

Study Overview

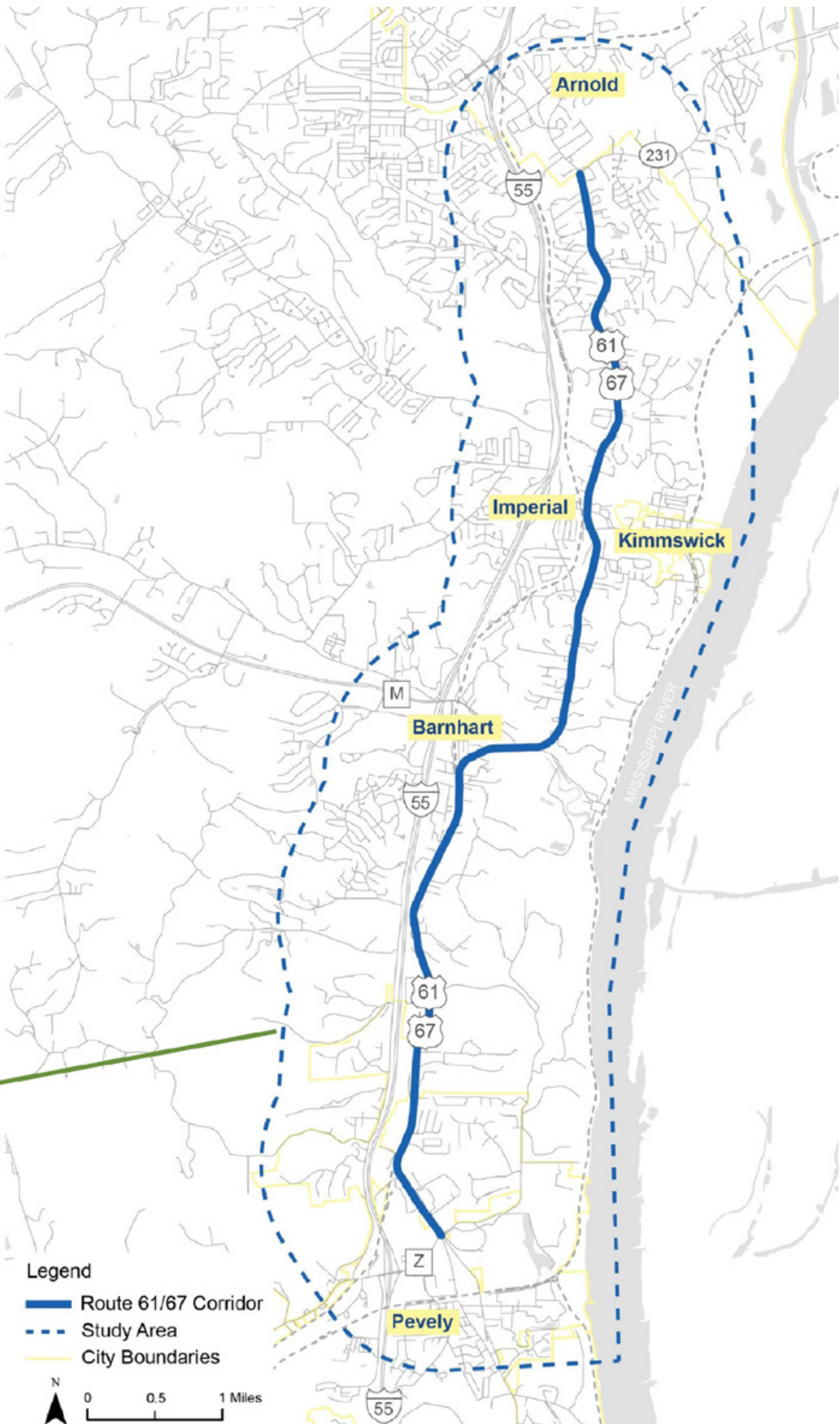
Project Initiation

US 61-67 is planned for repaving in the near future per MoDOT’s routine paving schedule. This presents an opportunity to evaluate safety, operations, and function of the corridor.

Corridor Limits:

- US 61-67 from Route 231 / Telegraph Road (North) to Route Z (South)
- Approximately 9 miles

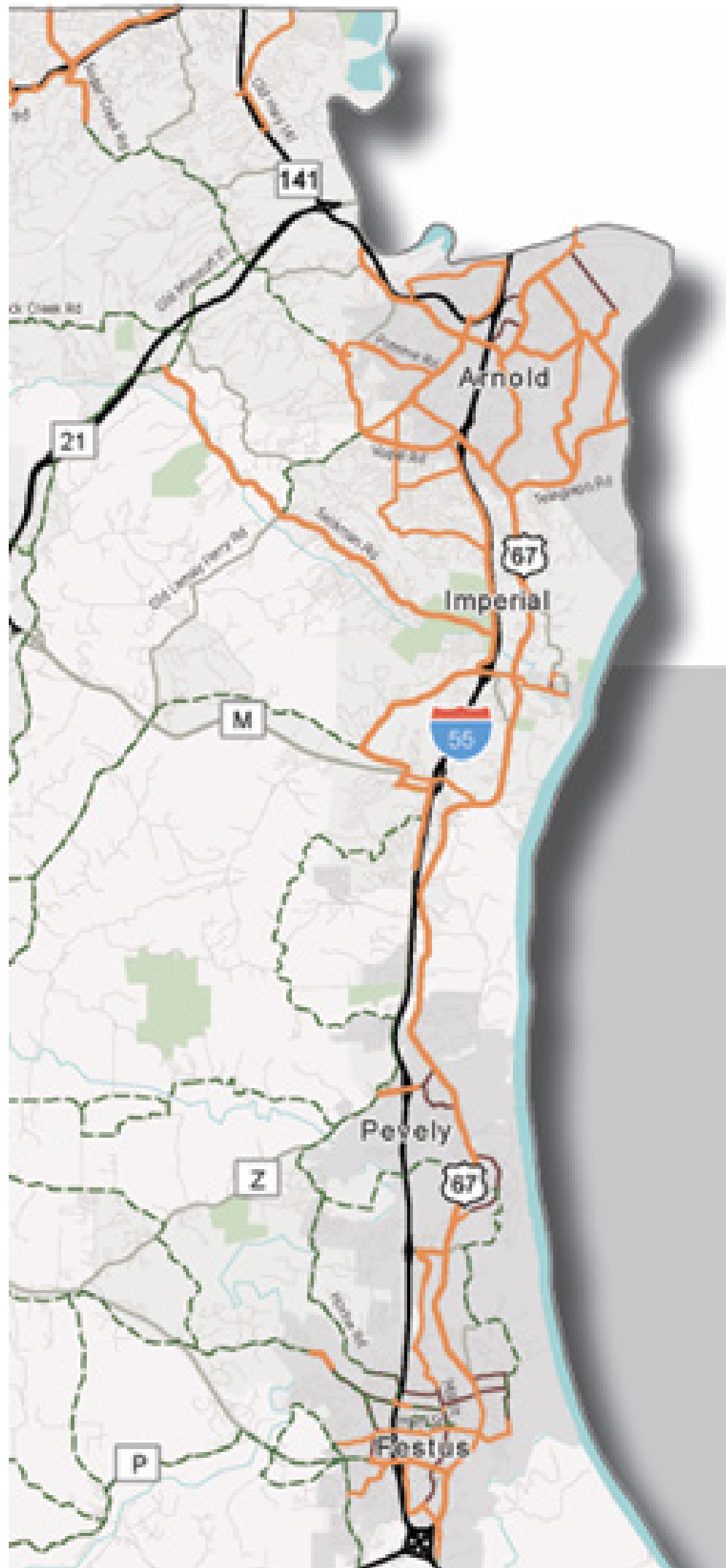
Two mile wide study area



Study Timeline



Recap of Previous Studies & Plans



Proposed Future Network
from Walk Bike Jefferson
County

Walk Bike Jefferson County

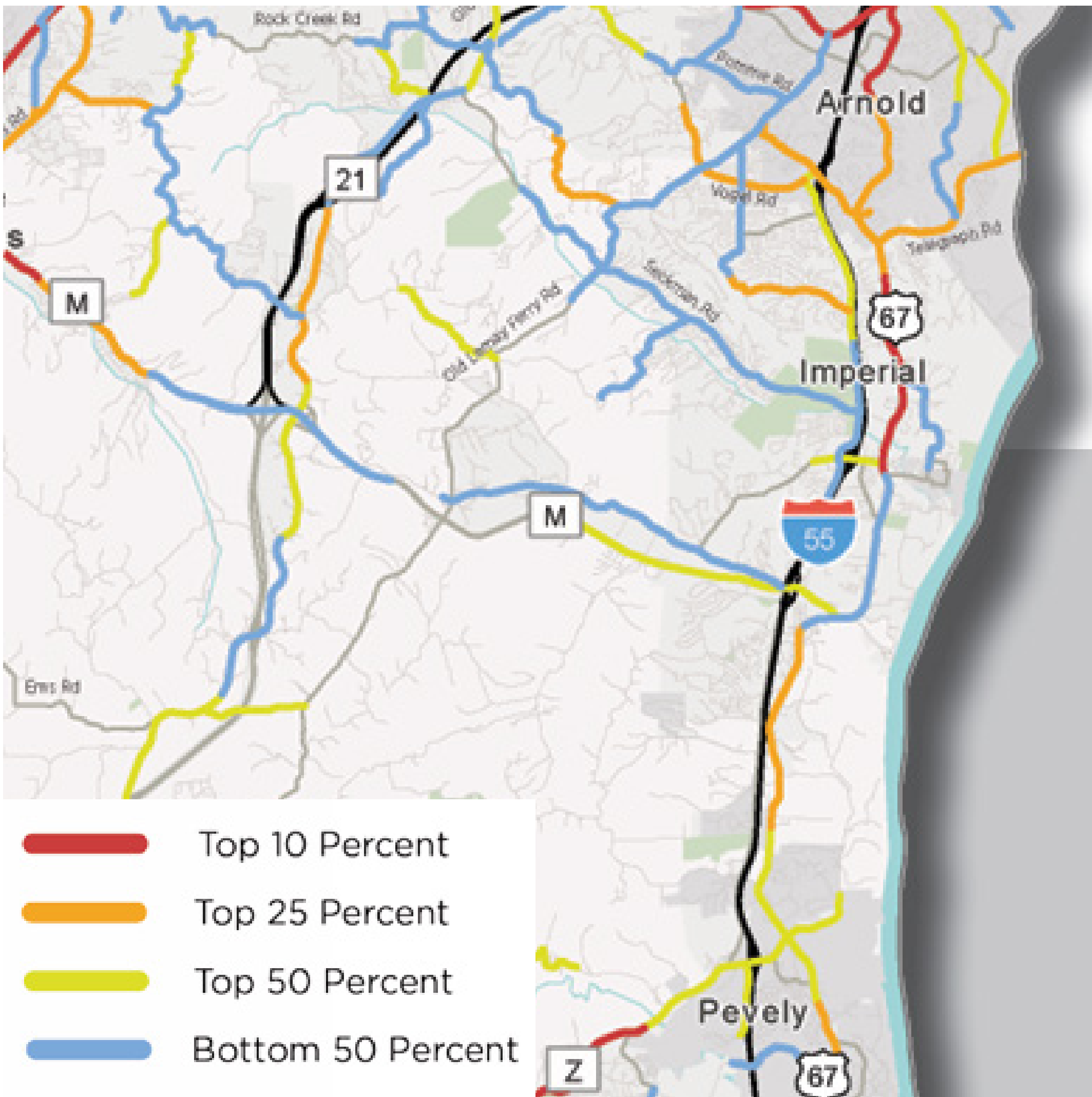
- US 61-67: critical safety corridor in need of improvements
- Community feedback: desire for safety, pedestrian, and bicyclist improvements
- High priority projects on US 61-67

Jefferson County Roadway Master Plan

- US 61-67 highlighted as a primary growth corridor
- Safety emphasis; prioritize crash reduction throughout:
- Intersection improvements
- Low-cost safety countermeasures

National Cooperative Highway Research Program (NCHRP) Workshop

- Additional pedestrian infrastructure would have positive safety impacts
- US 61-67 has excess capacity relative to existing traffic volumes



East-West Gateway COG Regional Safety Action Plan

- 50% reduction in fatalities and serious injuries by 2050
- US 61-67 includes segments with high crash severity
- Highlights best practices for managing:
 - Roadway departures
 - Intersection crashes
 - People walking and biking



Key Takeaways from Previous Studies & Plans

Residents Identified Safety as a Key Issue

- 82% of Jefferson County Roadways are uncomfortable for walking/biking.
- US 61-67 serves as a major north-south spine, with needs for improved facilities for pedestrians and cyclists to improve safety along the Great Mississippi River Trail.
- Speeding, failure to yield, improper lane usage, and impaired are major contributors.

Must Prioritize Making Connections Along the Corridor

- Focus on busier parts of the corridor.
- Expand sidewalks, crosswalks, and trails to connect residential areas with major destinations.

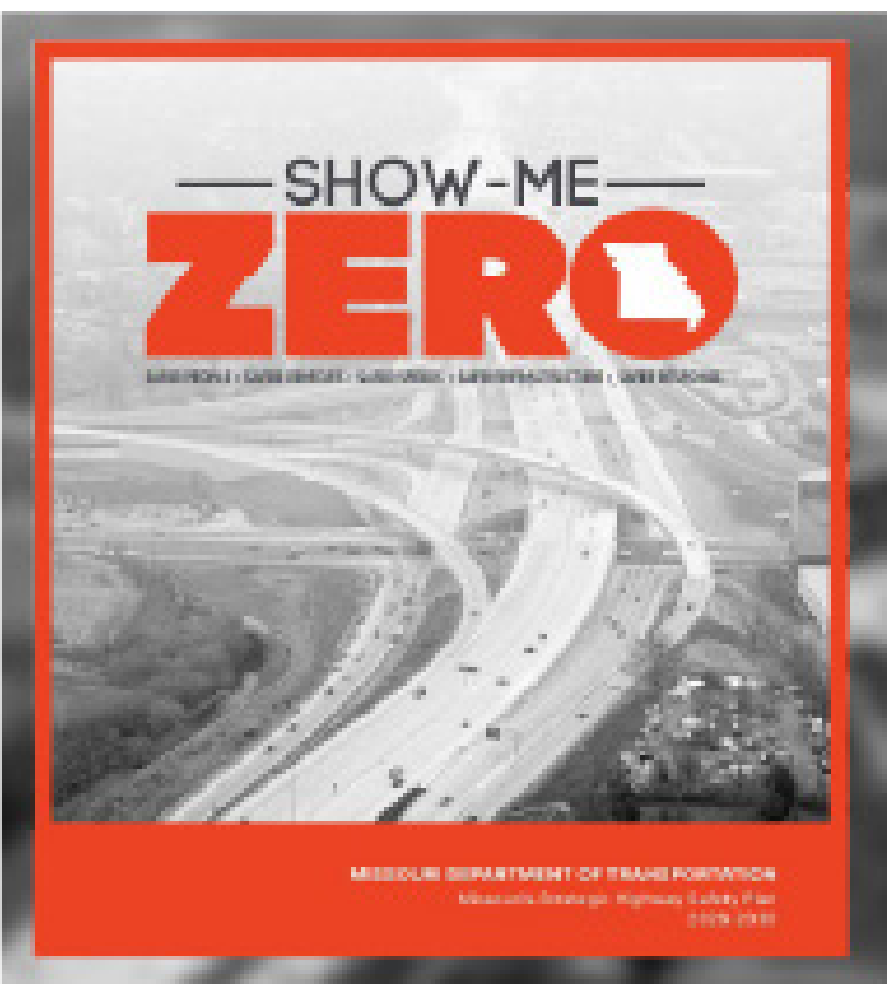
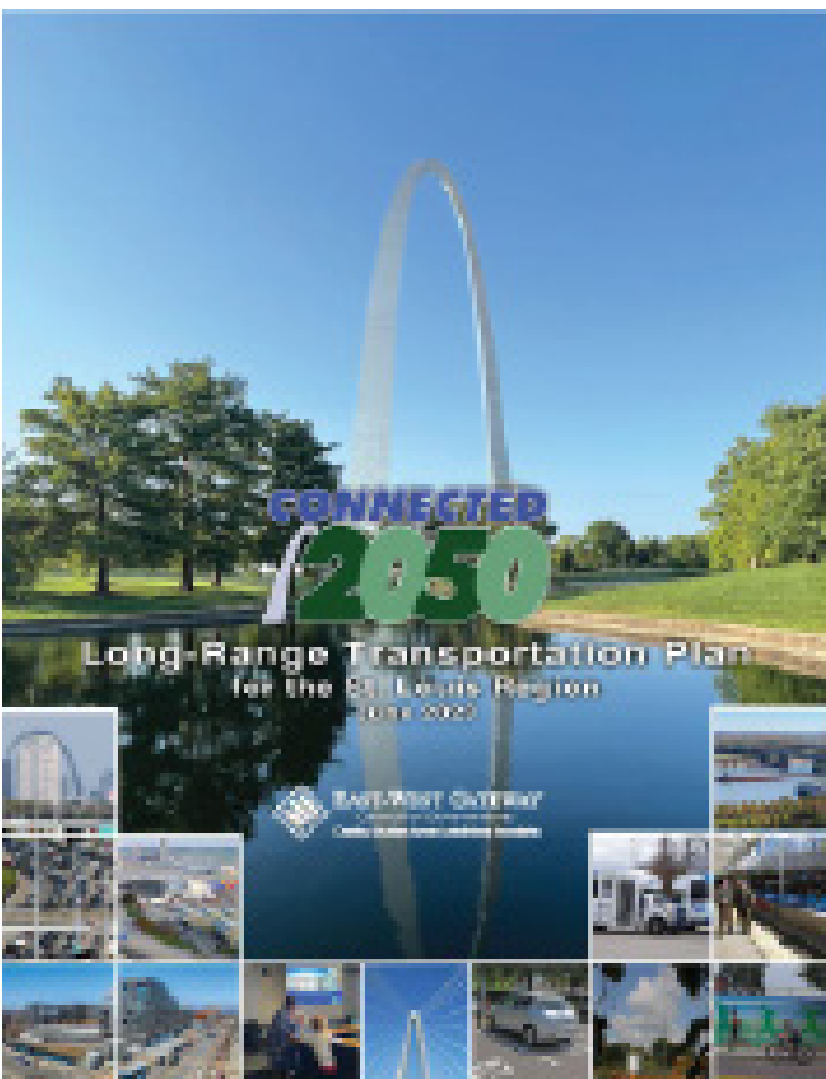
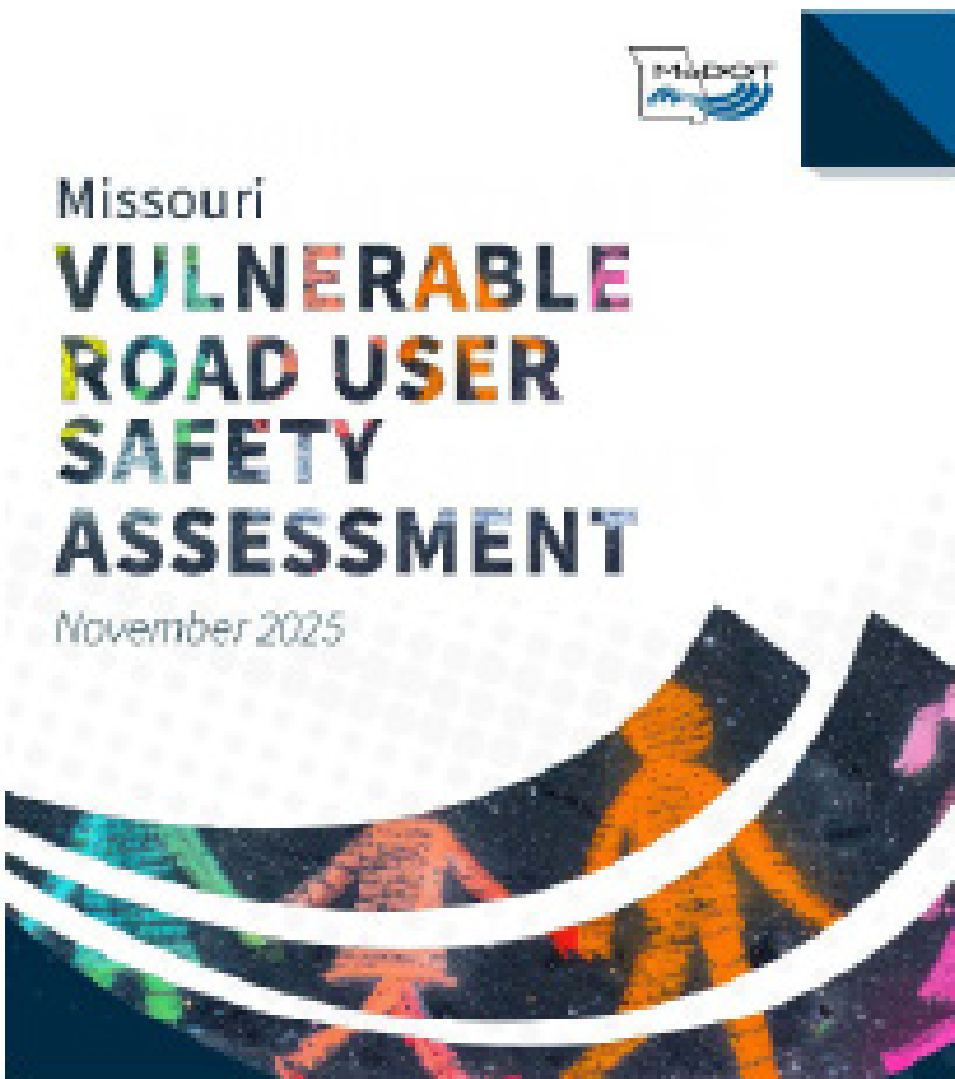
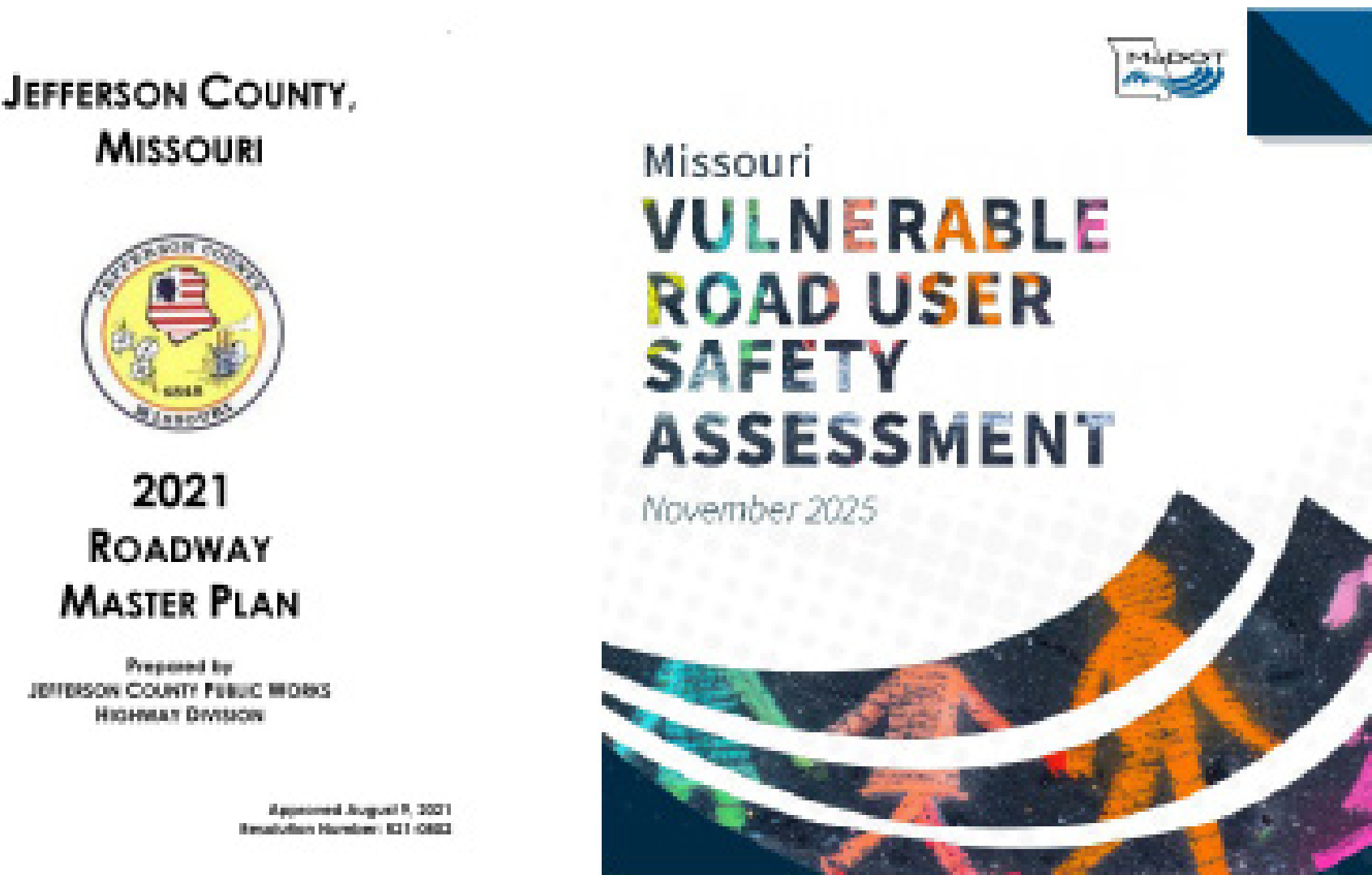
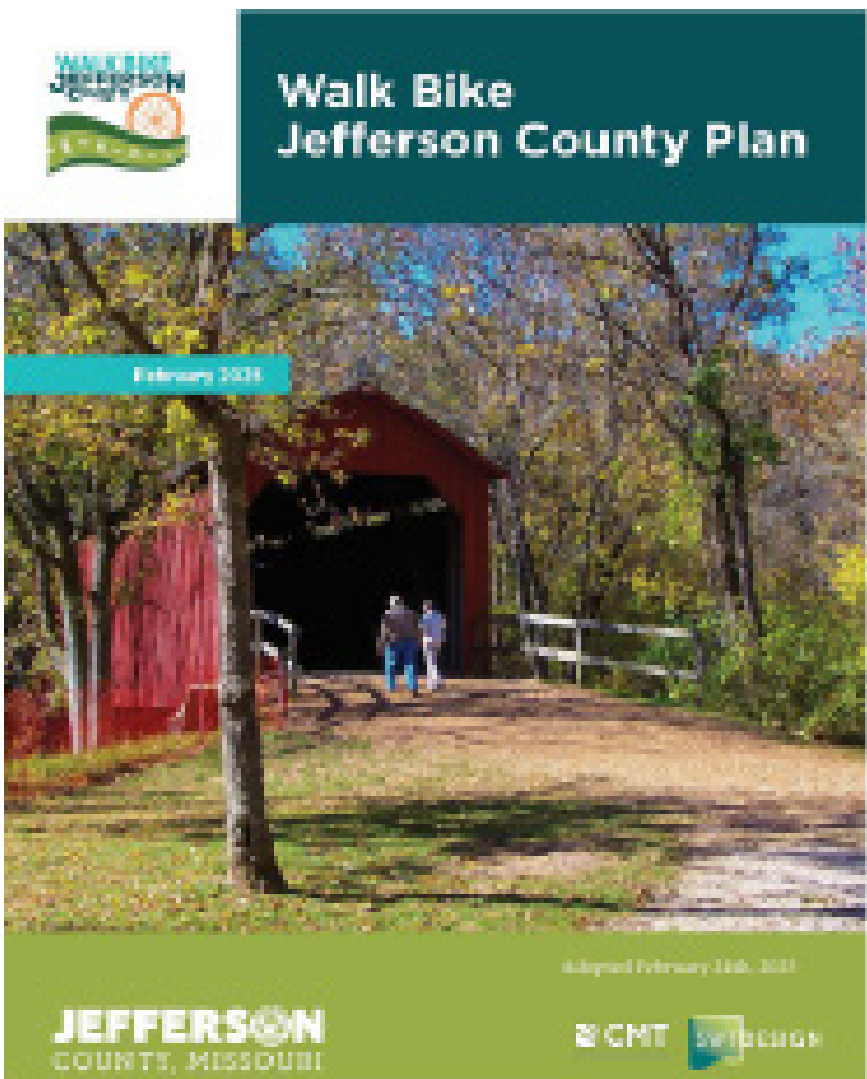
Place an Emphasis on Vulnerable Road Users and Reducing Crash Severity

- Statewide, almost 90% of bike and pedestrian crashes occurred in the roadway, as opposed to on a sidewalk or a trail. For the US 61-67 corridor, this means that adding dedicated walkways can help reduce fatalities and serious injuries.
- Lane reductions, lighting improvements, separated sidewalks, shared use paths, and safer crossings are recommended for reducing crash severity on roadways similar to US 61-67.



The term vulnerable road users refers to people not protected by an outside shield, as they sustain a greater risk of injury in any collision with a vehicle and are therefore highly in need of protection against such collisions. The term is typically used to refer to pedestrians, cyclists, a person operating a wheelchair or other mobility device but may also apply to motorcyclists and road workers.

Source: National Safety Council





Crash Data (2020-2024)

Safety History

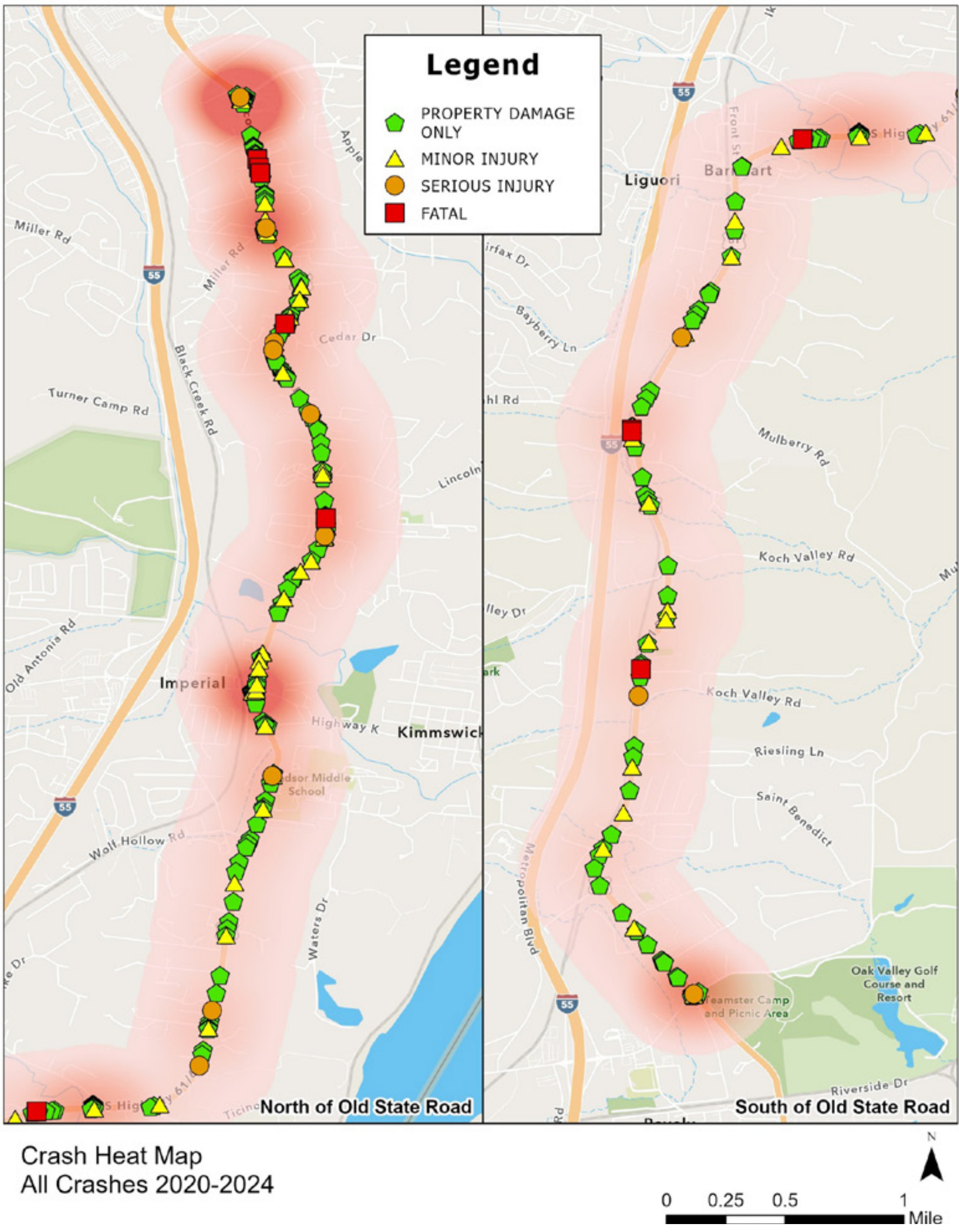
- 433 total crashes
- 10 fatal crashes
- 14 serious injury crashes
- 105 minor injury crashes
- 304 property damage only

Fatal Crashes by segment:

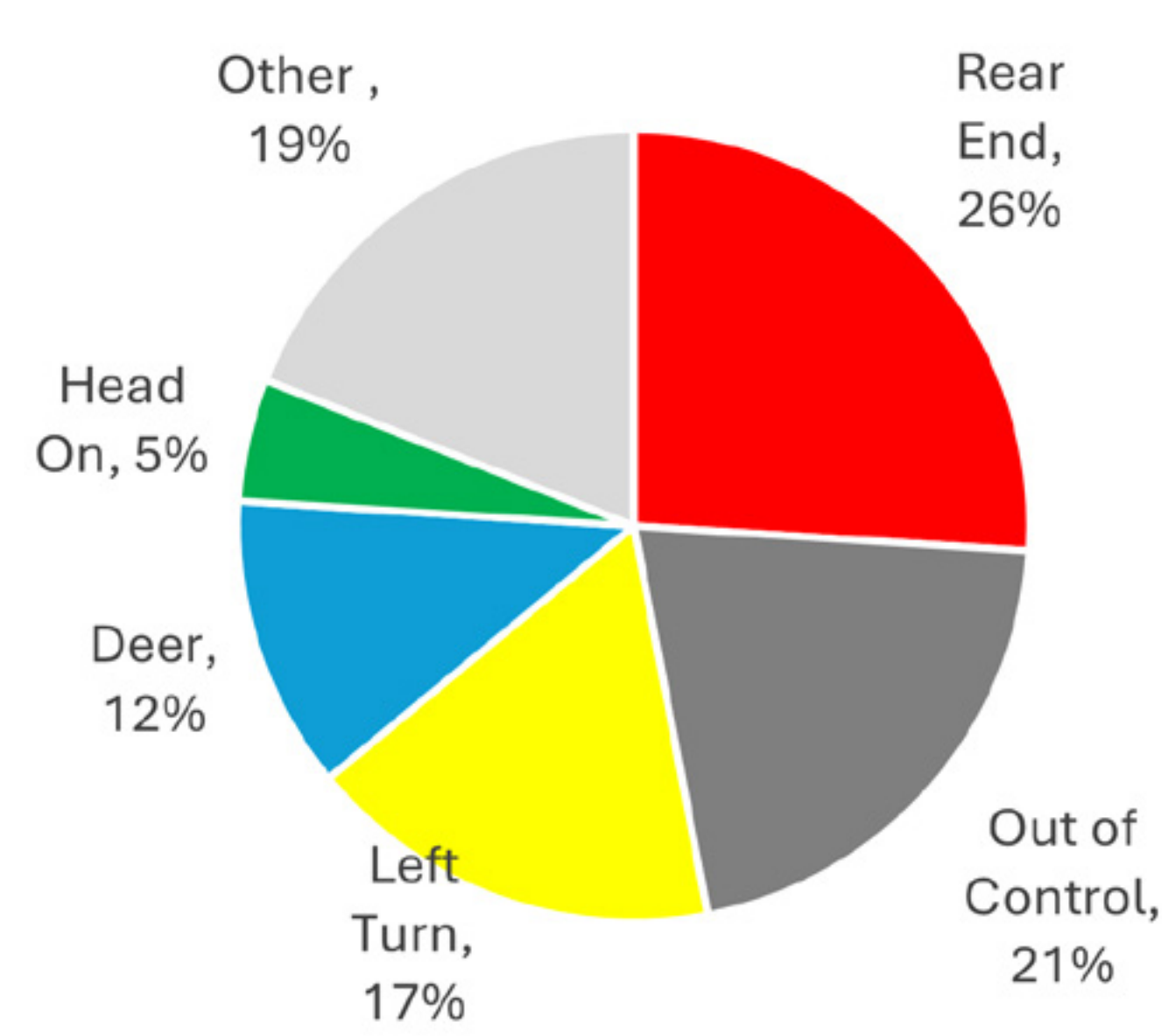
- MO 231 to Miller Rd
- New Towne Rd to Autumn Oaks
- Montebello Rd to Imperial Main St
- Route M to Mason Circle

All segments crash rates above state average except:

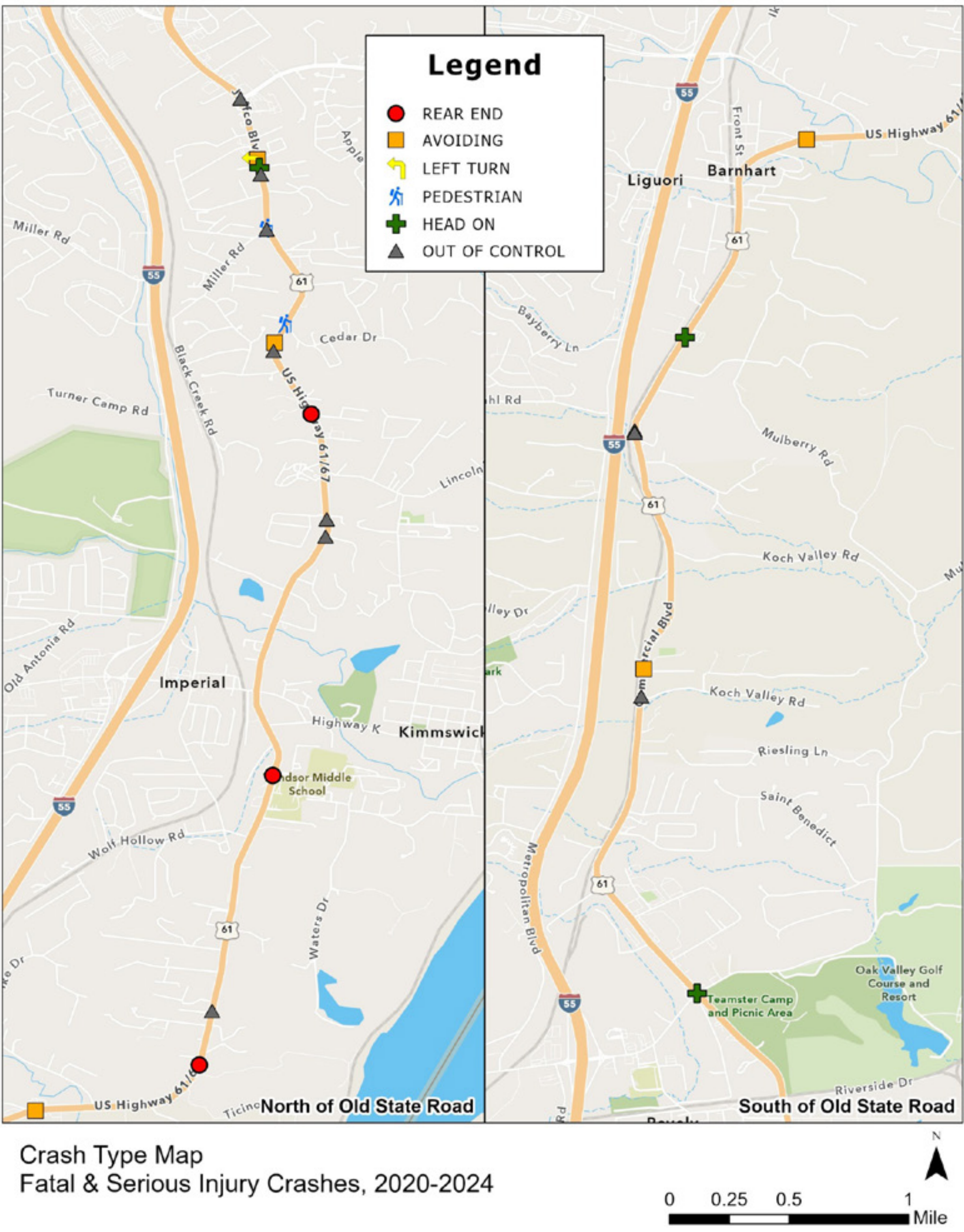
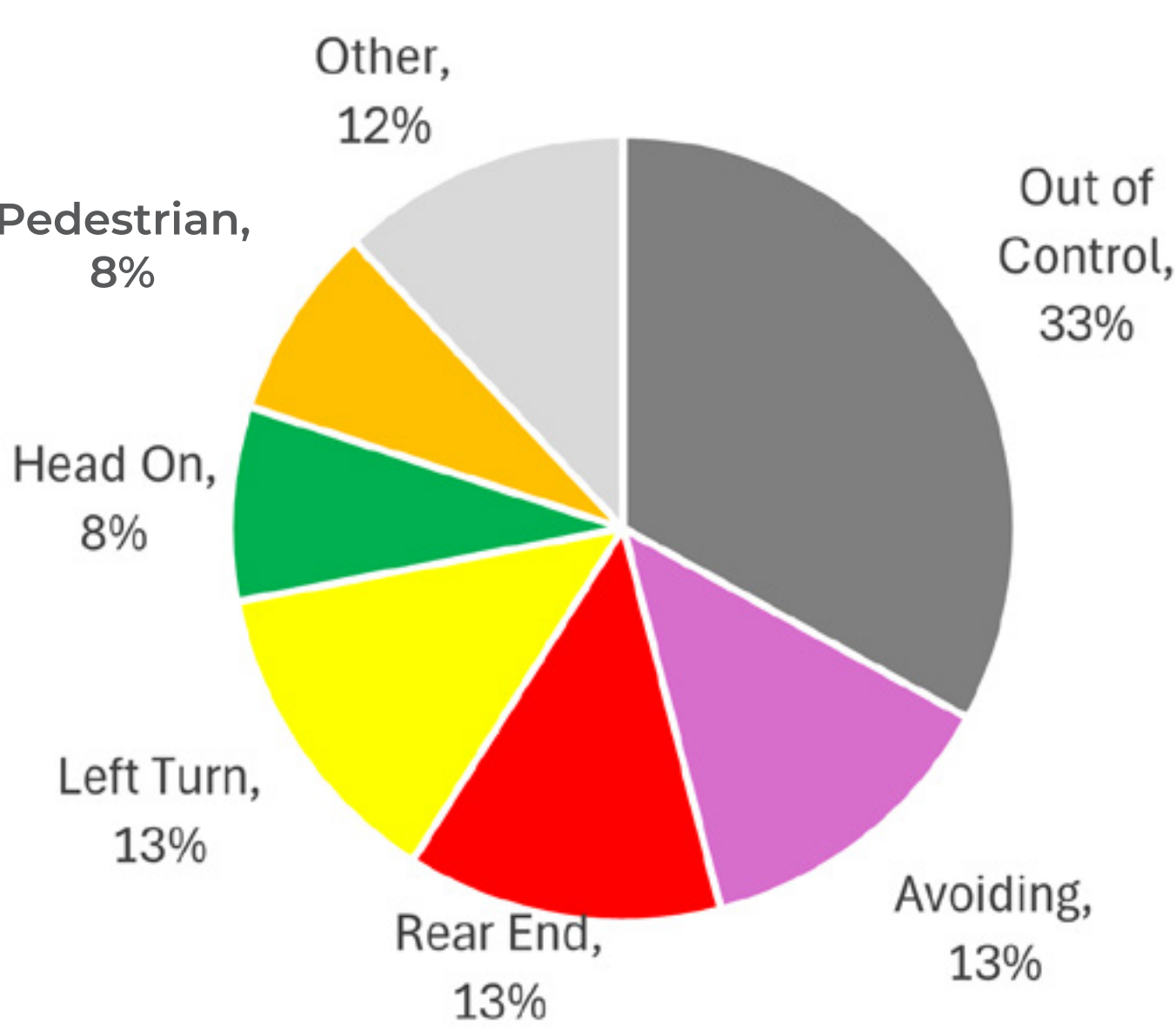
- Autumn Oaks to Montebello
- Imperial Main St to Windsor Harbor
- Wolf Hollow to Route M



All Crashes



Fatal & Serious Injury Only



Bike & Pedestrian Safety

Bicycle Facilities

- No on- or off-street bicycle facilities along US 61-67
- Bicycle level of traffic stress (LTS) 4: high level of traffic stress (see examples below)

Pedestrian Facilities

- No sidewalks along roadway
- Crosswalk and pedestrian signal only at Route Z intersection
- Very uncomfortable for pedestrians

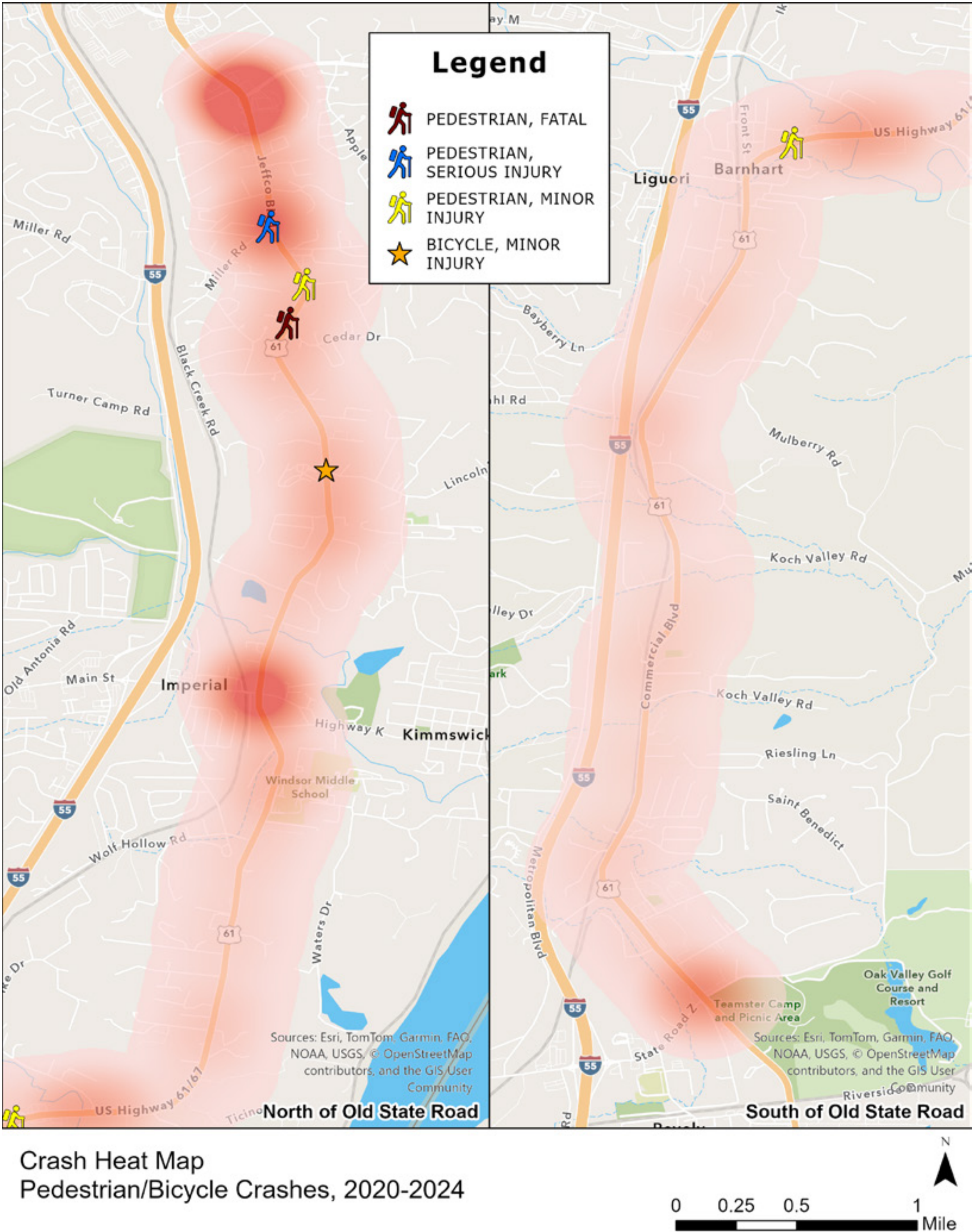
Safety History

Bicycle crashes

- One minor injury
- One property damage only

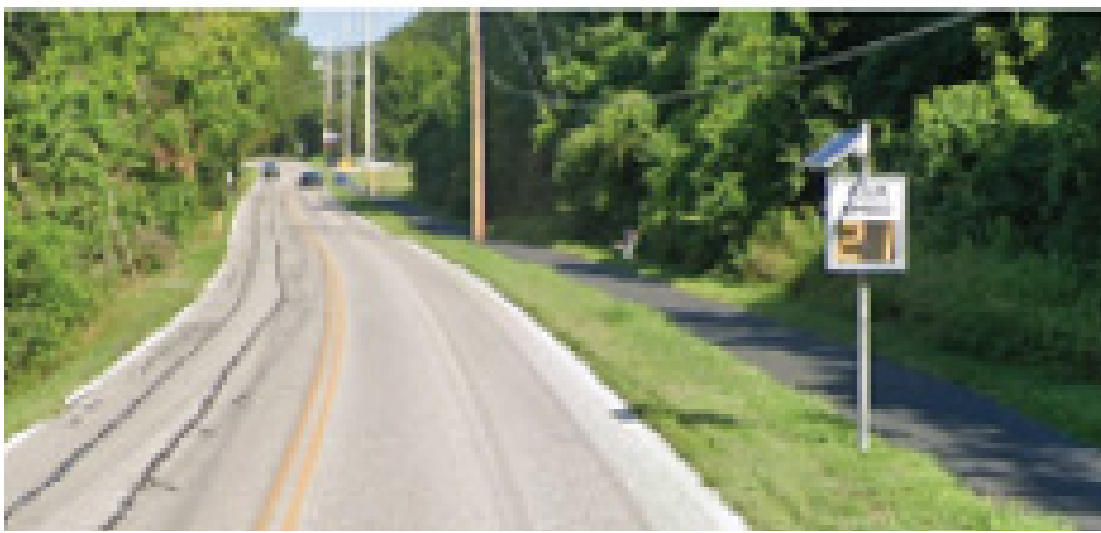
Pedestrian crashes

- One fatality
- One serious injury
- One property damage only



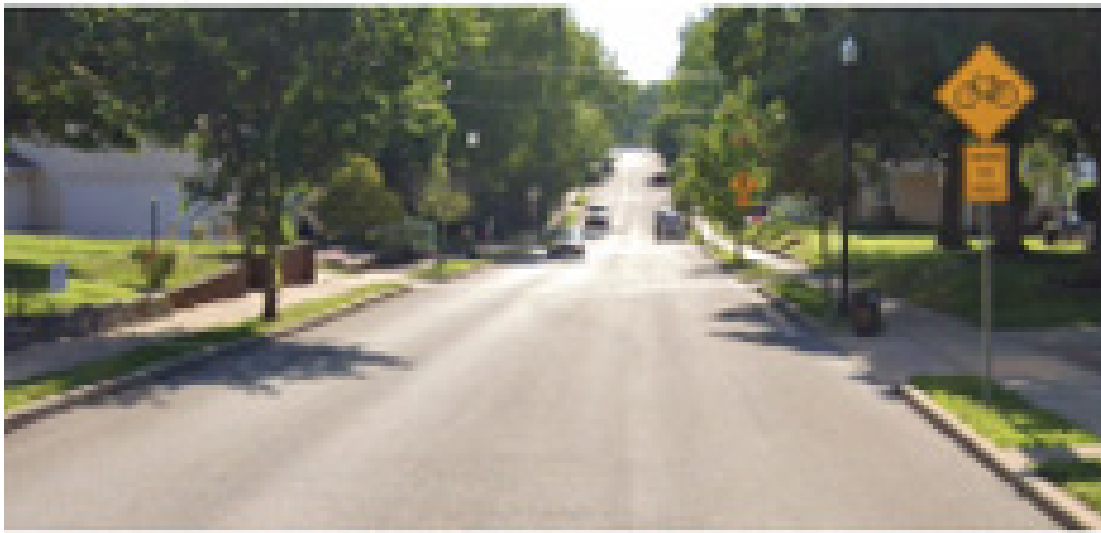
LOW STRESS

Example LTS 1: Comfortable for Everyone



- Fully separated walking environment
- Wide sidewalks or shared-use paths with a landscaped boulevard, buffer, or trail.
- Minimal conflicts with vehicles.
- Frequent, short crossing opportunities with pedestrian priority.
- Comfortable for children, older adults, and people with mobility impairments.

Example LTS 2: Comfortable for Most People



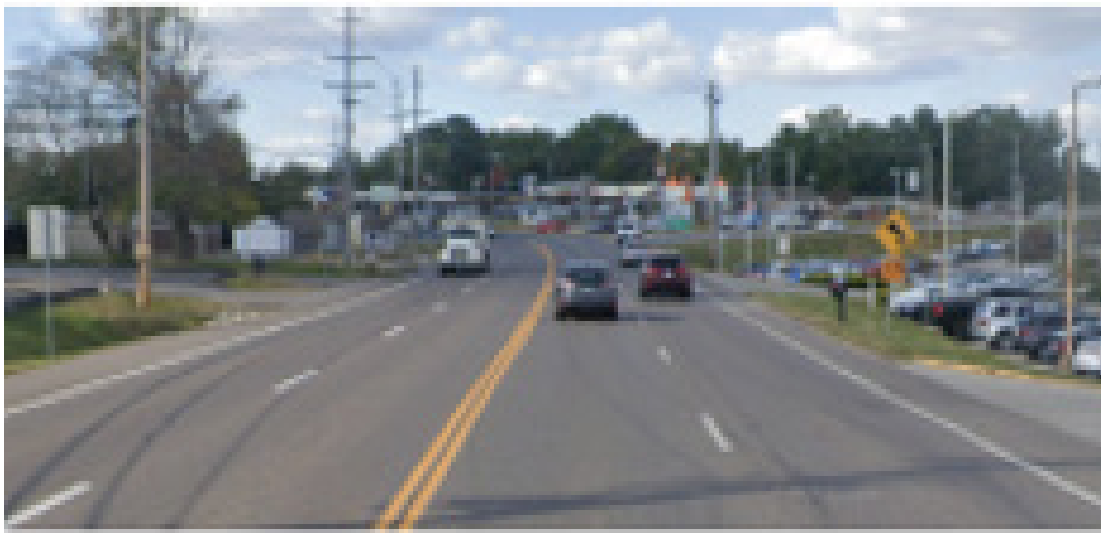
- Continuous sidewalks with a modest buffer from traffic.
- Streets with lower vehicle speeds and volumes.
- Marked crosswalks and pedestrian-scale lighting.
- Crossings generally easy, though some waiting may be required.

Example LTS 3: Uncomfortable for Most



- Sidewalks present but located directly adjacent to traffic.
- Moderate to high traffic volumes or speeds.
- Longer crossing distances and less pedestrian priority.
- Some pedestrians may feel uncomfortable, particularly children and older adults.

Example LTS 4: Uncomfortable for Everyone

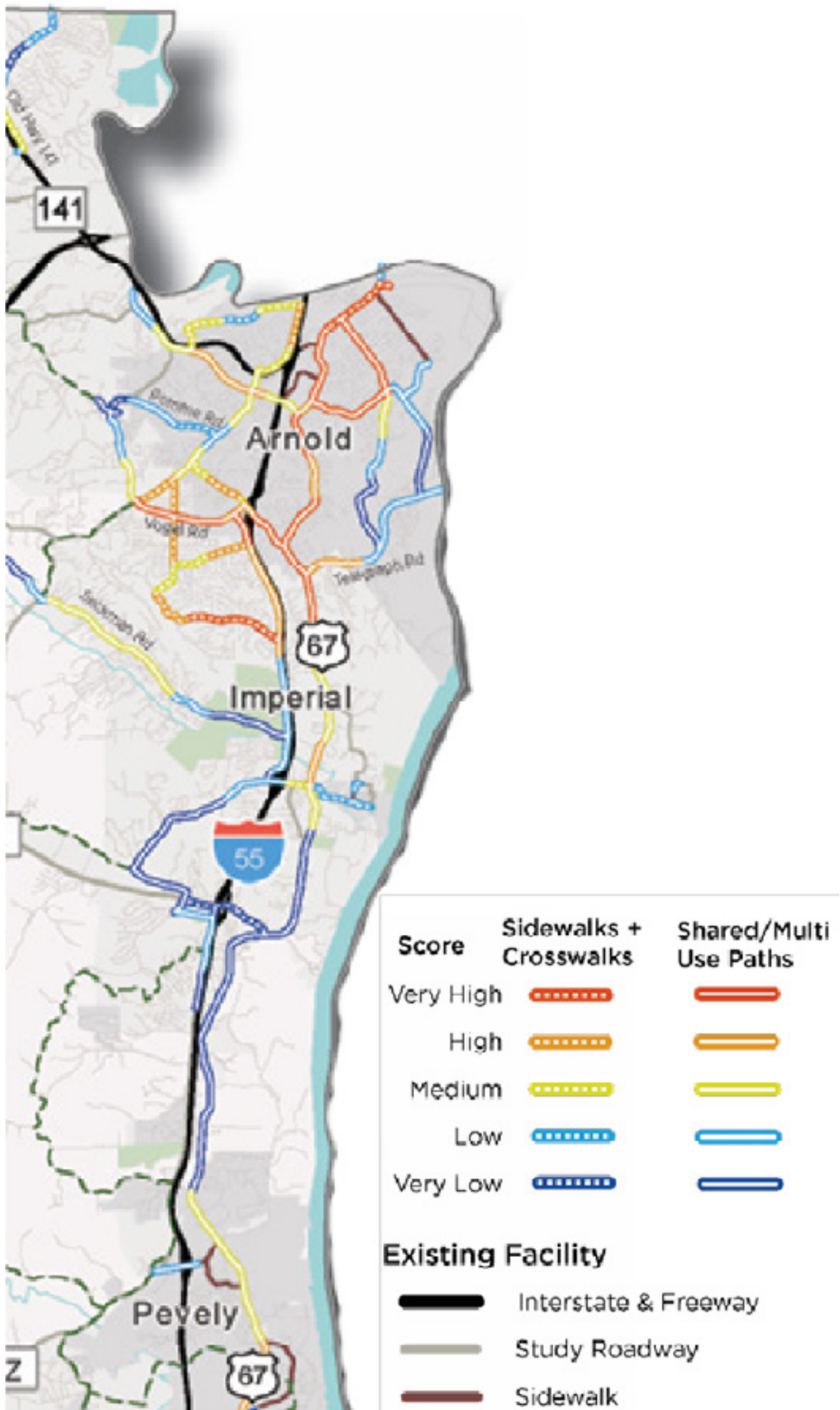


- Little or no pedestrian separation from traffic.
- High-speed, high-volume roadways.
- Long crossing distances, infrequent crossings, or poor pedestrian accommodations.
- Significant exposure to turning vehicles and large vehicles.
- Typically discourages walking except when necessary.

Support for Bike and Pedestrian Infrastructure

Walk Bike Jefferson County Master Plan

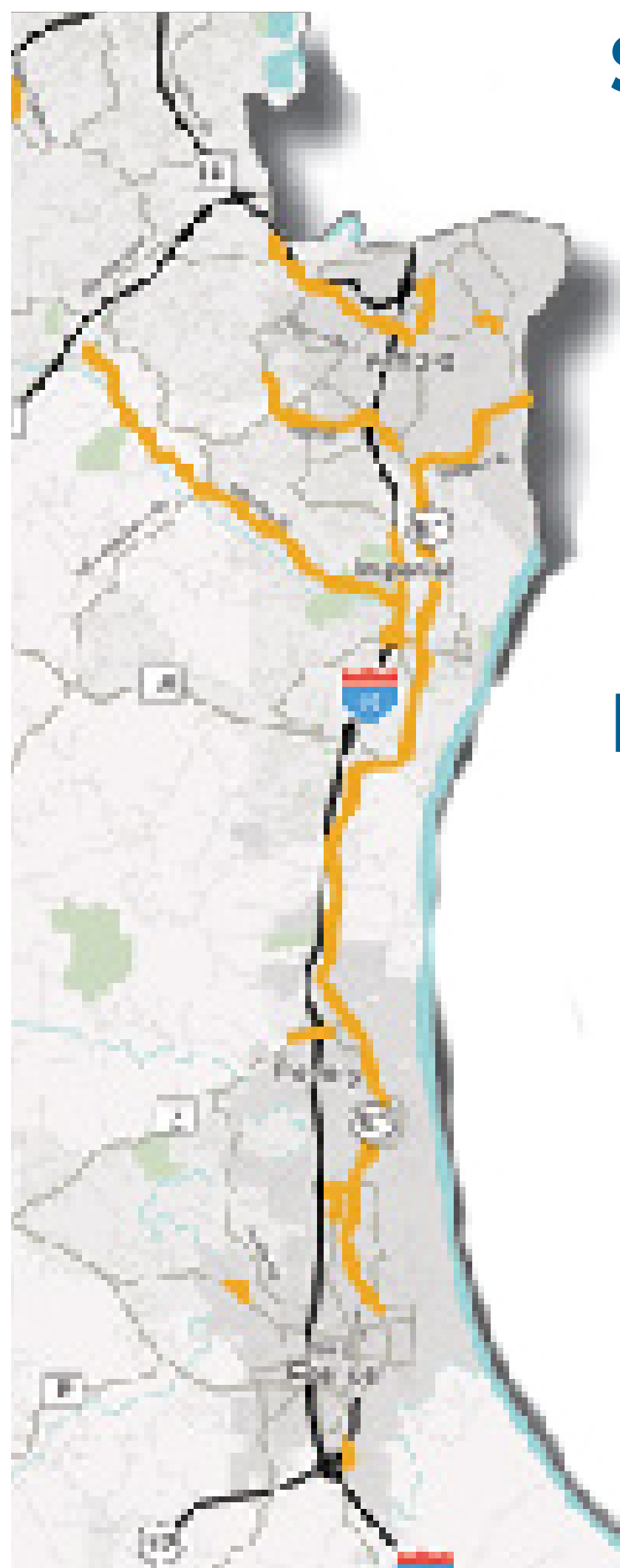
- Jefferson County Bike Plan (Feb 2025) showed medium to high scores for Shared Use Paths along US 61-67, particularly north of Windsor Schools.
- Consideration of a Shared Use Shoulder was proposed for the entire study area.



Highway 61-67 and Future Cross County Connections

During the planning process the 61/67 corridor emerged early and often as an important northsouth connection across Jefferson County, as well as an important connection to get to St. Louis County. The corridor connects many important destinations in Jefferson County and to the Great Rivers Greenway trail system in St. Louis County (Cliff Cave Park). Within Jefferson County the 61/67 corridor connects the urban centers of Arnold and Festus, as well as communities with unique assets along the way such as Imperial Main Street, Kimmswick, Pevely Main Street and Crystal City. The close proximity to the natural asset of the Mississippi River enhance this corridor as an ideal biking connection.

Segments in the US 61-67 study area scored between medium and very high in Pevely and Kimmswick to Arnold areas.

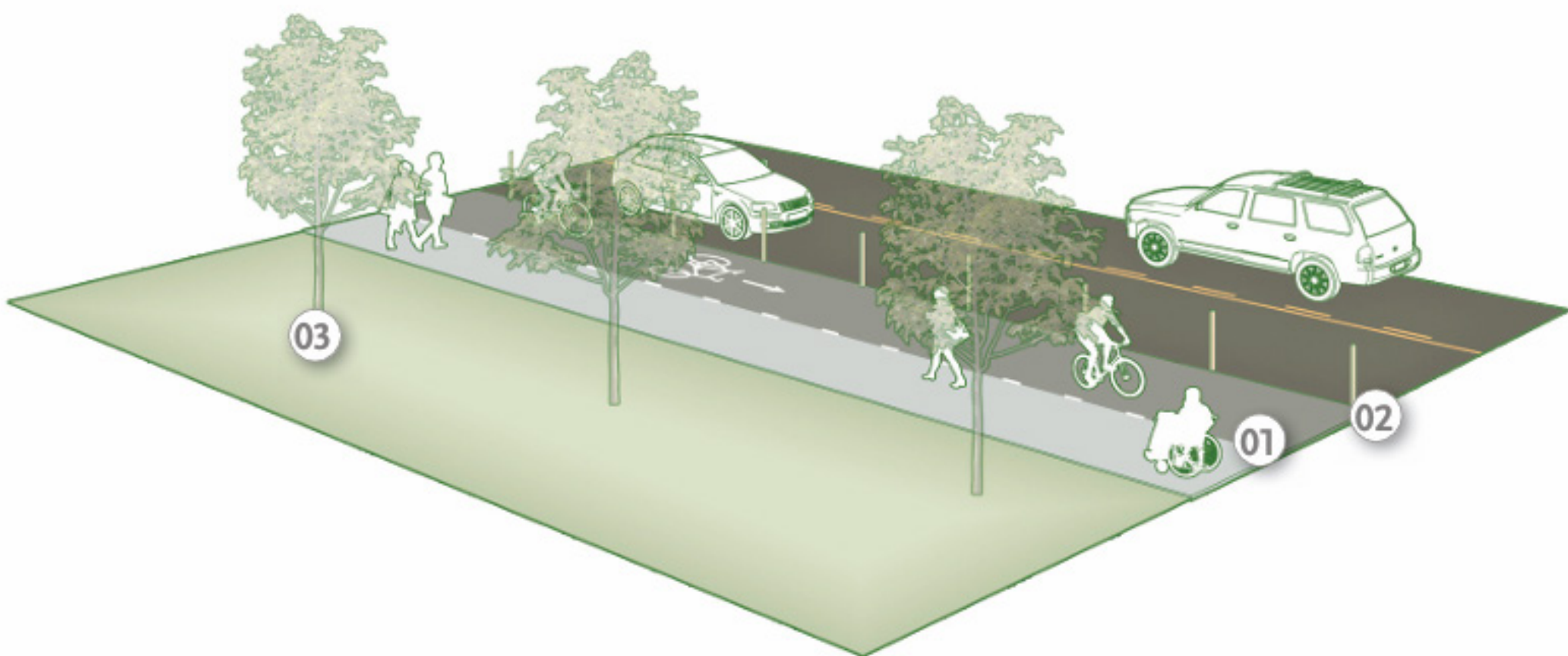


Shared Use Shoulders

- Bi-directional shared use paths located within the road shoulder and parallel to roadways as a dedicated space for bicycles and pedestrians.
- These facilities offer a medium quality, medium stress path in high traffic areas, while maintaining a rural character.

Key Components of Shared Use Shoulders

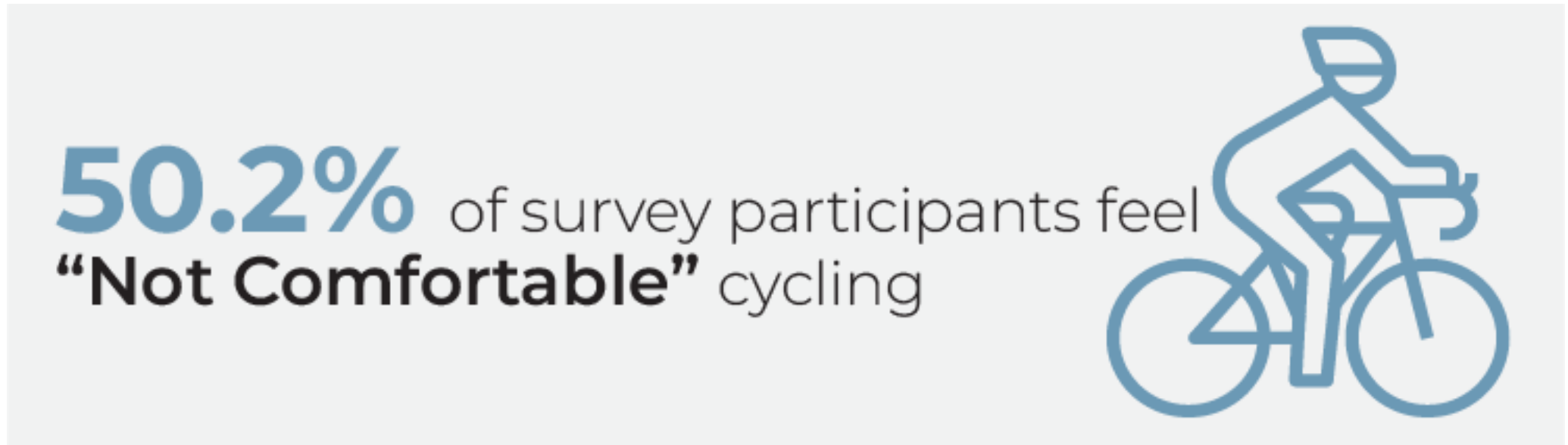
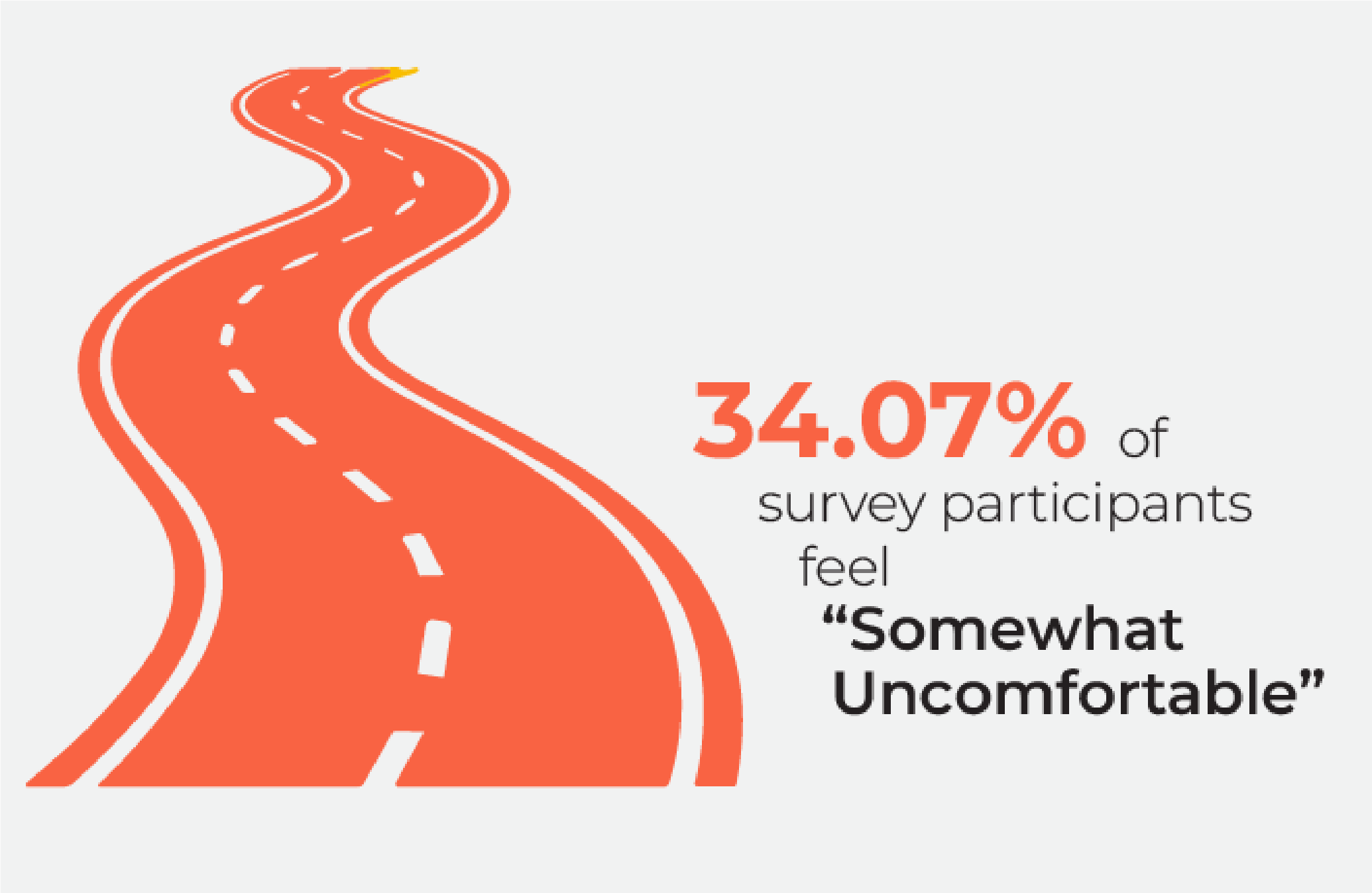
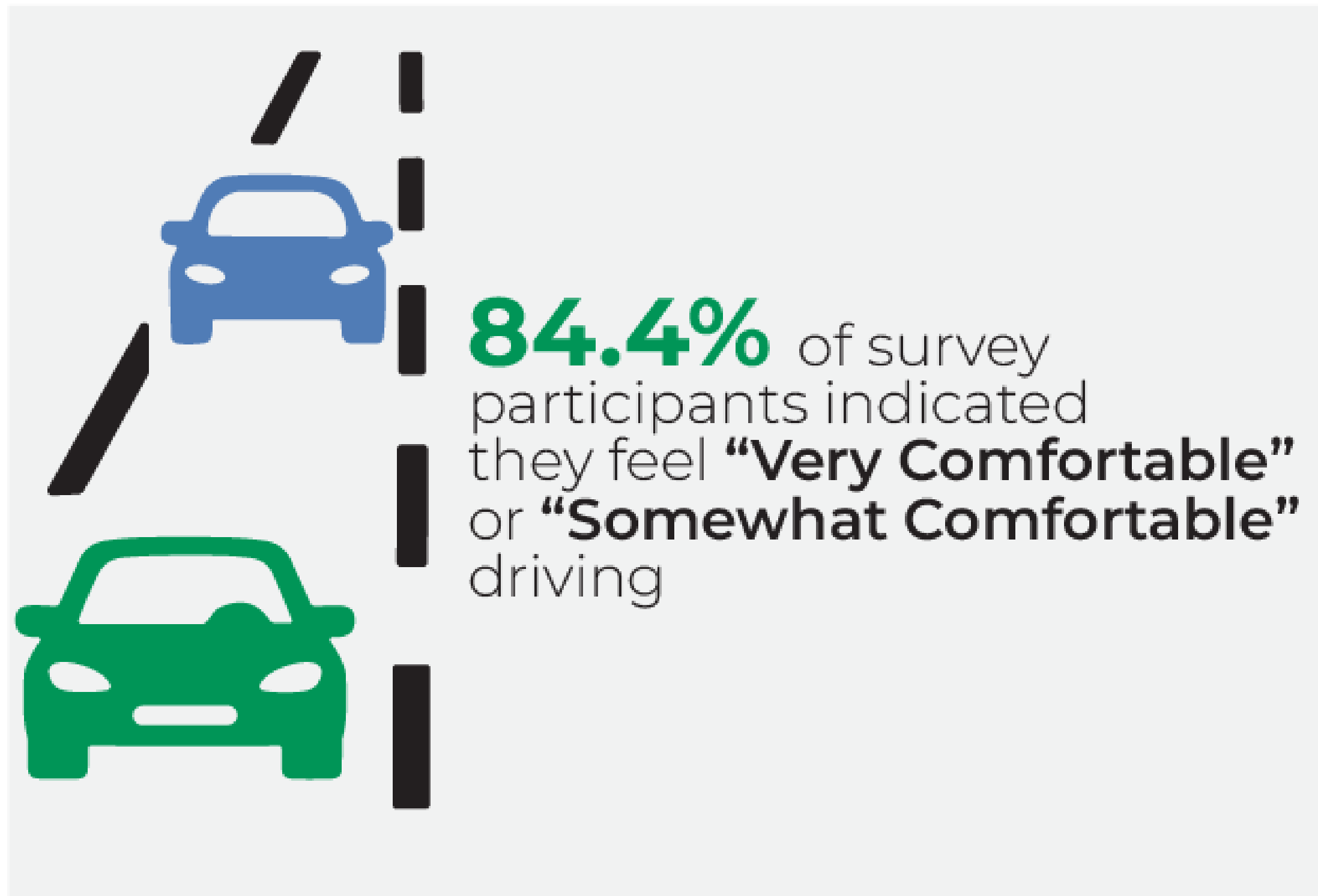
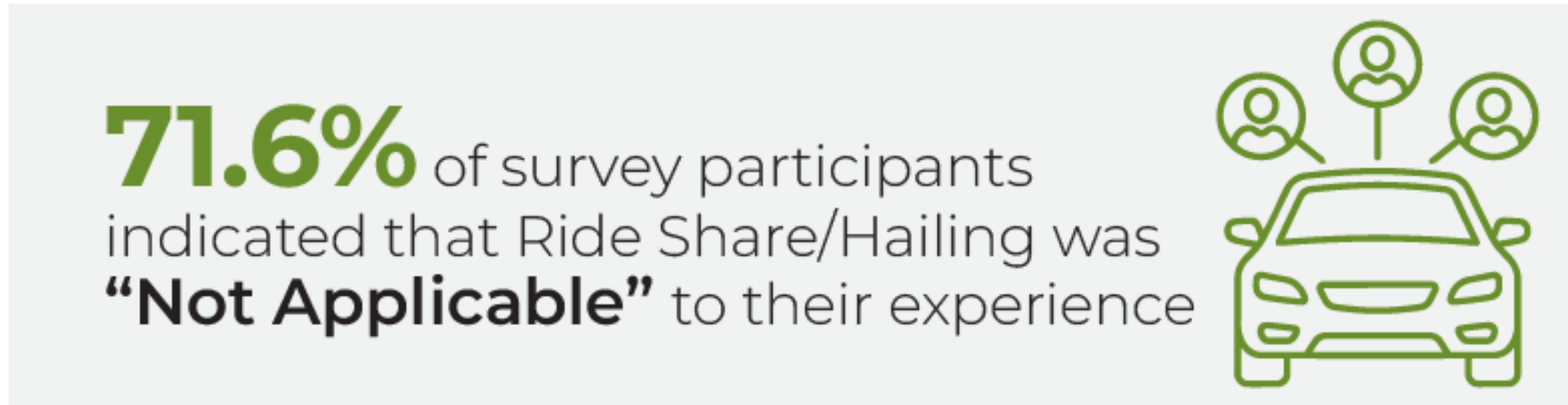
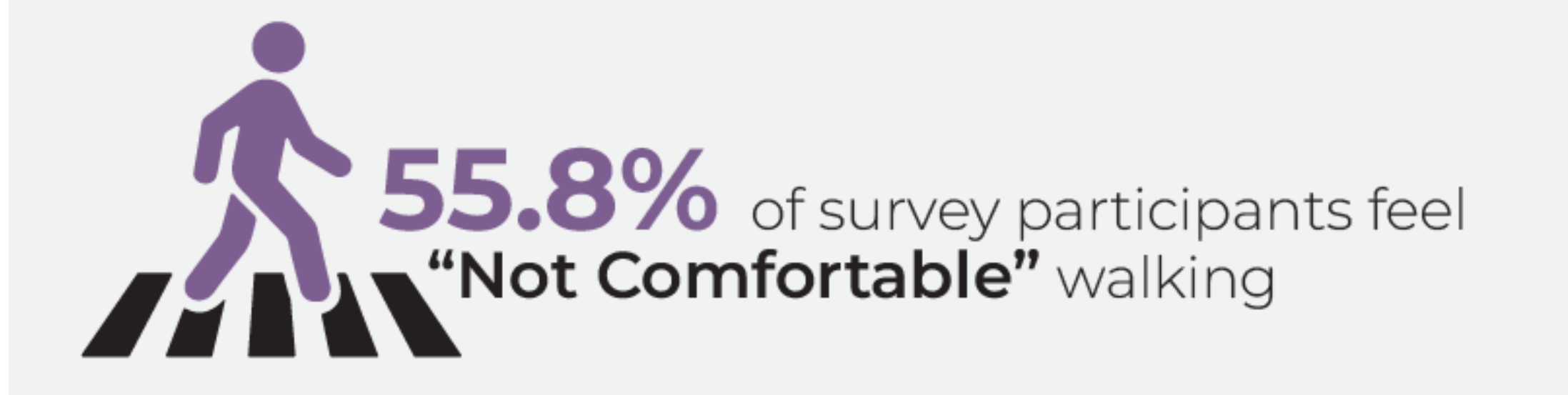
1. Space for pedestrians
2. Space for bicyclists
3. Vegetation - plantings provide shade and interest for people using the roadway
4. Vertical markers and striping



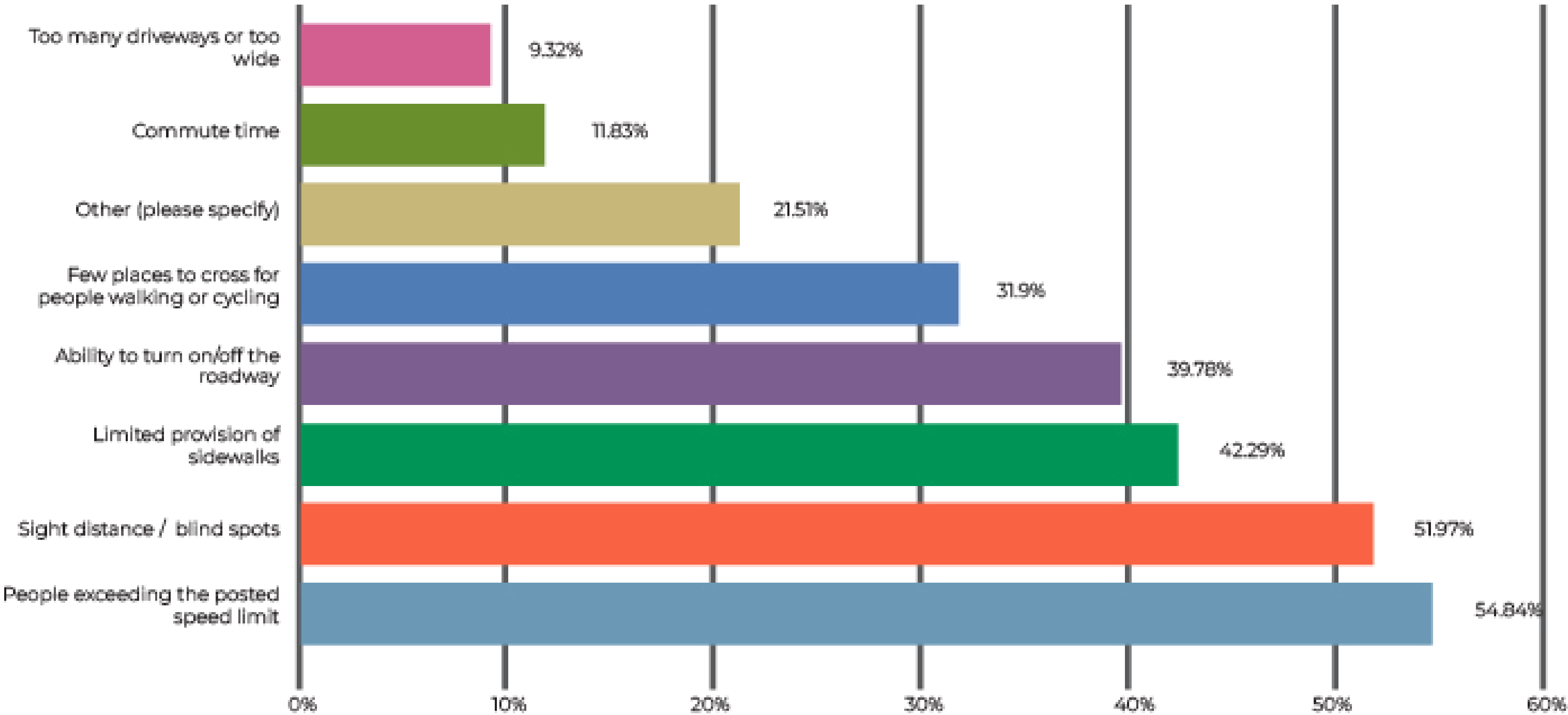


What We've Heard

How comfortable do you feel with the following along US 61-67?



What are your major concerns traveling along the corridor? Please select all that apply.



FOR A FULL REPORT OF SURVEY RESULTS PLEASE SCAN THE QR CODE





Key Questions

Question 1

What is working well along the US 61-67 Corridor?

Question 2

What issues or challenges does the US 61-67 Corridor face?

Question 3

What should success look like for this corridor in 20-30 years?



Map Activity #1: Safety Concerns

Where along the corridor do you feel least comfortable traveling?

Tell us with a **RED** dot.

Where do you see or experience difficulty with sight distance issues, dark conditions, difficulty turning onto the roadway, or difficulty turning left?

Tell us with a **BLUE** dot.

Where do you encounter drivers speeding excessively on the corridor?

Tell us with a **GREEN** dot.

If necessary, please use sticky notes to explain more or to clarify dot locations



Map Activity #2: Infrastructure Needs

Where are there infrastructure gaps or needs (signals, curb ramps, medians, etc.)?
Tell us with a **RED** dot.

What access points (driveways, side streets, and intersections) cause you the most issues?
Tell us with a **GREEN** dot.

If necessary, please use sticky notes to explain more or to clarify dot locations.



Map Activity #3: Multimodal Connectivity

Where are there conflict locations where vehicles and other users (bicyclists, pedestrians, etc) intersect?

Tell us with a **RED** dot.

What key destinations would you walk or bike to if you could if there were dedicated and comfortable infrastructure?

Tell us with a **BLUE** dot.

What segment(s) of US 61-67 should be prioritized for pedestrian or bicycle improvements?

Tell us with a **GREEN** dot.

If necessary, please use sticky notes to explain more or to clarify dot locations.



Map Activity #4: Traffic Flow

Where do traffic slow downs or delays most often occur?

Tell us with a **RED** dot.

Which intersections cause queues, backups, cut-through traffic, or red light running?

With a sticky note tell us what time of day (early morning, morning peak, mid-day, afternoon peak, evening) do this concerns take place.

Tell us with a **BLUE** dot.

Where do freight, deliveries, or large vehicles struggle to maneuver?

Tell us with a **GREEN** dot.

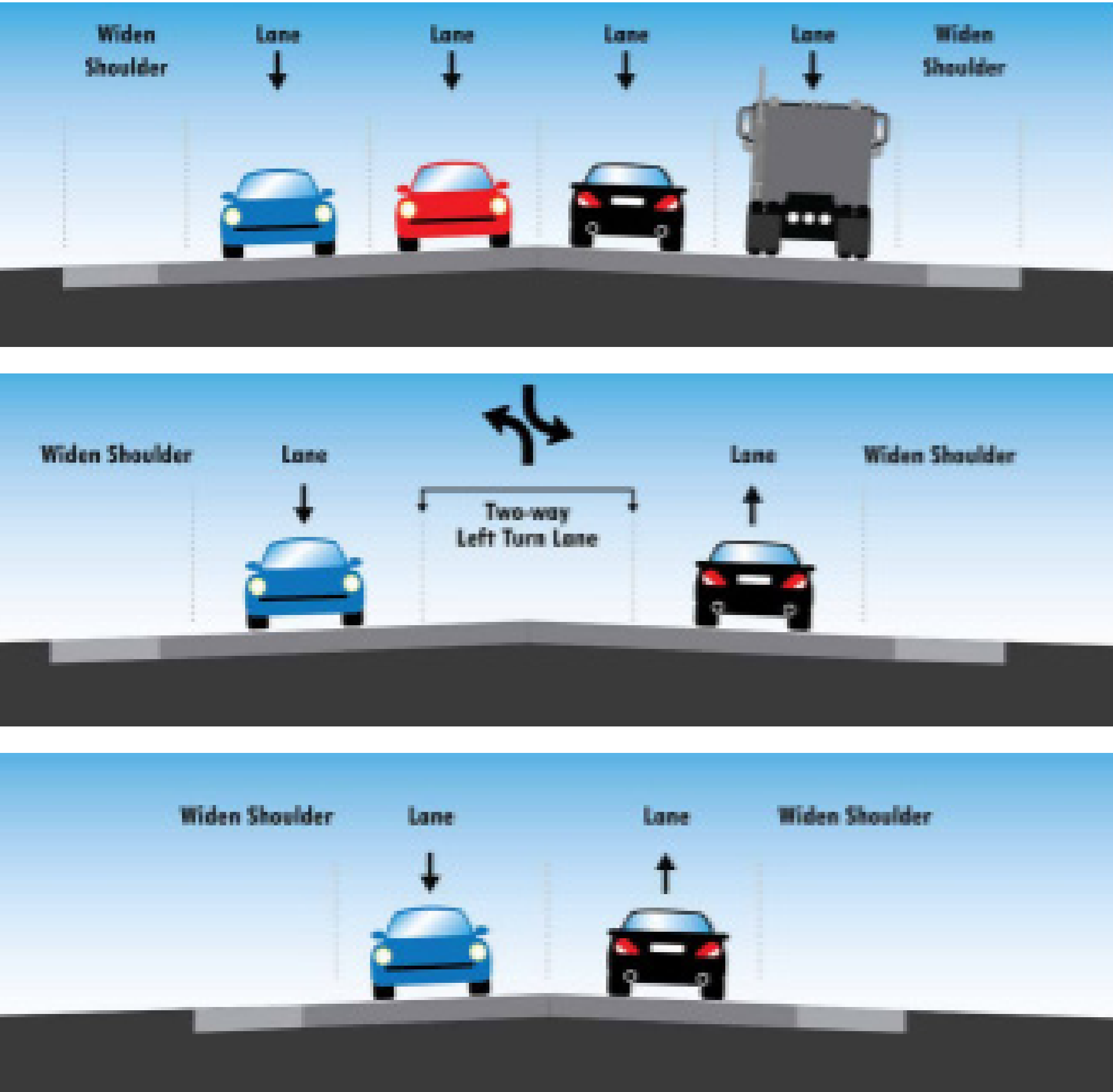
If necessary, please use sticky notes to explain more or to clarify dot locations.

Why Rethink Roadway Space

Designing streets for the busiest hour of the day can create challenges the rest of the time. When roads have more capacity than needed during typical daily conditions, drivers often travel at higher speeds. Higher speeds are associated with more frequent and more severe crashes, making streets less comfortable and less safe for everyone.

Many communities are shifting from a peak-hour mindset to a 24-hour capacity approach and designing roadways to work well throughout the entire day rather than for a short period of peak traffic.

Facility Type



Typical Capacity

34,000
Vehicles Per Day

Safety Impact

↓
Decreases Safety

24,000
Vehicles Per Day

↑
Increases Safety

20,000
Vehicles Per Day

↑
Increases Safety

Existing Average Daily Traffic

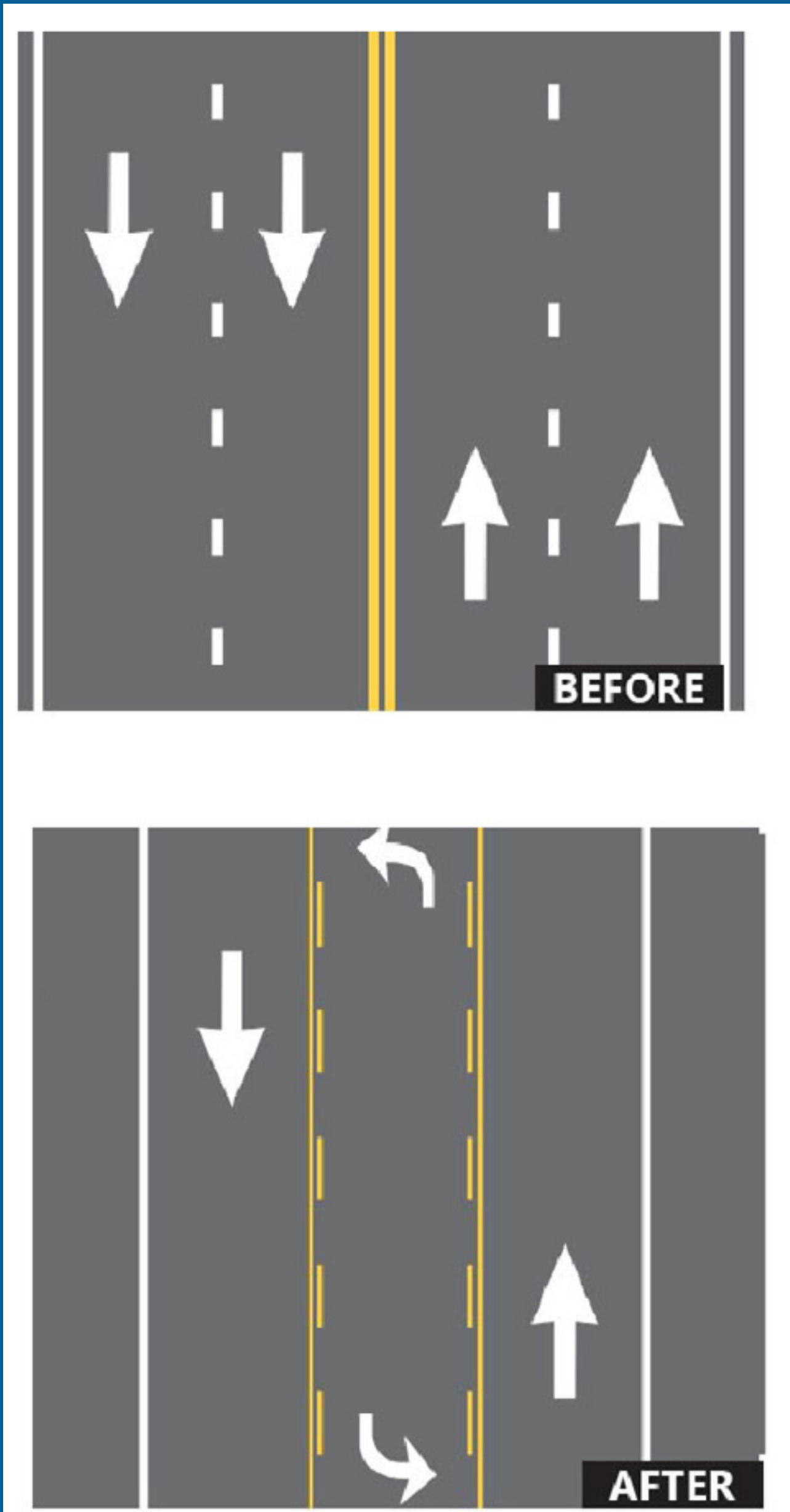
- Spring 2026 traffic counts showed that average daily traffic on US 61-67 ranged from **6,000 - 11,000 vehicles per day**.
- US 61-67 has excess capacity relative to existing traffic volumes.

Roadway Reconfiguration Elements

What is a Roadway Reconfiguration?

- A roadway reconfiguration typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.
- As part of a roadway reconfiguration, space can be made for medians or pedestrian refuge islands.

Before and After a Roadway Reconfiguration

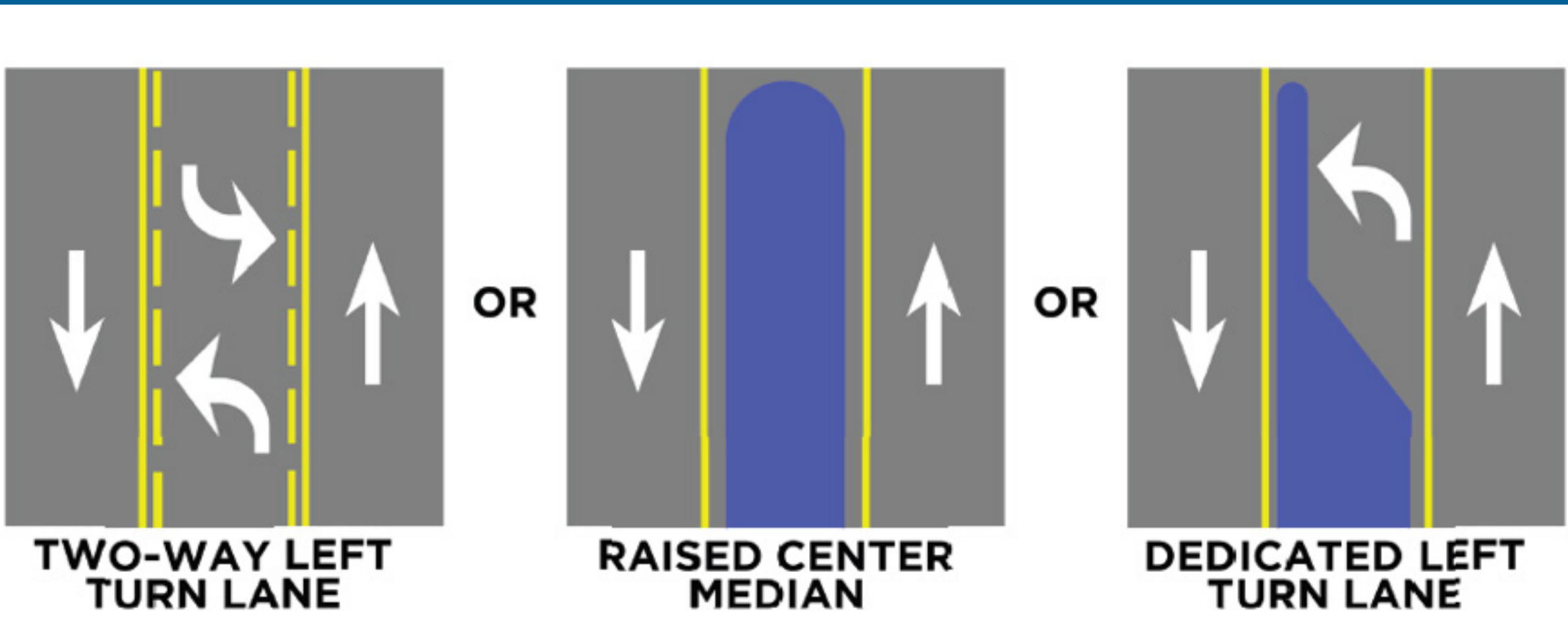


Median. The area between opposing lanes of traffic, excluding turn lanes.

Dedicated turn lanes. Provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections.

Two-Way Left-Turn Lane: A shared center lane is provided for vehicles traveling in either direction to make left turns. Motorists enter the center lane before turning into side streets, driveways, or adjacent properties.

Raised Center Median: A raised median separates opposing directions of traffic and restricts left turns across the roadway except at designated openings. This design can improve traffic flow and reduce conflict points.



Dedicated Left-Turn Lane: A separate left-turn lane is provided for one direction of travel at a specific location, allowing turning vehicles to wait outside the through-traffic lane while completing a left turn.

Safety Improvement Options

Crosswalk Visibility Enhancements: Include high-visibility crosswalks, lighting, and signing and pavement markings.

Lowering Speed Limit: Speed limit changes alone can lead to measurable declines in speeds and crashes.

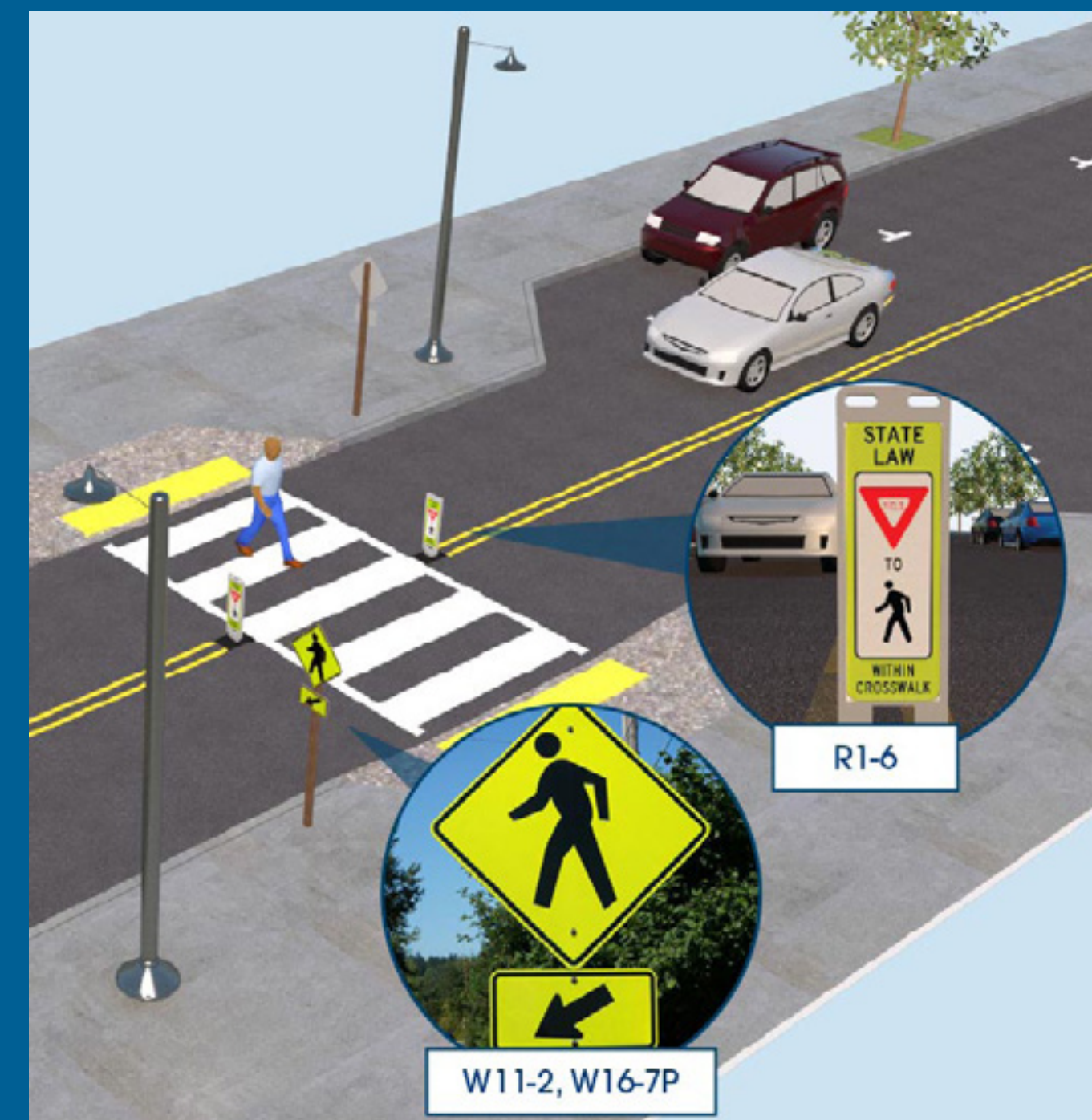
Enhanced Delineation for Horizontal Curves: Alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed.

Backplates with Retro-reflective Borders: Improve the visibility of the illuminated face of the traffic signal by introducing a controlled-contrast background.

Lighting: Applied at spot locations such as intersections and pedestrian crossings can reduce the chances of a crash.

Pavement Friction Management: Friction is a critical characteristic of a pavement that affects how vehicles interact with the roadway, including the frequency of crashes. Maintaining pavement friction can prevent many roadway departure, intersection, and pedestrian-related crashes.

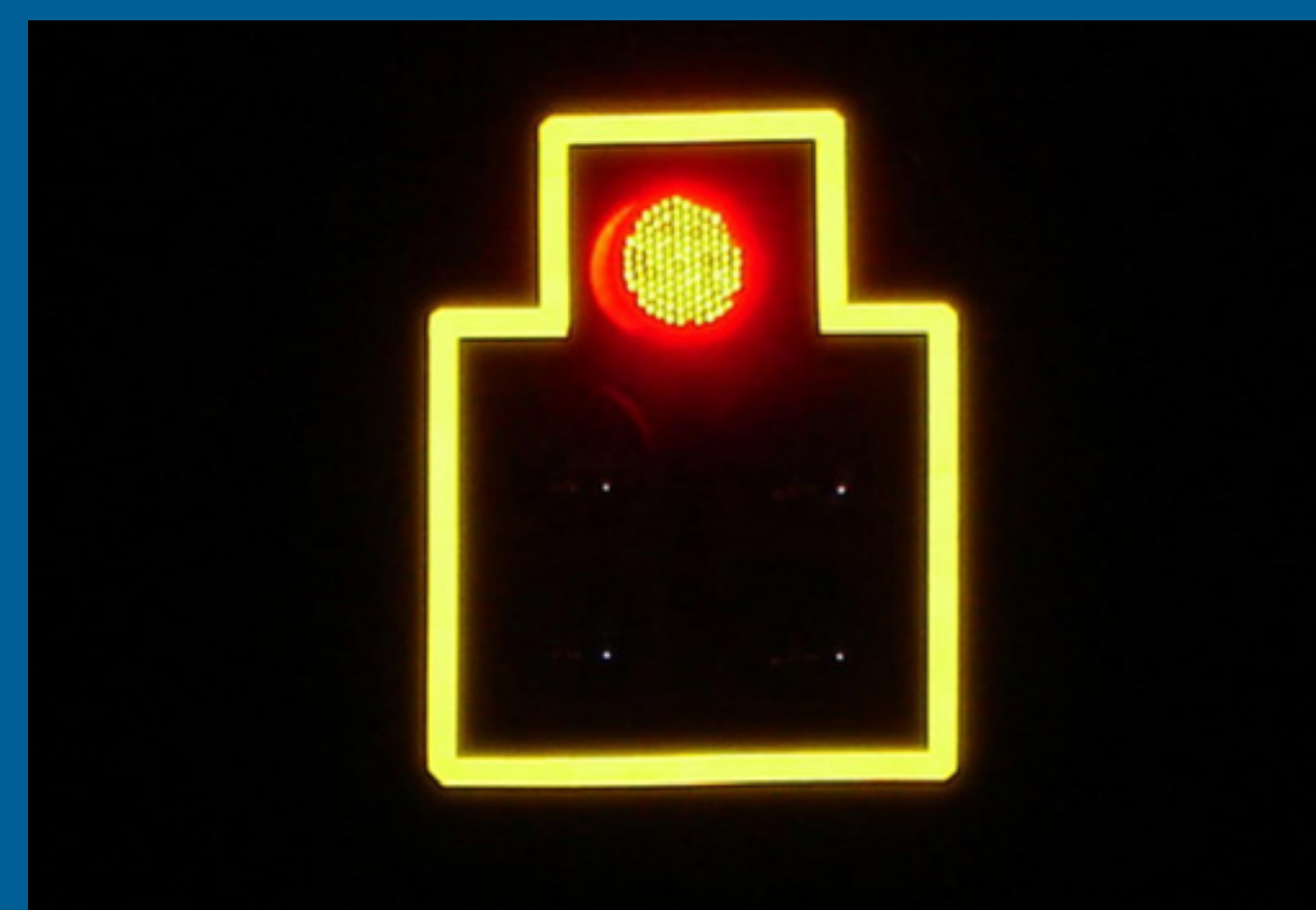
Rumble strips: Milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane.



Crosswalk visibility enhancements



Enhanced delineation for horizontal curves



Backplates with retro-reflective borders



Longitudinal rumble strips



Tell Us What You Think of the Elements Presented

Provide your input on the initial Roadway Reconfiguration and Safety Improvement Elements presented by:

- 1. Scanning the QR code or
- 2. Filling out a hard copy survey, once completed turn it into a project team member.



What Did We Miss?
Tell us with sticky note below

THANK YOU FOR YOUR TIME!