Vision

The St. Charles County Gateway Bike Plan Update will create the bicycle component to the county transportation network that accommodates all users and promotes consistent design and development of bicycle facilities.

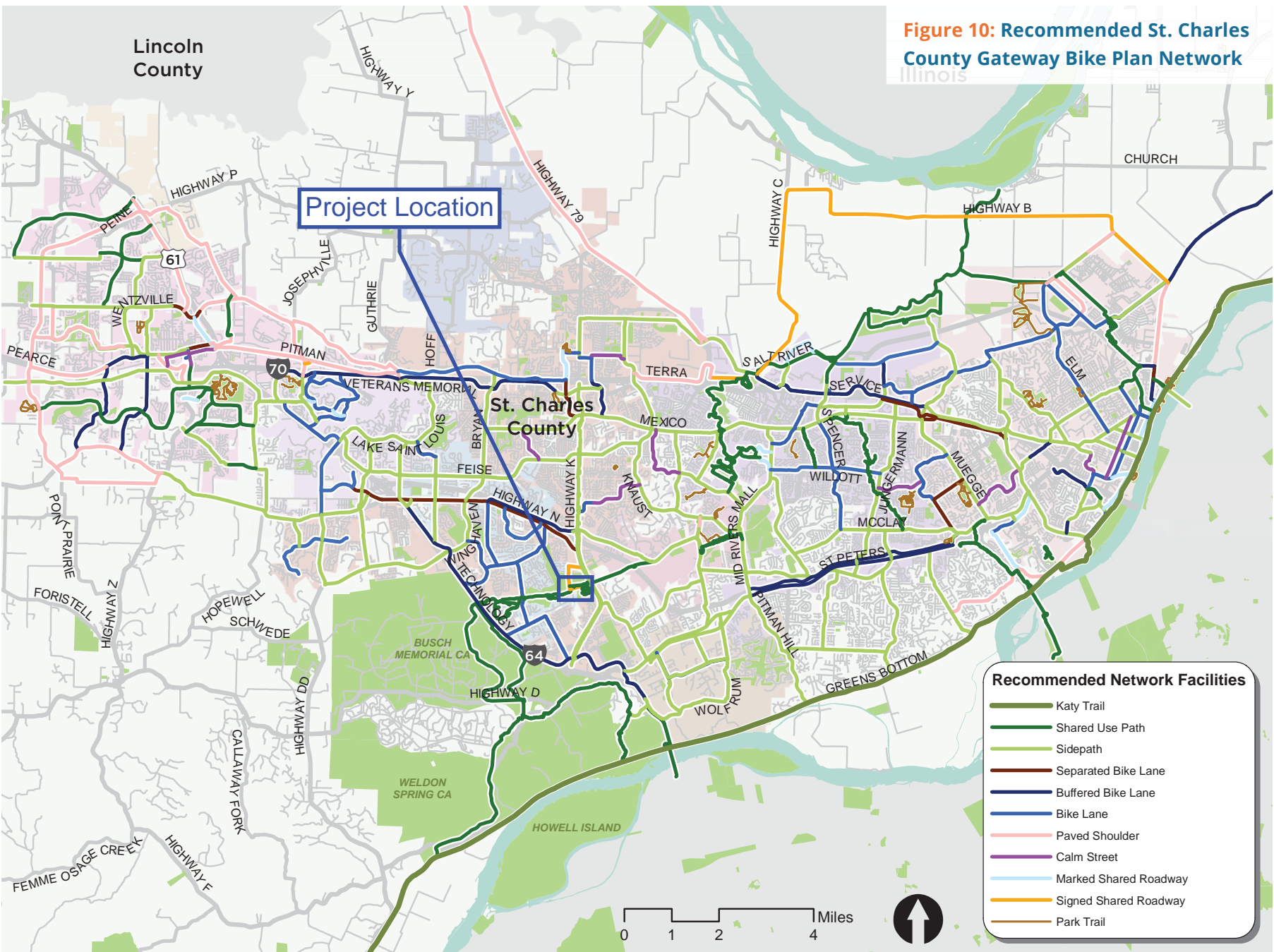
Mission

Increase the number of people using bicycles for transportation while reducing the number of crashes involving bicycles.

Table 1: Gateway Bike Plan Goals and Objectives

Goal	Objective
Goal 1: Provide a prioritized system of routes that are contiguous and connected to other on- and off-road facilities.	1.1 Improve accessibility and added safety for bicycling along on-street routes. 1.2 Increase safety, comfort, and accessibility of the Gateway Bike Plan Network by designing low-stress bicycle facilities that support people of all ages and abilities. 1.3 Improve accessibility and safety for bicycling around barriers like intersections and rivers. 1.4 Improve the safety of existing facilities. 1.5 Minimize the impact of construction activity on existing bicycle facilities. 1.6 Reduce the rate of bicycle crashes by 50 percent by 2031. 1.7 Promote more bicycling through route signing and end-of-trip facilities.
Goal 2: Improve safety for all modes of transportation through careful design and implementation of bicycle facilities.	2.1 Improve safety by designing all bicycle facilities to the latest AASHTO bicycle guidelines and 2009 MUTCD Standards.
Goal 3: Improve safety for all modes of transportation through the implementation of educational and enforcement programs.	3.1 Improve safety and reduce the number of crashes involving bicyclists by expanding, developing, and implementing education and enforcement programs through partnerships with community organizations. 3.2 Educate staff in planning, design, maintenance, construction, and enforcement.
Goal 4: Expand the public’s view that bicycles are a viable/acceptable mode of transportation through encouragement programs.	4.1 Establish ongoing regional encouragement programs.
Goal 5: Increase the commitment of public officials to support or initiate public policy for bicycling in all levels of government – state, local, and regional.	5.1 Increase intergovernmental cooperation on bicycle policy and projects. 5.2 Establish funding sources for implementation and on-going maintenance.

Figure 10: Recommended St. Charles County Gateway Bike Plan Network



Note: Figure 10 serves only as a guide to help plan for the development of a low-stress biking network in St. Charles County; routes highlighted include existing bike facilities.



Great Rivers Greenway

SEE DARDENNE GREENWAY MASTER PLAN DATED 2008 IN
PREVIOUS SECTION