

US Route 61-67

CORRIDOR STUDY

In Jefferson County from Route 231
(Telegraph Road) to Route Z

PUBLIC INFORMATION MEETING
JULY 21, 2026 | Windsor High School



Meeting Purpose. To establish a shared understanding of the 61-67 Corridor Study, existing conditions, and gather feedback on potential corridor improvements.

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.

BENEFITS OF USING THE 24-HOUR CAPACITY FRAMEWORK

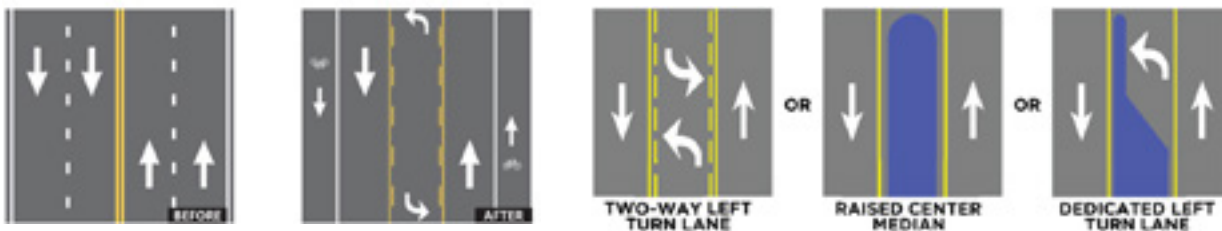
- ✓ **Safer streets.** Peak hour-based designs can encourage drivers to speed, creating unsafe conditions.
- ✓ **Decreased costs.** Designing based on peak hour can result in overbuilt transportation facilities.
- ✓ **Designing for everyone** improves outcomes for everyone.
- ✓ **More room for other priorities.** Streets take up 80% of public space in cities and towns. Right-sizing them provides space for other uses.

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.

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ROADWAY RECONFIGURATION ELEMENTS CONTINUED

ROUNDBABOUTS

- A roundabout is an intersection with a circular configuration that safely and efficiently moves traffic.

BENEFITS

- Even while calming traffic, roundabouts can reduce delay and queuing when compared to other intersection alternatives. The result of lower speeds and reduced conflicts at roundabouts creates an environment where crashes that cause injury or fatality are substantially reduced.

**Two-Way Stop-Controlled
Intersection to a
Roundabout**



**82% Reduction in Fatal
and Injury Crashes**



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.
- **Longitudinal 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

MORE INFORMATION

Shaun Tooley, AICP
Project Manager | Missouri Department of Transportation
shaun.tooley@modot.mo.gov

Jordan Dalaviras
Area Liaison | Missouri Department of Transportation
jordan.dalaviras@modot.mo.gov

<https://www.modot.org/projects/usroute61-67-z>