

Chapter 6: Physical Plan Elements

- Parks, Open Space, and Trails Plan
- Transportation Plan
- Enhancement and Street Tree Plan

Limited options for separate multi-use trail along Lake Saint Louis Blvd. Utilize existing shoulder for bicycles.

Trail along Technology to Connect Henke and Ronald Reagan to the Meadows



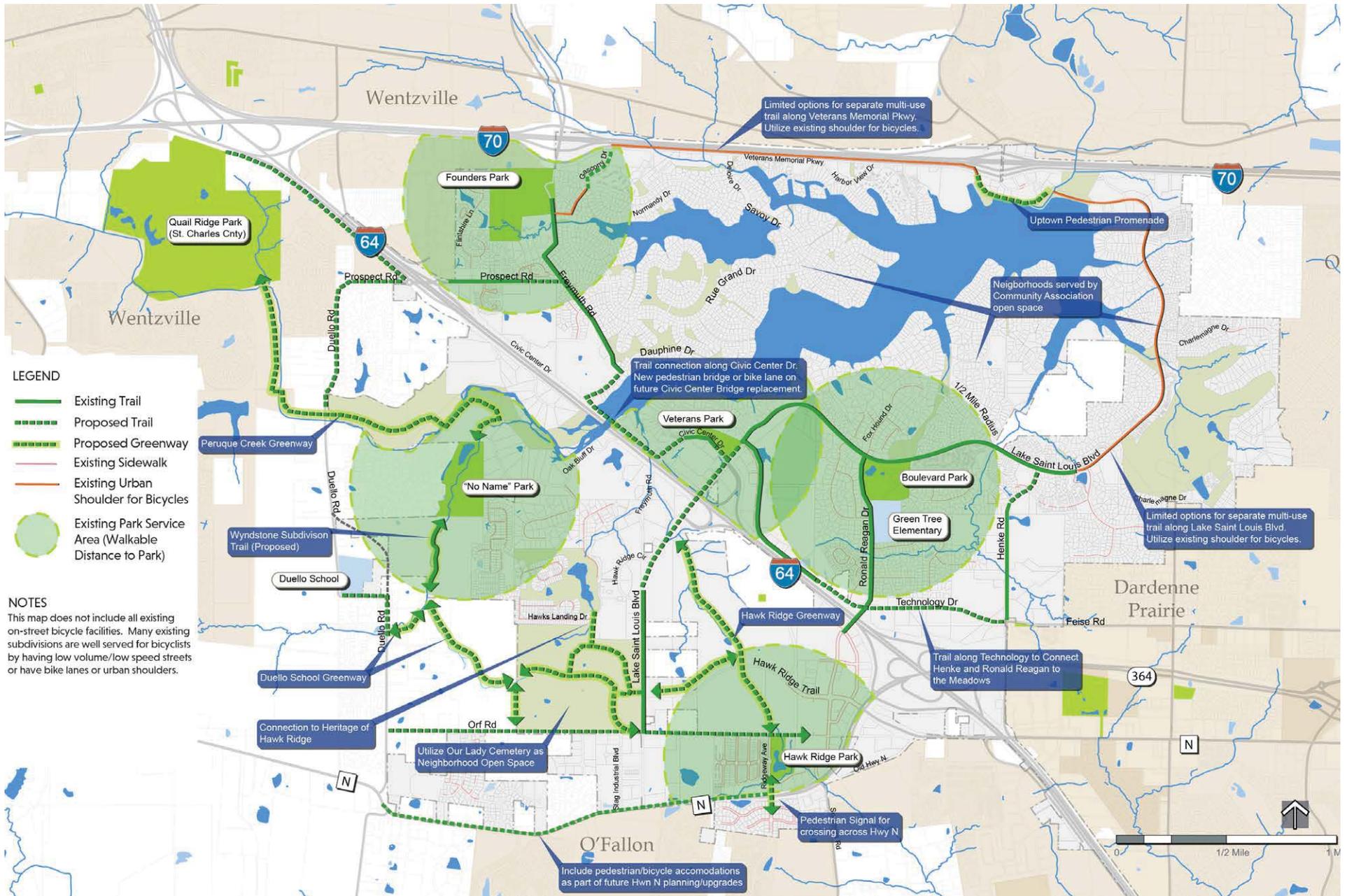
Physical Plan Elements

OVERVIEW

This Chapter provide maps for physical elements of the plan including:

- Parks, Open Space, and Trails Plan
- Transportation Plan
- Enhancement and Street Tree Plan

This Chapter includes additional details for plan elements that may not have been addressed in Chapter 4 ‘Plan Principles, Goals, and Recommendations’.



Map: Parks, Open Space, and Trails Plan

Trail Types - Additional Details

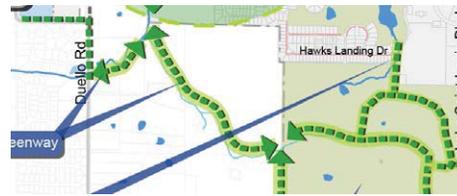
The ‘Parks, Open Space, and Trails Plan’ shows the priority network for proposed trails and greenways in the City.

This page outlines additional details related to the trail types.

All the trails shown on the ‘Parks, Open Space, and Trails Plan’ should conform to multi-use trail standards, including 10’ preferred width (8’ minimum width).

Final design of trails should conform with the latest Guide for the Development of Bicycle Facilities by the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration’s (FHWA) Manual of Uniform Traffic Control Devices (MUTCD), and the NACTO Urban Bikeway Design Guide (NACTO).

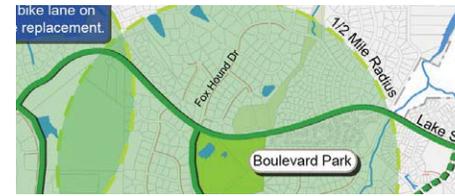
Proposed Greenway



Proposed greenways are multi-use trails generally surrounded by open space, often a stream or drainage corridor. Width of the open space may vary depending on existing conditions.

Trails should be a natural surface, asphalt, or concrete based on the context of the location and expected usage.

Proposed Trail



6' min. width tree lawn between trail and street.

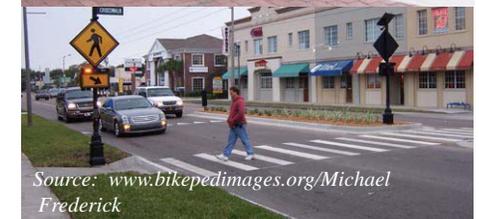


Proposed trail, as defined in this plan, is a multi-use trail, that is adjacent to a street or road. Sometimes referred to as a “sidepath”, the trail should preferably be concrete to match the existing sidewalk system. A minimum 6 foot tree lawn (eight foot preferred) should separate the trail from the adjacent street unless right-of-way is limited.

Street Crossings



Source: www.bikepedimages.org Dan Burden



Source: www.bikepedimages.org Michael Frederick



Source: www.bikepedimages.org Mike Cynecki

Trails and greenways should cross streets with the appropriate crossing type. Above are some example crossing types. Top to bottom: High visibility crosswalk, rapid flash beacon, and HAWK signal.

"No-Name" Park - Additional Details

"No-Name" Park will make an great addition to the City's park system. At approximately 35 acres, the park will provide important park and open space to the City's west side.

Currently, the park is undeveloped with limited access. Future access to the park will be via a trailhead within the Wyndstone Subdivision to the south of the park.

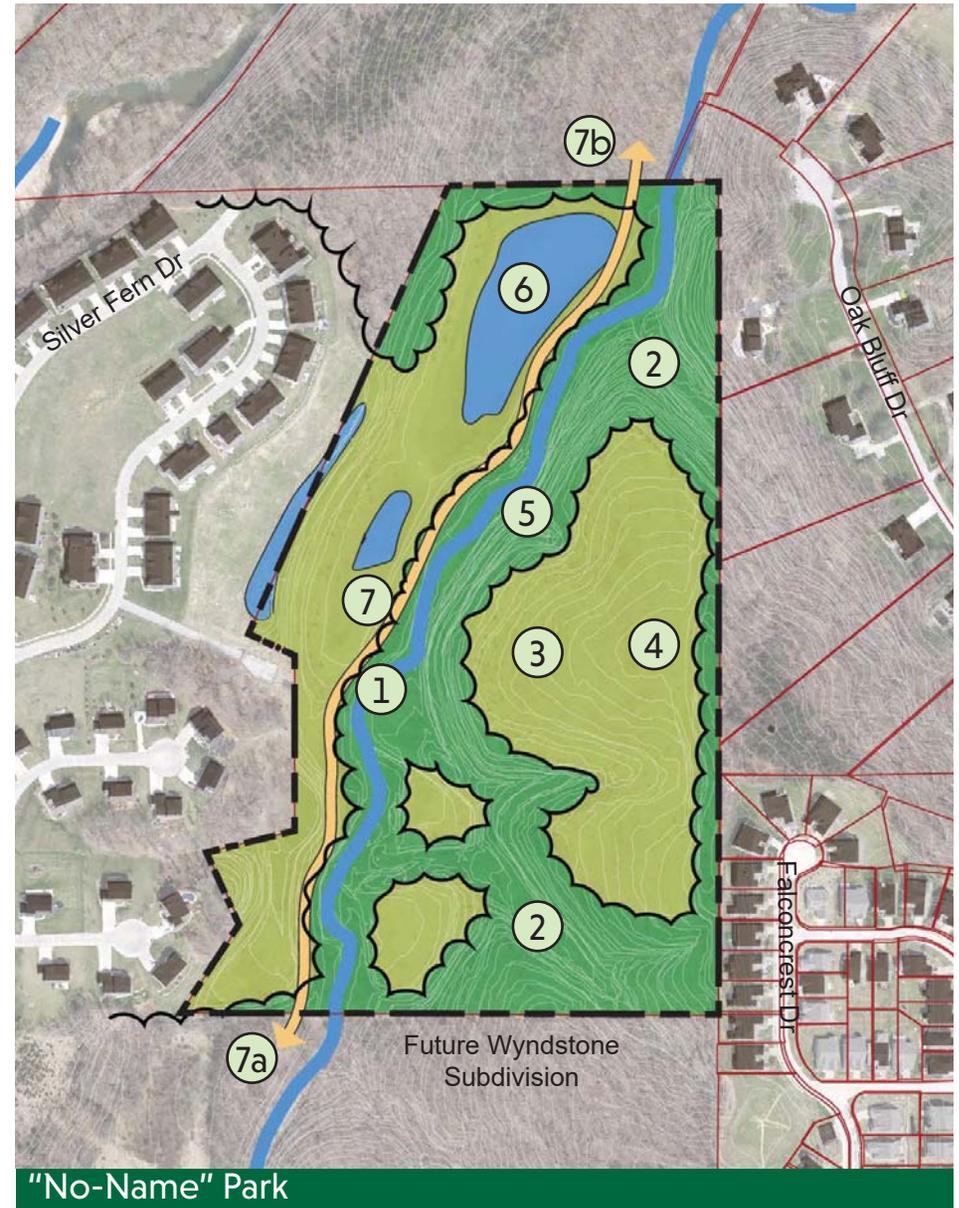
The next step in the park's development should be a park master plan. The park master plan should be done concurrently as part of a larger master plan with the Duello School Greenway and Our Lady Cemetery so that a key section of the open space network west of I-64 can be examined at the same time.

While the master plan for "No-Name" Park will develop the final park programming and goals for the park, the following are key recommendations:

- Provide a north / south trail along the creek to provide access to the future Peruque Creek Greenway to the north. Ensure that the trail accommodates maintenance and emergency vehicles.
- Keep the park as passive use, primarily hiking and walking paths.
- Limit expanses of turf grass. Restore native prairie grasses in open areas.
- Preserve existing mature woodlands, especially oak trees.
- Evaluate need and cost for facilities and utilities (electrical, water, etc). Strongly consider the park to be "off-the grid".

- ① Existing creek.
- ② Existing woodland.
- ③ Existing grassland.
- ④ Existing high-point in the park.
- ⑤ Existing steep slopes.

- ⑥ Existing water body / wetlands.
- ⑦ Future trail.
- ⑦a Trail connection to Wyndstone Subdivision and trailhead.
- ⑦b Future trail connection to Peruque Creek Greenway and Quail Ridge Park.



Transportation Plan - Additional Details

Veterans Memorial Parkway

In the past, MoDOT has converted many two-way outer roads into one-way outer roads. Veterans Memorial Parkway should remain a two-way road. SSM St. Joseph Hospital, located along Veterans Memorial Parkway, is a major trip generator for employees and visitors. Keeping Veterans Memorial Parkway a two-way road will help keep access to the hospital.

Highway N Corridor Improvements

The City should take an active role in future planning and improvements of Highway N in conjunction with St. Charles County, MoDOT, and O'Fallon. Highway N is not only an important transportation link for the City, but as the southern border for the City, Highway N is part of the front door to the City.

The following goals should be part of the future planning and improvements to the Highway N corridor:

- Pedestrian and bicycle connections across Hwy N.
- Multi-use trail adjacent to Hwy N within the right-of-way.
- Landscape and street tree plantings in the right-of-way.

Hawk Ridge Trail Extension

The character and design speed for the future Hawk Ridge Trail Extension should be for a residential and mixed-use land use. When the preliminary alignment for the Hawk Ridge Trail extension was developed, the existing zoning reflected a primarily highway commercial. The future land use plan for this area recommends a stronger balance of residential, office, and commercial. (See Chapter 7, 'Uptown District and Muk Sub-Area Plan' for additional details.)

On-Street Bicycle Facilities - Additional Details

The 'Transporation Plan' identifies key intersections for bicycle and pedestrian improvements. The type of improvement will need to be determined through detailed planning and design.

The comprehensive plan does not detail specific on-street bicycle improvements. More detailed design will be required to identify specific improvements.

The priority for the City should be to complete a connected system of off-street bicycle facilities (multi-use trails). This will allow users of all ages and abilities to better navigate the City by bicycle. More experiences bicyclists tend to ride on-street, with or without designated facilities.

This page includes exampes of common on-street bicycle facilities.

On-Street Bicycle Facilities

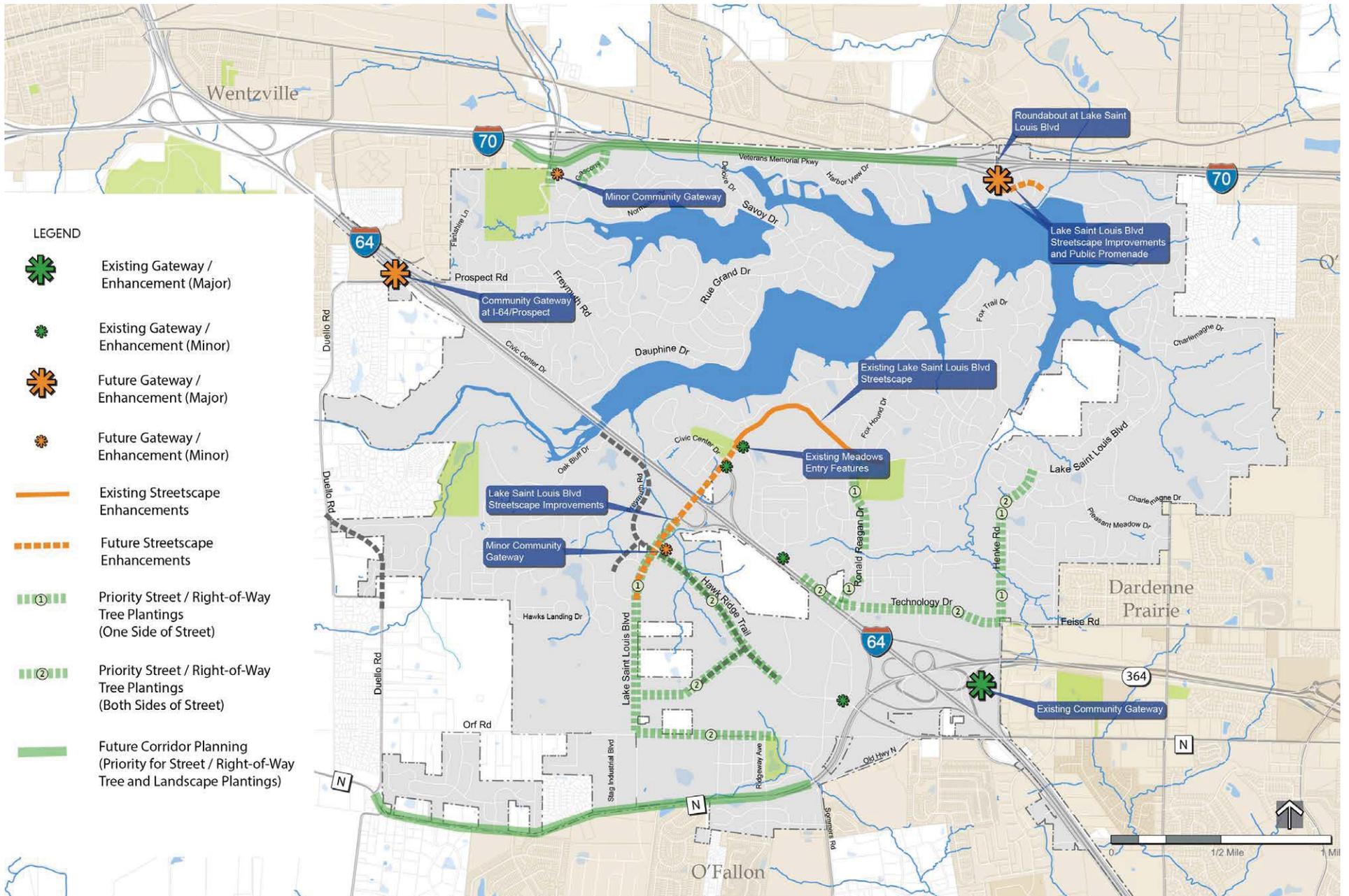


Photos clockwise from top left: paved shoulders, urban shoulder, sharrow, and bike lane.

Intersections



Photos to the right, top to bottom: intersection crossing markings, bike boxes, through bike lane, combined bike and turn lane.



Map: Enhancement and Street Tree Plan