

2020 ST. CHARLES COUNTY GREENWAY MASTER PLAN

A Blueprint for Greenway Development



ACKNOWLEDGMENTS

Great Rivers Greenway

St. Charles County

City of Cottleville

City of Dardenne Prairie

City of Lake Saint Louis

City of O'Fallon

City of St. Charles

City of St. Peters

City of Weldon Spring

City of Wentzville

Planning Design Studio

SCI Engineering

CBB Transportation Engineers + Planners

The Vandiver Group

Special thanks to the citizens who voted to create Great Rivers Greenway in the year 2000, and to the public who participated in this planning process.

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SECTION 1

EXECUTIVE SUMMARY

Project Vision

- Greenways in St. Charles County are completed (not fragmented)
- Greenways are designed for partners (municipalities) to be able to maintain with lessons learned from previous completed greenways
- Greenway locations, destination and designs are responsive to what St. Charles County residents want.
- Greenways are readily accessible to the greatest number of people



Project Overview

The plan began with a vision to utilize community engagement and consensus building in the identification and prioritization of greenway expansion throughout St. Charles County.

This is part of Great Rivers Greenway's overall efforts to connect St. Louis City, St. Louis County and St. Charles County with a network of greenways - outdoor spaces connecting people and places. The project began in the fall of 2019 and included five phases: **Data Collection, Analysis, Concept Development, Concept Refinement and the Master Plan**. The project's vision and goals were developed in a collaborative effort between Great Rivers Greenway, representatives from St. Charles County and its municipalities (the 'project partners'), and the master planning consultant team. The goals of the St. Charles County Greenway Master Plan are to update the development plan for the greenway network and identify prioritized projects for connecting destinations. The project aims to foster collaboration and coordination among St. Charles County and its municipalities in order to develop successful models for expanding an interconnected regional greenway network.

The Planning Phases

1 Data Collection

This was a multi-faceted approach to establishing an understanding of the existing conditions and community context. Information gathered included demographics, natural resources, cultural resources, transportation infrastructure, existing greenways and trails, previous studies, Geographical Information Services (GIS) data, land use, employment centers, populations of people of color and topography. This phase also included a community survey that allowed the public to suggest greenway connections and destinations.

2 Analysis

This phase included a map-based analysis of the hundreds of potential greenway destinations and connections suggested by the community in the public survey. It also involved the development of greenway evaluation factors, which could be utilized within an evaluation matrix to compare and prioritize greenway options.

3 Concept Development

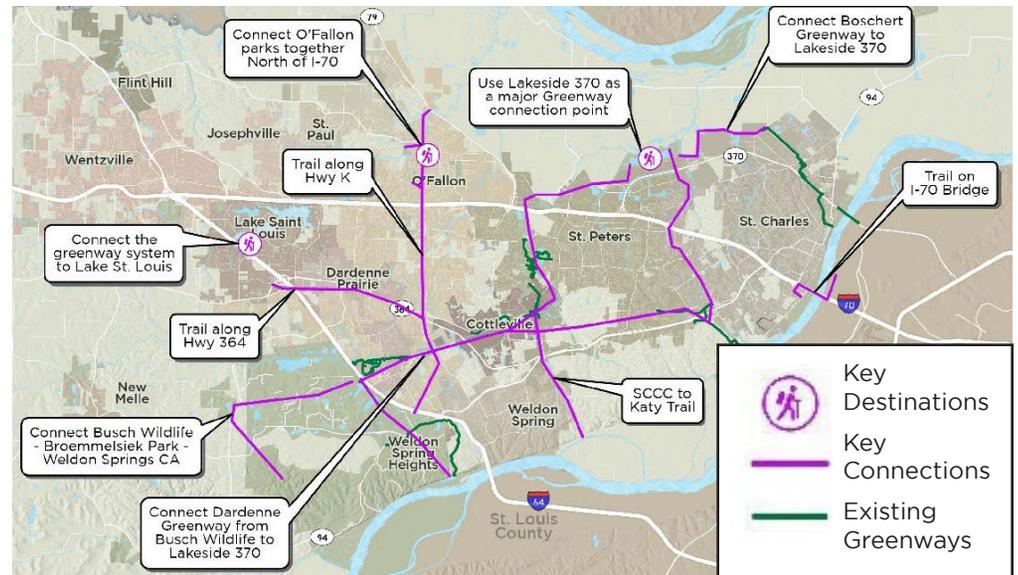
In this phase, the information collected in the previous phases, predominantly from the public, was synthesized into potential greenway corridors.

4 Concept Refinement

In this phase, each greenway corridor was rated using the evaluation matrix developed in the Analysis Phase, resulting in a quantitative ranking that could help establish development priorities. The corridors were also presented to the community for feedback in a second public survey.

5 The Master Plan

In the final phase of the planning process, all of the data collected in the previous phases was compiled into a “greenway profile” for each greenway corridor. The profile summarizes the current state of each corridor, the community feedback and evaluation matrix results, and next steps for moving forward with each concept.



Analysis map of the most suggested connections and destinations from the Data Collection community Survey.

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

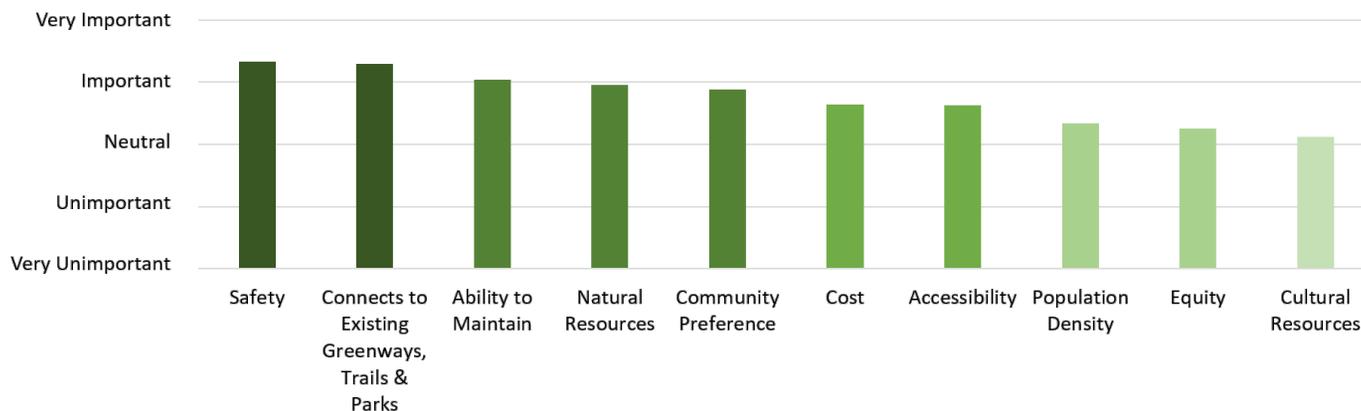
645

Map-based comments were received in the Data Collection Survey

1,172

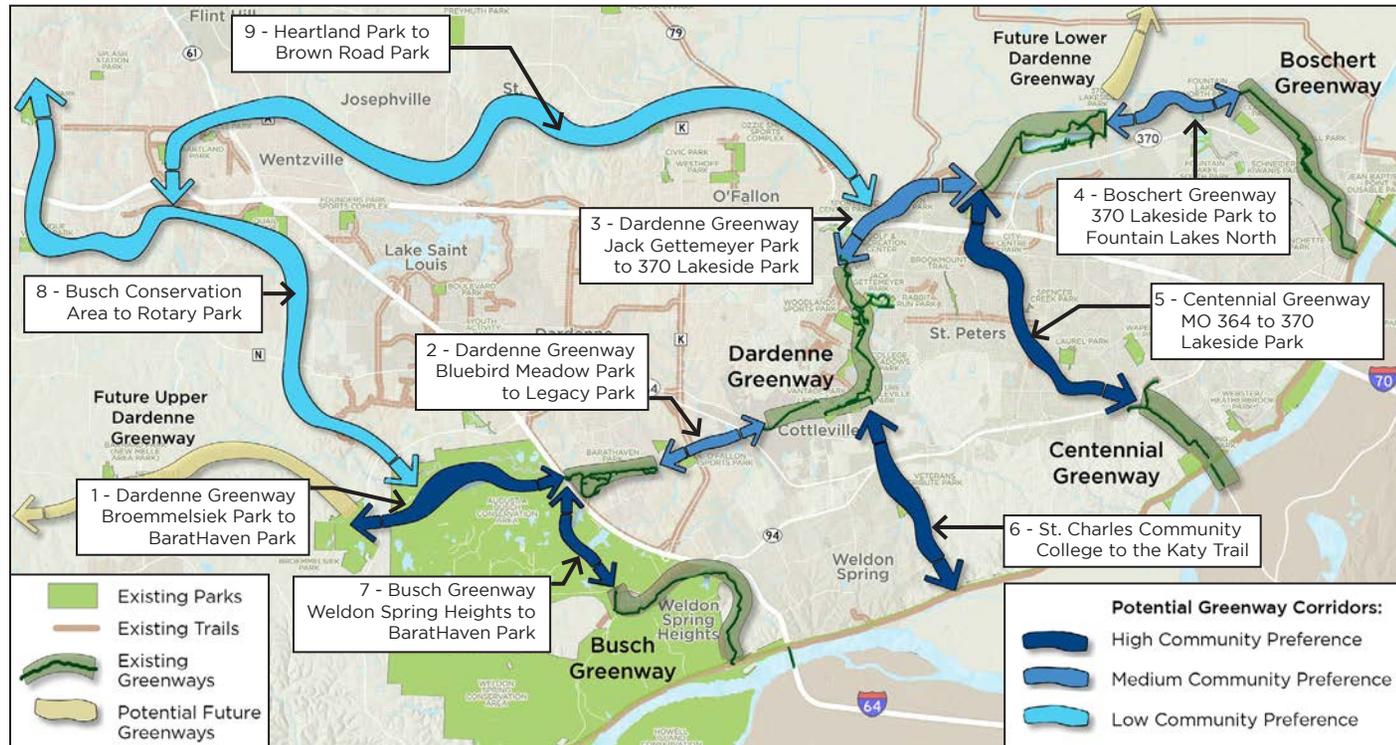
Responses were received to the Concept Refinement Survey

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.

The Greenway Corridor Concepts



Community Preference for Greenway Corridors

Concept Refinement Survey respondents provided a rating of their preference for each of the greenway corridor concepts. Community preferences from the Data Collection Survey and Concept Refinement Survey reveal a clear pattern for greenway development in St. Charles County:

1. Connections between the most populous areas of the county to Katy Trail State Park are the highest priority,

2. Expanding the Dardenne Greenway through the most populous areas of the county is the second tier priority, and

3. Planning new greenway connections west into future growth areas of the county is the third tier priority.

- 1 Dardenne / Busch Greenway - Broemmelsiek Park to Barathaven Park
- 2 Dardenne Greenway - Bluebird Meadow Park to Legacy Park
- 3 Dardenne Greenway - Jack Gettemeyer Park to 370 Lakeside Park
- 4 Boschert Greenway - 370 Lakeside Park to Fountain Lakes North Park
- 5 Centennial Greenway - MO 364 to 370 Lakeside Park

- 6 St. Charles Community College to the Katy Trail
- 7 Busch Greenway - Weldon Spring Heights to Barathaven Park
- 8 New Greenway - Busch Conservation Area to Rotary Park
- 9 New Greenway - Heartland Park to Brown Road Park

Corridor 1

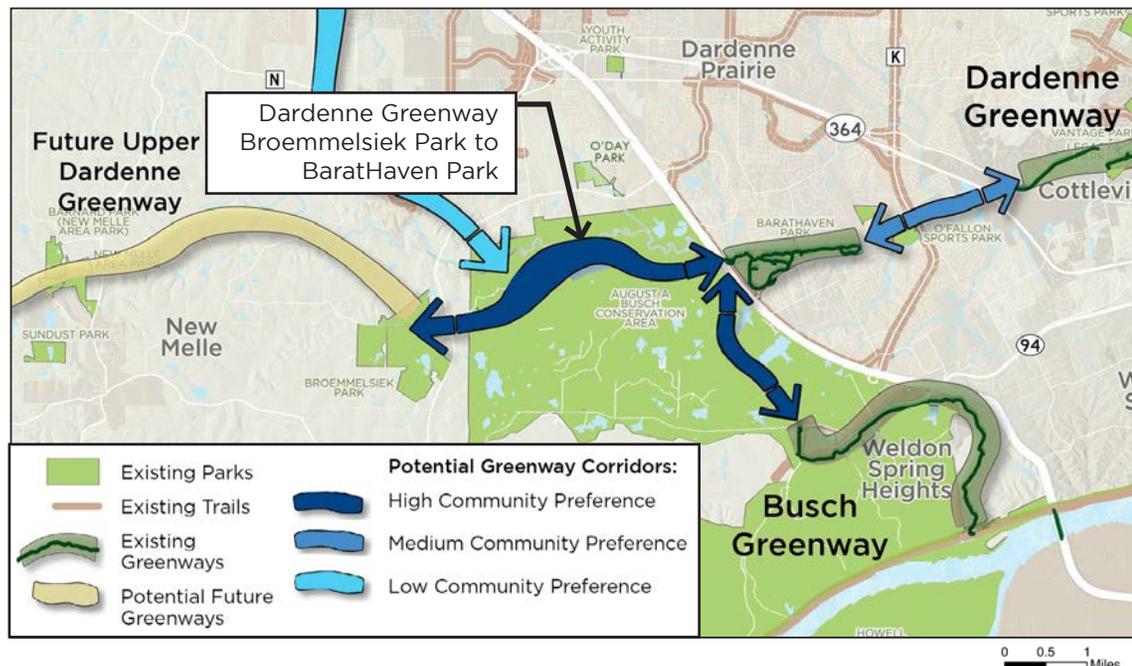
Dardenne Greenway - Broemmelsiek to Barathaven

The corridor runs from Broemmelsiek Park in unincorporated St. Charles County to an existing portion of the Dardenne Greenway within Barathaven Park in Dardenne Prairie. The majority of this corridor lies within the Busch Memorial Conservation Area, providing a scenic natural setting and simple land acquisition. Along with Corridor 7, it could connect to the Katy Trail. The route would require a pedestrian and bicycle crossing of Interstate 64, which would be shared with Corridor 7. This crossing would create a vital pedestrian link between the core of St. Charles County and the regional-sized Busch Memorial Conservation Area.

Implementation Partners: Great Rivers Greenway, St. Charles County, O'Fallon, Missouri Department of Conservation

Next Steps:

- Update the 2008 Dardenne Greenway Master Plan based on new information
- Perform an alignment study to determine the exact route for this greenway
- Create phasing strategies for design and construction in a feasible manner



MATRIX RANKING*: 4th (tie)

COMMUNITY RANKING: 4th

UNIQUE FEATURES:
Scenic natural setting
Potential connection to
Busch Greenway and Katy
Trail State Park

KEY DESTINATIONS:
Busch Memorial CA
Barathaven Park
Broemmelsiek Park
O'Day Park

*The matrix rating refers to the results of the greenway evaluation matrix that was developed in the analysis phase. The matrix allows each corridor to be rated on a scale of 1-3 for a number of evaluation factors (divided into evaluation categories) that were determined by the planning team with input from the project partners. The score for each of the evaluation categories was averaged into a total score that determined the ranking for each corridor.

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



Corridor 3

Dardenne Greenway - Jack Gettemeyer Park to 370 Lakeside

The corridor begins at an existing segment of the Dardenne Greenway at Jack Gettemeyer Park (Rabbit Run Park) in St. Peters, then runs northeast, connecting to 370 Lakeside Park. It is a step toward creating a connecting hub for the Dardenne, Centennial and Boschert Greenways. The route may be able to use an existing underpass to cross Interstate 70. Approximately half of the corridor may be able to utilize existing easements through St. Peters parks and the St. Peters Golf Club, and easements along Salt River Road. Conceptual design has been completed for several segments of this alignment. Some construction has occurred that can help facilitate the completion of this connection.

Implementation Partners: Great Rivers Greenway, St. Charles County, St. Peters, University of Missouri Extension, Missouri Department of Transportation

Next Steps:

- Finish design of this corridor between Mexico Road to St. Peters Golf Club
- Identify existing trail routes that could be utilized in creating the connection
- Begin to obtain rights to land and easements that can be utilized for the corridor
- Create phasing strategies for design and construction in a feasible manner



MATRIX RANKING: 9th

COMMUNITY RANKING: 6th

UNIQUE FEATURES:
A step towards connecting the Dardenne, Centennial and Boschert Greenways

KEY DESTINATIONS:
370 Lakeside Park
Jack Gettemeyer Park
St. Peters Golf Club
Brown Road Park
Sports Center Park
Old Town St. Peters

Corridor 4

Boschert Greenway - 370 Lakeside Park to Fountain Lakes North

This corridor begins at 370 Lakeside Park and runs east towards Fountain Lakes North Park to make a connection with the existing Boschert Greenway in the City of St. Charles, which connects to the Katy Trail. It connects to 370 Lakeside Park, which is the only regional-sized park close to St. Peters and the City of St. Charles, and was one of the destinations most requested by the public. The majority of the route would run along the top of the levee to the east of 370 Lakeside Park. The corridor would require crossings of Hayford Road and Hustler Road. It would require several roadway and creek crossings. A preliminary route for this corridor has been studied by the Cities of St. Charles and St. Peters.

Implementation Partners: Great Rivers Greenway, St. Charles County, St. Charles City, St. Peters, Missouri Department of Transportation

Next Steps:

- Review plans by the Cities of St. Charles and St. Peters to create this connection
- Confirm the route this alignment would take and the feasibility of implementation
- Begin making opportunistic land acquisitions as parcels become available

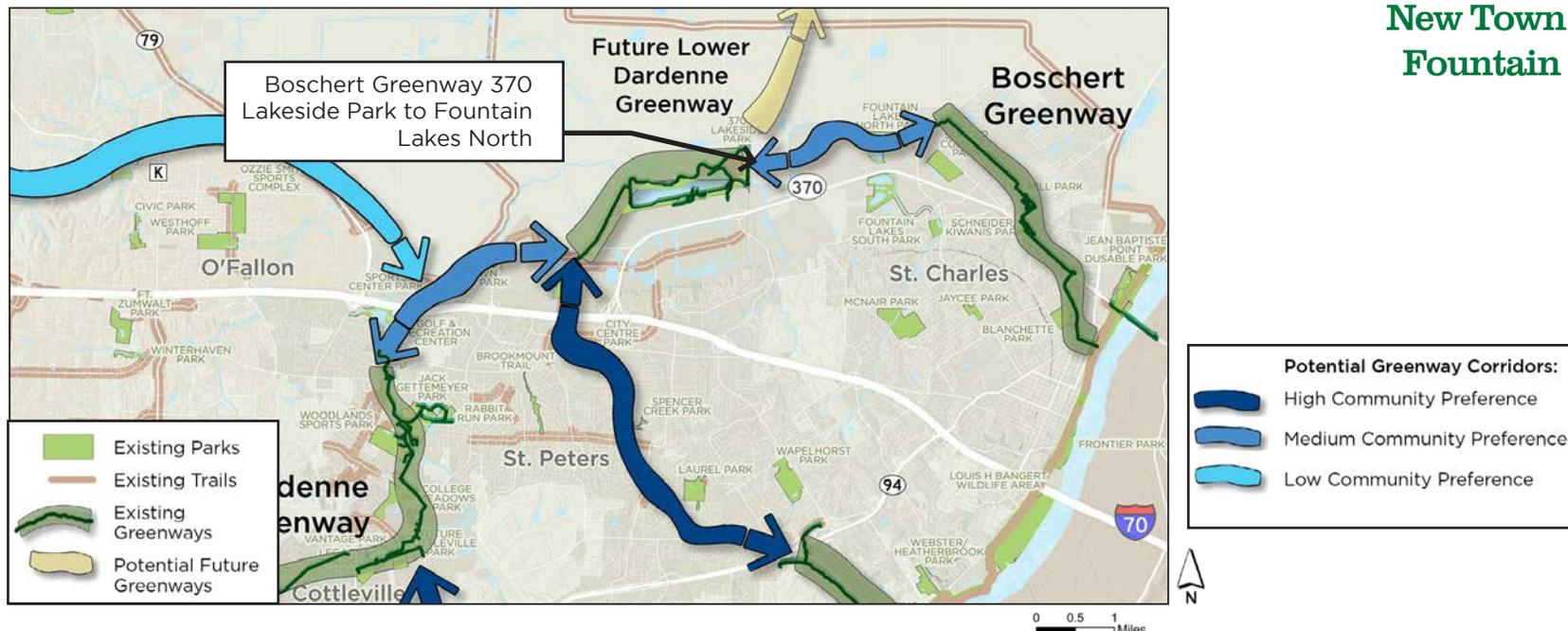
MATRIX RANKING: 2nd (tie)

COMMUNITY RANKING: 7th

UNIQUE FEATURES:
Runs along the top of a levee

Connection is highly requested by the public

KEY DESTINATIONS:
370 Lakeside Park
New Town Community
Fountain Lakes Parks



Corridor 5

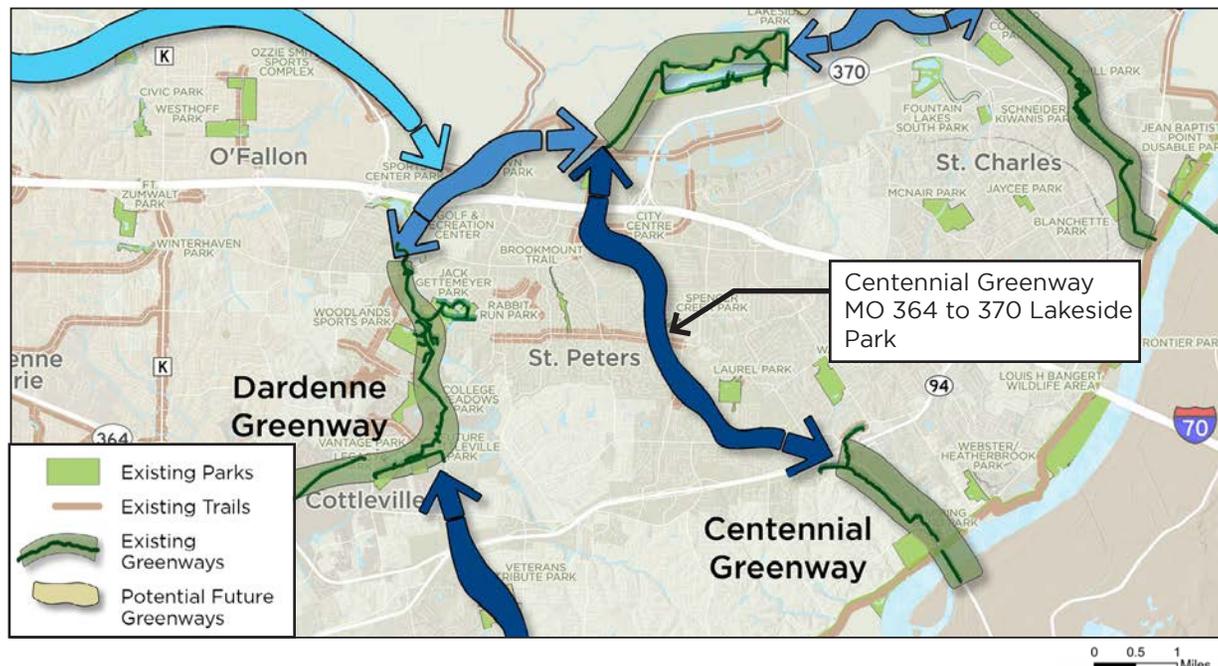
Centennial Greenway - MO 364 to 370 Lakeside Park

This corridor begins at an existing portion of the Centennial Greenway in St. Peters and connects to 370 Lakeside Park. Much of this corridor follows the path of the existing Spencer Creek Trail. Upgrading this trail to meet Great Rivers Greenway standards and branding would greatly reduce construction cost and effort. Great Rivers Greenway and the St. Peters are currently designing the connection between the Centennial Greenway and the Spencer Creek Trail. There is a gap in the existing trails north of Mexico Road that is needed to complete the connection.

Implementation Partners: Great Rivers Greenway, St. Charles County, St. Peters, Missouri Department of Transportation

Next Steps:

- Complete implementation of the southern connections of this corridor
- Investigate potential use of existing interstate crossing at Spencer Creek Bridge
- Conduct a betterment study to determine the needs to upgrade the existing trails to Great Rivers Greenway design standards and branding
- Create phasing strategies for design and construction in a feasible manner



MATRIX RANKING: 1st

COMMUNITY RANKING: 2nd

UNIQUE FEATURES:

Much of this corridor can utilize the existing Spencer Creek Trail Infrastructure

KEY DESTINATIONS:

- 370 Lakeside Park
- Mid-Rivers Mall
- City Centre Park
- Laurel Park
- Wapelhorst Park

Corridor 6

St. Charles Community College to the Katy Trail

There is strong community support for this connection between the Dardenne Greenway at Vantage Park/St. Charles Community College and the Katy Trail. This corridor follows roadways and would be separated from vehicle traffic. It may require a roadway crossing and bridge over a creek. Some local trails are complete and an existing Interstate 70 crossing can be utilized. The County Highway Department has funding in place to create a mixed-use path from MO 364 to Veteran’s Tribute Park.

Implementation Partners: Great Rivers Greenway, St. Charles County, Weldon Spring, Cottleville, St. Peters, County Highway Dept., Missouri Dept. of Natural Resources

Next Steps:

- Create a Greenway Master Plan and engage the public in naming the greenway
- Conduct a feasibility study for implementation of the greenway
- Conduct a betterment study to determine the needs to upgrade the existing trails to Great Rivers Greenway design standards and branding
- Begin making opportunistic land acquisitions as parcels become available
- Create phasing strategies for design and construction in a feasible manner

MATRIX RANKING: 2nd (tie)

COMMUNITY RANKING: 1st

UNIQUE FEATURES:
Connects existing greenways to the 240-mile Katy Trail State Park

KEY DESTINATIONS:
St. Charles Community College
Vantage Park
Veteran’s Tribute Park
Katy Trail State Park



Corridor 7

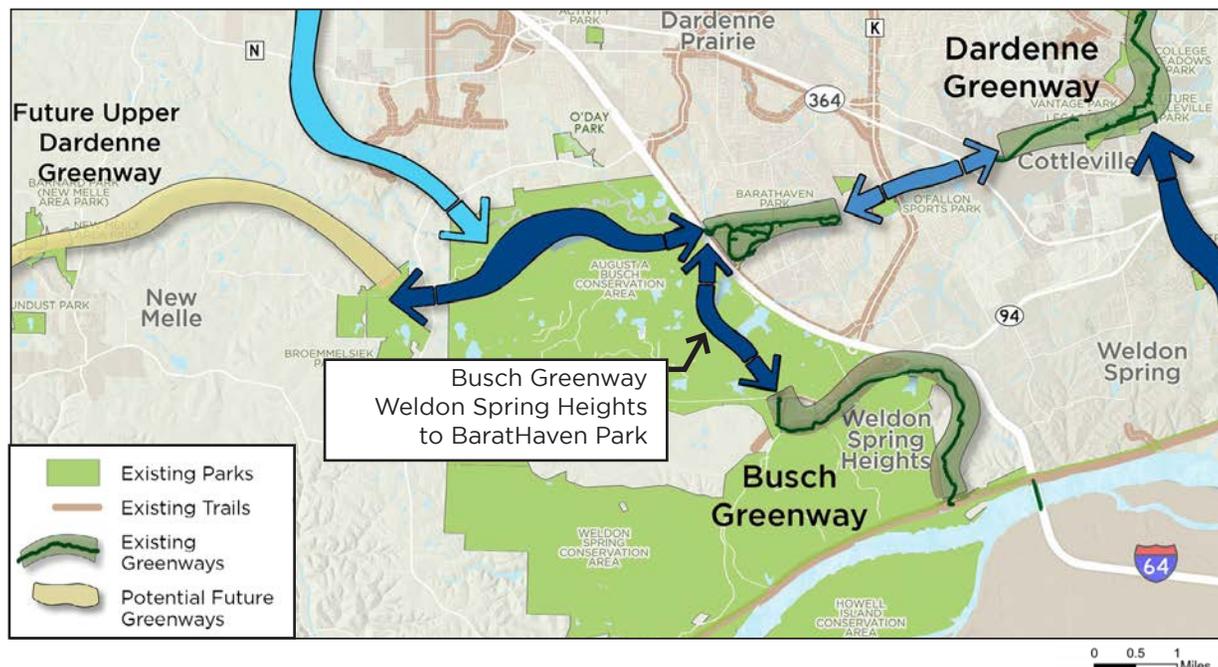
Busch Greenway - Weldon Spring Heights to Barathaven Park

This corridor would link the Dardenne and Busch Greenways. It runs from Weldon Spring Heights north through the Busch Conservation Area, then turns east to join with an existing portion of the Dardenne Greenway within Barathaven Park. The majority of this corridor lies within the Busch Conservation Area, which provides a scenic natural setting and may simplify land acquisition. The route requires a crossing of Interstate 64, which would be shared with Corridor 1 and would create a vital link between the core of St. Charles County and the regional-sized conservation area, the Busch Greenway and the 240-mile long Katy Trail State Park. Preliminary corridors have been suggested by the Missouri Department of Conservation and O'Fallon. O'Fallon has plans to develop a trailhead near Barathaven Park.

Implementation Partners: Great Rivers Greenway, St. Charles County, O'Fallon, Missouri Department of Conservation, Missouri Department of Transportation

Next Steps:

- Conduct an corridor study for this connection
- Create phasing strategies for design and construction in a feasible manner



MATRIX RANKING: 7th (tie)

COMMUNITY RANKING: 3rd

UNIQUE FEATURES:
Scenic natural setting of the Busch Conservation Area
Connects to 240-mile Katy Trail State Park

KEY DESTINATIONS:
370 Lakeside Park
Mid-Rivers Mall
City Centre Park
Laurel Park
Wapelhorst Park

Corridor 8

Busch Conservation Area to Rotary Park

This corridor runs from the Busch Conservation Area, potentially connecting to Corridors 1 and 7, to Rotary Park in Wentzville. This long corridor would add a large amount of trail to the greenway network, but may likely be expensive to construct and maintain. This area of the county is projected to have high levels of population growth; setting aside land now will be easier than when the area is fully developed.

Implementation Partners: Great Rivers Greenway, St. Charles County, Lake Saint Louis, Wentzville, O’Fallon, Missouri Department of Conservation

Next Steps:

- Create a Greenway Master Plan and engage the public in naming the greenway
- Conduct a betterment study to determine whether existing trails could be utilized and identify betterment project needed
- Work with local municipalities to start opportunistic land acquisitions; investigate how local ordinances/Home Builder Agreements can be leveraged
- Create phasing strategies for design and construction in a feasible manner
- Complete the connection between Rotary and Quail Ridge Park

MATRIX RANKING: 7th (tie)

COMMUNITY RANKING: 8th

UNIQUE FEATURES:
This less-developed area is projected for high levels of population growth

KEY DESTINATIONS:
Busch Conservation Area
Rotary Park
Quail Ridge Park
Heartland Park
O’Day Park



Corridor 9

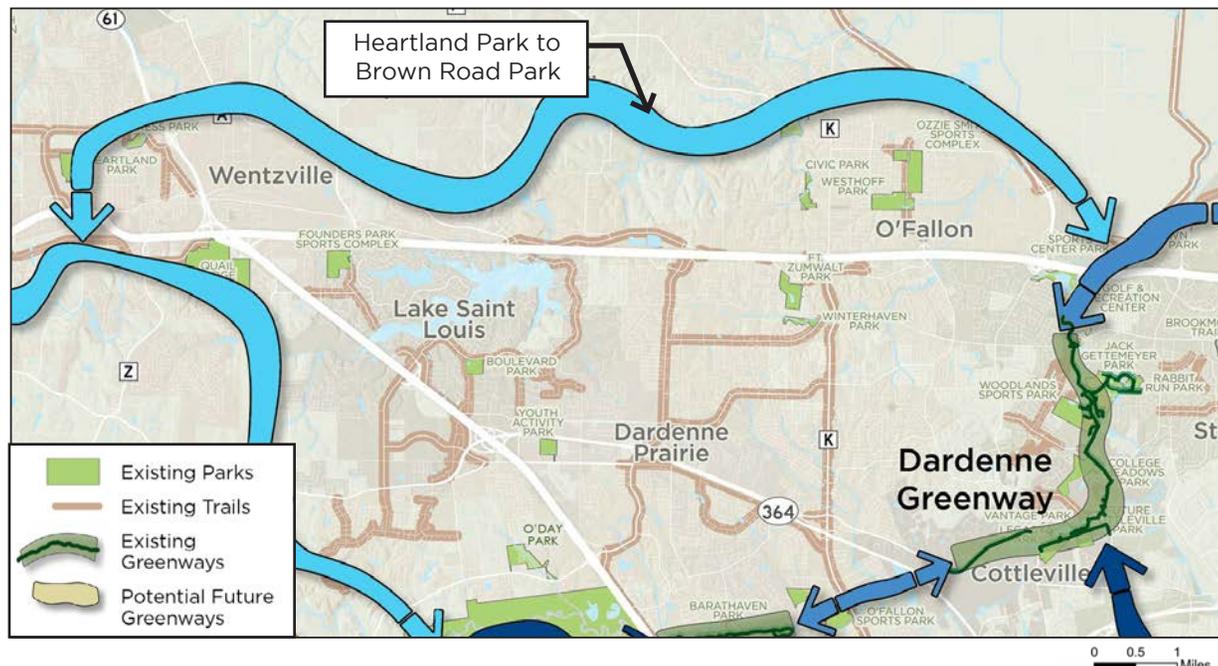
Heartland Park to Brown Road Park

This new greenway begins at Heartland Park in Wentzville and runs east to Brown Road Park in St. Peters, creating a connection to between Corridors 8 and 3. This long corridor would add a large amount of trail to the greenway network, but be expensive to construct and maintain. It would require a crossing of Peruque Creek. This area of the county is projected to have high levels of population growth; setting aside land now will be easier than when the area is fully developed. The corridor could utilize some existing trails.

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

Next Steps:

- Create a Greenway Master Plan and engage the public in naming the greenway
- Conduct a betterment study on existing portions of trail that could be utilized
- Work with local municipalities to start opportunistic land acquisitions; investigate how local ordinances/Home Builder Agreements can be leveraged
- Create phasing strategies for design and construction in a feasible manner



MATRIX RANKING: 4th (tie)

COMMUNITY RANKING: 9th

UNIQUE FEATURES:
Presents an opportunity to set aside land for conservation before projected population growth

KEY DESTINATIONS:
Heartland Park
Brown Road Park



Greenway Next Steps

The next step is for Great Rivers Greenway, St. Charles County and the project municipal partners to consider the Greenway Master Plan for formal adoption. This will help to validate the plan and anchor the next steps for greenway development for inclusion in future capital investment budgets.

The implementation partners for each corridor can continue taking steps to move forward with the planning and design of each corridor. Steps can be taken to move forward with all corridors simultaneously. The corridors are currently in differing states of development, and each will continue to develop at differing rates. Moving forward incrementally with all corridors will ensure a continued progression towards accomplishing full implementation of the plan.

Some of the corridors will require further studies to be completed to determine feasibility of completion. Others require a conceptual master plan that can begin to generate community support and gather feedback to help determine a specific corridor route. Incremental land acquisition can begin for many of the corridors, setting aside land now that can be developed into a greenway in the future when property values may be higher due to increased development.

The implementation partners can begin to secure funding through grants, capital investment funds, donations and other means. They can continue to build community support and enthusiasm for the master plan and the completed greenway network. Phasing the plan into smaller projects that can be implemented and opened to the public will build momentum and community support for the plan. This is a long term master plan, but incremental steps will ensure steady progress towards realization of the plan.

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Dardenne Greenway

SECTION 2

INTRODUCTION

INTRODUCTION

St. Charles County Greenway Master Plan

Document Overview

This St. Charles County Greenway Master Plan document begins with an overview of the project in this Introduction Section. The next section, Data Collection, discusses the results of the first phase of the master planning process. In this phase, the planning team gathered information on the context and existing conditions within St. Charles County that could effect greenway planning. This section also discusses the feedback received in the first public survey of the project. A later section, Analysis, discusses the analysis of the potential greenway destinations and connections proposed by the community in the first public survey. It also discusses the development process of the greenway evaluation matrix, which was utilized later in the planning process to compare potential greenway corridors. The Greenway Concepts section shows the nine greenway corridors that were developed by the planning team, and the pros and cons of each. That section also contains an overview of the feedback received in the second public survey. The final section, Greenway Master Plan, presents a concise summary of the analysis results for each greenway concept, including the community response from the second public survey and the greenway evaluation matrix results. Then, there is a greenway profile of each concept that includes greenway priority information that was synthesized from all of the previous steps in the planning process. Also in the final section of this document, the next steps in moving forward with greenway development in St. Charles County are presented. The appendix of this document contains additional detailed information relevant to the greenway planning process. The project phases are outlined below in Figure 2.1: Greenway Planning Project Phases.

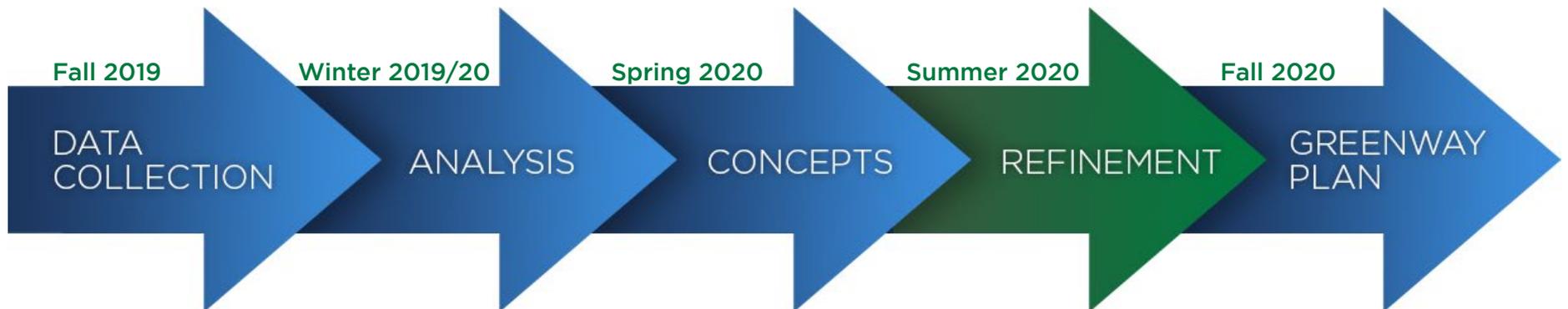


Figure 2.0: Greenway Planning Project Phases.

Great Rivers Greenway

Great Rivers Greenway (GRG) is a public agency with a mission to make the St. Louis region a more vibrant place to live, work, learn and play by developing a regional network of greenways. Great Rivers Greenway works within a three-county region that includes 1,200 square miles and is home to approximately two million people.

Great Rivers Greenway has worked with the community to identify 45 greenways in the overall “River Ring” concept plan - totaling 600 miles of greenways. As of 2020, 128 miles of greenways have been built in 16 of the 45 identified greenways. Another 200 miles of greenways are in the planning phases. Completed greenway projects have two million visits per year. There are four existing greenways located within St. Charles County: the Boschert, Busch, Centennial and Dardenne Greenways. A map of these can be seen in Figure 2.2: Greenways in St. Charles County.

What are Greenways?

Greenways are outdoor spaces connecting people and places – they are all unique, reflecting the character of the communities they connect. The term greenway typically refers to a paved path where you can walk, run, ride a bike, roll in a wheelchair, push a stroller and get some fresh air. Greenways have four elements:

1. Trails where you can take a walk, go for a run, ride a bike or just get some fresh air. These are almost always paved and accessible for all.
2. Conservation projects to maintain healthy habitats and watersheds, such as rain gardens, native plants, restored prairies, wetlands and floodplains.
3. Amenities like restrooms, water fountains, benches, bike racks, signage, parking and playgrounds.
4. Connections to business districts, neighborhoods, transit, jobs, schools, cultural destinations, rivers, creeks, parks and conservation areas.

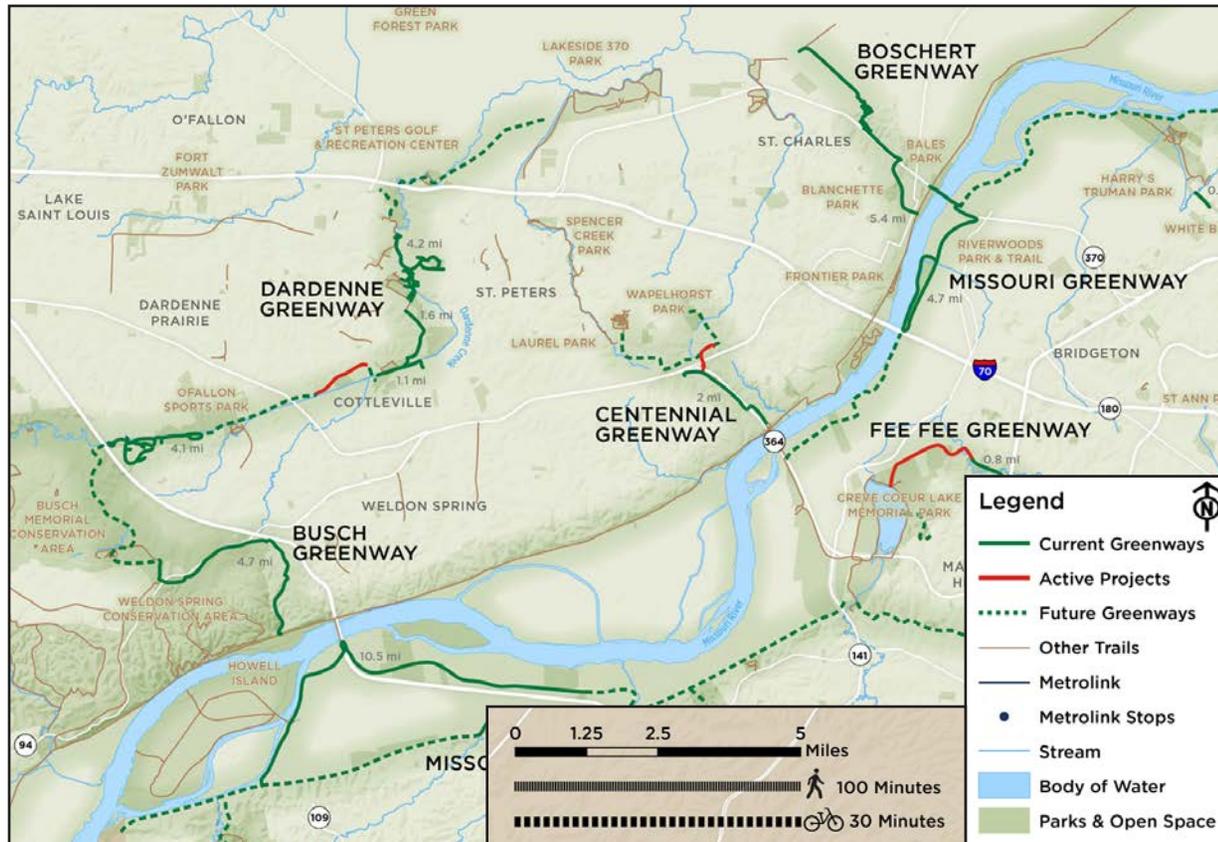


Figure 2.2: Great Rivers Greenway 2020 Map, St. Charles County. Source: Great Rivers Greenway



Project Background

The St. Charles County Greenway Master Plan emerged as part of Great Rivers Greenway’s overall efforts to connect St. Louis City, St. Louis County and St. Charles County with a network of greenways. The planning process considered existing and planned trail projects as well as the feedback of people who live, work, learn or play in St. Charles County. The end-product of the St. Charles County Greenway Plan includes an updated greenway map with prioritized projects and partnership models for building greenways in the future.

“We know this is important to people in St. Charles County and we want to think comprehensively about the connections across the county,” says Susan Trautman, Great Rivers Greenway Chief Executive Officer. “Whether we’re building new greenways, identifying places to upgrade existing trails or understanding how municipalities and other stakeholders can contribute to bringing the vision to life, coordinated planning helps tie it all together.”

Project Goals & Vision

The vision of the St. Charles County Greenway Master Plan is to identify potential greenway expansion, determine routes for new greenways, and decide on greenway development priorities throughout the county. Community engagement and consensus building are at the forefront of all five of the phases: Data Collection, Analysis, Concepts, Refinement and the Greenway Master Plan. The project's goals and vision were developed in a collaborative effort between Great Rivers Greenway, representatives from St. Charles County and its municipalities, and the master planning consultant team. The project goals and vision statement were examined and refined until all parties were satisfied. The final project goals and vision are described below.

Project Goals

The goals of the St. Charles County Greenway Master Plan are to update the development plan for the greenway network in St. Charles County, and to identify prioritized projects for connecting destinations within the county and its municipalities. The project aims to foster collaboration and coordination among St. Charles County and its municipalities in order to develop successful models for greenway building.

Project Vision

- Greenways in St. Charles County are completed (not fragmented).
- Greenways are designed for partners to be able to maintain with lessons learned from previous completed greenways.
- Greenway locations, destinations and designs are responsive to what St. Charles County residents want.
- Greenways are readily accessible to the greatest number of people.

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

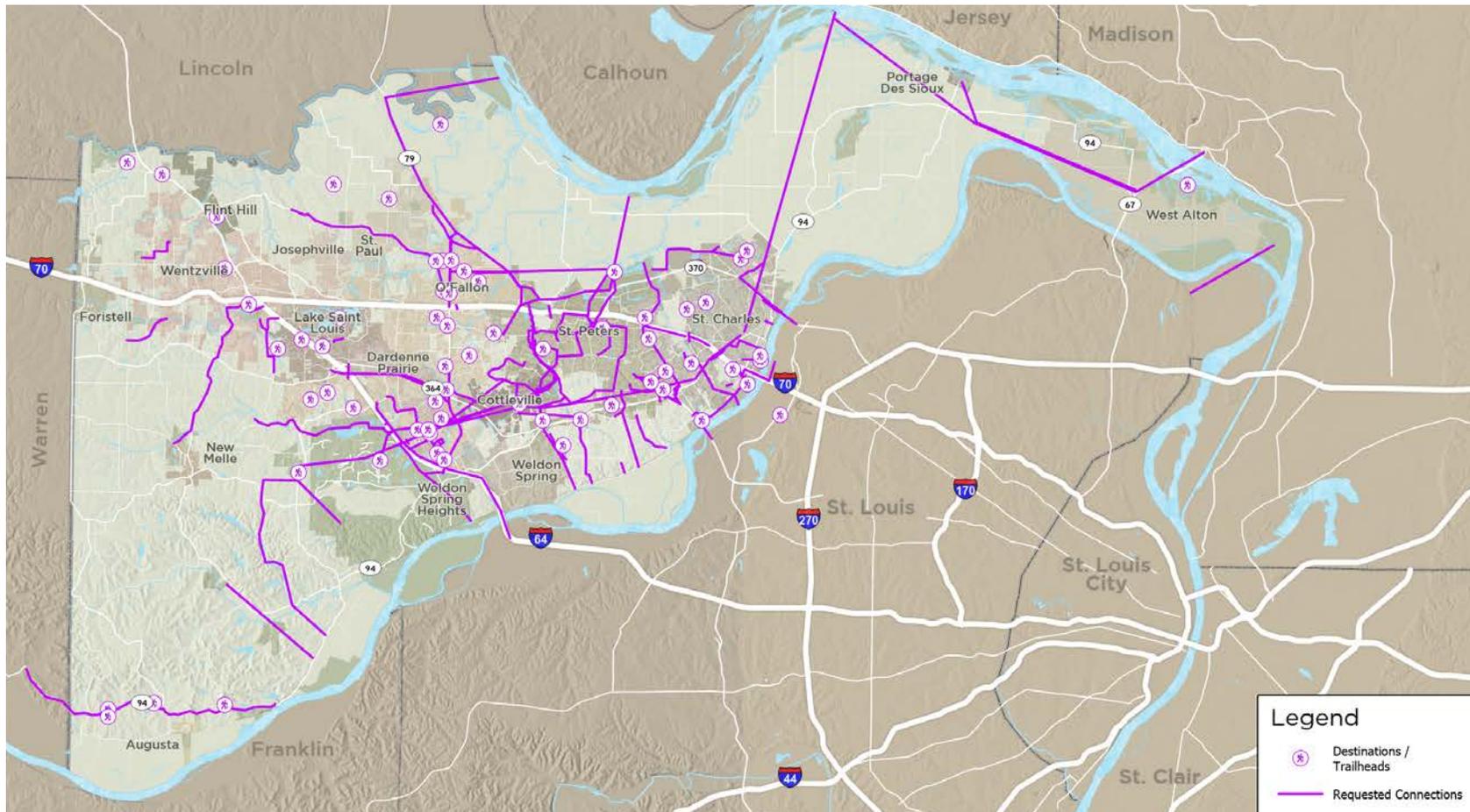


Figure 2.5: GIS Map of the Most Commented Destinations and Connections from Fall 2019 Public Survey Interactive Map. Source: PDS

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



← Upper Btm Rd
Arena Pkwy →

SECTION 3

DATA COLLECTION

DATA COLLECTION

St. Charles County Greenway Master Plan

Demographics

The demographics of a community can play an important role in establishing greenway priorities and goals. St. Charles County is an affluent and rapidly growing community with a high concentration of young people. This indicates that much of the population may be highly active, able to travel by car, and that the demand for greenways will likely continue to grow.

The municipalities with the largest populations in St. Charles County are the City of O’Fallon and the City of St. Charles. These are followed by the Cities of Wentzville and St. Peters, then Lake Saint Louis and Dardenne Prairie. These cities form the central “core” of St. Charles County where the majority of the population live and which have the highest demand for greenways, seen below in Figure 3.1.

While populations are growing throughout St. Charles County, the municipalities of Cottleville, Wentzville and St. Peters had the highest rates of population growth in the county between 2010 and 2018. Greenways built in these areas now will likely serve a much higher population in the future.

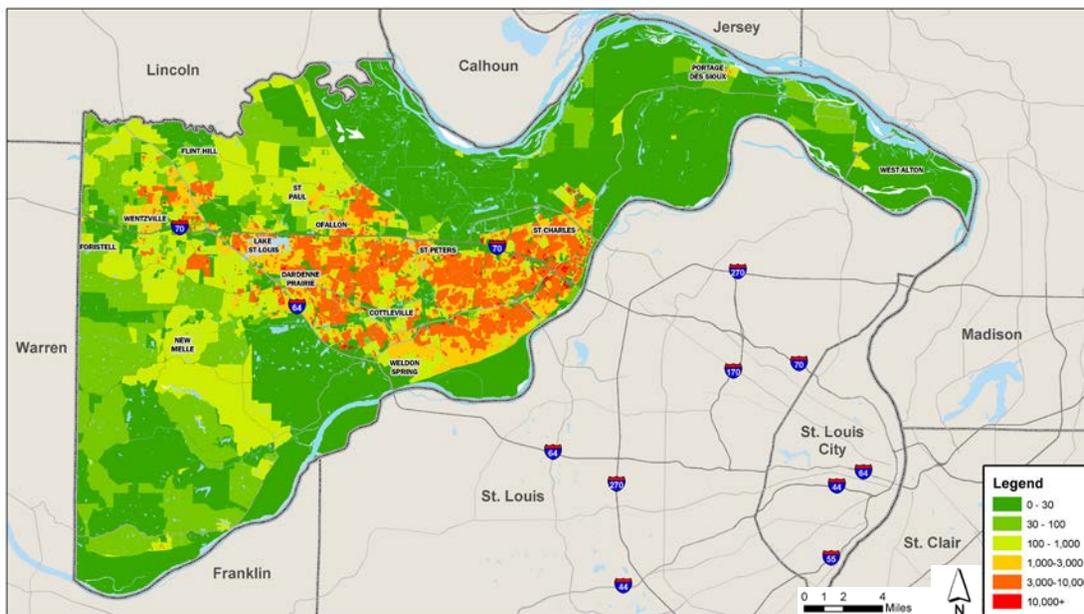


Figure 3.1: Population Density Map of St. Charles County Source: PDS

Data Collection Phase Overview

The Data Collection phase was the first phase of the master planning process that began in August of 2019. This phase included collection of a variety of contextual information on St. Charles County and an online public survey. This phase also included the compilation of a list of project stakeholders who could be consulted during the planning process, including community leaders and influencers, historical societies, major employers, utility companies, educational establishments, and environmental organizations. The Data Collection phase included four project partner meetings to keep the partners up to date on the process, solicit their input on the project goals and vision, and establish an understanding of their capacity and interest in greenway building and maintenance.

The Data Collection section of this document contains a brief summary of the information that was processed by the planning team. Additional information can be found in the Unabridged Data Collection Report in the Appendix of this document.

Natural Resources

Natural resources include waterways, floodplains, habitat communities, wetlands, waterbodies and other features with ecological value. Greenway planning involves seeking out opportunities to protect natural resources and dedicate land to conservation. Greenway routes can be planned within natural areas to provide wildlife viewing opportunities and educational components like interpretive signage. Greenways are planned to avoid sensitive natural areas that could be damaged by human presence.

Waterways

St. Charles County is within the Lower Missouri and Upper Mississippi River Basins and has five regional stream basins and eleven local watersheds. Waterways can be a natural feature that enhance the greenway experience. However, they can also increase the cost of greenway maintenance if they are prone to flooding. Greenway crossings over waterways can add costly infrastructure to greenway construction. Wetlands can provide a unique educational experience for greenway users, but often require costly infrastructure like elevated boardwalks. Wetlands are extremely sensitive to human influence, and in general should be avoided by greenways in order to protect their habitat. The waterways within the central “core” of St. Charles County include Dardenne Creek, Spencer Creek and Perouque Creek. Figure 3.2 shows the locations of all the waterways and wetlands within the county.

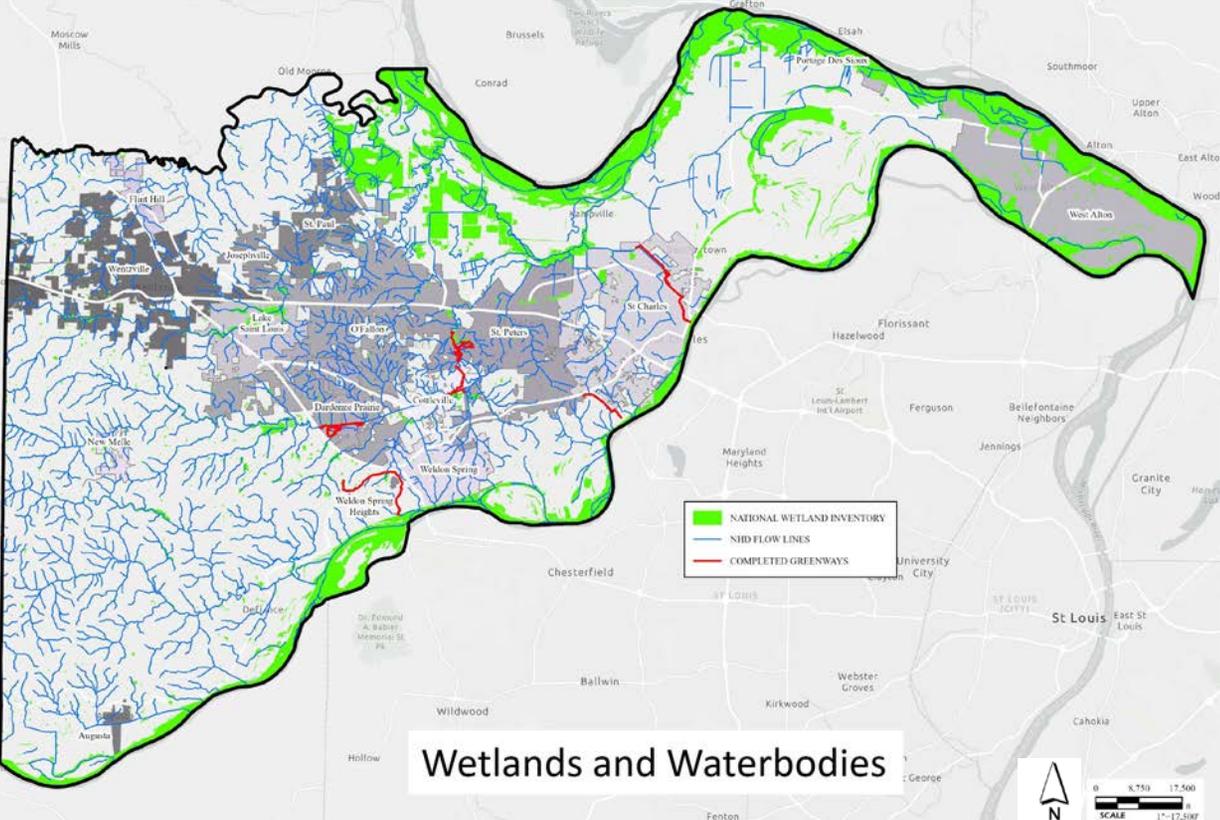


Figure 3.2: Waterways and Wetlands within St. Charles County. Source: SCI Engineering

Floodways

A greenway in an area designated as floodway could impact long term operations and maintenance costs due to periodic flooding and the cleanup/repair required after a flood.

Most of the floodway acreage in St. Charles County is concentrated around the Missouri and Mississippi Rivers. In these areas, municipalities may be protected by levees. Levees have been utilized for greenway trails in many areas as they often connect the community to natural resources in the region. Of note, the existing portions of the Dardenne Greenway in Dardenne Prairie and between Cottleville and St. Peters lie within a floodplain, as shown in Figure 3.3 to right.

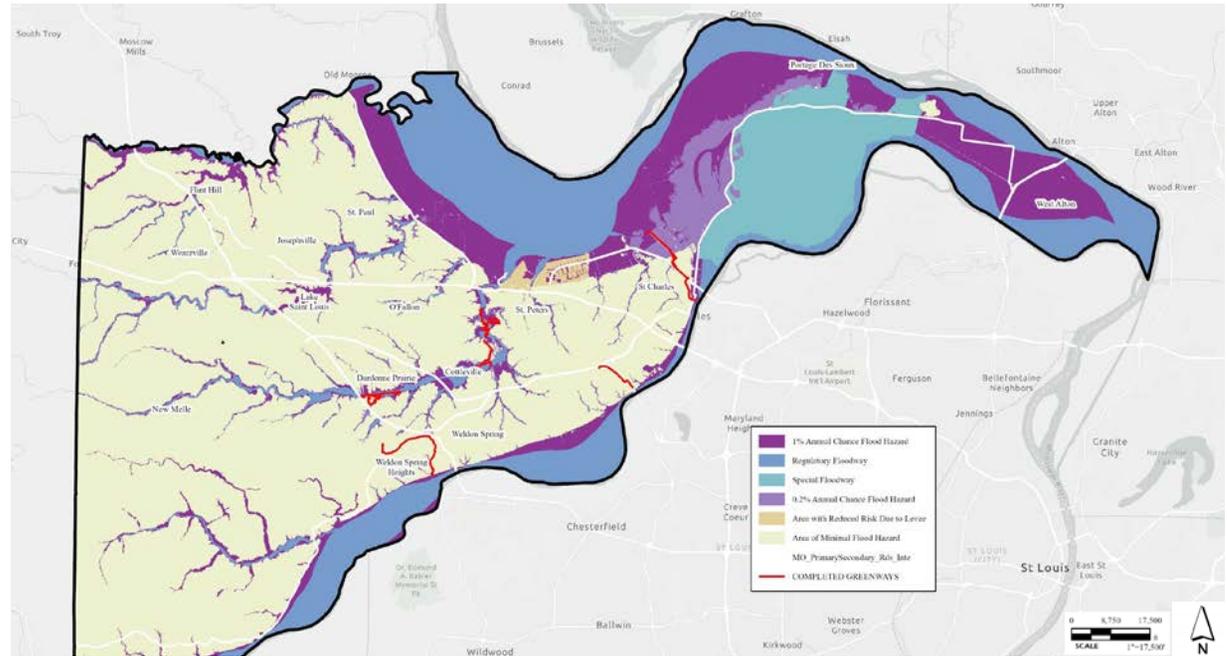


Figure 3.3: Floodways within St. Charles County. Source: SCI Engineering

Parks and Conservation Areas

A main goal of the master plan is to locate greenways near existing resources, linking the community with green spaces and green infrastructure, and guiding the expansion of future greenway development. Located within St. Charles County there are approximately 140 parks, including state, county and municipal parks and conservation areas. These parks are shown in Figure 3.4: Existing Parks and Conservation Areas within St. Charles County. Many of the parks already provide trails to connect to existing and future greenway trail systems.



Figure 3.4: Existing Parks and Conservation Areas within St. Charles County. Source: PDS

Cultural Resources

St. Charles County is situated within an important geographic region; the confluence of the Mississippi and Missouri Rivers. These rivers have functioned as major transportation routes both historically and prehistorically. Because of this, the area where these two important rivers come together has been a locus of occupation and activity since humans first entered the region some 12,000 years ago.

Archaeological Sites

In addition to serving as the highways of the past, these rivers and their associated sloughs, ridge and swale complexes, meander lakes, and fertile floodplains provided a resource-rich environment for the prehistoric inhabitants of the region. The utilization of these resources by prehistoric peoples for over 11,500 years has left a rich archaeological record in St. Charles County. Currently, there are over 2,200 known archaeological sites reported in the county. The majority of these sites are known as the result of federally mandated archaeological investigations associated with the development and growth of the county. As much of this growth and development has occurred in and around urban areas, a large portion of the reported archaeological sites occur in and around the municipalities. Only about one-third of the county has been subjected to archaeological investigations and therefore, many sites have yet to be discovered and recorded.

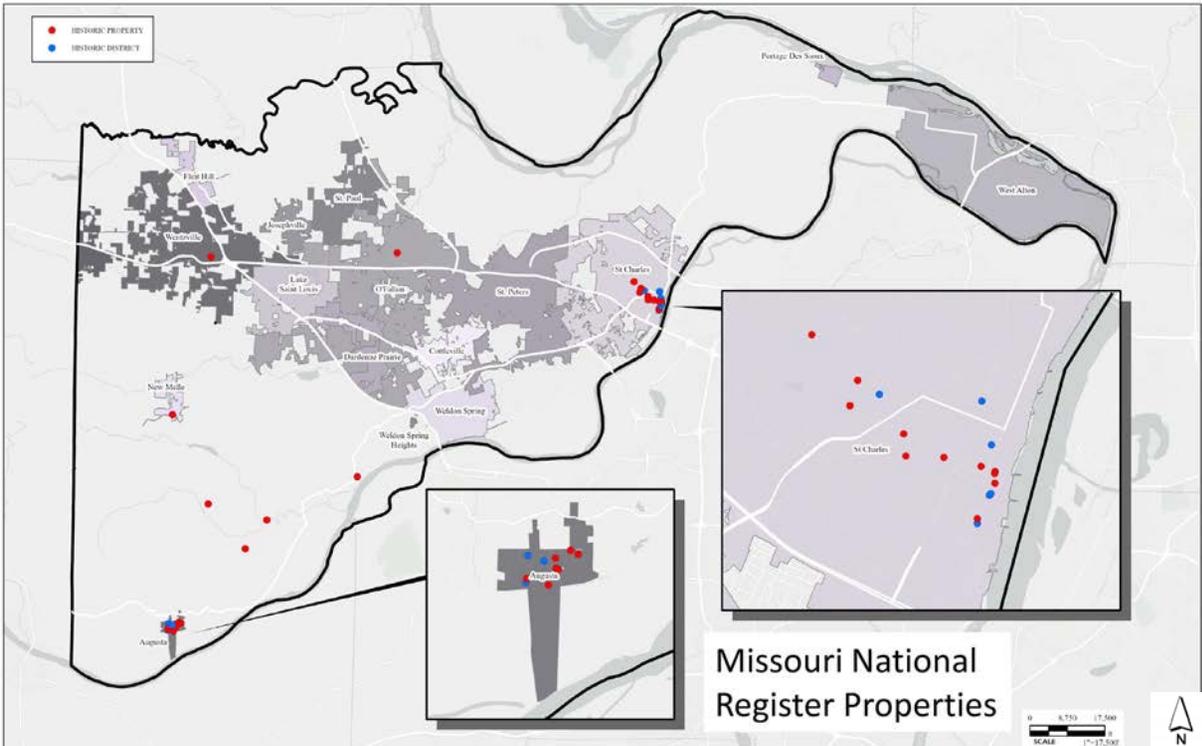


Figure 3.5: Missouri National Register of Historic Places in St. Charles County. Source: SCI Engineering

Historic Sites

In addition to archaeological sites, there are also numerous examples of standing architecture that have historic significance. The majority of these are associated with important people and events in the history of the county, the State of Missouri, and the United States. Historical significance is formalized by inclusion in the National Register of Historic Places (NRHP). There are 35 historic properties and districts listed on the NRHP in St. Charles County, as shown in Figure 3.5: Missouri National Register of Historic Places in St. Charles County. There are hundreds of other buildings and structures within the county that are potentially eligible for listing on the NRHP, but have yet to be nominated.

Transportation Infrastructure

Greenway corridors may be developed separately from or adjacent to roadways. They may intersect roadways at various locations with either at-grade crossings, overpasses or underpasses. If a greenway requires a crossing of a major highway or Interstate, an above-grade or below-grade crossing is likely to be the only safe option, as shown in the existing greenways pictured in Figure 3.6 below. If a greenway is able to take advantage of an existing overpass or underpass, construction cost can be reduced greatly. If a greenway is able to be developed in conjunction with a roadway improvement project, there may be opportunities to leverage funds and save money by completing the projects together.

For this greenway plan, CBB Transportation analyzed the St. Charles County transportation infrastructure, bicycle/vehicle crash history, and roadway improvement plans to provide context on the roadway network and identify issues and conflicts. A summary of the findings is below, and further information can be found the Appendix.

- The triangle formed between Interstates 70 and 64 is mostly developed. New growth in St. Charles County is occurring primarily south/west of I-64 and north/west of I-70.
- St. Charles County has an extensive roadway and freeway network. Major freeways (I-70, I-64, MO 370, and MO 364) traverse primary east/west across the county. Each of these freeways has a major bridge connection across the Missouri River to St. Louis County. Heavy traffic flows occur on arterial roadways. Currently the Missouri River crossings along I-64, MO 364, and MO 370 all contain dedicated bicycle/pedestrian facilities. These crossings are all connected in St. Charles County via the Katy Trail. There are also bicycle lanes on the Clark Mississippi River Bridge to Alton.
- St. Charles County has a 1/2-cent transportation sales tax (first enacted in 1985) which is used to enhance roadway mobility and safety. Improvements are funded through the St. Charles County Road Board and included in the county's three-year Transportation Improvement Plan (TIP). The 1/2-cent transportation sales tax generates approximately \$25 million each year. These monies are leveraged with state, federal, city, and private funding to generate about \$50 Million in annual roadway improvements. There are opportunities to partner and add/enhance bicycle and pedestrian improvements to these projects.
- There are approximately 60 bike/pedestrian crashes a year (or five per month) in St. Charles County, of which 89% resulted in injuries and 23% resulted in serious injuries or death, with a total of 20 fatalities between 2013 – 2018. The ten roadways with the highest total bike/pedestrian crashes are all high-volume/high speed roads. Eight of the 20 fatalities occurred on freeways. Safe alternatives for pedestrians and bicyclists are needed.

Figure 3.6:

(Right) Bicycle Crossing of the Missouri River

(Far Right) Existing Centennial Greenway Highway Overpass



Existing Greenways and Trails

Great Rivers Greenway has already built several greenway segments in St. Charles County, which are described in the sidebar to the right. There are other existing trails in parks and conservation areas and throughout the cities of St. Charles, O'Fallon, St. Peters, Lake Saint Louis, Wentzville and Cottleville. Most of these trails, mapped in Figure 3.7 below, are not connected into a greenway network. The Katy Trail State Park is the country's longest trail made from a former railroad right-of-way. It runs along the south of the county and extends west to Clinton, MO for a total distance of 240 miles. A portion of this trail runs along the southern border of the county.

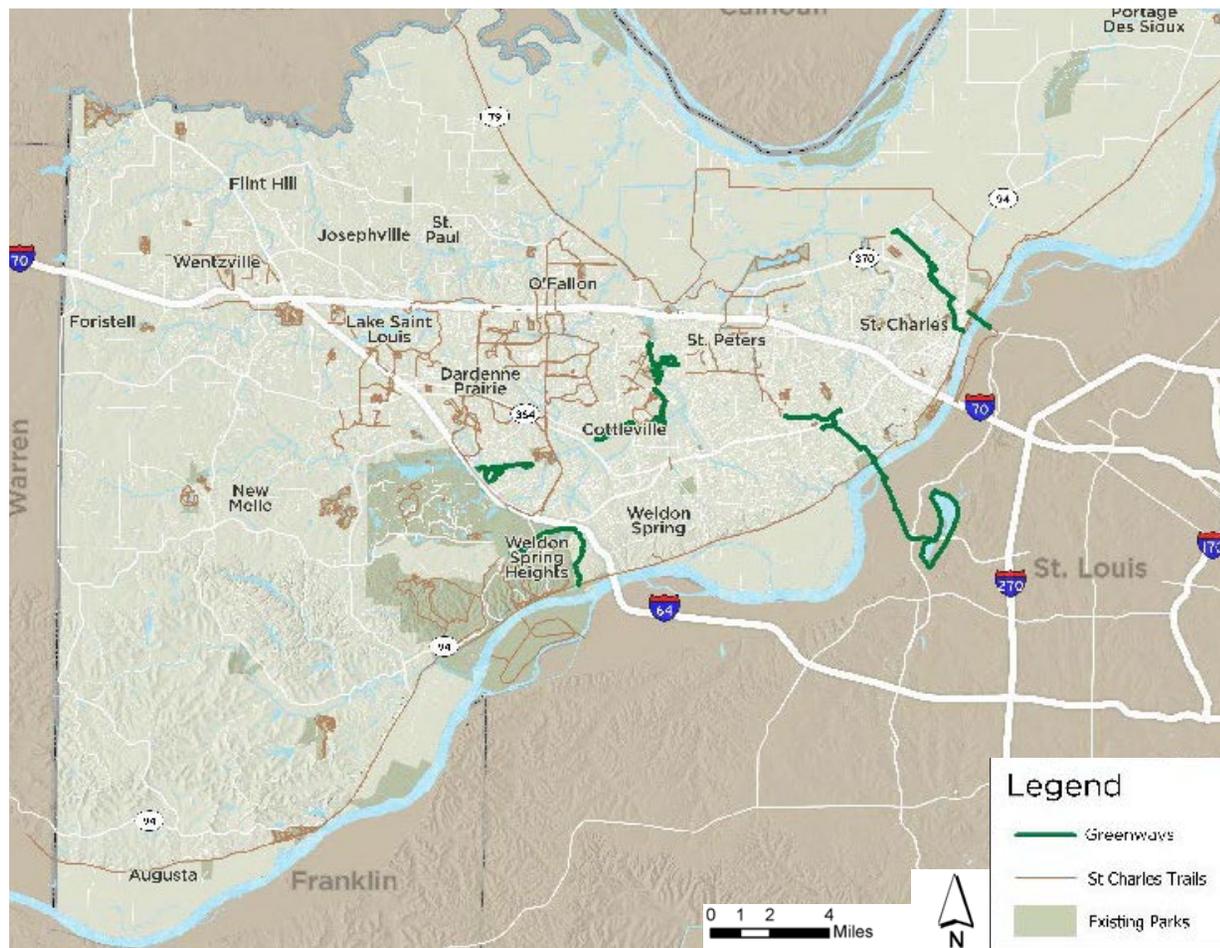


Figure 3.7: Existing Parks, Trails and Conservation Areas within St. Charles County. Source: PDS

Greenways in St. Charles County:

- **Boschert Greenway** extends 5.4 miles within the City of St. Charles
- **Dardenne Greenway**, currently in two segments; 6.9 miles in St. Peters and Cottleville and 4.1 miles in Dardenne Prairie, with a future vision to connect the sections and extend north to 370 Lakeside Park
- **Centennial Greenway** in St. Peters and St. Charles connects across the Missouri River at the Page Avenue Bridge to trails in St. Louis County; 2.7 miles long with an additional 1.5 miles in development.
- **Busch Greenway** in Weldon Spring, from Weldon Spring Heights through the Busch Memorial Conservation Area; 2.9 miles long with an additional 2.7 miles envisioned.

Golf Carts on the Greenways

Several of the project partners identified that golf cart use on existing bicycle/pedestrian trails in St. Charles County is increasing, resulting in safety and maintenance issues. The problem is that trails are too narrow to accommodate golf carts in addition to other trail users. Pedestrians and cyclist do not expect to see golf carts on trails which creates a safety issue. The golf cart use can put additional stress on the trails increasing the maintenance requirements.

Existing Studies and Reports

Municipalities within St. Charles County have completed master plans, pedestrian and bicycle plans, or parks and recreation master plans. Many of these include a development plan for trails, sidewalks and bike lanes within the municipality. As part of the data collection process, existing studies and reports completed in the last 10-15 years were reviewed. Each of the municipalities' planned trail alignments were identified and mapped in GIS, as shown in Figure 3.8. The plans reviewed are listed in the sidebar to the right and a full summary of the data collected can be found in the Unabridged Data Collection Report in the Appendix.

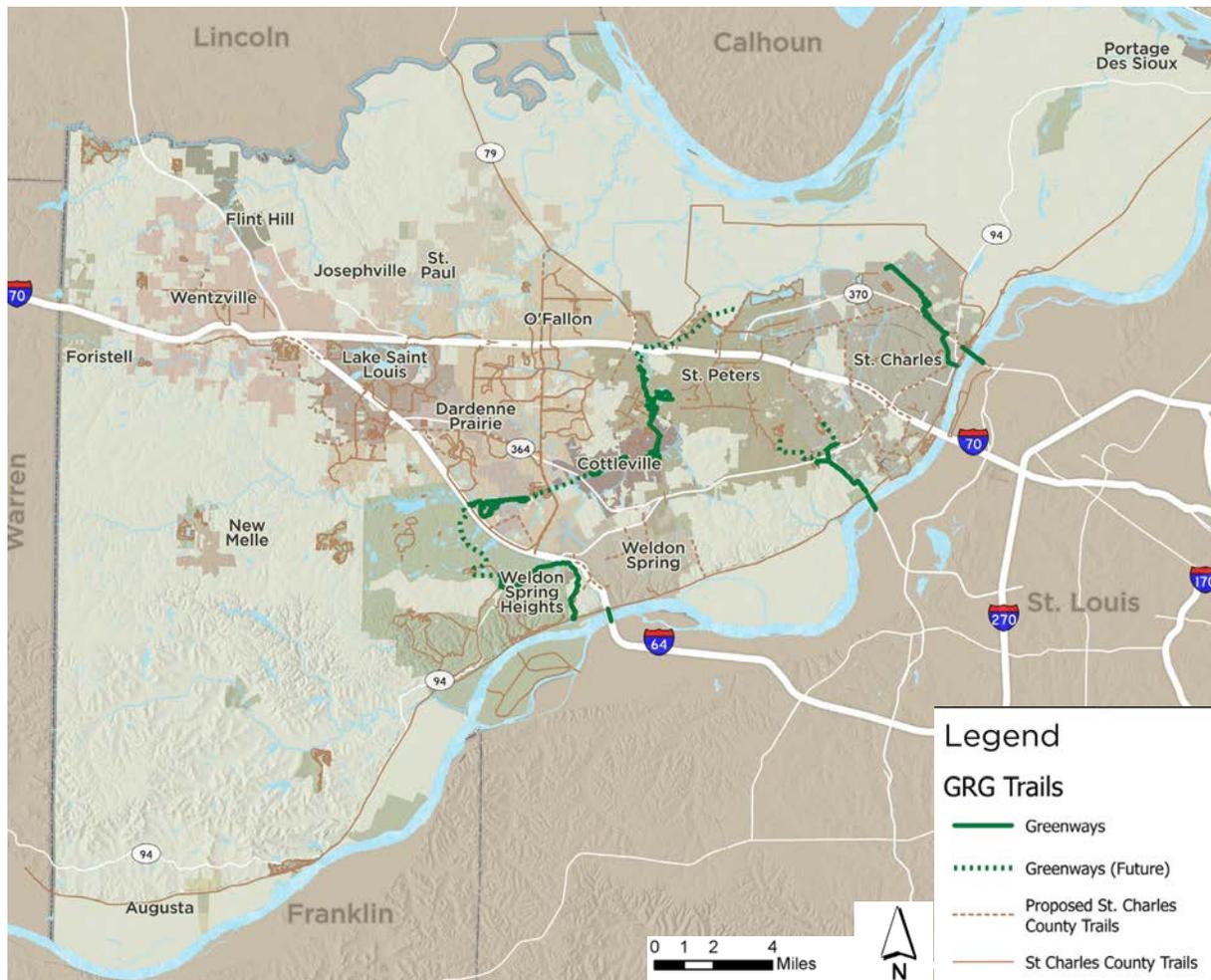


Figure 3.8: Trails Proposed by Existing Studies and Reports. Source: PDS

Existing Studies Reviewed:

- St. Charles County Envision 2030 (2019)
- Dardenne Prairie Parks and Recreation Master Plan (2019)
- City of Wentzville Comprehensive Plan (2018)
- City of Lake Saint Louis Comprehensive Plan (2017)
- City of St. Charles Bike and Pedestrian Plan (2016)
- City of Weldon Spring Comprehensive Plan (2008, update 2015)
- City of O'Fallon Comprehensive Plan (2008, update 2015)
- City of O'Fallon & Bike and Trail Plan (2015)
- City of Dardenne Prairie Comprehensive Plan (2014)
- City of St. Peters Comprehensive Plan (2003)
- Dardenne Creek Greenway: O'Fallon Sports Park to Cottleville Legacy Park (2015)

GIS Data Inventory

GIS Data was collected for St. Charles County on various subjects, including population density, land use, topography, people of color, vehicle ownership, and other valuable information that could project site context and aid in the evaluation of potential greenway corridors. Some of this information is summarized below in Figures 3.9-3.12 (Source: PDS).

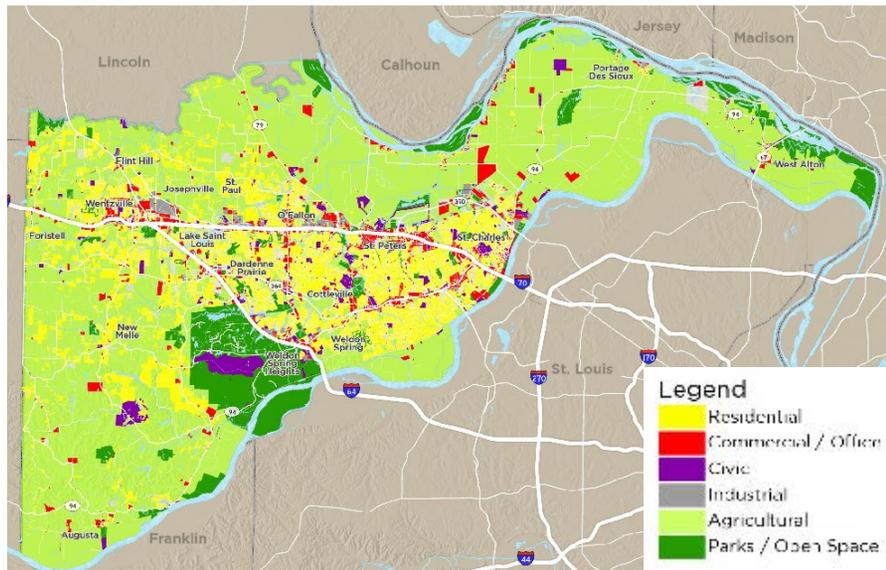


Figure 3.9: Land Use

The county's development is highly concentrated in the central triangle between Interstates 70 and 64. Outside of this area, much of the land is agricultural and open space. Locating a greenway in an undeveloped or agricultural area is less expensive than building a corridor in an already developed area.

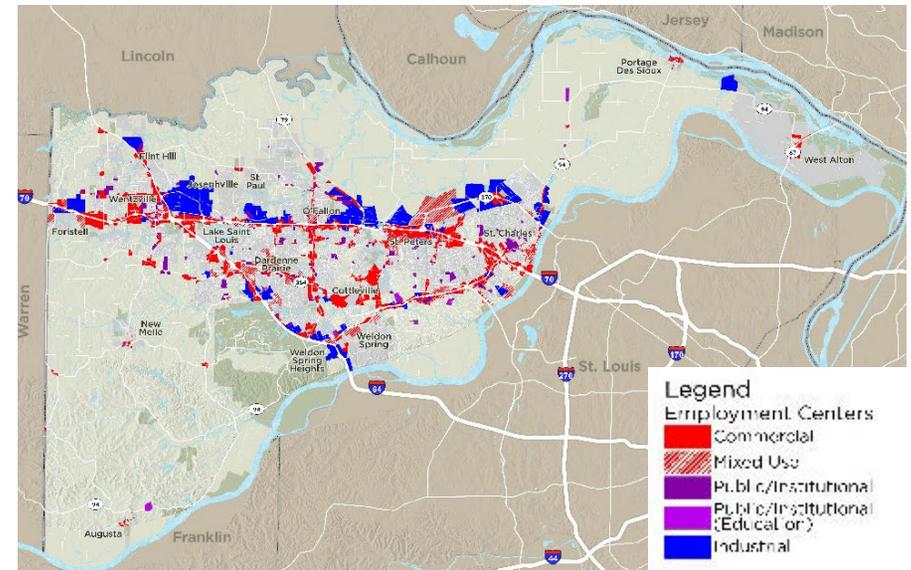


Figure 3.10: Employment Centers

Major employment centers are concentrated in the triangle formed by Interstates 70 and 64 and to the north and west of this area. There are very few employment areas in the north or southwest regions. Locating greenways near employment centers enables employees to commute using greenways.

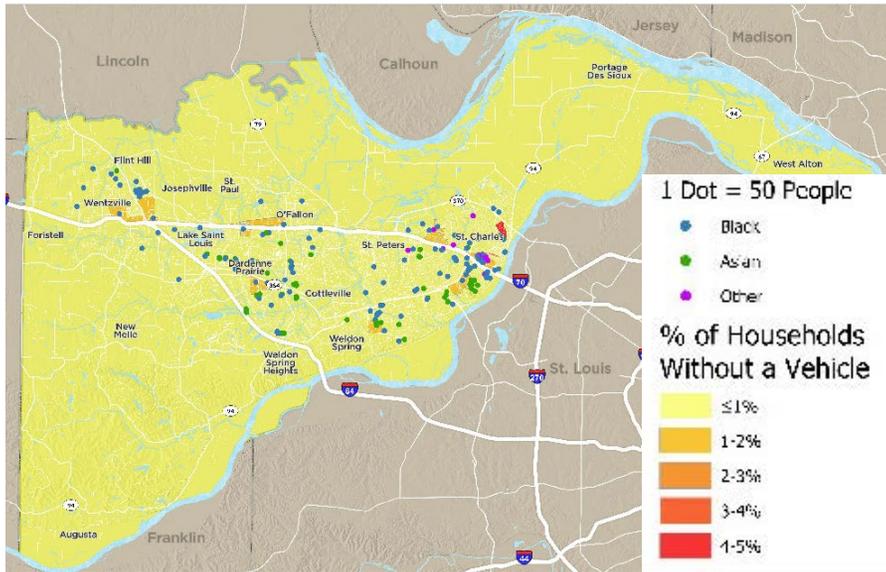


Figure 3.11: Populations of People of Various Ethnic Backgrounds and Vehicle Ownership

Locating greenways near people of various ethnic backgrounds helps ensure that greenway access is equitably distributed among all residents. Locating greenways near areas with lower rates of vehicle ownership provides an alternate mode of transportation to these people.

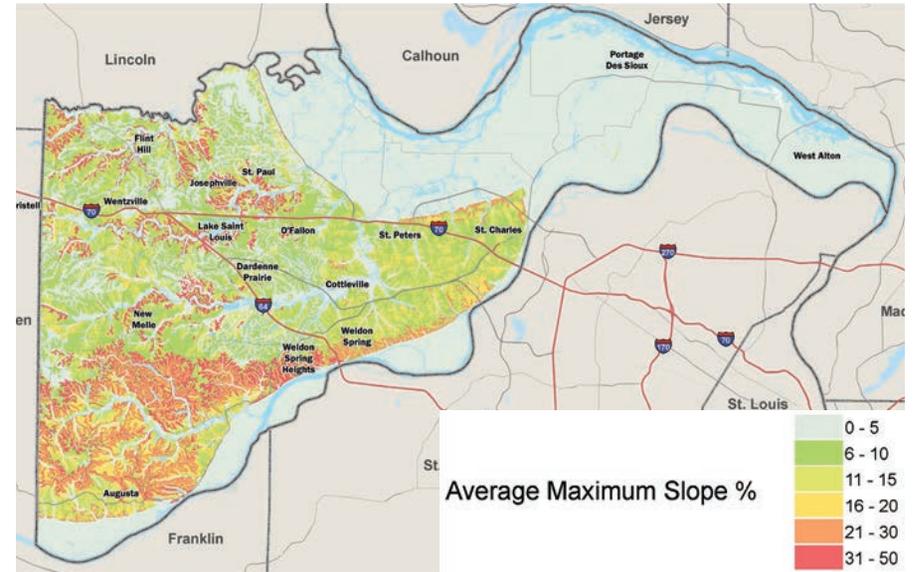


Figure 3.12: Topography

Average maximum ground slopes largely range from 0-15% in the central portion of the county. The southern area of the county has the most elevation change with slopes averaging 21-30%. Locating a greenway in areas with steep slopes results in higher development costs compared to areas with less elevation change.

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%

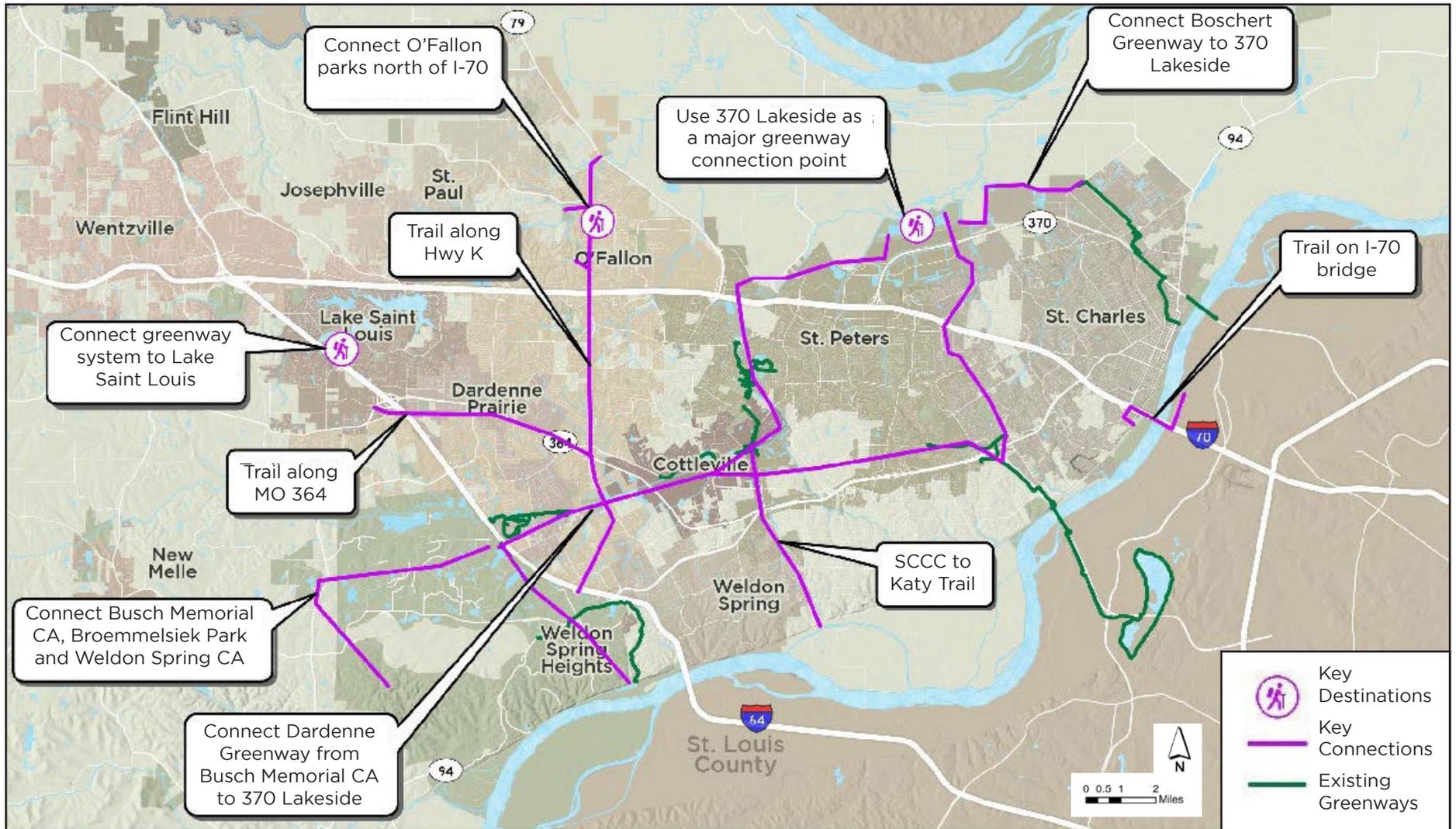


Figure 3.13: GIS Map of the Most Commented Destination and Connections from Fall 2019 Public Survey Interactive Map. Source: PDS

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.

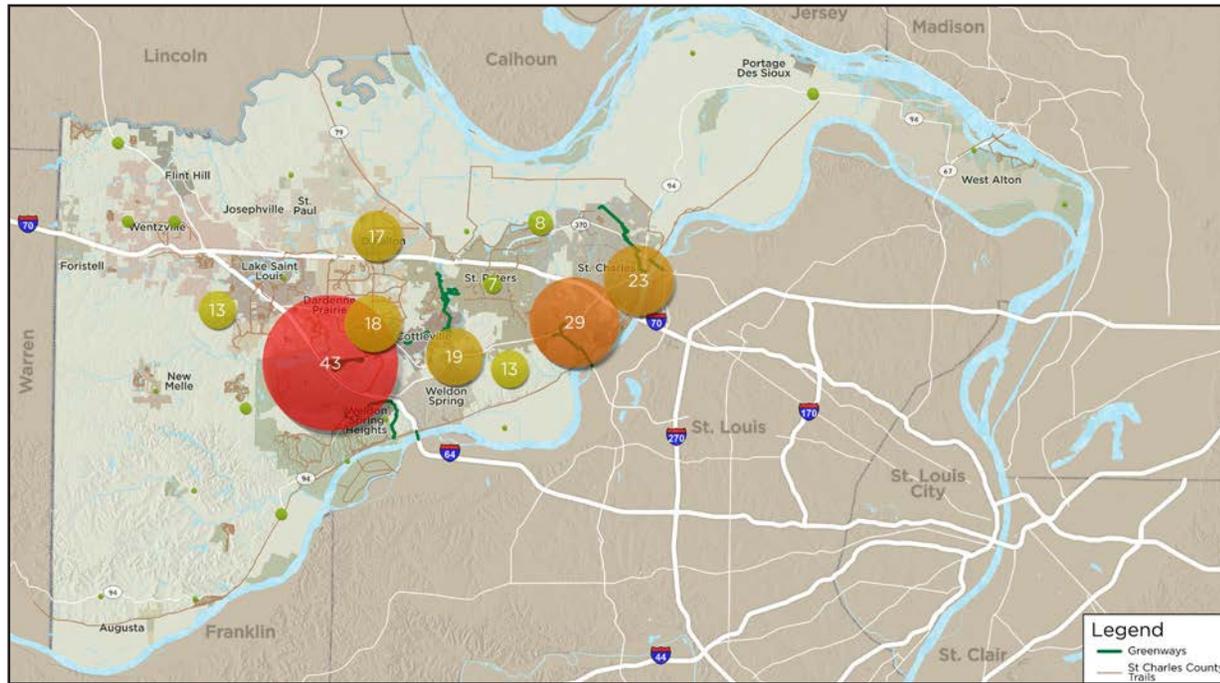


Figure 3.14: 'Heat Map' of the Most Commented Destination and Connections from Fall 2019 Public Survey Interactive Map. Source: PDS

370 Lakeside Park / New Town

370 Lakeside Park and New Town were frequently suggested as destinations. In addition to the connection from 370 Lakeside south to the Dardenne Greenway, there was a desire to connect eastward to New Town and the Boschert Greenway and continue to the connection to the Katy Trail in St. Charles City. A complete loop was suggested by connecting the Katy Trail to the Boschert Greenway, connecting to 370 Lakeside, then connecting southwest through St. Peters, Cottleville, O'Fallon and Dardenne Prairie to the BaratHaven Trail, then connecting south back to the Katy Trail near Weldon Spring Heights.

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 Zumbahl 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.



SECTION 4

ANALYSIS

Dardenne Greenway

ANALYSIS

St. Charles County Greenway Master Plan

The analysis portion of the greenway planning process involved an examination of potential greenway destinations, connections and development of a greenway evaluation matrix, which was used to evaluate, compare and prioritize greenway options.

Destinations Analysis

The destinations analysis included a compilation of cultural destinations created by the planning team, the community preference information that was gleaned from the Fall 2019 Online Public Survey, an evaluation of potential connectivity between proposed and existing greenways and trails, and greenway preference factors determined in the public survey. Key cultural destinations were determined by the planning team through a process of compiling GIS maps of local parks, commercial areas, recreation destinations, higher education campuses, museums and existing greenways and trails. A map of the compiled destinations can be seen in Figure 4.1: Key Cultural Destinations.

Community Input on Destinations and Connections

In the Fall 2019 Online Public Survey, respondents were able to select locations on a map of St. Charles County and add a geo-located comment to the survey. Many of these comments suggested greenway destinations and connections throughout St. Charles County. Connection of existing trails and greenways was a top priority of community respondents in the online survey and in data collected at project partner and stakeholder meetings. Connection of existing greenways and trails amplifies the benefits of new greenways by contributing to a larger, more complete overall network. The Fall 2019 Online Public Survey asked respondents to rate the potential greenway characteristics that were most important to them. The top response was “Being in nature,” and the next most common responses were “Being near your home,” “Views of rivers and waterways” and “Connecting to regional parks & trails.”

As the central area of St. Charles is almost entirely developed, large parks and conservation areas offer the best opportunity for greenway users to experience nature. In addition, most of St. Charles County’s existing trails are located within parks. Connecting to existing parks was found to be a top priority for greenway locations.

Greenway Development Priorities

The analysis of data collected in the Fall 2019 Online Public Survey and from project partners and stakeholders factors that should be prioritized when evaluating potential greenway corridors. These factors are:

- Connect all existing Greenways
- Focus on central core of St. Charles County (closest to people)
- Connect existing large parks to provide access to nature
- Complement municipal plans (ex. “O’Fallon Connected”)

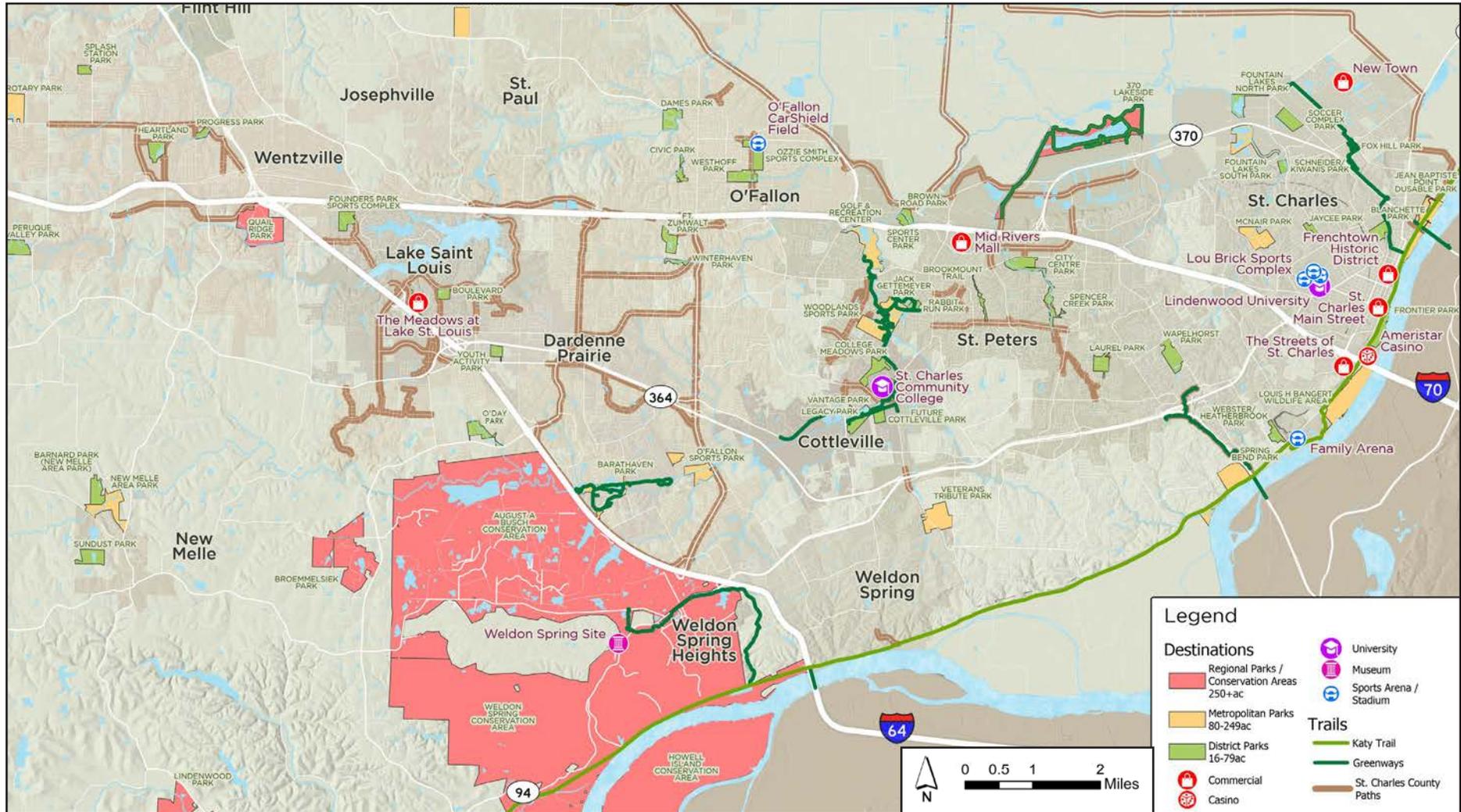


Figure 4.1: Key Cultural Destinations. Source: PDS

Greenway Evaluation Matrix Development

During the analysis phase, the planning team and the Project Partners developed a set of greenway evaluation factors that could be used to compare and prioritize proposed greenway corridors. Within each category of criteria, specific evaluation factors were determined. These factors were then placed into a matrix, which enables side-by-side evaluation of multiple potential greenway corridors. Each greenway concept could be given a rating for each factor and a total rating for each category. The results could then be analyzed and compared in order to determine corridor priorities. The evaluation factors are listed in the sidebar to the right. This tool was utilized in the next phase of the project, greenway concepts, to compare and evaluate the proposed greenway corridor concepts.

The planning team and project partners worked together to determine a specific definition for each evaluation factor category and the specific factors that would be rated within each category. The ratings of the factors within each category would be averaged to determine the total rating for each category. The planning team and project partners decided that each factor should be rated on a scale of 0-3. The greenway corridor evaluation factor categories are listed as follows, along with their evaluation factors and definitions.

Existing Greenways, Trails, and Parks

Greenways that connect to other greenways, trails, and parks expand the public spaces for people to enjoy and increase the number of destinations.

- Number of Key Connections - How much the connections formed by this corridor contribute to the overall goal of a connected greenway network.
- Reduces Fragmentation - How well the corridor connects existing trails and greenways to create longer continuous trail lengths.
- Number of Key Destinations - Important recreational, cultural, social and workplace destinations along this corridor.
- Length of Trail Created - Total length of trail created compared to other options.
- Near Libraries and Schools - The quantity the greenway connects to close by.
- Potential for Increased Use of Existing Greenways - How much the new corridor will connect new residential areas with existing greenways.

Matrix Evaluation Factor Categories

To establish these evaluation factors, the planning team worked closely with the project partners to determine what aspects of greenways are most important to their communities. This information was refined into the 10 greenway evaluation categories listed below.

1. Existing Greenways, Trails and Parks
2. Population Density
3. Safety
4. Cost
5. Community Preference
6. Sustainability
7. Accessibility
8. Natural Resources
9. Cultural Resources
10. Equity

Population Density

Greenways built near where many people live are used more for both recreation and transportation and thus provide more physical and mental health benefits.

- Near Populated Areas - The population density of the area immediately surrounding the corridor.
- Near Employment Centers - The amount of employment centers and workplaces along and near to the route of the corridor.
- Near Popular Destinations - How many popular recreational, cultural, educational and community destinations are along or nearby the route of the corridor.
- Future Population Growth - How much the area surrounding the corridor is projected to have high levels of population growth.



Safety

Minimizing on-road greenways and limiting greenway intersections with high traffic, high-speed roads helps greenway users feel safer and more comfortable.

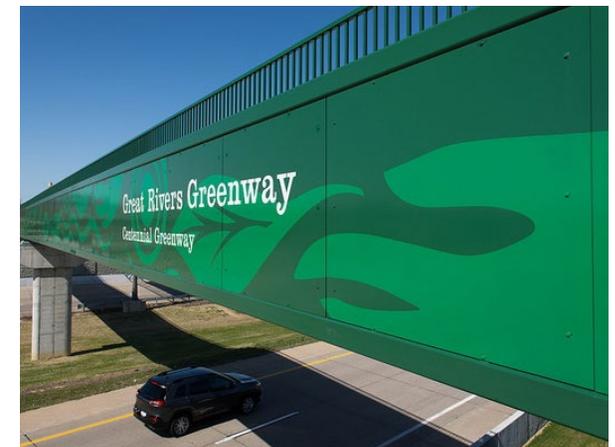
- Minimizes On-Road - A higher rating means the corridor does not follow roads.
- Minimized At-Grade Crossings - A higher rating for fewer at-grade crossings.
- Separated from Vehicle Traffic - Greenway is physically separated from roadways.



Cost

Greenways are planned, designed, engineered, built, operated, and maintained using taxpayer dollars supplemented by grants and donations. All greenway development and maintenance must use these funds responsibly.

- Land Acquisition Effort - Effort and funds required to secure land for the corridor, affected by parcels and property owners involved and property values.
- Length of Trail - A lower number represents a longer trail length and higher cost.
- Property Easements Required - Probable effort to acquire easements.
- Permitting/Approvals - Lower rating equals more densely populated and developed areas that require more effort for permitting and approvals.
- Trail Infrastructure - A lower rating represents more costly infrastructure that will be required, such as bridges, underpasses or retaining walls.
- Potential to Leverage Other Funding Sources - A higher number represents a greater potential to leverage other sources of funding.
- Maintenance Costs - A longer trail length with more infrastructure costs more to maintain, which is represented by a lower number.





Community Preference

Greenways are developed with public and private funds for the benefit of the entire community. Priorities and locations for development should reflect and be consistent with the expressed preferences of that community.

- Support by Residents - Higher number equals demonstrated public preference.
- Support by Project Partners - A higher number indicates partner preference.
- Support by Regional User Groups and Organizations - A higher number represents preference shown by groups like bicycling and walking organizations.

Sustainability

Through design and maintenance, greenways can manage stormwater, improve water quality, and create healthy habitats for people and for native plants and animals in the region. Greenway construction using locally sourced, recycled, and rapidly renewable materials reduces the environmental impact.

- Frequency of Flooding - Lower rating represents higher likelihood of flooding.
- Opportunity to Conserve Natural Resources - Higher rating represents an opportunity for the project to have an environmental preservation component.
- Partners' Capacity to Maintain - A measure of the ability of the municipalities through which the greenway runs to maintain with greenway level-of-care.
- Level of Maintenance Required - Lower rating equals more maintenance effort.

Accessibility

Greenways without steep slopes are easier for people of all ages to enjoy whether you are walking, bicycling, pushing a stroller or using a wheelchair.

- Topography over 10% Grade - Lower number for more steep slopes to traverse.
- Trail Access Points - Number of access points compared to other options.
- Number of Trailheads Accessible within a 5-minute Walk - Number of existing trailheads located nearby.

Natural Resources

Greenways built along prairies, forests, wetlands, and waterways create opportunities to restore natural systems, preserve sensitive areas, and engage people as volunteers and partners in environmental stewardship.

- Potential for Environmental Interpretation - Higher rating represents an opportunity to include educational signage along the greenway
- Proximity to Natural Features - Rivers, bluffs, habitat areas, etc.
- Proximity to Water - Closeness to rivers, lakes or other natural water features.
- Need for Restoration - Higher number represents higher restoration need.
- Avoids Sensitive Natural Areas - Higher number means that the corridor avoids sensitive habitats and environments like wetlands.



Cultural Resources

Cultural sites along a greenway that are open to the public create an opportunity to build intellectual and emotional connections between people and the inherent meanings of these cultural resources. Cultural sites that are not open to the public must not be disturbed out of respect.

- Opportunity for Cultural Resource Interpretation/Education - Higher rating represents an opportunity to include educational signage along the greenway.
- Avoids Sensitive Cultural Resources - Higher number means route will not traverse easily damaged features like archaeological sites or fragile historic structures.
- Includes Cultural Resource Destination - Higher number means a destination with cultural or historic significance is located along the route.
- Historic Sites - Higher number means historic sites are located along the route.



Equity

Greenways built in places where many people of various ethnic backgrounds, people with disabilities, people with low incomes and/or people with low vehicle ownership live, work, and learn help to create more equitable outcomes for all people.

- Ease of access for low-income families - Route passes nearby areas with higher populations of low-income families.
- Ease of access for people of various ethnic backgrounds - Route passes nearby areas with higher populations of people of various ethnic backgrounds.
- Accessible by public transit - Route passes nearby public transportation stops.



The Greenway Evaluation Matrix

All of the greenway corridor evaluation categories and specific evaluation factors were created to be utilized in an evaluation matrix by which specific greenway concepts can be compared and prioritized. Each greenway concept is given a score of 0-3 for each evaluation factor. The score for each factor in a category (i.e. “community preference”) is totaled. Then, the scores for each category can be added together equally, or some categories can be weighted to have a heavier influence on the total score. The evaluation used in this document does not include any weighting of the scores since that process would need to be tailored to each of the project partner communities. As greenway projects begin to be developed, each project partner can chose to use the evaluation matrix to analyze corridor options and weight some factors more heavily, if that aligns better with the preferences of their community.

The evaluation matrix is essentially a chart in which each of the scores of multiple greenway concepts can be compared side-by-side. Each greenway corridor being evaluated is listed in the top row of the matrix, and all of the evaluation categories and individual evaluation factors are listed in the left most column. Then, the matrix is filled out with the scores for each greenway corridor listed in a single column, and the scores for each evaluation factor filling out an entire row. The matrix was utilized during the planning process to compare and prioritize the greenway corridor concepts that were proposed in the Greenway Concepts section. The results of this evaluation are discussed in the Greenway Master Plan section.

Matrix Evaluation Factor Categories

1. Existing Greenways, Trails and Parks
2. Population Density
3. Safety
4. Cost
5. Community Preference
6. Sustainability
7. Accessibility
8. Natural Resources
9. Cultural Resources
10. Equity



SECTION 5

GREENWAY CONCEPTS

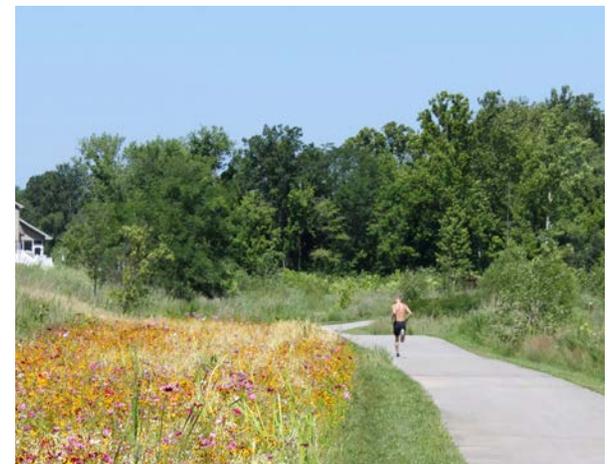
GREENWAY CONCEPTS

St. Charles County Greenway Master Plan

The Greenway Concepts were developed based on the results of the data collection and analysis phases of the planning process. Through this process, nine potential greenway corridors were identified. The nine corridors include three corridors that would expand the existing Dardenne Greenway; one would expand the existing Boschert Greenway; one would expand the existing Centennial Greenway; one would connect the St. Charles Community College to the Katy Trail; one would connect the existing Busch Greenway to the Dardenne Greenway; and two would expand into areas in the northwest portions of St. Charles County that do not currently have greenways identified in the Great Rivers Greenway River Ring Plan.

The specific greenway corridors that were determined from the master planning process are listed below and shown in the map in Figure 5.1: Potential Greenway Corridors. The potential corridors are shown in orange/yellow, and active greenway projects are shown in dark green. Existing paths and trails within St. Charles County and the municipalities are light brown lines, the existing Katy Trail is a light green line, and existing greenways are shown as dark green lines. The map also shows existing parks and conservation areas in red, orange and light green. The identified greenway corridors are:

1. Dardenne Greenway - Broemmelsiek Park to BaratHaven Park
2. Dardenne Greenway - Bluebird Meadow Park to Legacy Park
3. Dardenne Greenway - Jack Gettemeyer Park to 370 Lakeside Park
4. Boschert Greenway - 370 Lakeside Park to Fountain Lakes North Park
5. Centennial Greenway - MO 364 to 370 Lakeside Park
6. St. Charles Community College to the Katy Trail
7. Busch Greenway - Weldon Spring Heights to BaratHaven Park
8. Busch Memorial Conservation Area to Rotary Park
9. Heartland Park to Brown Road Park



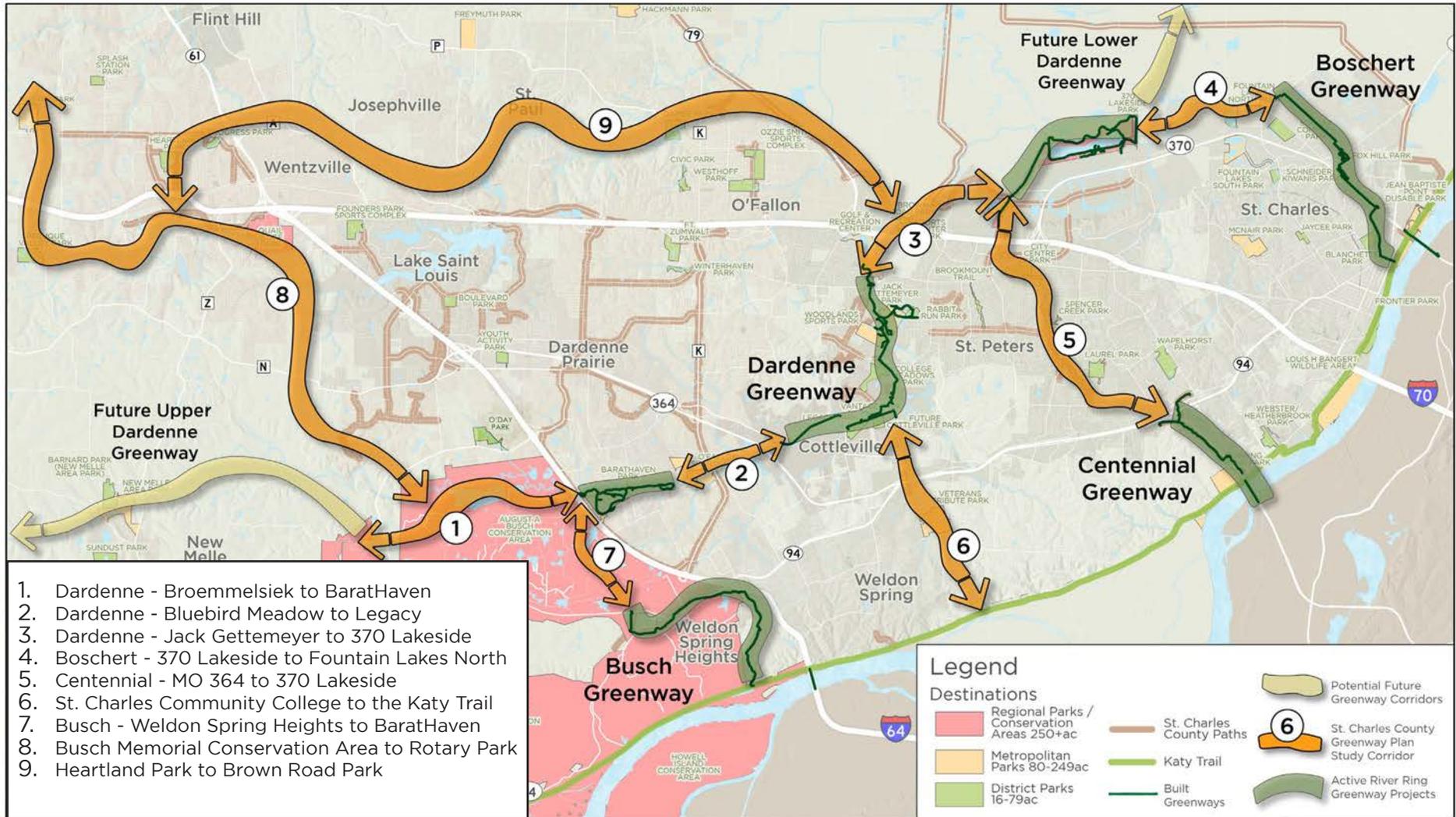
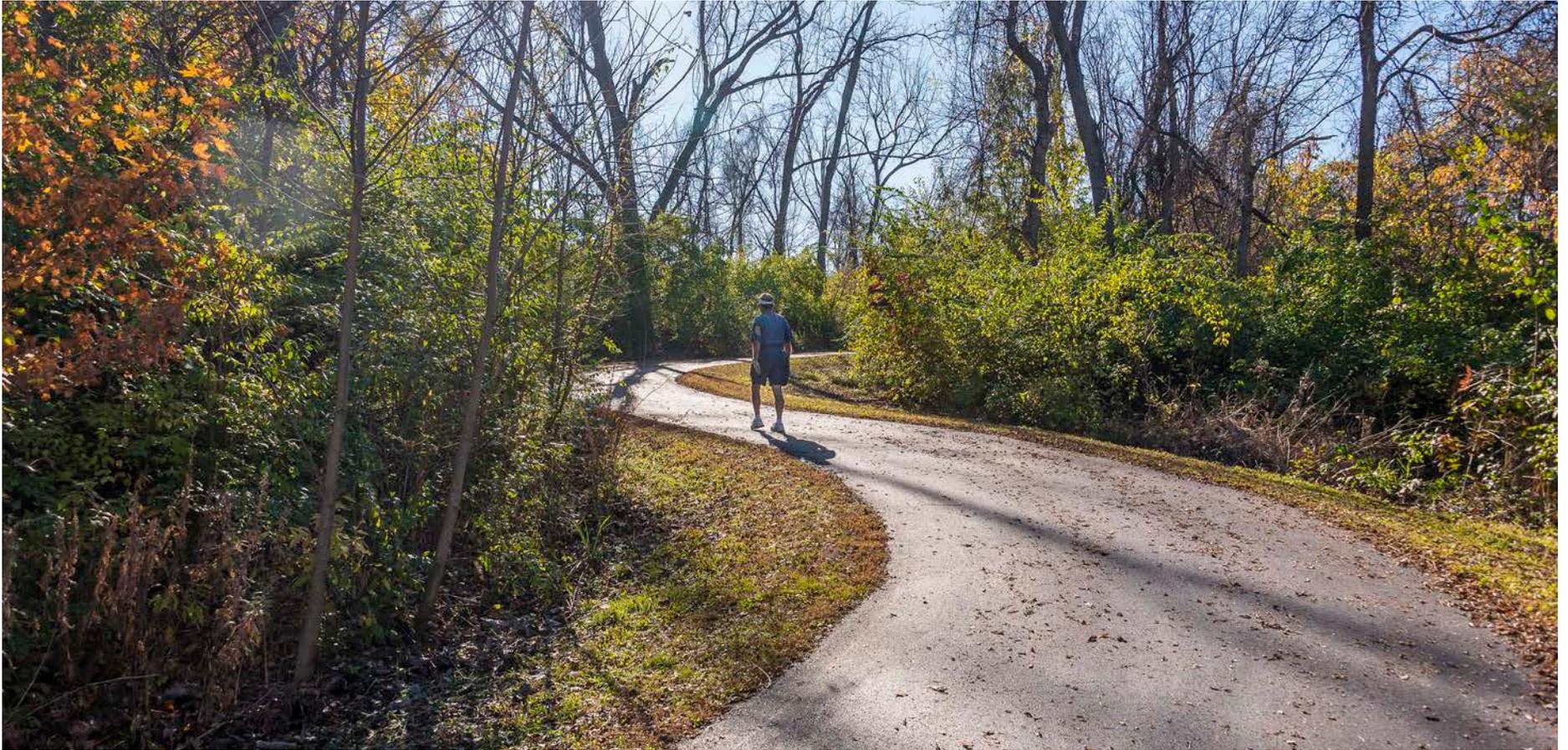


Figure 5.1: Potential Greenway Corridors. Source: PDS

Figure 5.1 above shows a conceptual map of each of the potential greenway corridors within St. Charles County. The exact routes of each corridor will be determined at a later phase of project development. The next section contains an analysis identifying the pros and cons of each corridor and the results of the greenway evaluation matrix evaluation for each corridor.



Greenway Corridors Pro and Cons

This section includes an analysis of the pros and cons and the results of the greenway evaluation for each corridor. The pros and cons considers all of the greenway evaluation factors that were determined in the analysis phase: connection to existing greenways, trails and parks; population density; safety; cost; community preference; sustainability; accessibility; natural resources; cultural resources and equity. For each greenway corridor, the results of the greenway evaluation analysis is shown on the following pages.

Top priorities for greenways:

1. Connect all existing greenways
2. Focus on central core of St. Charles County (closest to people)
3. Connect existing large parks to provide access to nature
4. Complement municipal plans (discussed in the Data Collection section of the master plan)

1 - Dardenne Greenway - Broemmelsiek Park to BaratHaven Park

The pros of this corridor include that it is located in the area most requested for a new greenway in the Fall 2019 Online Public Survey. It is within the natural setting of the conservation area and provides access to nature. The route through the conservation area simplifies land acquisition because of the small amount of existing land owners. It provides access to existing parks, including connections to BaratHaven and Broemmelsiek Park and the Busch Memorial Conservation Area. It connects to populated areas within the central core of the county. Cons for this route include that it requires crossing Interstate 64, which could be costly. It would not add any additional land for conservation, as the route is already through a conservation area. It does not reduce fragmentation of the existing greenway network, as it connects to only a single existing greenway.

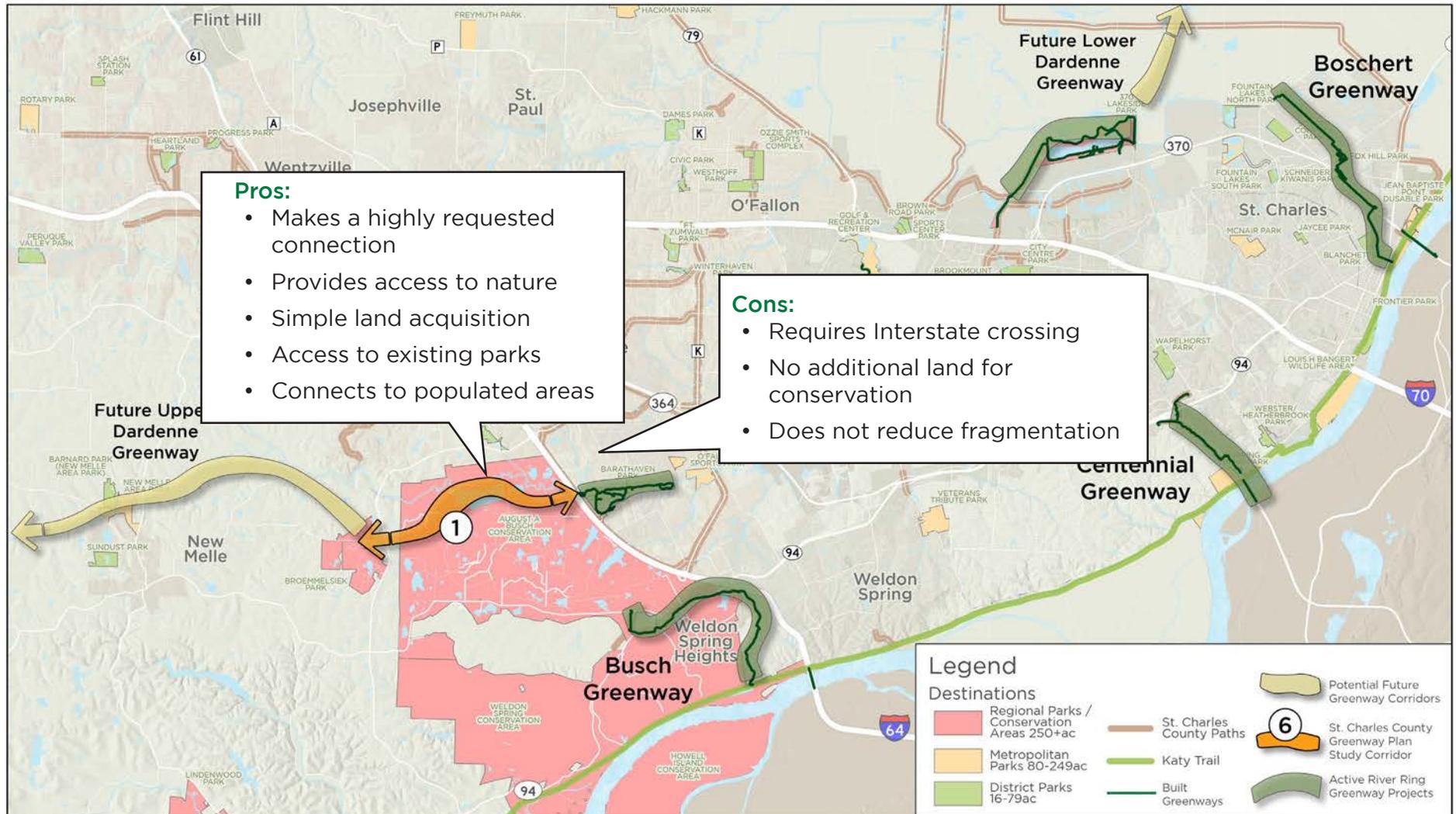


Figure 5.2: Corridor 1 - Dardenne /Busch Greenway - Broemmelsiek Park to BaratHaven Park. Source: PDS

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.

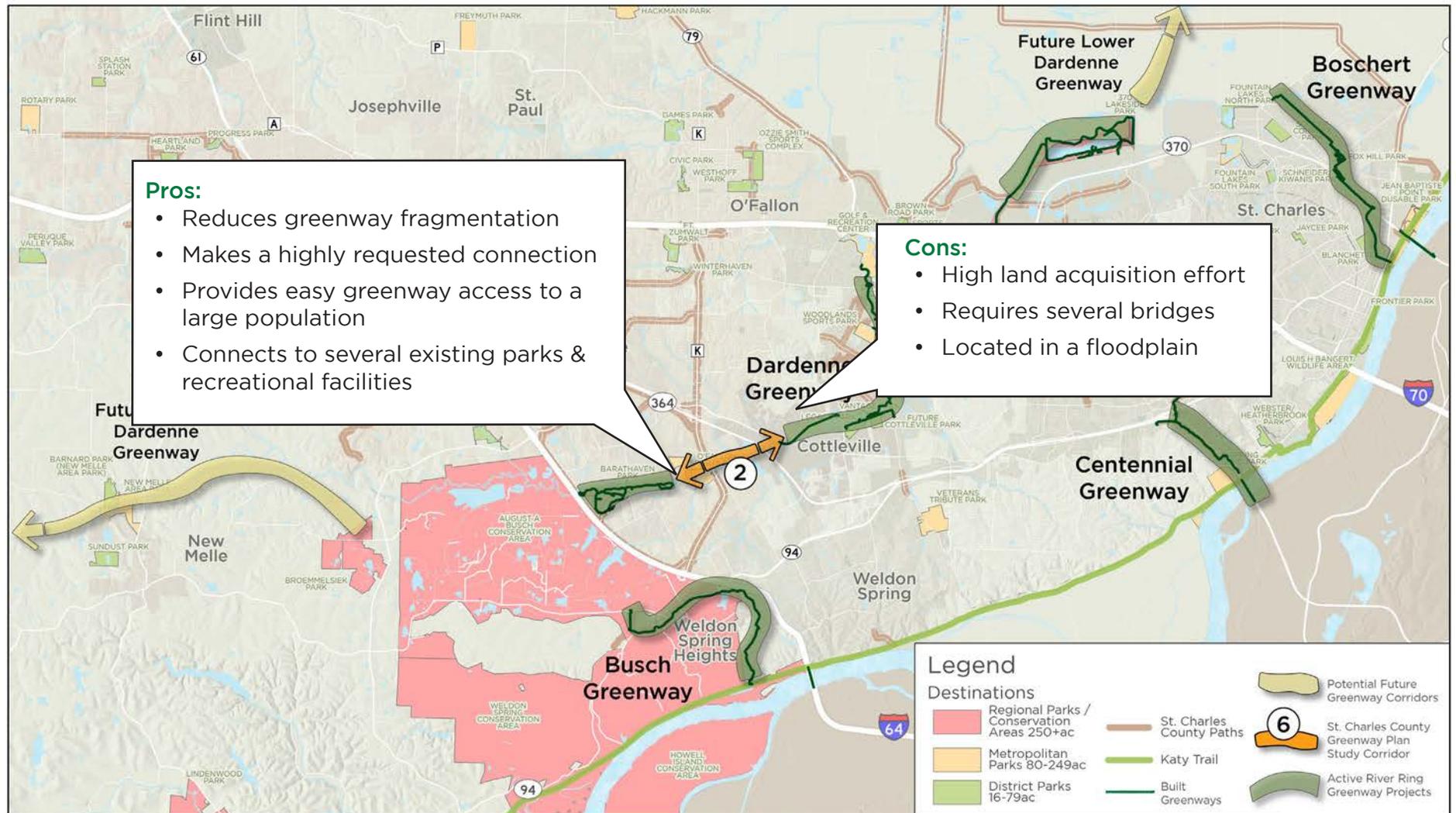


Figure 5.3: Corridor 2 - Dardenne Greenway - Bluebird Meadow Park to Legacy Park. Source: PDS

3 - Dardenne Greenway - Jack Gettemeyer Park to 370 Lakeside Park

The pros of this corridor include the connection it creates to St. Peters Golf Club, Sports Center Park and Brown Road Park. It also connects to 370 Lakeside Park, which was one of the most requested greenway destinations in the Fall 2019 Online Public Survey responses. It connects to an existing section of Dardenne Greenway, extending the total length of the greenway. In addition, the corridor presents an opportunity for potential environmental restoration in conjunction with the portion of the route along the creek bank. The cons of this corridor are that it requires a railroad crossing, which could be difficult and costly. It runs through floodplain, which could result in a high maintenance cost. The route requires several bridges, two of which have already been constructed over the Dardenne and Spencer Creeks.

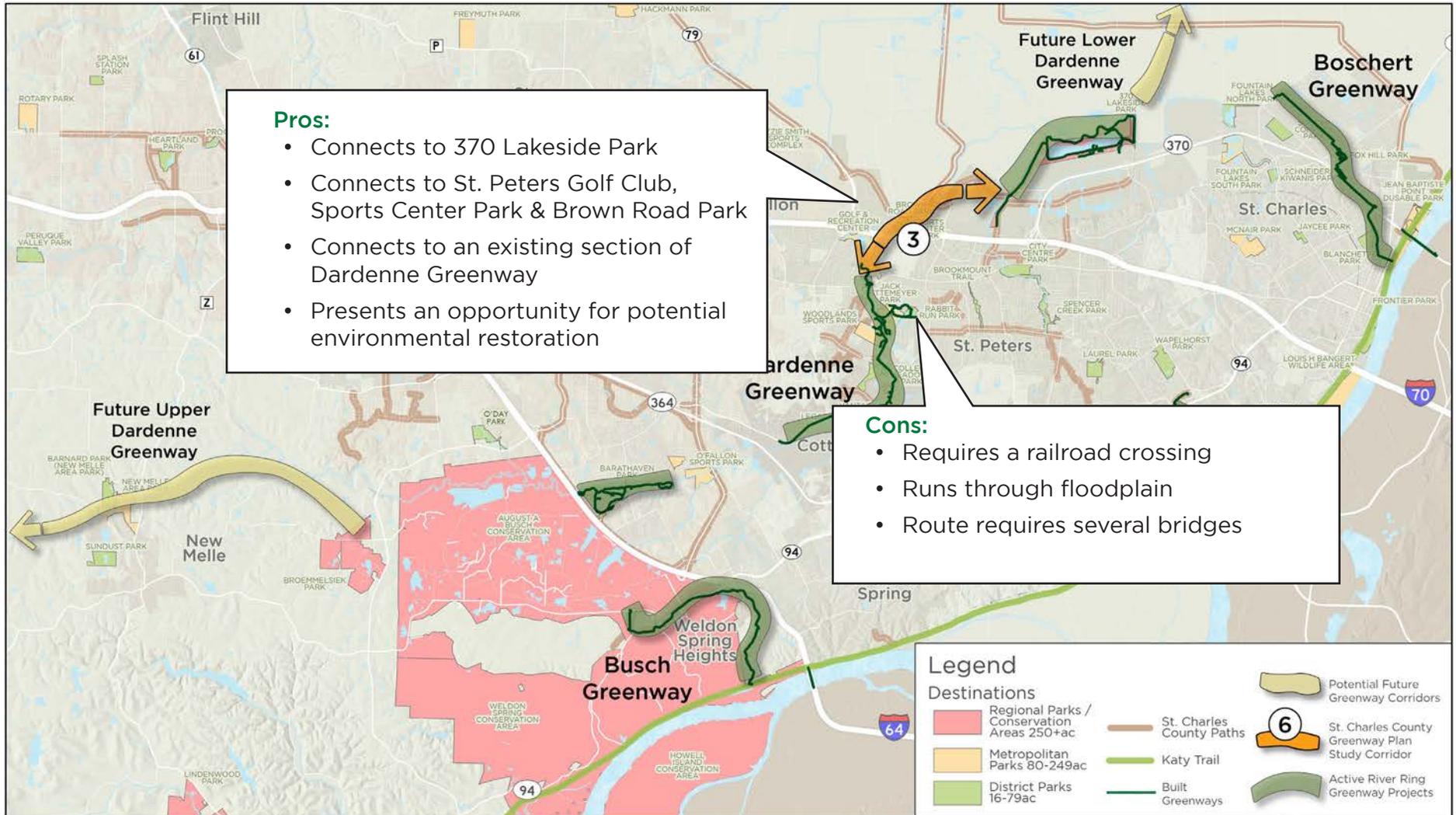


Figure 5.4: Corridor 3 - Dardenne Greenway - Jack Gettemeyer Park to 370 Lakeside Park. Source: PDS

4 - Boschert Greenway - 370 Lakeside Park to Fountain Lakes North Park

The pros are that it connects between 370 Lakeside Park and the New Town residential development, a highly requested connection in the online survey. It connects to Fountain Lakes Parks North and South. It connects near low-income areas, which would help to provide equitable greenway access. It runs near the St. Charles Area Transit (SCAT) route (orange line). It connects to the existing Boschert Greenway, creating an overall longer length of greenway. Cons of this corridor are that the land acquisition effort may be high as the route runs through existing agricultural and industrial areas. It is not located in a highly-populated area, so it would not provide a large amount the amount of residents with pedestrian access to the greenways.

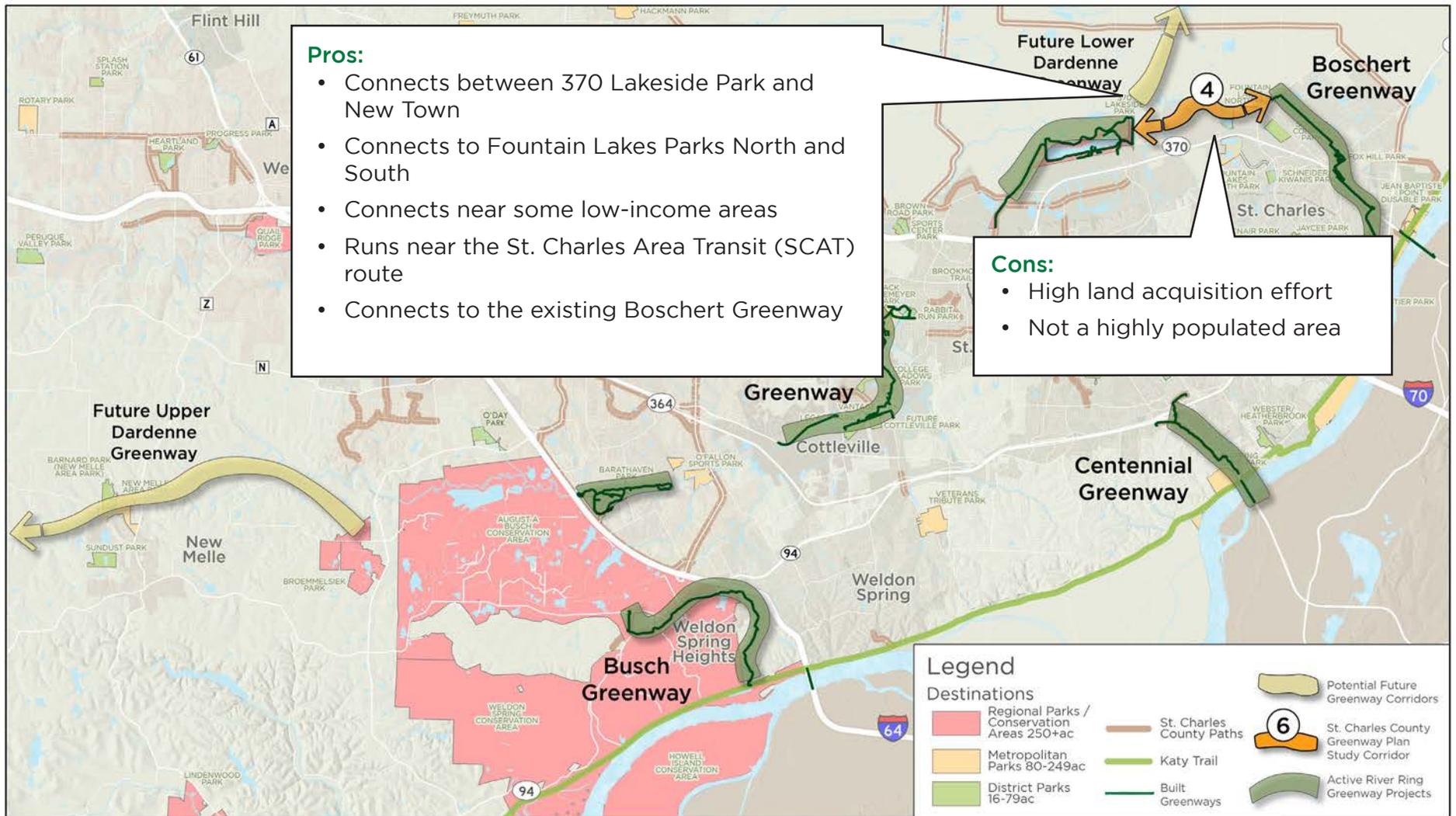


Figure 5.5: Corridor 4 - Boschert Greenway - 370 Lakeside Park to Fountain Lakes North Park. Source: PDS

5 - Centennial Greenway - MO 364 to 370 Lakeside Park

The pros include that the route runs through highly-populated areas and employment centers, which would provide greenway access to a large amount of people. It connects to 370 Lakeside Park, one of the most requested greenway destinations from the public. It connects to Mid Rivers Mall and several St. Peters parks, sidewalk spurs could connect to several more parks. Much of the corridor could utilize the existing infrastructure and land of the Spencer Creek Trail, and would have a scenic natural setting adjacent to Spencer Creek. The cons are that a portion of the corridor would run along roadways. As much of the corridor overlaps existing trails and sidewalks, there is not much new trail length created.

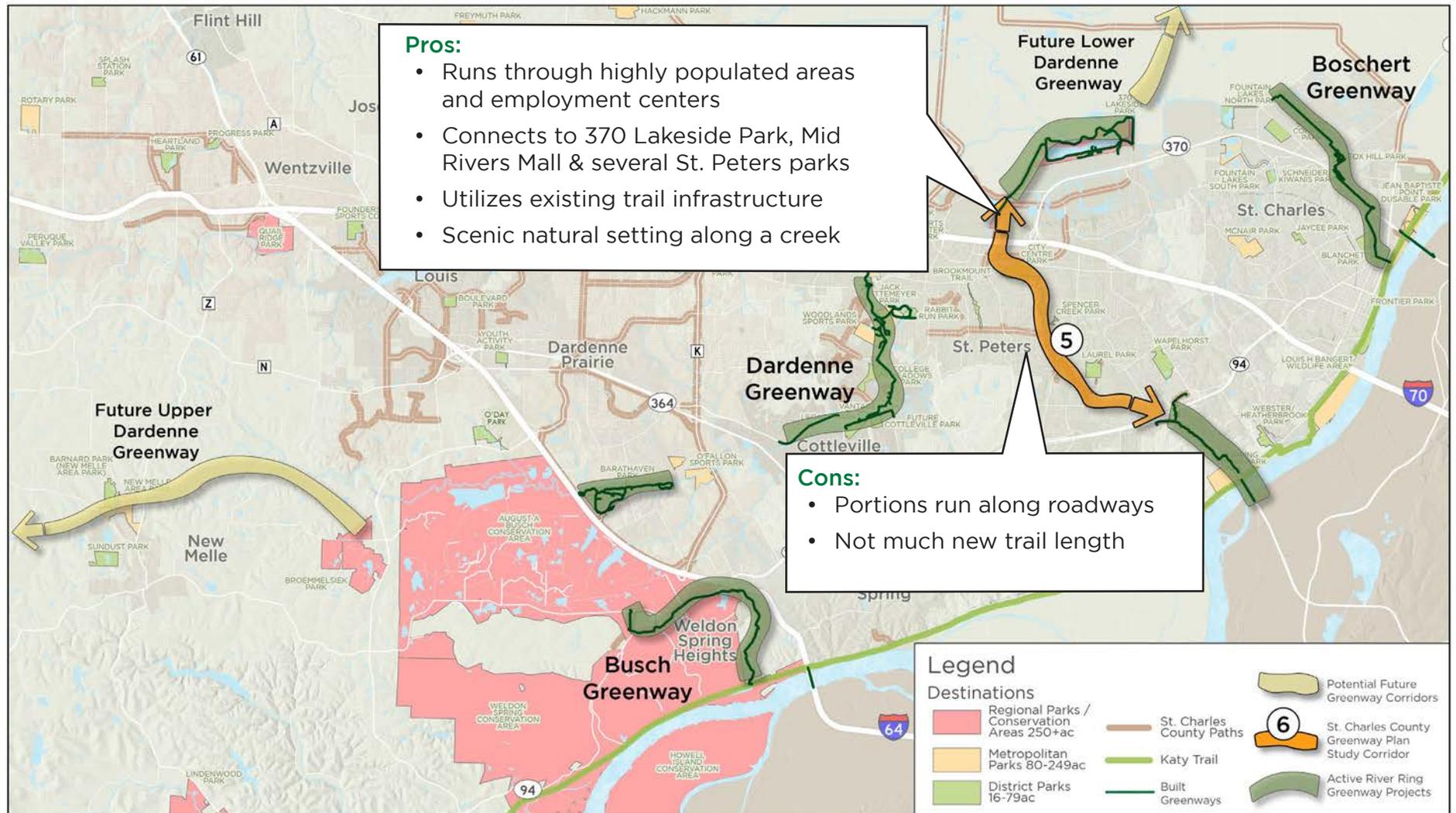


Figure 5.6: Corridor 5 - Centennial Greenway - MO 364 to 370 Lakeside Park. Source: PDS

6 - St. Charles Community College to the Katy Trail

The pros include making a highly-requested connection and providing access to the Katy Trail for many residents. It connects to St. Charles County's Veteran's Tribute Park and St. Charles Community College, and is near populated areas and employment centers. This would enable many students, faculty and other workers to be able to commute by bicycle. It has a potential trailhead in Cottleville's central commercial district, opening up opportunity to travel to shopping and dining destinations by using the greenway. The land acquisition effort for this corridor would likely be low compared to the other corridor options. The cons are that it is largely adjacent to roadways and does not provide access to nature.

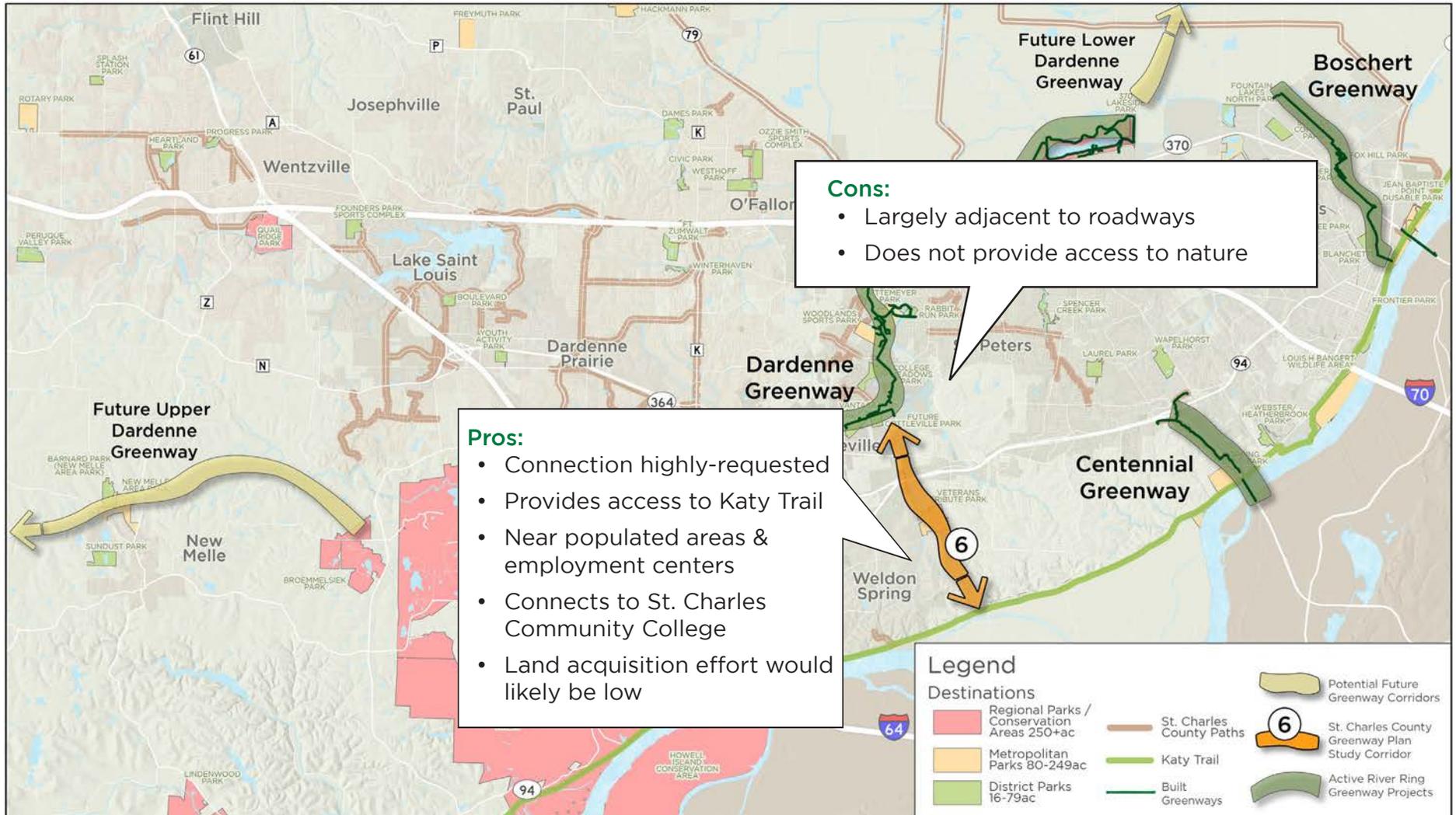


Figure 5.7: Corridor 6 - St. Charles Community College to the Katy Trail. Source: PDS

7 - Busch Greenway - Weldon Spring Heights to BaratHaven Park

The pros of this corridor include that it connects two existing greenways, the Busch and the Dardenne Greenways. It runs through a natural conservation area, providing access to nature, which was one of the most desired greenway characteristics in the Spring 2020 Online Public Survey. The corridor runs over land owned by a single entity, which greatly simplifies land acquisition. The area of St. Charles County in which this corridor lies was one of the most requested for greenway connections and destinations in the fall 2019 online survey. The cons of this corridor are that it requires a crossing of Interstate 64, which could be costly. It does not connect through populated areas, and it would not dedicate any additional land to conservation.

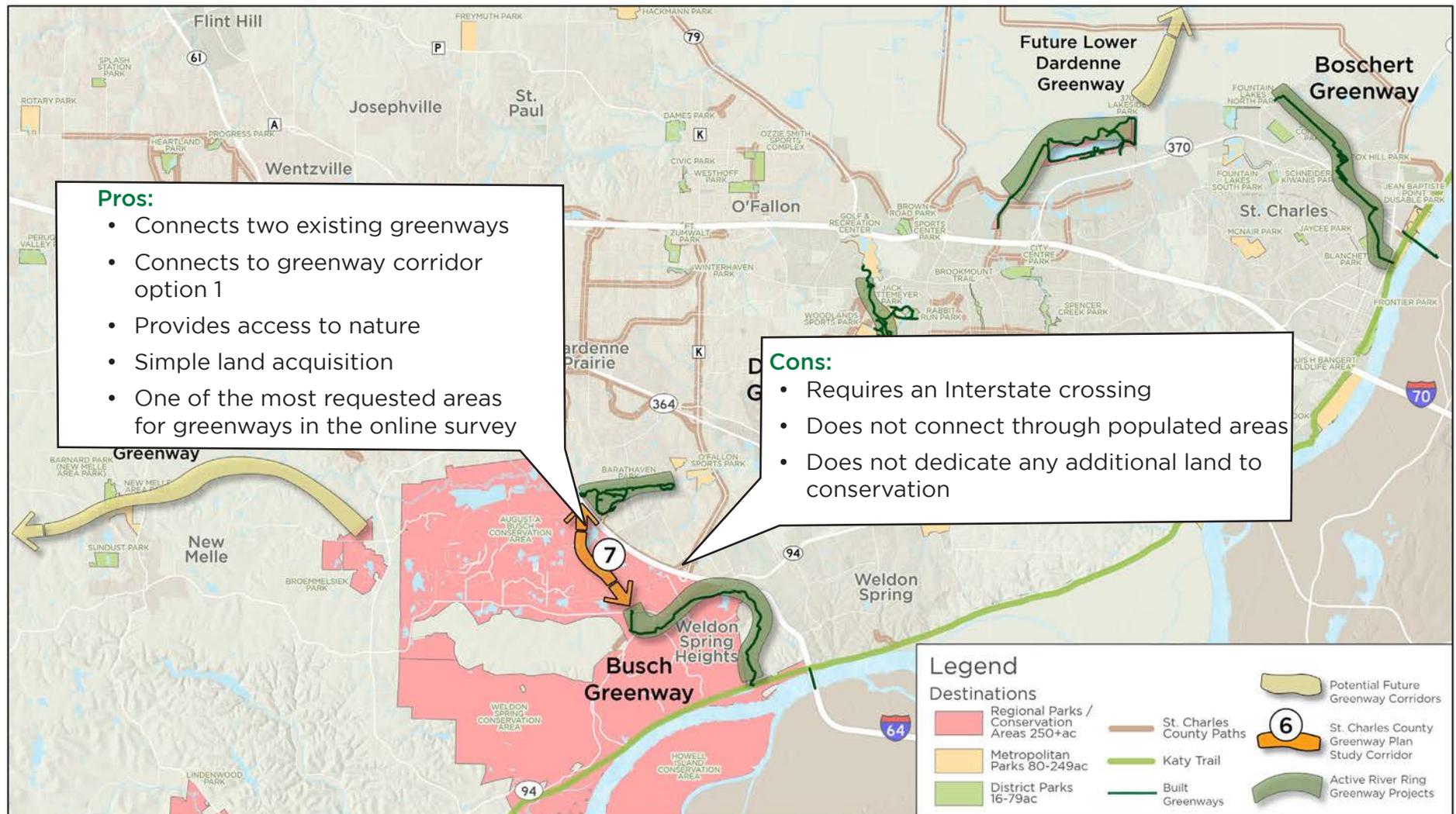


Figure 5.8: Corridor 7 - Busch Greenway - Weldon Spring Heights to BaratHaven Park. Source: PDS

8 - Busch Conservation Area to Rotary Park

The pros include that the area is currently under-served by greenways and trails. The area has high rates of projected future population growth. It has a connection to Wentzville's Quail Ridge Park, Wentzville's Golf Course, Perouque Valley Park and Rotary Park, which is the location of the St. Charles County Fair. The cons of this corridor are that it is very long, so it would require a high land acquisition effort and high cost for construction and maintenance. It requires a railroad crossing that would add additional cost to construction. The route traverses several large changes in grade, which could require switchbacks and/or retaining walls, further increasing the distance of trail needed for the connection and the cost.

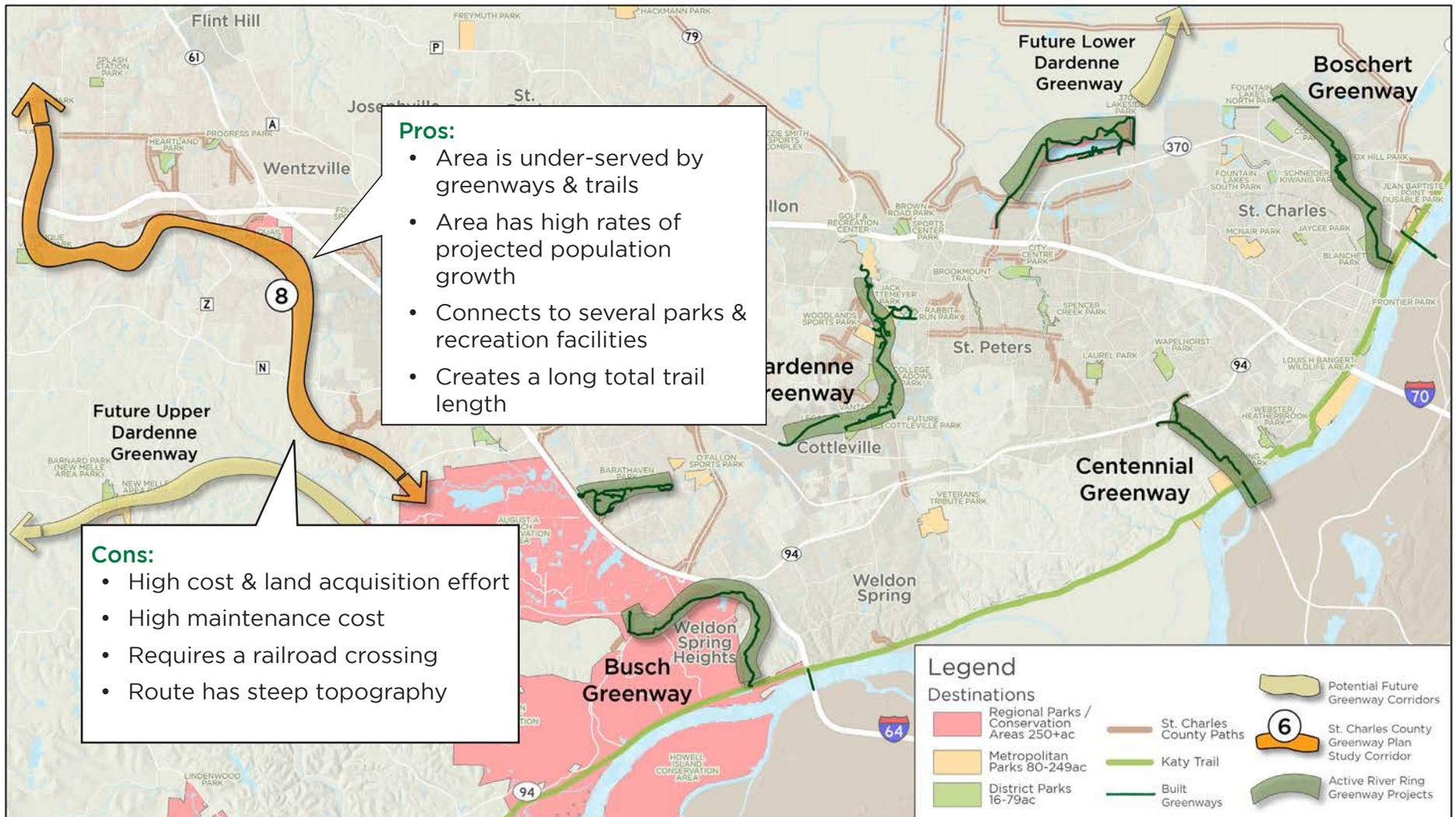


Figure 5.9: Corridor 8 - Busch Conservation Area to Rotary Park. Source: PDS

9 - Heartland Park to Brown Road Park

The pros include that this area is currently under-served by greenways and trails. The corridor connects to several parks and destinations, including Heartland Park, Progress Park Recreation Center and O’Fallon Renewable Energy Center, a potential educational opportunity. It could have a spur to Ozzie Smith Sports Complex. The route passes by lower income areas, which would increase equitable greenway distribution. It passes near populated areas. The cons of this corridor are that it is very long and would require a high land acquisition effort and have high construction and maintenance costs. Some portions of the greenway run along roadways, which is not the ideal greenway setting.

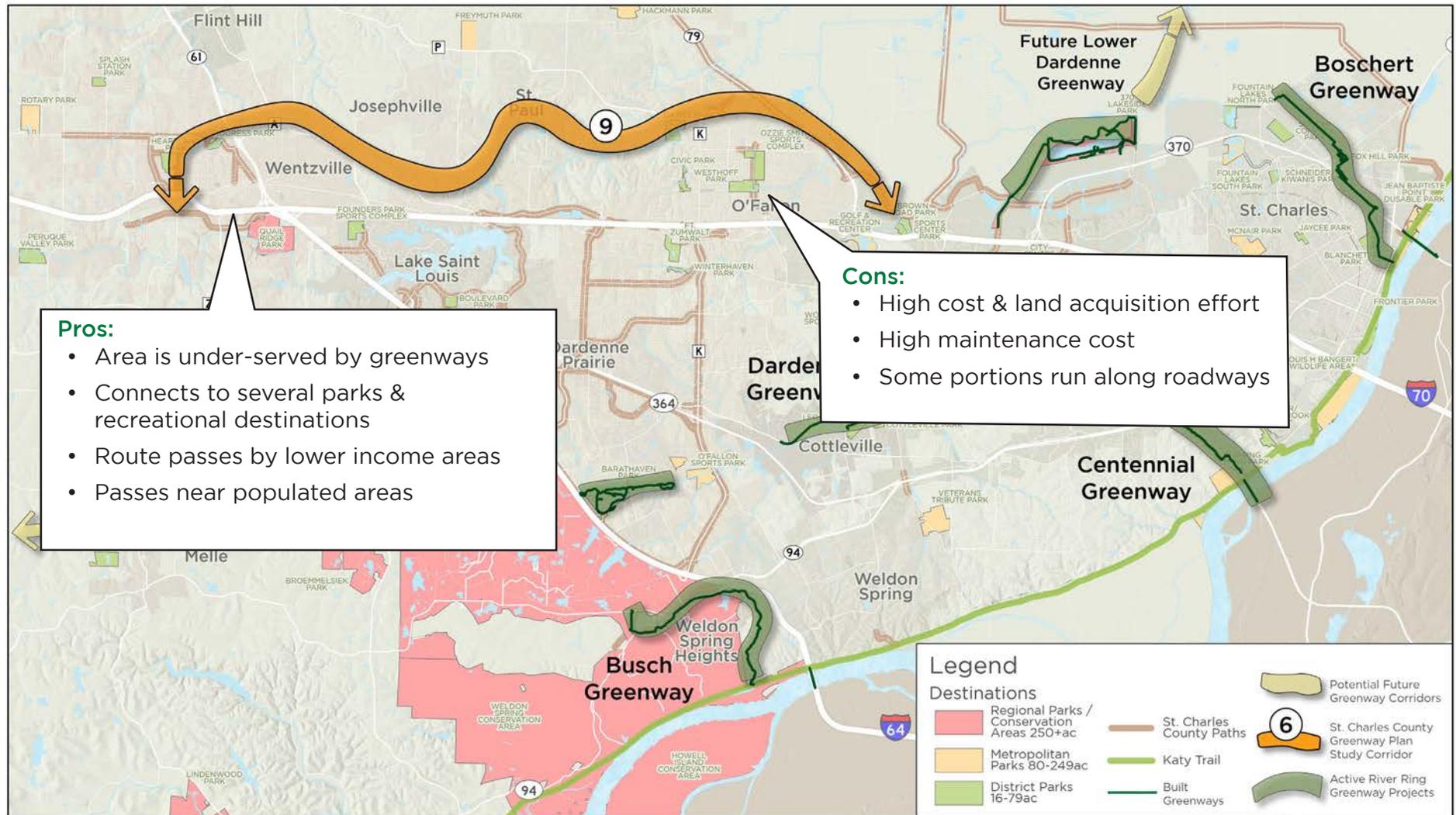


Figure 5.10: Corridor 9 - Heartland Park to Brown Road Park. Source: PDS

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.

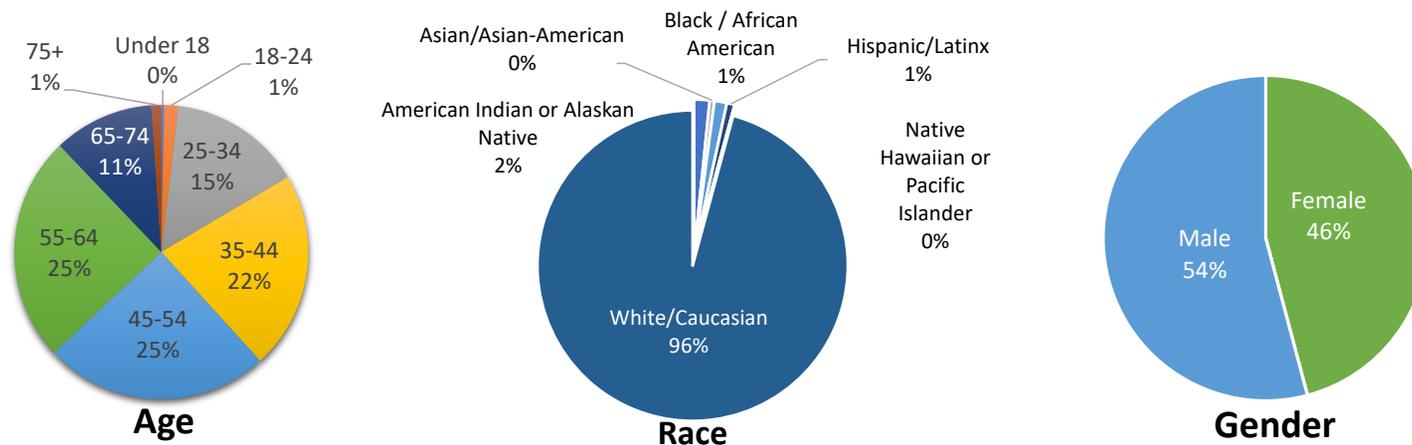


Figure 5.11: Age, Race and Gender of Spring 2020 Survey Respondents

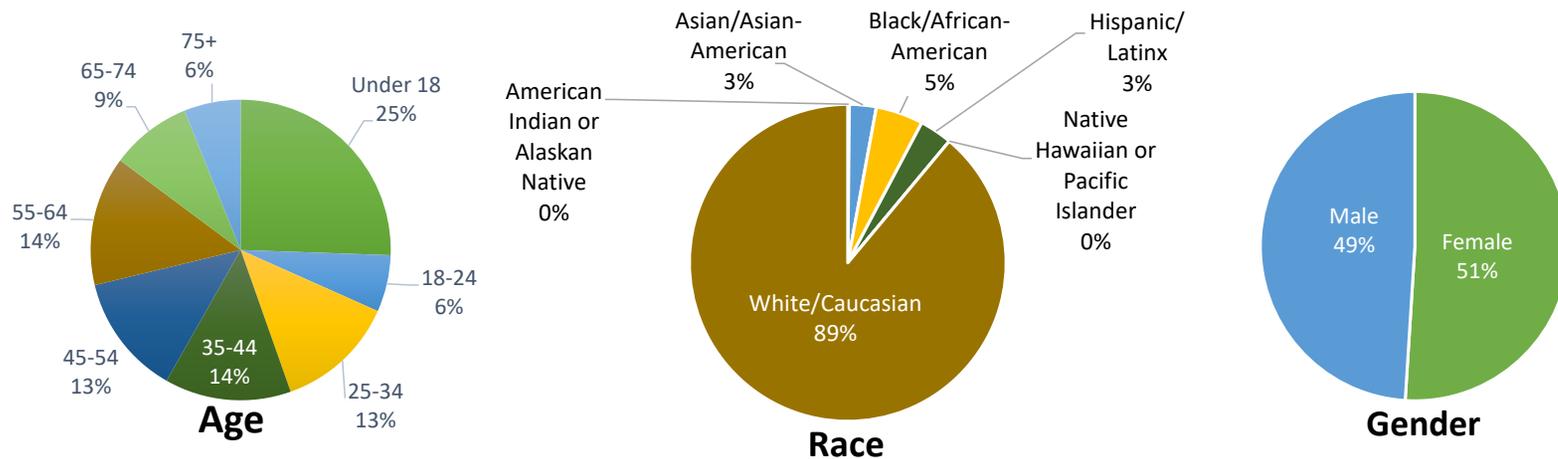


Figure 5.12: Age, Race and Gender of St. Charles County Residents

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.

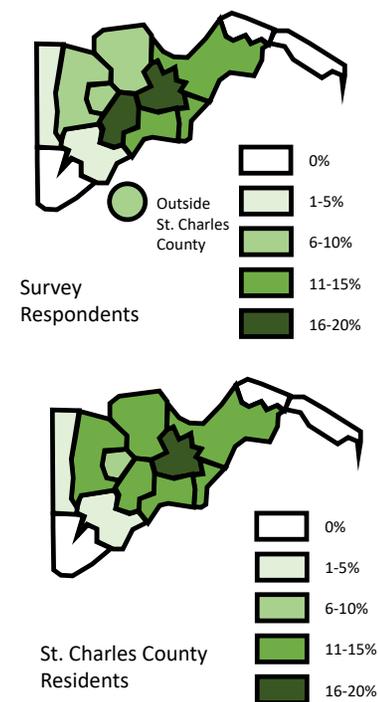


Figure 5.13: Geographical Distribution of Spring 2020 Survey Respondents

Figure 5.14 (Right):
Survey Results for
Most Important
Greenway Evaluation
Factors

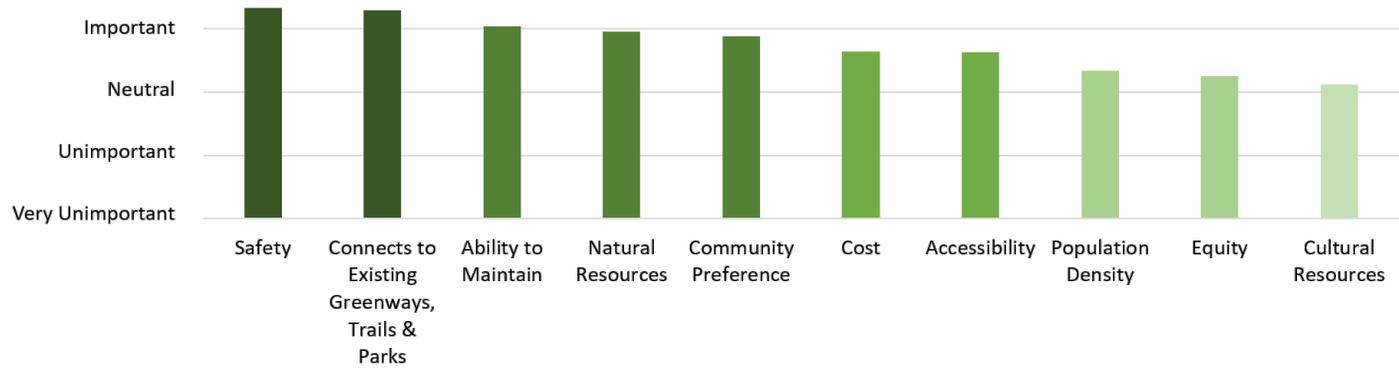
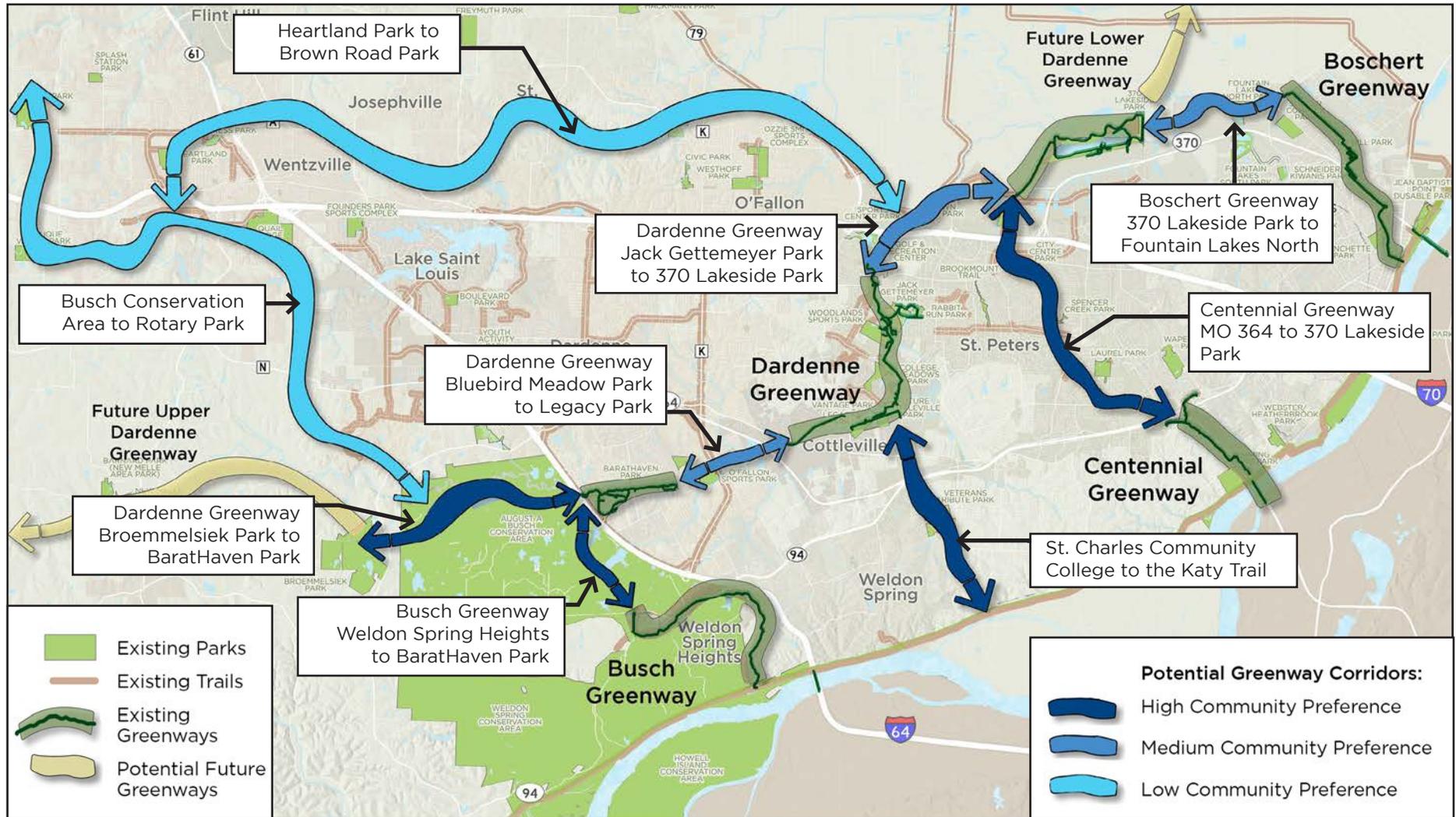


Figure 5.15 (Below):
Community
Preference of
Potential Greenway
Corridors.
Source: PDS





SECTION 6

GREENWAY MASTER PLAN

GREENWAY MASTER PLAN

St. Charles County Greenway Master Plan

Introduction

The St. Charles County Greenway Master Plan came about as the result of a year-long planning effort that was a collaboration between Great Rivers Greenway, a team of consultants, the project partners and the St. Charles County community. The results of this plan form a guidebook for future greenway development priorities within St. Charles County.

From analysis of public survey results, stakeholder input, GIS information & existing municipal plan review, the planning team determined four major priorities to consider during the evaluation of greenway corridors. These priorities are used in conjunction with the greenway evaluation matrix (discussed in the Analysis section of this document) and the online spring 2020 community survey results to evaluate each corridor. These priorities are:

1. Connect all existing greenways
2. Focus greenway development within the central core of St. Charles County (the most densely populated areas)
3. Connect large parks to provide pedestrian and bicycle access to natural areas
4. Complement municipal bicycle and pedestrian plans (for example, “O’Fallon Connected” and other plans discussed in Section 3: Data Collection)

The following section, Greenway Evaluations, includes a review of evaluation matrix results and online survey results for each corridor. This information is synthesized with the priorities listed above to determine Master Plan Greenway Priorities. The Greenway Priorities section is composed of a “greenway profile” or detailed description of each corridor and the development prioritization of each option.

Greenway Evaluations

The greenway evaluations analyze the spring 2020 community survey results and the evaluation matrix results. The results of the matrix can be seen in Figure 6.1 on the following page. The results are color-coded with green representing the highest rating, yellow representing a middle rating, and red representing the lowest rating. Full results of the matrix, including the rating for each sub-factor, can be found in the Appendix.

Top Greenway Corridors

The greenway evaluation matrix results showed the highest rating for:

- Corridor 5 - Centennial - 364 to 370 Lakeside
- Corridor 6 - St. Charles Community College to Katy Trail
- Corridor 4 - Boschert - 370 Lakeside to Fountain Lakes North

The spring 2020 community survey results revealed that most highly preferred corridor options were:

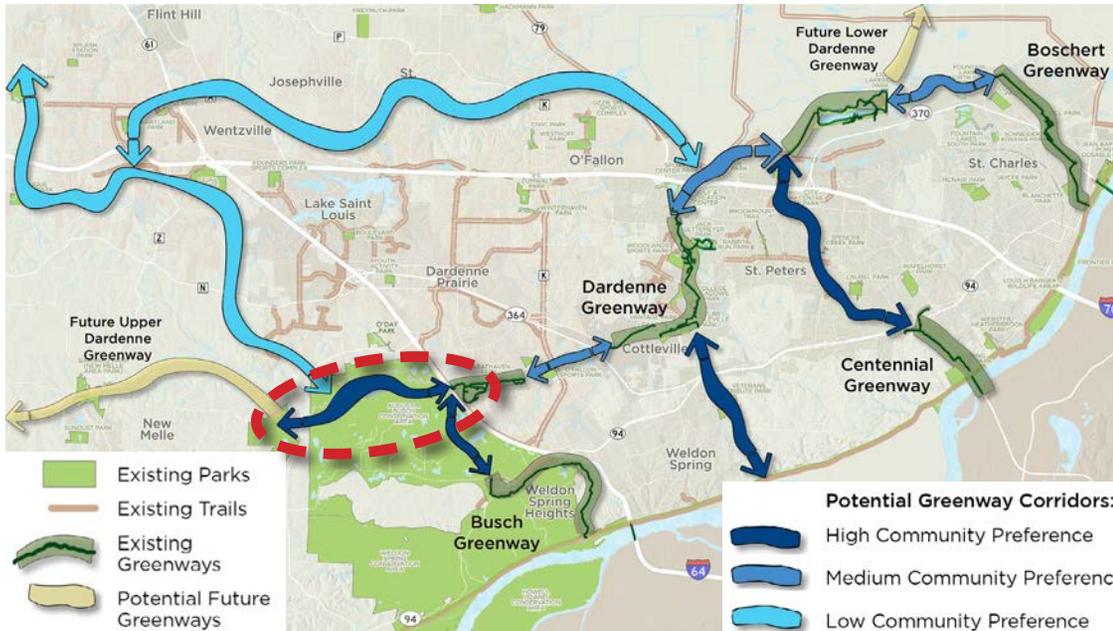
- Corridor 6 - St. Charles Community College to Katy Trail
- Corridor 5 - Centennial - 364 to 370 Lakeside
- Corridor 7 - Busch - Weldon Spring Heights to BaratHaven

St. Charles County Greenway Plan															
Greenway Corridor Evaluation Criteria	Option														
	1	2	3	4	5	6	7	8	9						
<p>Rating Scale = 0 - 3</p> <p style="text-align: center;">Key</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: #f08080;">0-35%</td> <td style="background-color: #ffd966;">36%-70%</td> <td style="background-color: #90ee90;">71+%</td> </tr> <tr> <td style="text-align: center;">= 1</td> <td style="text-align: center;">= 2</td> <td style="text-align: center;">= 3</td> </tr> </table>	0-35%	36%-70%	71+%	= 1	= 2	= 3	1 - Dardenne - Broemmelsiek to Barathaven	2 - Dardenne - Bluebird Meadow to Legacy	3 - Dardenne - Gettemeyer to 370 Lakeside	4 - Boschert - 370 Lakeside to Fountain Lakes North	5 - Centennial - 364 to 370 Lakeside	6 - St. Charles Community College to Katy Trail	7 - Busch - Weldon Springs Heights to Barathaven	8 - Busch Conservation Area to Rotary Park	9 - Heartland Park to Brown Road Park
	0-35%	36%-70%	71+%												
= 1	= 2	= 3													
Corridor Total	23	23	21	24	26	24	22	22	23						
Existing Greenways, Trails and Parks	2	3	3	3	3	3	2	2	2						
Population Density	1	2	2	2	3	3	1	3	3						
Safety	3	3	2	3	3	1	3	3	2						
Cost	3	2	2	2	2	3	3	1	1						
Community Preference	3	2	3	2	2	2	3	1	2						
Sustainability	3	1	1	3	2	3	2	3	2						
Accessibility	2	3	2	2	3	3	2	3	3						
Natural Resources	3	3	3	3	3	2	3	3	3						
Cultural Resources	2	3	2	2	3	3	2	2	3						
Equity	1	1	1	2	2	1	1	1	2						

Figure 6.1: Summary of the Greenway Evaluation Matrix Results

Corridor 1

Survey and Evaluation Matrix Results



Dardenne Greenway

Broemmelsiek to BaratHaven

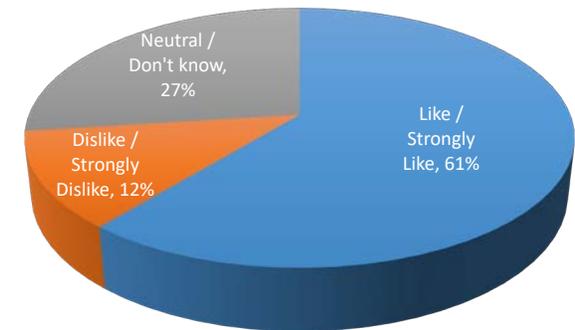


Figure 6.2: Corridor 1 Public Survey Results

Spring 2020 Public Survey Results

The community showed medium preference for this corridor, with 61% liking or strongly liking this option, as shown in Figure 6.2. Comments in support of the corridor mentioned the access it provides to parks and nature and the scenic natural setting. Comments not in favor of this corridor mentioned concern about the cost and/or safety of an interstate crossing, and the fact that it does not reduce greenway fragmentation. Other comments included:

- Provides access to potential future greenways in western St. Charles County
- This area already has lots of recreation opportunities
- Connecting bicycle routes to Broemmelsiek Park might interfere with horseback riding in the park
- Greenways through Busch Memorial CA could disturb wildlife areas
- A safe crossing of I-64 would be a benefit
- Too far from population centers and “core” of St. Charles County

Greenway Evaluation Matrix Results

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

The total score in each category can be seen below in Figure 6.3: Corridor 1 Evaluation Matrix. The methodology behind the greenway evaluation matrix rating for this corridor is described on the following page.

Corridor 1

Factors Contributing to Matrix Rating

Existing Greenways, Trails and Parks - 2 - This corridor connects to one existing greenway, has a small number of destinations and creates a medium length of trail.

Population Density - 1 - This corridor is primarily in a conservation preserve, and therefore does not connect to many populated areas, employment centers or areas of future population growth. It is near the popular destinations of the Busch Memorial CA, Broemmelsiek Park and BaratHaven Park.

Safety - 3 - This corridor is completely off-road and separated from vehicular traffic, and it has no at-grade roadway crossings.

Cost - 3 - Land acquisition effort for this option should be low, as the majority of the trail involves a single land owner. The length of the trail is medium. The permitting and approvals are likely to be easy because of the location within a conservation reserve. There is a high likelihood of receiving funding from other sources. There is no expensive infrastructure required.

Community Preference - 3 - This is a highly supported option by the project partners and user groups. It has medium preference from the community survey.

Sustainability - 3 - This option has a low probability of flooding frequently and would likely require relatively low effort to maintain. However, it does not dedicate any additional land for preservation, and received a zero for this factor. The project partners that would be responsible should have the ability to preform the needed maintenance.

Accessibility - 2 - The location of this corridor has minimal elevation changes, but a small amount of trail access points and existing trailheads within a five minute walk.

Natural Resources - 3 - This option presents a natural opportunity for environmental interpretation, it is very close to natural features, and it passes close by natural water features. It is not in need of any environmental restoration, and received a middling score for proximity to sensitive natural areas.

Cultural Resources - 2 - This option presents an opportunity for cultural resource interpretation, and it avoids sensitive cultural resources. It has a middling score for cultural resource destinations, and it does not pass by any historic sites.

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	
1 - Dardenne - Broemmelsiek to Barathaven	
Corridor Total	23
Existing Greenways, Trails and Parks	2
Population Density	1
Safety	3
Cost	3
Community Preference	3
Sustainability	3
Accessibility	2
Natural Resources	3
Cultural Resources	2
Equity	1

Figure 6.3: Corridor 1 Evaluation Matrix Score

Corridor 1

Greenway Overview

Dardenne Greenway - Broemmelsiek to BaratHaven

This corridor is part of the Dardenne Greenway. The corridor runs from Broemmelsiek Park in unincorporated St. Charles County in the west to an existing portion of the Dardenne Greenway within BaratHaven Park in Dardenne Prairie in the east. The route would potentially connect with an extension of the Busch Greenway that is shown in Corridor 7 (Busch Greenway - Weldon Spring Heights to BaratHaven Park), which would in turn connect to the Katy Trail.

The majority of this corridor lies within the Busch Memorial Conservation Area, which provide access to nature. It would also simplify land acquisition, as most of the trail route is on publicly-owned land. The corridor would largely follow the internal roads of the conservation area. As the majority of the land is already in a conservation area, this option would not add much new land for conservation.

The route would require a pedestrian and bicycle crossing of Interstate 64, which would be shared with Corridor 7. This crossing would create a vital pedestrian link between the core of St. Charles County and the regional-sized Busch Memorial Conservation Area, the Busch Greenway, Broemmelsiek Park and the 240-mile long Katy Trail State Park. A map of the route is shown in Figure 6.4: Corridor 1 - Dardenne Greenway - Broemmelsiek Park to BaratHaven Park.

Current Status

This corridor was identified as a potential future greenway in 2008 Dardenne Greenway Master Plan (it was referred to as the “Upper Dardenne” Greenway segment). The City of O’Fallon has an active TAP grant application to create the connection under Interstate 64. This grant is currently in the review process.

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

COMMUNITY RANKING: **4th**

UNIQUE FEATURES:

Scenic natural setting

Potential connection to Busch Greenway and Katy Trail State Park

KEY DESTINATIONS:

**Busch Memorial Conservation Area
BaratHaven Park
Broemmelsiek Park
O’Day Park**

Corridor 1

Greenway Map Enlargement

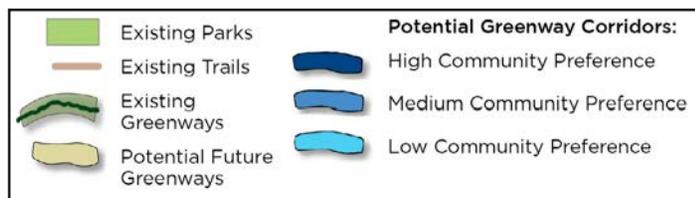
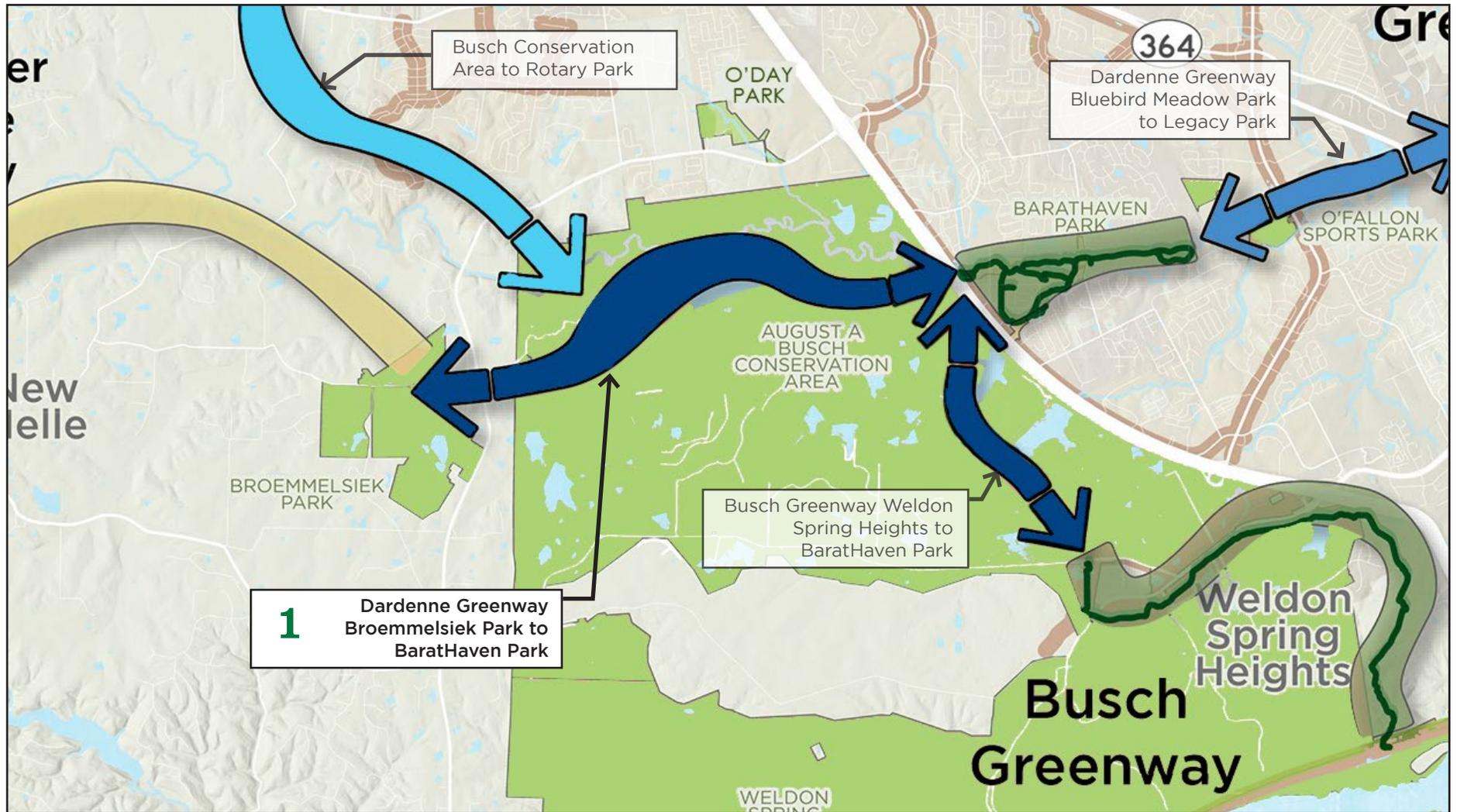
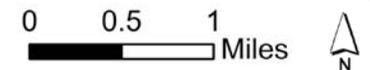


Figure 6.4: Corridor 1 - Dardenne Greenway - Broemmelsiek Park to BarathHaven Park. Source: PDS



Corridor 1

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.

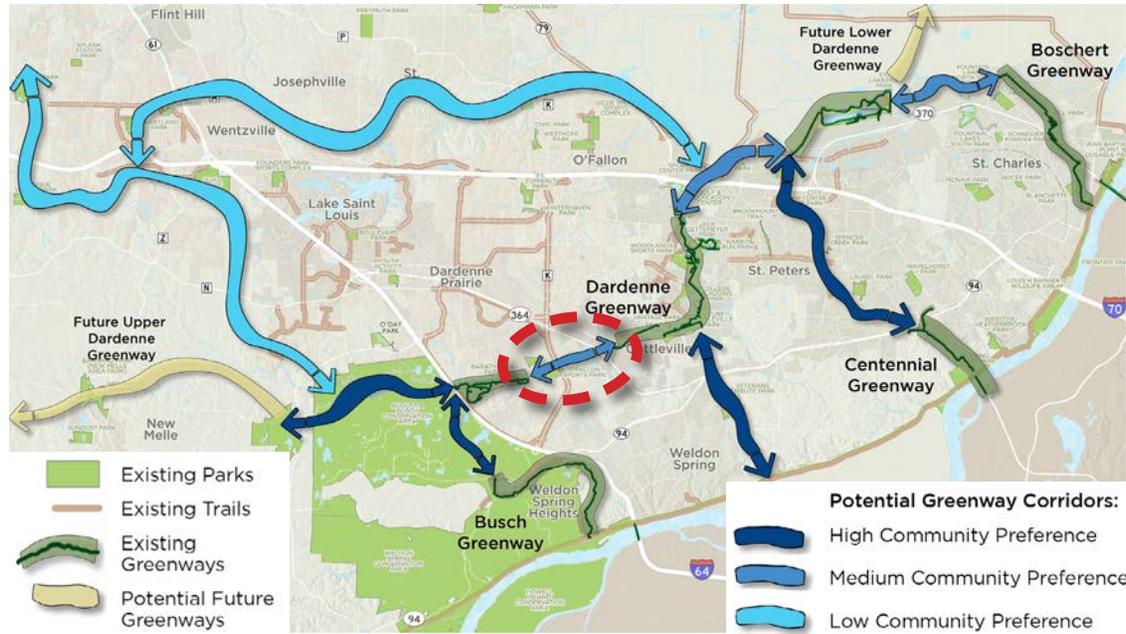
- Great Rivers Greenway
- St. Charles County
- O'Fallon
- Missouri Department of Conservation

Next Steps

- Update the 2008 Dardenne Greenway Master Plan based on new priorities and information gathered in this plan
- Perform an corridor study to flesh out the exact route this greenway could follow
- Create phasing strategies that would allow implementation of the design and construction of the greenway in a feasible manner.

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

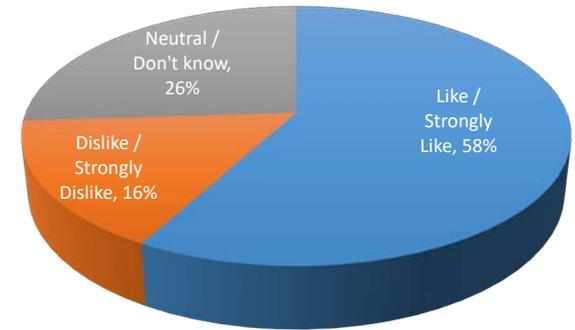


Figure 6.5: Corridor 2 Public Survey Results

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

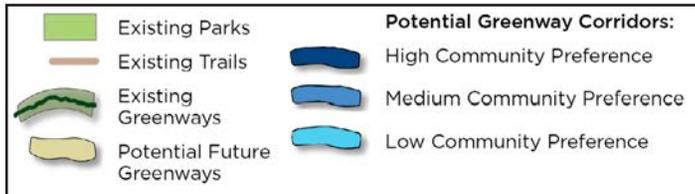
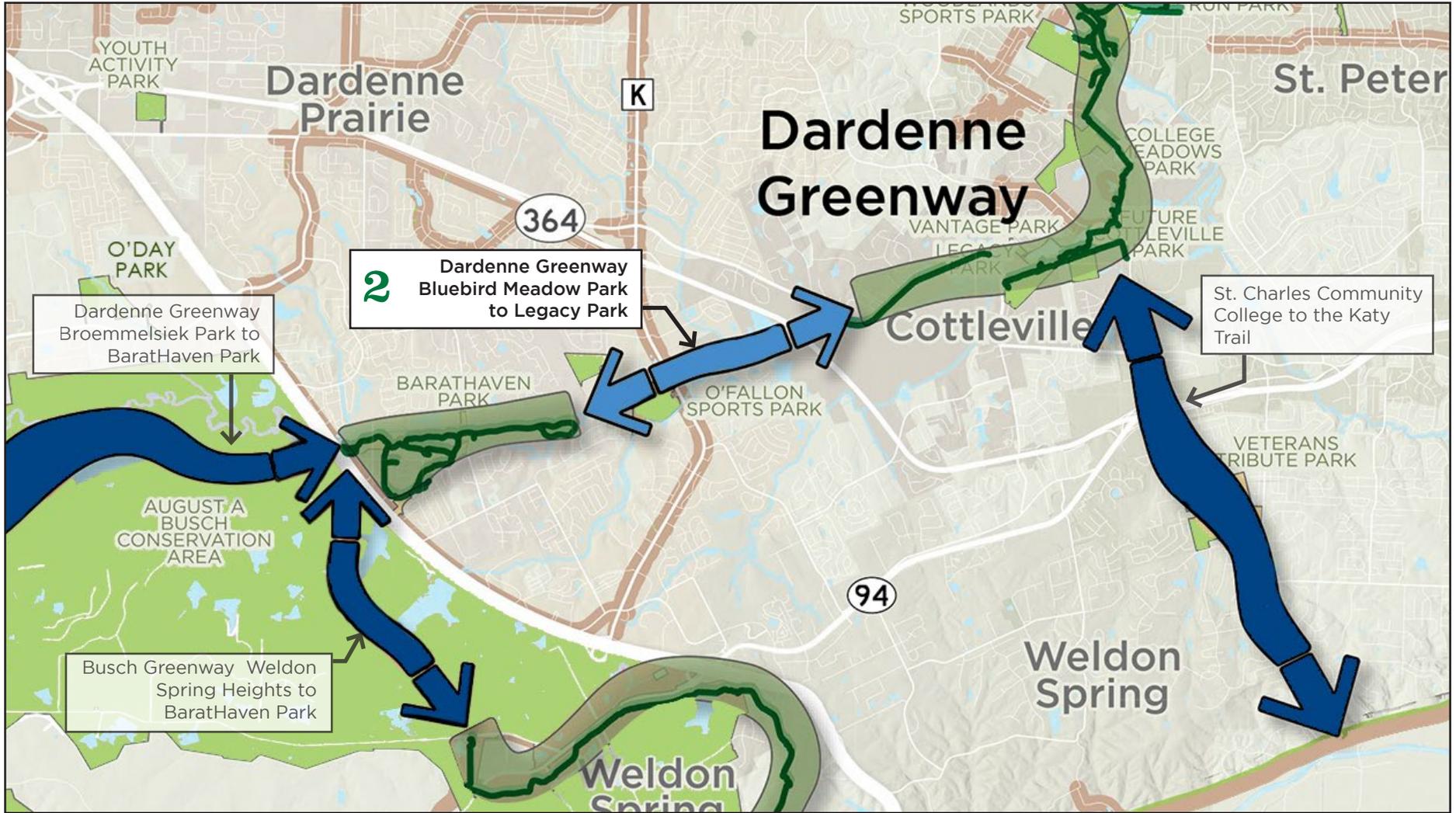
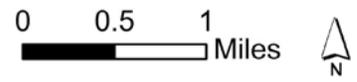


Figure 6.7: Corridor 2 - Dardenne - Bluebird Meadow Park to Legacy Park. Source: PDS



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.

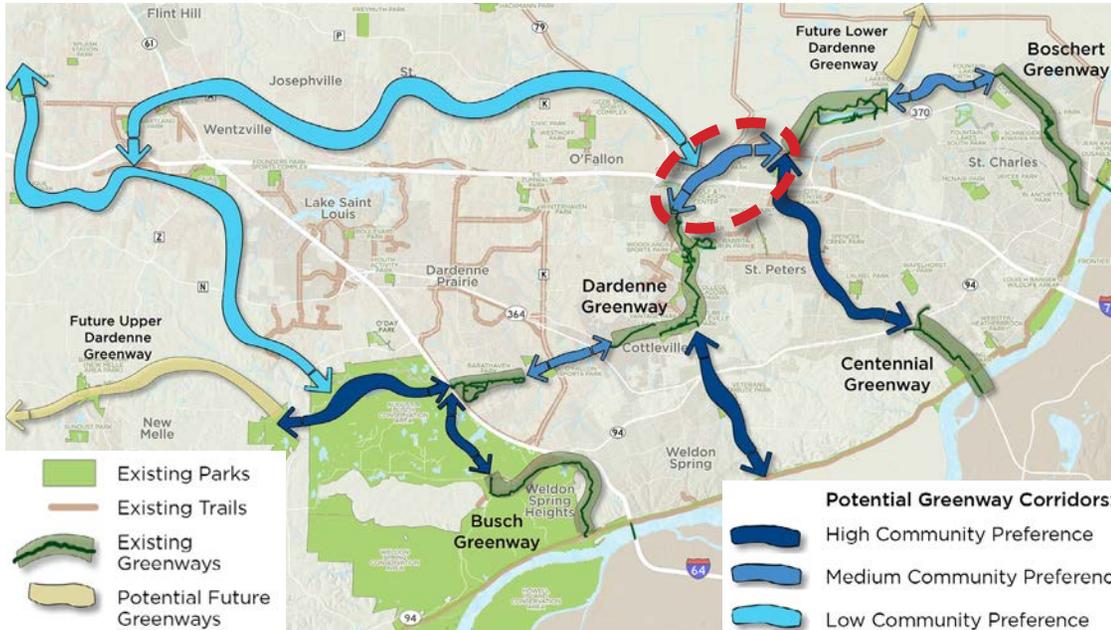
- Great Rivers Greenway
- St. Charles County
- O'Fallon
- Cottleville

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

Corridor 3

Survey and Evaluation Matrix Results



Dardenne Greenway Jack Gettemeyer Park to 370 Lakeside Park

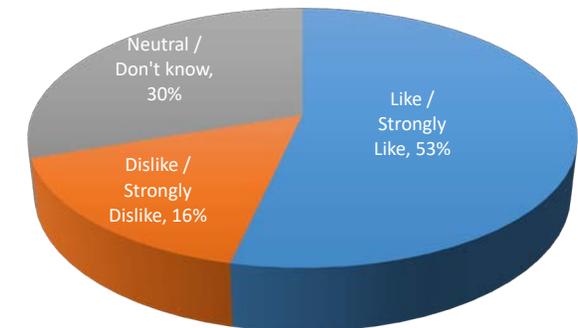


Figure 6.8: Corridor 3 Public Survey Results

Spring 2020 Public Survey Results

The spring 2020 public survey respondents showed support for this route, with 53% of respondents liking or strongly liking this corridor. A breakdown of the responses for this corridor can be seen in Figure 6.8: Corridor 3 Public Survey Results, below. The most common comment in support of the corridor mentioned the connection to existing greenways, parks and destinations. The most common comments against this corridor mentioned the high cost of land acquisition, building and maintenance requirements. Other comments included:

- Would provide new safe highway & railroad crossing
- Potential for recreational access to Dardenne Creek
- Too close to highways – could pick up highway noise
- Not near populated residential areas
- Cottleville business district would be a great destination

Greenway Evaluation Matrix Results

The total score for this corridor on the greenway evaluation matrix was 21, which was the lowest score out of the nine corridors.

The total score in each category can be seen below in Figure 6.9: Corridor 3 Evaluation Matrix. The methodology behind the greenway evaluation matrix rating for this corridor is described on the following page.

Corridor 3

Factors Contributing to Matrix Rating

Existing Greenways, Trails and Parks - 3 - This corridor provides key connections between existing trails, reduces greenway fragmentation and has the potential to increase use of existing greenways. It passes by many key destinations identified in the fall 2019 community survey. It creates a relatively short length of trail and does not pass by many libraries or schools.

Population Density - 2 - This route does not run through particularly populated areas or areas with high projected population growth. It is not near many employment centers. It does pass near many popular destinations.

Safety - 2 - This corridor would be separated from vehicle traffic, but would follow the road network and be in the proximity of roadways for much of the route. It would require several at-grade crossings.

Cost - 2 - This option has a short length of trail and a high potential to leverage other funding sources. It would require some costly trail infrastructure. The area is subject to flooding which will likely result in a high maintenance cost.

Community Preference - 3 - This option is strongly preferred by the project partners and user groups. It had medium preference in the spring 2020 community survey.

Sustainability - 1 - This route presents an average opportunity to conserve natural resources compared to the other corridor options. It has a high probability of frequent flooding and will require a high level of maintenance. It could present some difficulty for the project partners responsible for maintaining the greenway.

Accessibility - 2 - This route has a relatively flat grade and a medium amount of trail access points. It has a low amount of trailheads within a five-minute walk.

Natural Resources - 3 - This option is near natural water and the area is in need of restoration. It received an average rating for avoiding sensitive natural areas, proximity to natural features and potential for environmental interpretation.

Cultural Resources - 2 - This route is not near historic sites and has little potential for cultural resource interpretation. It does avoid sensitive cultural resources.

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	
3 - Dardenne - Gettemeyer to 370 Lakeside	
Corridor Total	21
Existing Greenways, Trails and Parks	3
Population Density	2
Safety	2
Cost	2
Community Preference	3
Sustainability	1
Accessibility	2
Natural Resources	3
Cultural Resources	2
Equity	1

Figure 6.9: Corridor 2 Evaluation Matrix Score

Corridor 3

Greenway Overview

Dardenne Greenway - Jack Gettemeyer Park to 370 Lakeside

This corridor is an extension of the Dardenne Greenway. The corridor begins where the existing segment of greenway ends at Jack Gettemeyer Park (Rabbit Run Park) in St. Peters. The route runs northeast, eventually connecting to the existing trails within 370 Lakeside Park. This corridor would be a step toward creating a connecting hub for the Dardenne, Centennial and Boschert Greenways.

This corridor connects to 370 Lakeside Park, which is the only regional-sized park close to St. Peters and the City of St. Charles, and was one of the destinations most requested by the public. The corridor may run through the St. Peters Golf Club, and a safe route through the golf club would need to be determined. It also connects to Brown Road Park, the St. Peters Golf Club, Sports Center Park and Old Town St. Peters. It could also create a connection to a “blueway” or canoe/kayak route along following streams or rivers, that St. Charles County has planned between 370 Lakeside Park and the Missouri River.

The route requires a crossing of Interstate 70, and may be able to utilize an existing underpass. It requires bridges over Dardenne Creek and Spencer Creek which have already been constructed by Great Rivers Greenway. The corridor would also require crossings of Highway C, Salt River Road, and the Norfolk Southern Railroad, all of which could take several routes. North of Salt River Road, the corridor would follow along the top of the levee to end at 370 Lakeside Park.

An existing utility corridor may be able to be utilized to simplify land acquisition. In addition, over half of the trail corridor could run through easements that already exist in St. Peters city parks, the St. Peters Golf Club and along Salt River Road from Highway C to 370 Lakeside Park. A map of this route is shown in Figure 6.10: Corridor 3 - Dardenne Greenway - Jack Gettemeyer Park to 370 Lakeside Park.

Current Status

Conceptual design has been completed for several segments of this corridor. Some construction has occurred that can help facilitate the completion of this connection. There are partnerships in place that can simplify land acquisition.

The City of St. Peters has expressed willingness to partner in the construction of new greenways through the city, as they have experience building trails, small culverts and bridges.

MATRIX RANKING: 9th

COMMUNITY RANKING: 6th

UNIQUE FEATURES:

A step towards connecting the Dardenne, Centennial and Boschert Greenways

KEY DESTINATIONS:

**370 Lakeside Park
Jack Gettemeyer Park
St. Peters Golf Club
Brown Road Park
Sports Center Park
Old Town St. Peters**

Corridor 3

Greenway Map Enlargement

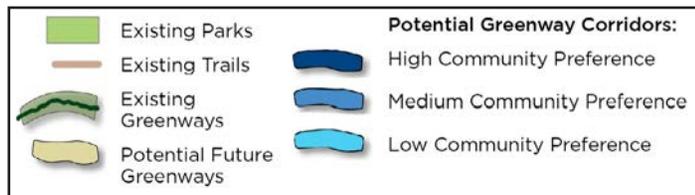
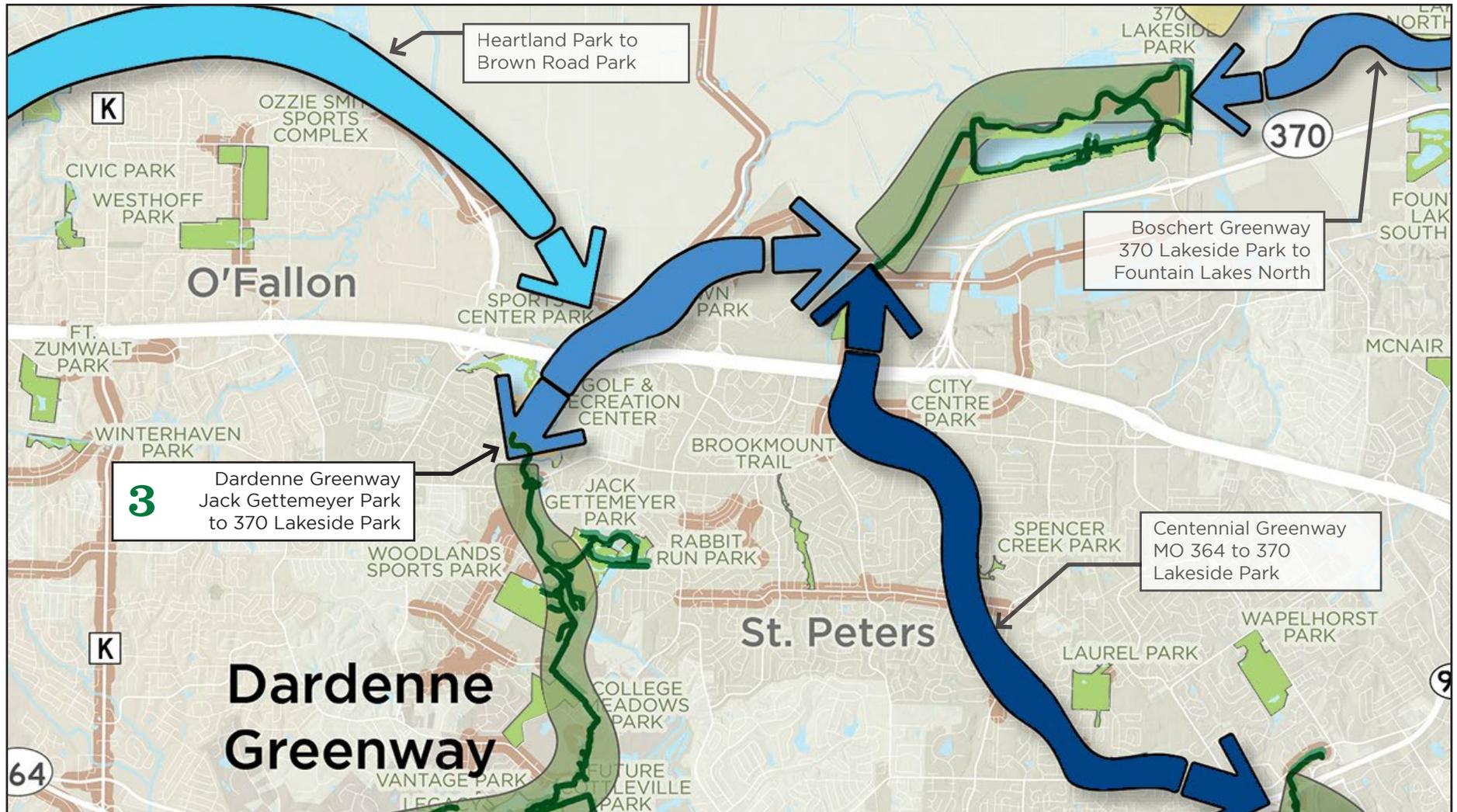
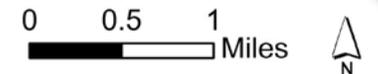


Figure 6.10: Corridor 3 - Dardenne Greenway - Jack Gettemeyer Park to 370 Lakeside Park. Source: PDS



Corridor 3

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.

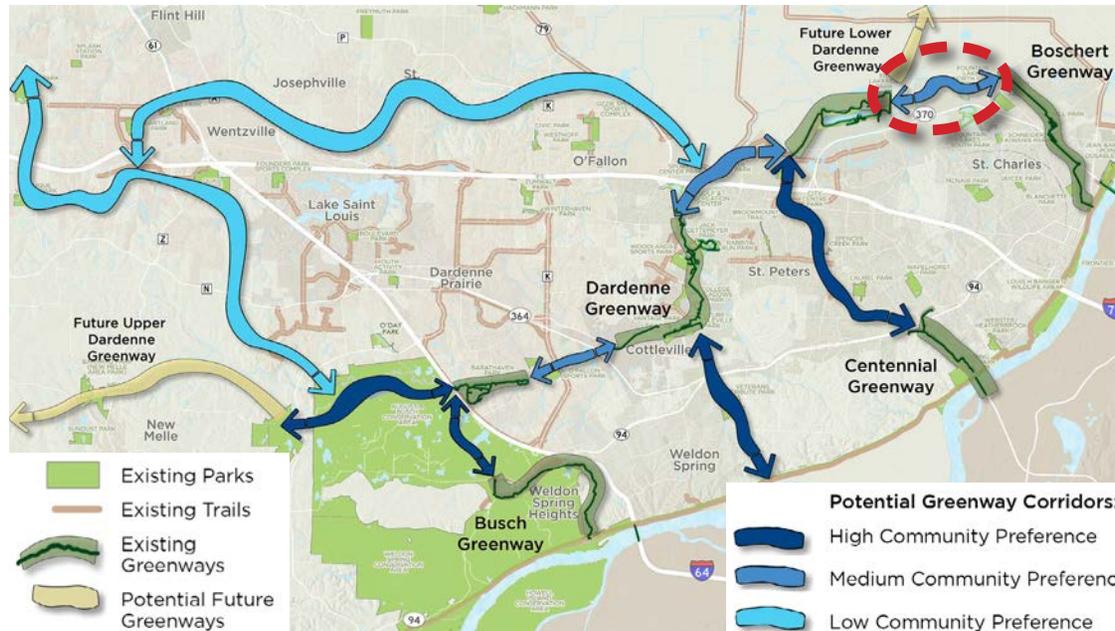
- Great Rivers Greenway
- St. Charles County
- St. Peters
- University of Missouri Extension
- Missouri Department of Transportation (I-70)

Next Steps

- Finish design of this corridor between Mexico Road to St. Peters Golf Club
- Design a trail spur to link the corridor to the St. Peters Golf Clubhouse
- Review the corridor north of I-70 based on current conditions and findings of this report; identify existing trail that could be utilized in creating the connection
- Begin to obtain rights to land and easements that can be utilized for the corridor
- Create phasing strategies that would allow implementation of the design and construction of the greenway in a feasible manner

Corridor 4

Survey and Evaluation Matrix Results



Boschert Greenway

370 Lakeside Park to Fountain Lakes North

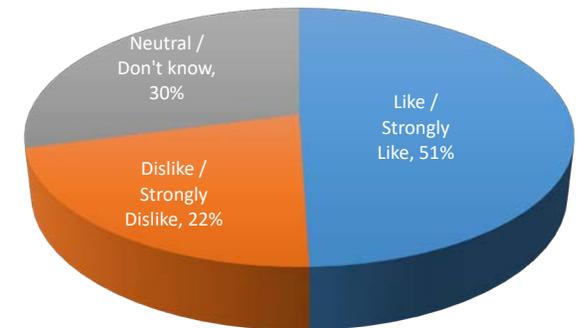


Figure 6.11: Corridor 4 Public Survey Results

Spring 2020 Public Survey Results

The Spring 2020 Public Survey respondents showed support for this route, with 51% of respondents either liking or strongly liking this option. A breakdown of the responses for this corridor can be seen in Figure 6.11: Corridor 4 Public Survey Results. The most common Fall 2019 Public Survey comments mentioned the connection to existing greenways, parks and destinations and the proximity to areas with lower income residents. Other comments mentioned that it is too far from the most populated areas in the core of St. Charles County. Other comments include:

- Provides commuting potential
- Too close to highways – could have noise pollution
- The area has frequent flooding
- New Town is already very walkable, and land in this area could be costly
- Somewhat duplicates the existing trail along MO 370
- Trail could disturb the Dardenne Creek bottomland forests and wetlands
- Creates a contiguous stretch of trail from Katy Trail to Boschert to 370 Lakeside

Greenway Evaluation Matrix Results

The total score for this corridor on the greenway evaluation matrix was 24, which was tied for the 2nd highest score out of nine corridors.

The total score in each category can be seen below in Figure 6.12: Corridor 4 Evaluation Matrix. The methodology behind the greenway evaluation matrix rating for this corridor is described on the following page.

Corridor 4

Factors Contributing to Matrix Rating

Existing Greenways, Trails and Parks - 3 - This route makes a key connection between existing greenways, reduces fragmentation and has the potential to increase use of existing greenways. It connects to key destinations. It has a short length of trail created and is not near libraries or schools.

Population Density - 2 - This route does not run through particularly populated areas or areas with high projected population growth. It is not near many employment centers. However, it does pass near many popular destinations.

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 - This option has a medium length of trail and a low potential to leverage other funding sources. It would likely have a high land and easement acquisition effort and moderate permitting/approvals process. It would require some costly trail infrastructure. This corridor should have a relatively low maintenance cost.

Community Preference - 2 - This option was not highly preferred by the project partners or user groups. It had medium preference in the community survey.

Sustainability - 3 - This route should not be prone to flooding and should require a low level of maintenance. It presents an average opportunity to conserve natural resources compared to the other corridor options. The project partners that would be responsible should have the ability to perform the needed maintenance.

Accessibility - 2 - This route has a small amount of trail access points and trailheads within a five minute walk. The route has a relatively flat grade.

Natural Resources - 3 - This option is close to natural water features and the area is in need of environmental restoration. It avoids sensitive natural areas and received a moderate rating for proximity to natural features and potential for environmental interpretation.

Cultural Resources - 2 - This route is not near historic sites and has little potential for cultural resource interpretation. It does avoid sensitive cultural resources.

Equity - 2 - This corridor provides moderate access for low-income families. It does not provide easy access for communities with a high percentage of people of various ethnic backgrounds. This corridor is accessible by public transportation.

St. Charles County Greenway Plan	
4 - Boschert - 370 Lakeside to Fountain Lakes North	
Corridor Total	24
Existing Greenways, Trails and Parks	3
Population Density	2
Safety	3
Cost	2
Community Preference	2
Sustainability	3
Accessibility	2
Natural Resources	3
Cultural Resources	2
Equity	2

Figure 6.12: Corridor 4 Evaluation Matrix Score

Corridor 4

Greenway Overview

Boschert Greenway - 370 Lakeside Park to Fountain Lakes North

This corridor is part of the Boschert Greenway. It begins at 370 Lakeside Park and runs east towards Fountain Lakes North Park to make a connection with the existing Boschert Greenway in the City of St. Charles.

This corridor connects to 370 Lakeside Park, which is the only regional-sized park close to St. Peters and the City of St. Charles, and was one of the destinations most requested by the public. It would also connect to Fountain Lakes North Park and Fountain Lake South Park, and pass nearby the St. Charles Soccer Complex Park. It would connect to the existing sidewalks of the residential community of New Town, another highly requested destination by the public. As it connects with the existing portion of the Boschert Greenway, it would provide a greenway connection from 370 Lakeside into the City of St. Charles. The existing Boschert Greenway connects on further to Katy Trail State Park. This option could also create a connection to a “blueway” or canoe/kayak route along following streams or rivers, that St. Charles County has planned between 370 Lakeside Park and the Missouri River.

The majority of the route would run along the top of the levee to the east of 370 Lakeside Park. The corridor would require crossings of Hayford Road and Hustler Road. It would also may require bridges over Cole Creek and a tributary. The corridor passes through several large, private agricultural and industrial land parcels, which could increase the difficulty of land acquisition.

A map of this route is shown in Figure 6.13: Corridor 4 - Boschert Greenway - 370 Lakeside Park to Fountain Lakes North Park.

Current Status

A preliminary route for this corridor has been studied by the Cities of St. Charles and St. Peters.

MATRIX RANKING: 2nd (tie)

COMMUNITY RANKING: 7th

UNIQUE FEATURES:

Runs along the top of a levee
Connection is highly requested by the public

KEY DESTINATIONS:

370 Lakeside Park
New Town Community
Fountain Lakes Parks

Corridor 4

Greenway Map Enlargement

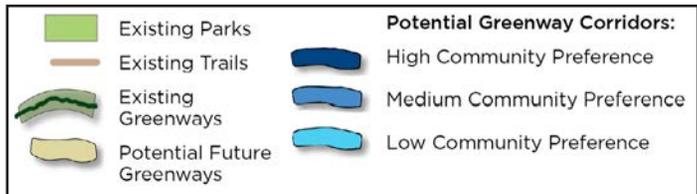
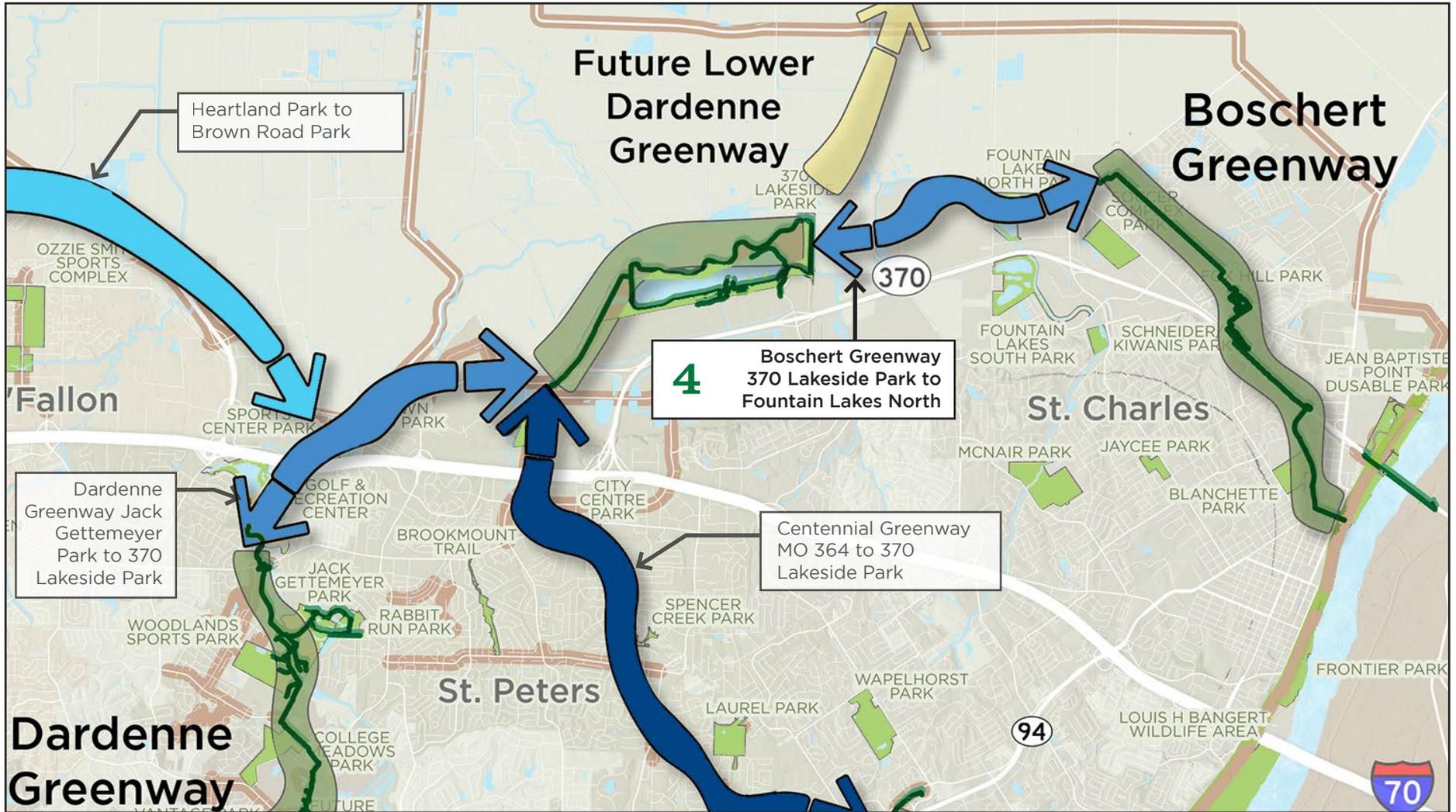
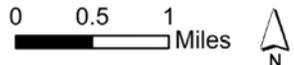


Figure 6.13: Corridor 4 - Boschert Greenway - 370 Lakeside Park to Fountain Lakes North Park. Source: PDS



Corridor 4

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.

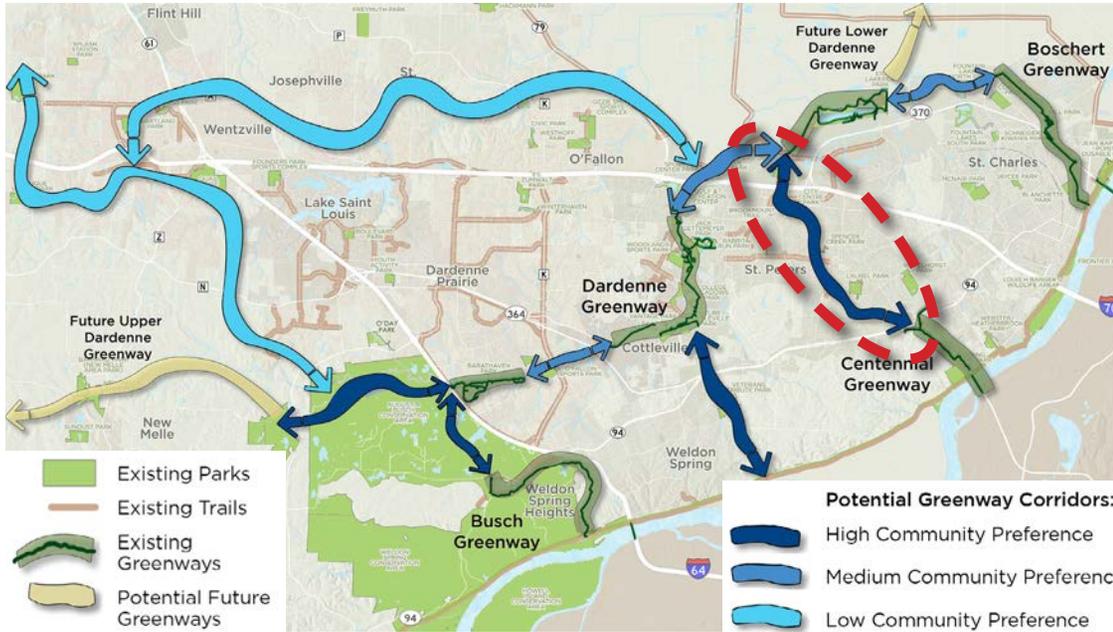
- Great Rivers Greenway
- St. Charles County
- St. Charles City
- St. Peters
- Missouri Department of Transportation

Next Steps

- Review plans made by the Cities of St. Charles and St. Peters to create this connection
- Confirm the route this corridor would take and the feasibility of implementation
- Create phasing strategies that would allow implementation of the design and construction of the greenway in a feasible manner

Corridor 5

Survey and Evaluation Matrix Results



Spring 2020 Public Survey Results

The spring 2020 public survey respondents showed strong support for this corridor option, with 66% of respondents either liking or strongly liking this route. A breakdown of the responses for this corridor can be seen in Figure 6.14: Corridor 5 Public Survey Results. The most common comment in support of the corridor mentioned the connection to trails, employment centers, shopping and populated areas. The most common comments against this corridor mentioned the high cost and maintenance requirements, as the corridor is located within a floodplain. Other comments include:

- Helps to create a St. Charles County “inner ring” of greenway
- The area is too urban; setting is not natural enough
- A portion of the trail is along roadways
- Removes need for on-road bicycling in high-traffic area
- Could promote cycling to work

Centennial Greenway

MO 364 to 370

Lakeside Park

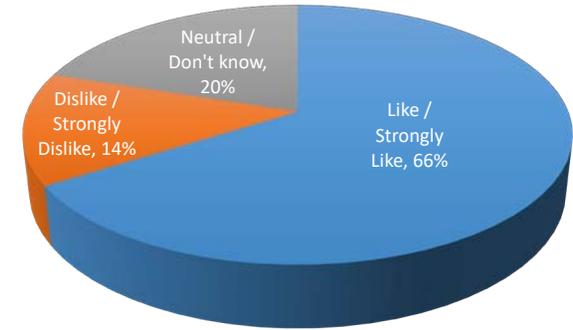


Figure 6.14: Corridor 5 Public Survey Results

Greenway Evaluation Matrix Results

The total score for this corridor on the greenway evaluation matrix was 26, which was the highest score out of nine corridors.

The total score in each category can be seen below in Figure 6.15: Corridor 5 Evaluation Matrix. The methodology behind the greenway evaluation matrix rating for this corridor is described on the following page.

Corridor 5

Factors Contributing to Matrix Rating

Existing Greenways, Trails and Parks - 3 - This route makes a key connection between existing greenways, reduces fragmentation and has the potential to increase use of existing greenways. It connects to key destinations. It would create a moderate length of trail and the route passes nearby several libraries or schools.

Population Density - 3 - This corridor runs through a highly populated area with popular destinations and employment centers.

Safety - 3 - This corridor is separated from vehicle traffic, but some of the route follows the road network and is in the proximity of roadways. It would require some at-grade crossings, and under-grade crossings at Jungerman Road and Willott Road that have already been completed.

Cost - 2 - This option has a medium length of trail and a high potential to leverage other funding sources. It would likely have an easy land acquisition and permitting/ approvals effort, as much of the corridor would involve upgrading existing trails. The property easement effort is expected to be moderate. It would require some costly trail infrastructure which could result in a high maintenance cost.

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

Sustainability - 2 - This route has little flooding and would require a moderate level of maintenance. This corridor should not present any difficulties for the responsible project partners to maintain.

Accessibility - 3 - This route has a large amount of trail access points and trailheads within a five minute walk. The route has a relatively flat grade.

Natural Resources - 3 - This option is located in wooded areas mostly along Spencer Creek and would provide considerable access to natural areas that have been already been conserved. It has a high potential for environmental interpretation. The route avoids sensitive natural areas.

Cultural Resources - 3 - This route passes by historic sites and cultural resource destinations, creating an opportunity for cultural resource interpretation.

Equity - 2 - This corridor does not provide easy access for-low income families or people of various ethnic backgrounds. It is accessible by public transportation.

St. Charles County Greenway Plan	
5 - Centennial - 364 to 370 Lakeside	
Corridor Total	26
Existing Greenways, Trails and Parks	3
Population Density	3
Safety	3
Cost	2
Community Preference	2
Sustainability	2
Accessibility	3
Natural Resources	3
Cultural Resources	3
Equity	2

Figure 6.15: Corridor 5 Evaluation Matrix Score

Corridor 5

Greenway Overview

Centennial Greenway - MO 364 to 370 Lakeside Park

This corridor will be part of the Centennial Greenway. It begins at an existing portion of the Centennial Greenway in St. Peters and connects to 370 Lakeside Park. Much of this corridor will follow and use the existing infrastructure of the Spencer Creek Trail. This will greatly reduce construction cost, land acquisition efforts, and the permitting/approval process for construction. The existing trail would be upgraded to meet Great Rivers Greenway standards.

In the north, the corridor would connect to the existing trails in 370 Lakeside Park. The corridor passes nearby Mid Rivers Mall, and the connection could be completed with a spur trail. It would also connect to City Centre Park. Another trail spur could be created to connect with Laurel Park and Wapelhorst Park. The corridor also passes through Spencer Creek Park and Covenant Park. The primary corridor would meet up with a planned trail extension of the Centennial Greenway just north of MO 364. The City of St. Peters is currently working on the design of this Centennial Greenway extension that will run along McClay Road to join with the existing Spencer Creek Trail.

The corridor would require a crossing of Interstate 70. The corridor should be able to utilize an existing overpass on the west side of Spencer Road, which can be upgraded to Great Rivers Greenway design standards and branding. Crossings underneath Jungerman Road and Willott Road already exist and can be utilized to complete this connection as well. A boardwalk at Boone Hills is complete.

A map of this route is shown in Figure 6.16: Corridor 5 - Centennial Greenway - MO 364 to 370 Lakeside Park.

Current Status

A majority of this route includes existing St. Peters trails. St. Peters and Great Rivers Greenway are collaborating on implementation of the southern links of the corridor along Hackmann & McClay Roads. There is a gap in the existing trails that would be required to complete this connection north of Mexico Road to Spencer Road north of I-70.

The City of St. Peters has expressed willingness to partner in the construction of new greenways through the city, as they have experience building trails, small culverts and bridges.

MATRIX RANKING: **1st**

COMMUNITY RANKING: **2nd**

UNIQUE FEATURES:

Much of this corridor can utilize the existing Spencer Creek Trail infrastructure

KEY DESTINATIONS:

**370 Lakeside Park
Mid Rivers Mall
City Centre Park
Laurel Park
Wapelhorst Park**

Corridor 5

Greenway Map Enlargement

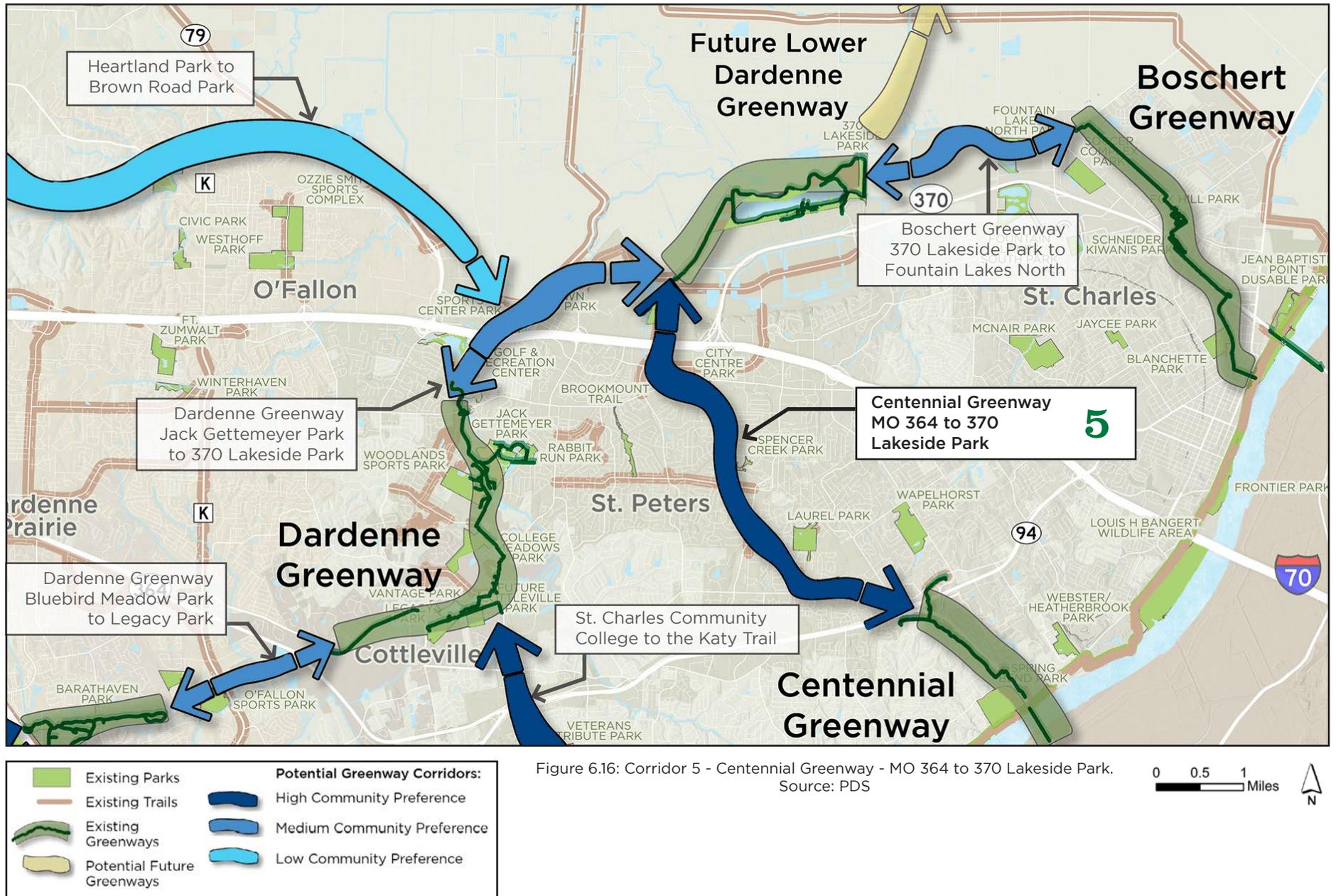
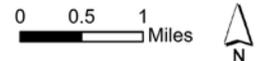


Figure 6.16: Corridor 5 - Centennial Greenway - MO 364 to 370 Lakeside Park. Source: PDS



Corridor 5

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.

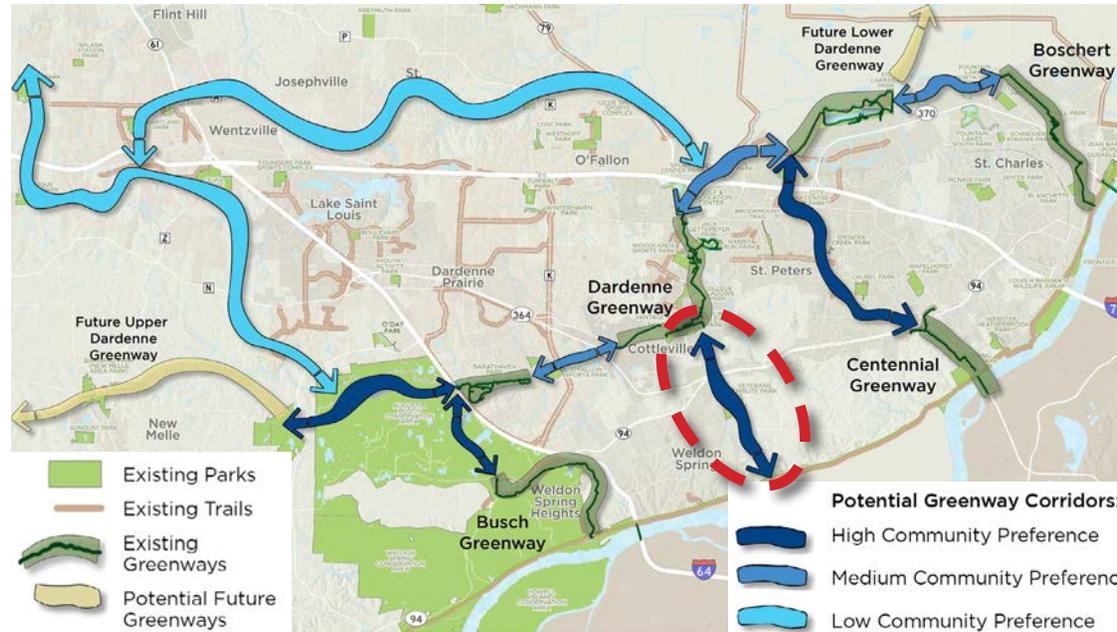
- Great Rivers Greenway
- St. Charles County
- St. Peters
- Missouri Department of Transportation

Next Steps

- Complete the southern connections of this corridor on which implementation has begun
- Investigate whether the corridor could utilize the existing crossing of Interstate 70 at the Spencer Creek Bridge
- Begin a betterment study to determine the needs and cost to upgrade the existing Spencer Creek trails to Great Rivers Greenway design standards and branding and begin betterment projects
- Create phasing strategies for the portion of the corridor north of Mexico Road, that would allow implementation of the design and construction of the greenway in a feasible manner

Corridor 6

Survey and Evaluation Matrix Results



St. Charles Community College to the Katy Trail

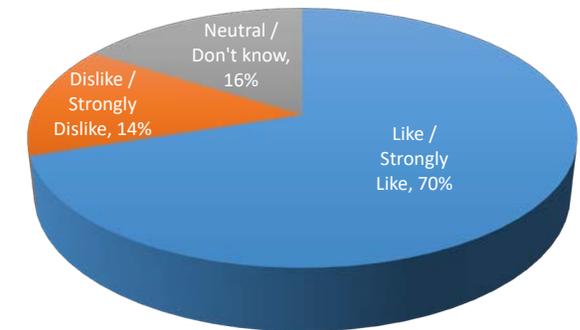


Figure 6.17: Corridor 6 Public Survey Results

Spring 2020 Public Survey Results

The spring 2020 public survey respondents showed strong support for this corridor, with 70% of respondents either liking or strongly liking this option. A breakdown of the responses for this corridor can be seen in Figure 6.17: Corridor 6 Public Survey Results. The most common comment in support of the corridor mentioned the connection to the Katy Trail and St. Charles Community College. The most common comments against this corridor mentioned that the route is along roadways. Other comments included:

- Great loops possible with Katy Trail
- Seems like a lot of money just to add another Katy connection.
- Provides a greenway in an area without many existing trails
- Provides a safe bikeway along a route many people already bike
- Not a natural setting
- Possible spread of motorized golf carts out of the Cottleville trails
- Cottleville business district would be a great destination

Greenway Evaluation Matrix Results

The total score for this corridor on the greenway evaluation matrix was 24, which was tied for the 2nd highest out of nine.

The total score in each category can be seen below in Figure 6.18: Corridor 6 Evaluation Matrix. The methodology behind the greenway evaluation matrix rating for this corridor is described on the following page.

Corridor 6

Factors Contributing to Matrix Rating

Existing Greenways, Trails and Parks - 3 - This route makes a key connection between existing greenways, reduces fragmentation and has the potential to increase use of existing greenways. It connects to key destinations. It has a short length of trail created. It passes by several libraries and schools.

Population Density - 3 - This corridor runs through a highly populated area with popular destinations and employment centers.

Safety - 1 - This route primarily follows roadways and would have a large number of at-grade roadway crossings. The trail would be separated from the roadway.

Cost - 3 - Land acquisition effort for this option should be low, as the majority of the trail lies within city right-of-ways. The length of the trail is medium. The permitting and approvals and easement acquisition are likely to be more simple than other options because of the location within the right-of-way. This option has a moderate likelihood of receiving funding from other sources. There is no expensive infrastructure required.

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

Sustainability - 3 - This option has a low probability of flooding frequently and would likely require relatively low effort to maintain. However, it does not present much opportunity for natural resource conservation. The project partners that would be responsible should have the ability to perform the needed maintenance.

Accessibility - 3 - This route has a large amount of trail access points and trailheads within a five minute walk. The route has a relatively flat grade.

Natural Resources - 2 - This option is not close to natural water or other natural features and has little potential for environmental interpretation. The area is not in need of environmental restoration. The route avoids sensitive natural areas.

Cultural Resources - 3 - This route passes by historic sites and cultural resource destinations, creating an opportunity for cultural resource interpretation.

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	
6 - St. Charles Community College to Katy Trail	
Corridor Total	24
Existing Greenways, Trails and Parks	3
Population Density	3
Safety	1
Cost	3
Community Preference	2
Sustainability	3
Accessibility	3
Natural Resources	2
Cultural Resources	3
Equity	1

Figure 6.18: Corridor 6 Evaluation Matrix Score

Corridor 6

Greenway Overview

St. Charles Community College to the Katy Trail

This corridor would be part of a new greenway. It begins with a connection to an existing section of the Dardenne Greenway at Vantage Park and St. Charles Community College. The route runs south to connect to Katy Trail State Park.

Much of this corridor would be adjacent to roadways. The greenway itself would be separated from vehicle traffic to protect the greenway users. The greenway will form a connection to St. Charles Community College, which will enable many students and employees of the college to commute by greenway. The corridor will connect the existing Dardenne Greenway to the 240-mile long Katy Trail, exponentially expanding the total trail length available to St. Charles County residents. The greenway will also connect to Veteran’s Tribute Park.

This corridor may require a roadway crossing of Central School Road. A bridge might be required over a creek near Veteran’s Tribute Park. A map of this route is shown in Figure 6.19: St. Charles Community College to the Katy Trail.

Current Status

Some local trails are complete along Mid Rivers Mall Drive and there is an existing MO 364 crossing. There are some portions of existing trails around St. Charles Community College. There is strong community support for implementation of a new greenway with connections to Veterans Tribute Park.

The St. Charles County Highway Department has grant funding in place to create a mixed use path from MO 364 to Veteran’s Tribute Park along Pitman Hill Road, which will be able to upgrade to Great Rivers Greenway standards and branding to complete this greenway connection. The trail will be 10 feet wide and alternate between abutting the curb of the road and having 2 to 3.5 feet of median separating it from the road. The trail will include two prefabricated pedestrian bridges.

MATRIX RANKING: **2nd** (tie)

COMMUNITY RANKING: **1st**

UNIQUE FEATURES:

Connects existing greenways to the 240-mile Katy Trail State Park

KEY DESTINATIONS:

**St. Charles Community College
Vantage Park
Veteran’s Tribute Park
Katy Trail State Park**

Corridor 6

Greenway Map Enlargement

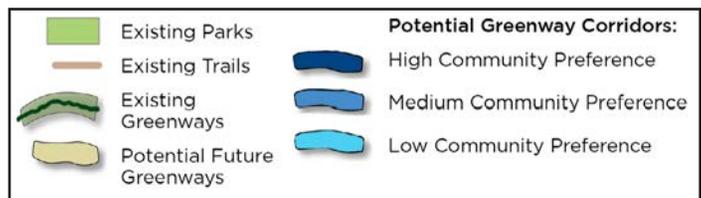
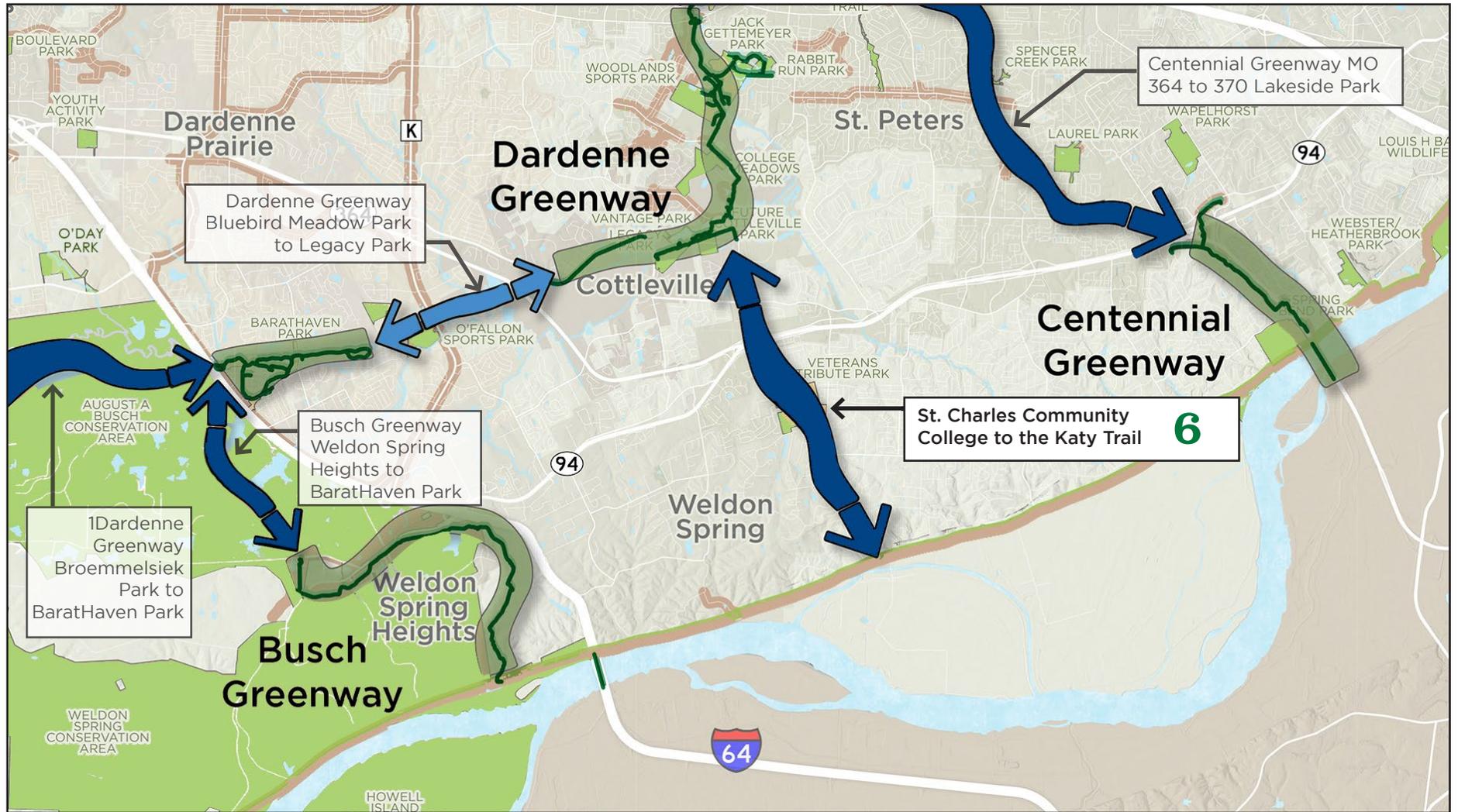
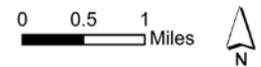


Figure 6.19: Corridor 6 - St. Charles Community College to the Katy Trail.
Source: PDS



Corridor 6

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.

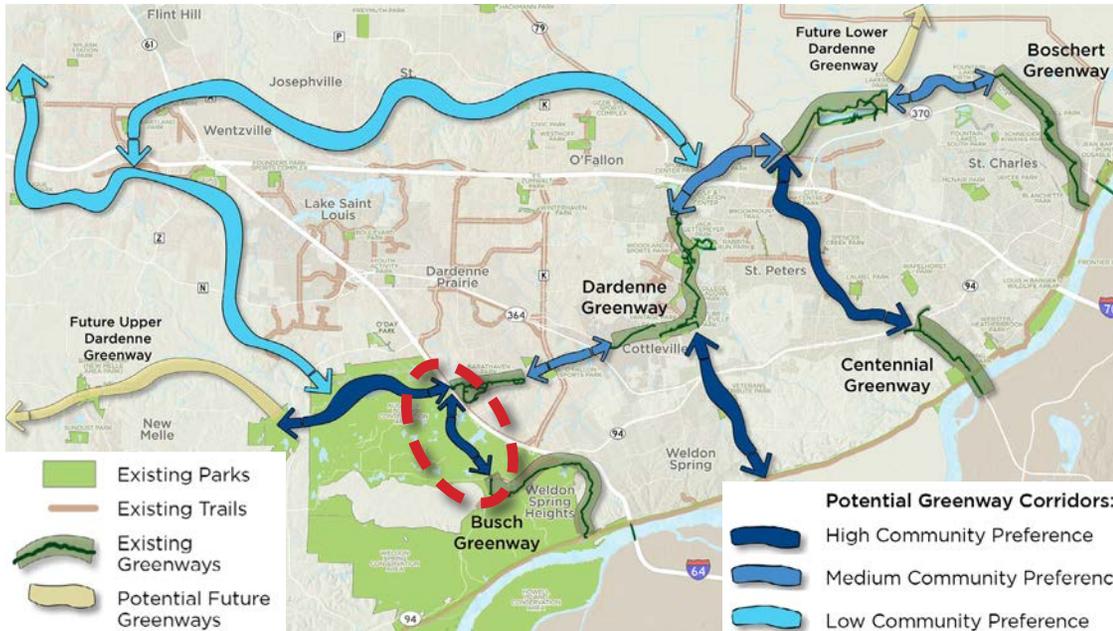
- Great Rivers Greenway
- St. Charles County
- Weldon Spring
- Cottleville
- St. Peters
- St. Charles County Highway Department
- Missouri Department of Natural Resources

Next Steps

- Create a Greenway Master Plan for this new greenway
- Engage the community in naming the new greenway
- Conduct a betterment study to identify existing portions of trail between MO 364 and St. Charles Community College that could be utilized for the new greenway, and identify the needs and cost to upgrade this trail to Great Rivers Greenway design standards and branding
- Create a feasibility study and cost estimate for implementation
- Create phasing strategies that would allow implementation of the design and construction of the greenway in a feasible manner

Corridor 7

Survey and Evaluation Matrix Results



Spring 2020 Public Survey Results

The spring 2020 public survey respondents showed strong support for this corridor, with 65% of respondents saying they either liked or strongly liked this option. A breakdown of the responses for this corridor can be seen in Figure 6.20: Corridor 7 Public Survey Results. The most common comment in support of the corridor mentioned the connection to existing trails, the Busch Memorial Conservation Area and BaratHaven Park. The most common comments against this corridor mentioned the costly interstate crossing. Other comments include:

- Doesn't add new green space for conservation
- Provides a safe highway crossing
- Provides a safe bikeway along a route people already bike
- You can just ride bicycles on the roads in the Busch Memorial CA
- Doesn't connect communities together
- The Busch Greenway is the gateway to everything: The Katy Trail, Hamburg, Chesterfield levees, Creve Coeur Park, Downtown St. Charles City, etc.
- Without additional sections, this portion does not complete a continuous route

Busch Greenway Weldon Spring Heights to BaratHaven Park

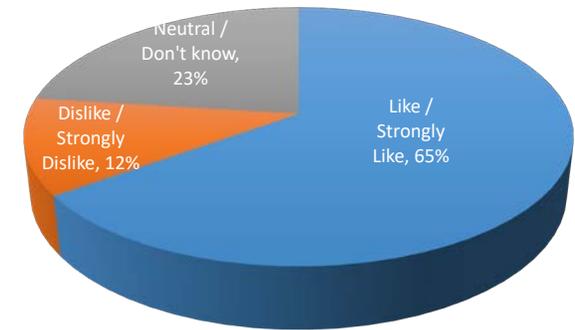


Figure 6.20: Corridor 7 Public Survey Results

Greenway Evaluation Matrix Results

The total score for this corridor on the greenway evaluation matrix was 22, which was tied for the 7th highest out of nine.

The total score in each category can be seen below in Figure 6.21: Corridor 7 Evaluation Matrix. The methodology behind the greenway evaluation matrix rating for this corridor is described on the following page.

Corridor 7

Factors Contributing to Matrix Rating

Existing Greenways, Trails and Parks - 2 - This route makes a connection between existing greenways, reduces fragmentation and could increase use of existing greenways. It connects to key destinations, creates a short length of trail, and is not near libraries or schools.

Population Density - 1 - This corridor is primarily in a conservation area, and therefore does not connect to many populated areas, employment centers or areas of future population growth. It is near the Busch Memorial CA and BaratHaven Park.

Safety - 3 - This corridor received the highest possible score in safety because it is off-road and separated from vehicular traffic, and has no at-grade road crossings.

Cost - 3 - Land acquisition effort for this option should be low, as the majority of the trail involves a single landowner. The length of the trail is medium. The permitting and approvals are likely to be simple because of the location within a conservation area. This also increases the likelihood of receiving funding from other sources. The route should have average infrastructure requirements.

Community Preference - 3 - This is a highly supported option by the project partners and user groups, and was highly preferred in the community survey.

Sustainability - 2 - This option has a moderate probability of flooding and would likely require relatively low effort to maintain. However, it does not present an opportunity to conserve natural resources. The project partners that would be responsible should have the ability to perform the needed maintenance.

Accessibility - 2 - The location of this corridor has minimal elevation changes, but few trail access points and existing trailheads within a five minute walk.

Natural Resources - 3 - This option presents a natural opportunity for environmental interpretation, it is very close to natural features, and it passes close by natural water features. It is not in need of any environmental restoration, and received a middle score for avoiding sensitive natural areas.

Cultural Resources - 2 - This option presents a moderate opportunity for cultural resource interpretation, and it avoids sensitive cultural resources. It has a middle score for cultural resource destinations, and it does not pass by any historic sites.

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	
7 - Busch - Weldon Springs Heights to Barathaven	
Corridor Total	22
Existing Greenways, Trails and Parks	2
Population Density	1
Safety	3
Cost	3
Community Preference	3
Sustainability	2
Accessibility	2
Natural Resources	3
Cultural Resources	2
Equity	1

Figure 6.21: Corridor 7 Evaluation Matrix Score

Corridor 7

Greenway Overview

Busch Greenway - Weldon Spring Heights to BaratHaven Park

This corridor runs from Weldon Spring Heights north through the Busch Memorial Conservation Area (Busch Memorial CA), and then turns east to join with the existing portion of the Dardenne Greenway within BaratHaven Park in Dardenne Prairie.

The majority of this corridor lies within the Busch Memorial Conservation Area, which provides access to nature. It would also simplify land acquisition, as most of the trail route is on publicly-owned land. The corridor would largely follow the internal roads of the conservation area. As the majority of the land is already in a conservation area, this option would not add new land for conservation.

The route would require a pedestrian and bicycle crossing of Interstate 64, which would be shared with Corridor 1. This crossing would create a vital pedestrian link between the core of St. Charles County and the regional-sized Busch Memorial Conservation Area, the Busch Greenway, Broemmelsiek Park and the 240-mile long Katy Trail State Park. A map of this route is shown in Figure 6.22: Corridor 7 - Busch Greenway - Weldon Spring Heights to BaratHaven Park.

Current Status

Preliminary corridors have been suggested by the Missouri Department of Conservation and the City of O'Fallon. The City of O'Fallon has plans to develop a trailhead near BaratHaven Park. The City of O'Fallon has an active TAP grant application to create the connection under Interstate 64. This grant is currently in the review process.

MATRIX RANKING: 7th (tie)

COMMUNITY RANKING: 3rd

UNIQUE FEATURES:

Scenic natural setting of the Busch Conservation Area

Connects to 240-mile Katy Trail State Park

KEY DESTINATIONS:

BaratHaven Park
Busch Memorial CA
Katy Trail State Park

Corridor 7

Greenway Map Enlargement

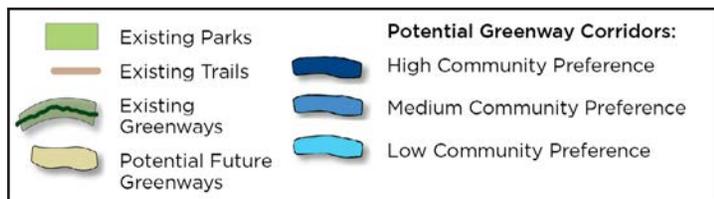
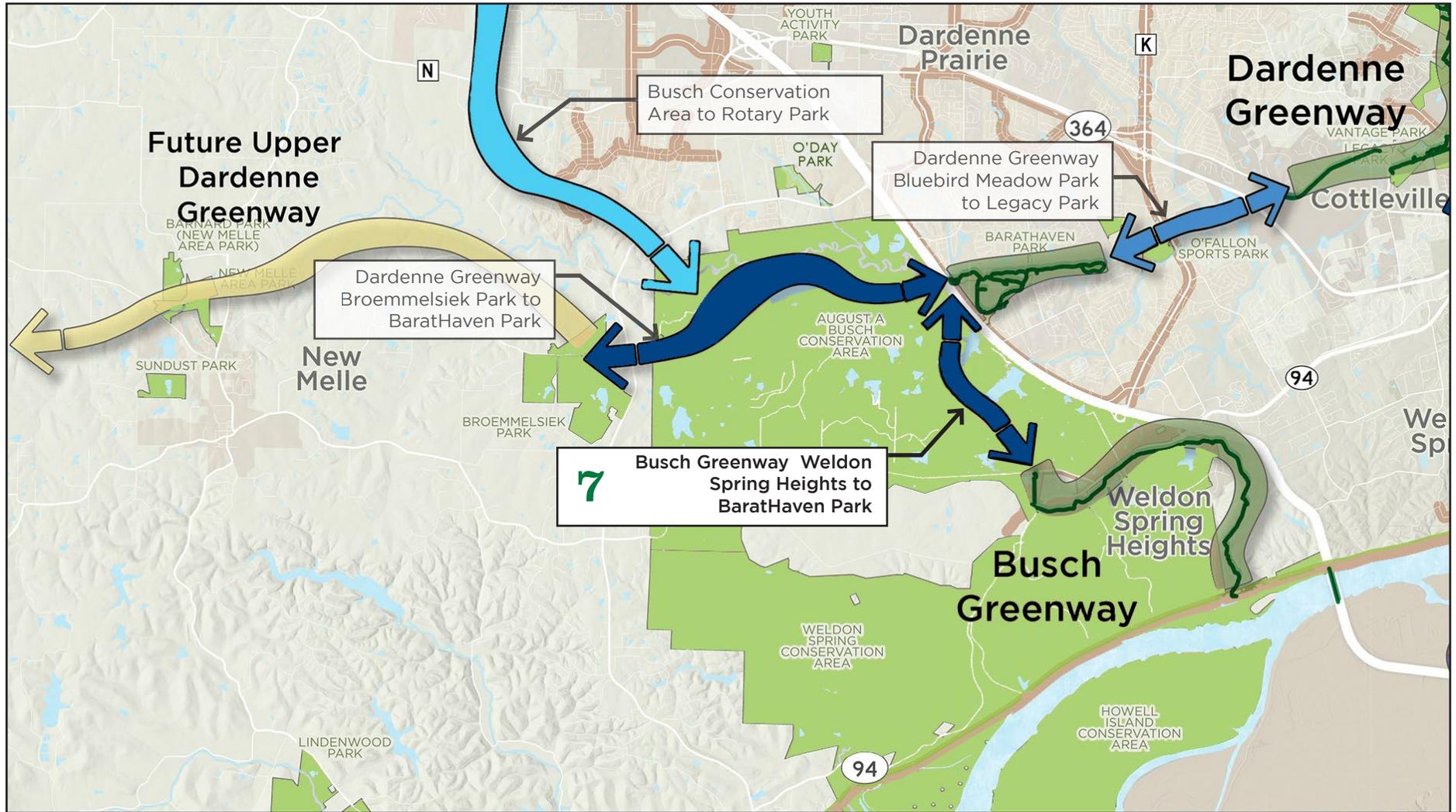
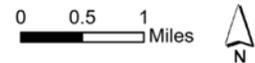


Figure 6.22: Corridor 7 - Busch Greenway - Weldon Spring Heights to BaratHaven Park. Source: PDS



Corridor 7

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.

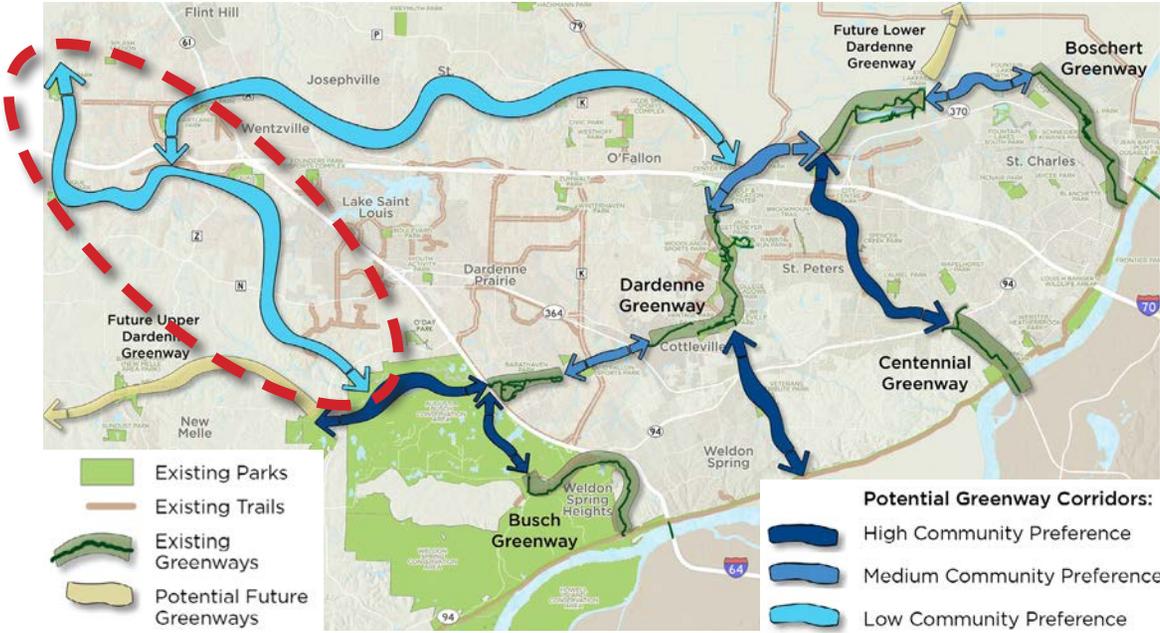
- Great Rivers Greenway
- St. Charles County
- O'Fallon
- Missouri Department of Conservation
- Missouri Department of Transportation (I-64)

Next Steps

- Create an corridor study for this connection
- Create phasing strategies that would allow implementation of the design and construction of the greenway in a feasible manner.

Busch Conservation Area to Rotary Park

Corridor 8 Survey and Evaluation Matrix Results



Spring 2020 Public Survey Results

The spring 2020 public survey respondents showed a low preference for this corridor, with only 42% saying they either liked or strongly liked this option. A breakdown of the responses for this corridor can be seen in Figure 6.23: Corridor 8 Public Survey Results. The most common comment in support of the corridor mentioned that it connects to existing parks and is in an area of high projected future population growth. The most common comments against this corridor mentioned that the land acquisition and construction cost would be too high and that it is not located within the most densely populated area of St. Charles County. Other comments include:

- Land in this area is more easily obtainable now than it will be in the future
- Too far from the most densely populated area of St. Charles County
- Does not provide enough connections between existing trails and greenways
- Would add a large amount of new trail
- Some parts could be in a natural setting

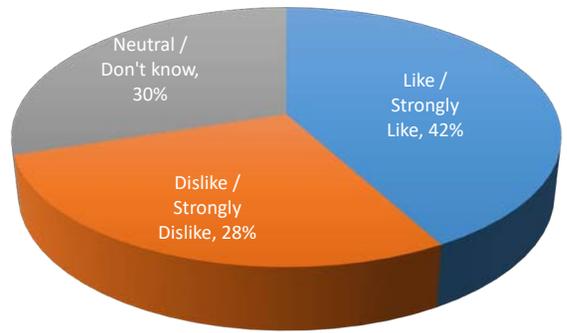


Figure 6.23: Corridor 8 Public Survey Results

Greenway Evaluation Matrix Results

The total score for this corridor on the greenway evaluation matrix was 22, which tied for the 7th highest out of nine.

The total score in each category can be seen below in Figure 6.24: Corridor 8 Evaluation Matrix. The methodology behind the greenway evaluation matrix rating for this corridor is described on the following page.

Corridor 8

Factors Contributing to Matrix Rating

Existing Greenways, Trails and Parks - 2 - This corridor makes some key connections and connects to some key destinations. It creates a very long length of trail. It does not reduce fragmentation or have the potential to increase use of existing greenways. It is near a few libraries and schools.

Population Density - 3 - This option is near moderately populated areas and some employment centers. It connects to many popular destinations and areas that have high levels of projected population growth.

Safety - 3 - This corridor is largely off-road and would be completely separated from vehicular traffic. It would require minimal at-grade roadway crossings.

Cost - 1 - This is a high cost option. The route requires a very long length of trail, which would demand a high land acquisition effort. A large amount of permitting/ approvals and property easements would be required because of the trail length and multiple municipalities involved. There would be some costly infrastructure required, and there is little opportunity to leverage other funding sources. A high level of maintenance would be required.

Community Preference - 1 - This option is not highly supported by the project partners, user groups, or the community in the spring 2020 survey.

Sustainability - 3 - This option has a low probability of flooding and would require average effort to maintain. It presents an opportunity to conserve natural resources.

Accessibility - 3 - The location of this corridor has a lot of elevation change. It has a high amount of trail access points and existing trailheads within a five minute walk.

Natural Resources - 3 - This option presents a moderate opportunity for environmental interpretation, it is close to water and moderately close to other natural features. It is in moderate need of environmental restoration, and received a middle score for avoiding sensitive natural areas.

Cultural Resources - 2 - This option presents an opportunity for cultural resource interpretation, and it avoids sensitive cultural resources. It has a middle score for cultural resource destinations, and it does not pass by any historic sites.

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

St. Charles County Greenway Plan	
8 - Busch Conservation Area to Rotary Park	
Corridor Total	22
Existing Greenways, Trails and Parks	2
Population Density	3
Safety	3
Cost	1
Community Preference	1
Sustainability	3
Accessibility	3
Natural Resources	3
Cultural Resources	2
Equity	1

Figure 6.24: Corridor 8 Evaluation Matrix Score

Corridor 8

Greenway Overview

Busch Memorial Conservation Area to Rotary Park

This corridor begins in the Busch Memorial Conservation Area (Busch Memorial CA) and runs northwest to end in Rotary Park in Wentzville. The corridor would create a connection to the potential greenway Corridor 1 (Dardenne Greenway - BaratHaven to Broemmelsiek) withing Busch Memorial CA.

This is a very long corridor, that would add a large amount of trail to the greenway network, but be quite expensive to construct and maintain. This area of St. Charles County is not as densely developed as the central portion of county, in which most of the other corridors lie. This could mean that land acquisition is easier, as more land is currently undeveloped. The corridor passes through Lake Saint Louis and Wentzville. This area of the county is projected to have high levels of population growth in the near future. Creating a greenway in this area now could set aside land for conservation before the area is fully developed. The greenway would then be in place to serve the expanding population.

This was not a highly preferred route by the community, who expressed a desire to focus greenway development within the central, already fully developed and densely populated center of St. Charles County. The very long length of greenway created with this corridor option could prove difficult for the smaller municipalities of the county to maintain.

In addition to connecting to the Busch Memorial CA and Rotary Park, this corridor could pass nearby or connect to several other parks, including Quail Ridge Park and Heartland Park. The route A map of this route is shown in Figure 6.25: Corridor 8 - Busch Conservation Area to Rotary Park.

Current Status

The current status of this corridor is conceptual. Some potential municipal trail routes have been identified. The idea for this corridor was originally identified in Great Rivers Greenway's first 2004 River Ring Plan, with the name "Little Dardenne Greenway." There are some existing trails between Rotary Park and Quail Ridge Park that may be able to be incorporated into this corridor.

MATRIX RANKING: 7th (tie)

COMMUNITY RANKING: 8th

UNIQUE FEATURES:

This less-developed area is projected for high levels of population growth

KEY DESTINATIONS:

**Busch Memorial CA
Rotary Park
Quail Ridge Park
Heartland Park
O'Day Park**

Corridor 8

Greenway Map Enlargement

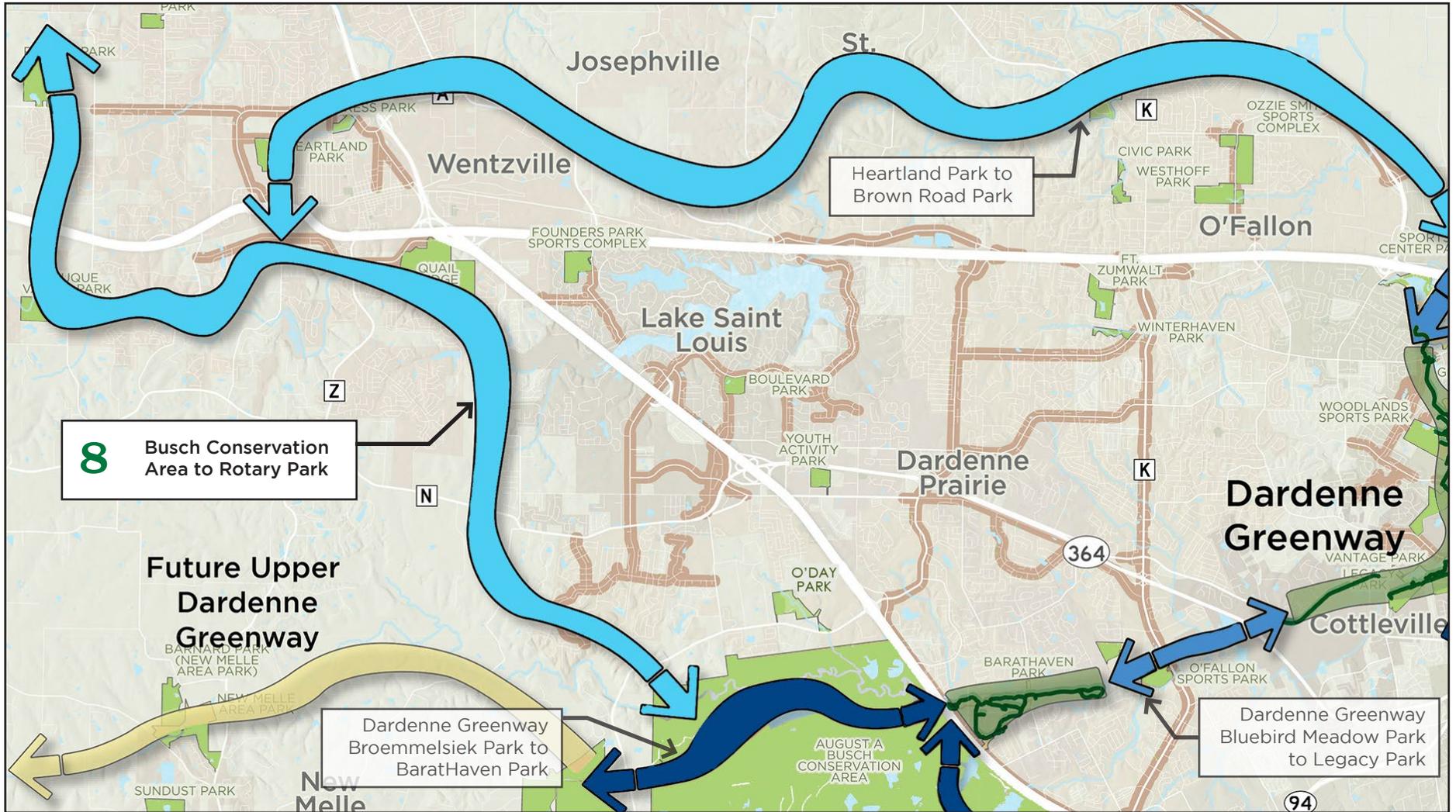
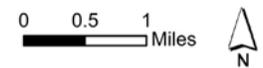


Figure 6.25: Corridor 8 - Busch Conservation Area to Rotary Park. Source: PDS



Corridor 8

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.

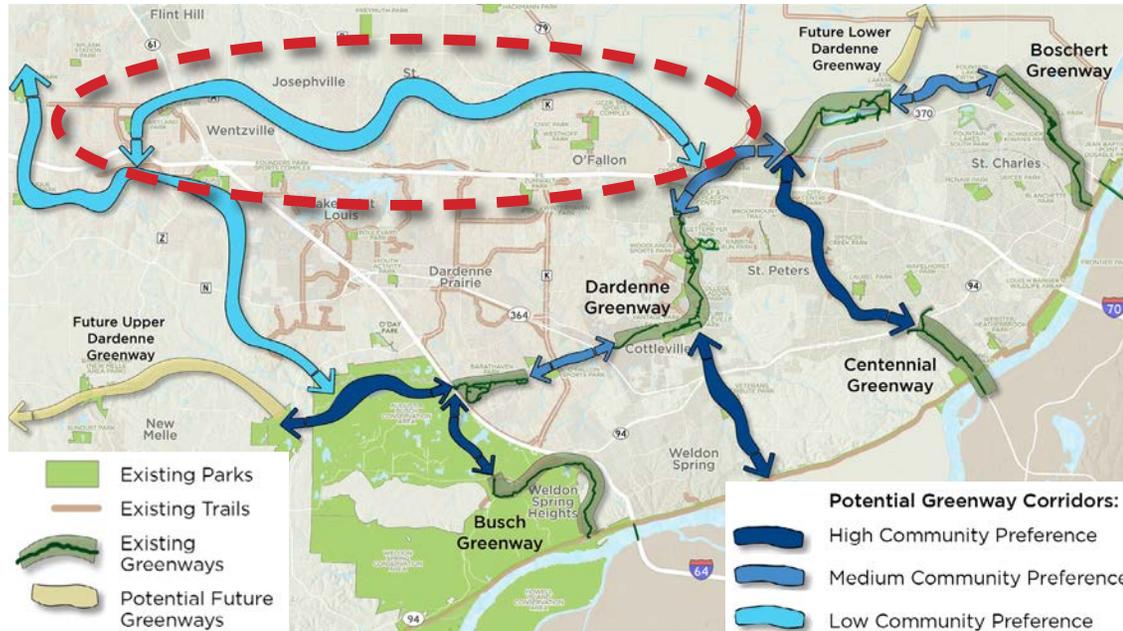
- Great Rivers Greenway
- St. Charles County
- Lake Saint Louis
- Wentzville
- O'Fallon
- Missouri Department of Conservation

Next Steps

- Create a Greenway Master Plan for the new greenway
- Begin working with the local municipalities to start land acquisition and right of way assembly along the planned corridor
- Investigate how local ordinances and/or Home Builder Agreements can be leveraged to set aside land for this corridor
- Investigate whether the existing trails between Rotary Park and Quail Ridge Park could be utilized for the corridor, and identify betterment project needed to bring them up to Great Rivers Greenway design standards and branding
- Confirm the route this corridor would take and the feasibility of implementation
- Create phasing strategies that would allow implementation of the design and construction of the greenway in a feasible manner.
- Begin implementation of small projects, such as completing the connection between Rotary Park and Quail Ridge Park.

Corridor 9

Survey and Evaluation Matrix Results



Spring 2020 Public Survey Results

The spring 2020 public survey respondents showed a low preference for this corridor, with only 40% of respondents saying they either like or strongly like this option. A breakdown of the responses for this corridor can be seen in Figure 6.26: Corridor 9 Public Survey Results. The most common comment in support of the corridor mentioned that it provides trails in an area that currently has few trail options, and that it would serve low-income areas. The most common comments against this corridor mentioned the high cost and land acquisition effort that would be involved in constructing this corridor. Other comments include:

- Would dedicate new land for conservation
- Extends greenway network to a new area
- Could partner with the Highway 79 expansion effort
- Too far from the center of St. Charles County
- Already enough recreation options in this area
- Without corridor 8, it doesn't connect existing trails
- Over time, it could be part of a loop around St. Charles County

Heartland Park to Brown Road Park

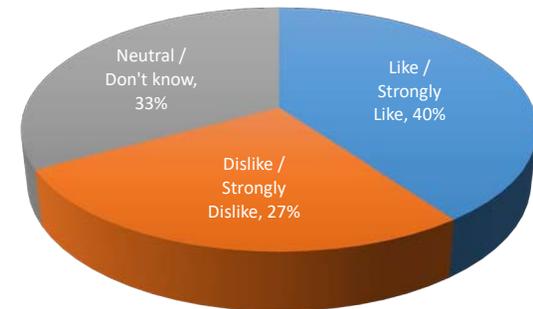


Figure 6.26: Corridor 9 Public Survey Results

Greenway Evaluation Matrix Results

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

The total score in each category can be seen below in Figure 6.27 Corridor 9 Evaluation Matrix. The methodology behind the greenway evaluation matrix rating for this corridor is described on the following page.

Corridor 9

Factors Contributing to Matrix Rating

Existing Greenways, Trails and Parks - 2 - This corridor makes some key connections and connects to many key destinations. It creates a very long length of trail. It does not reduce fragmentation or have the potential to increase use of existing greenways. It is near many libraries and schools.

Population Density - 3 - This option is near populated areas and employment centers. It connects to some destinations and areas of population growth.

Safety - 2 - Some of this corridor would follow roadways, but would be separated from vehicular traffic and require minimal at-grade roadway crossings.

Cost - 1 - This is a high cost option. The route requires a very long length of trail, which would demand a high land acquisition effort. A large amount of permitting/ approvals and property easements would be required because of the trail length and multiple municipalities involved. There would be some costly infrastructure required, and there is little opportunity to leverage other funding sources. A high level of maintenance would be required.

Community Preference - 2 - This option is not highly supported by the project partners or the community survey. It has moderate support from user groups.

Sustainability - 2 - This option has a moderate probability of flooding and would require average effort to maintain. It does present an opportunity to conserve natural resources. The project partners that would be responsible may have difficulty performing the needed maintenance.

Accessibility - 3 - The route of this corridor does not traverse much change in grade. It has a plenty of trail access points and existing trailheads nearby.

Natural Resources - 3 - This option presents an opportunity for environmental interpretation. It is close to water and other natural features. It is in moderate need of environmental restoration, and mostly avoids sensitive natural areas.

Cultural Resources - 3 - This option presents an opportunity for cultural resource interpretation, and it avoids sensitive cultural resources. It has a middling score for cultural resource destinations and historic sites.

Equity - 2 - This corridor would provide access to areas with low-income families. It would not provide access to areas with high populations of people of various ethnic backgrounds. It does not have access by public transportation.

St. Charles County Greenway Plan	
9 - Heartland Park to Brown Road Park	
Corridor Total	23
Existing Greenways, Trails and Parks	2
Population Density	3
Safety	2
Cost	1
Community Preference	2
Sustainability	2
Accessibility	3
Natural Resources	3
Cultural Resources	3
Equity	2

Figure 6.27: Corridor 9 Evaluation Matrix Score

Corridor 9

Greenway Overview

Heartland Park to Brown Road Park

This corridor would be a new greenway. It begins at Heartland Park in Wentzville and runs east to Brown Road Park in St. Peters. This corridor could connect nearby the greenway created in Corridor 8 (Busch Memorial Conservation Area to Rotary Park) in the west. In the east, the corridor could connect to the greenway proposed in Corridor 3 (Dardenne Greenway - Jack Gettemeyer Park to 370 Lakeside Park).

This corridor would pass through the Cities of Wentzville, Lake Saint Louis, O’Fallon and St. Peters. This is a very long corridor, that would add a large amount of trail to the greenway network, but be quite expensive to construct and maintain. This area of St. Charles County is not as densely developed as the central areas of county, in which most of the other corridors lie. This could mean that land acquisition is easier, as more land is currently undeveloped. This area of the county is projected to have high levels of population growth in the near future. Creating a greenway in this area now could set aside land for conservation before the area is fully developed. The greenway would then be in place to serve the expanding population.

This was not a highly preferred route by the community, who expressed a desire to focus greenway development within the central, already fully developed and densely populated central area of St. Charles County. The very long length of greenway created with this corridor option could prove difficult for the smaller municipalities of the county to maintain. This corridor would require a crossing of Peruque Creek.

This corridor could run near the Progress Park Recreation Center, Josephville Park, Dames Park, Ozzie Smith Recreation Complex, Civic Park and Paul A. Westhoff Park. A map of this route is shown in Figure 6.28: Corridor 9 - Heartland Park to Brown Road Park.

Current Status

The current status of this corridor is conceptual. Some potential municipal trail routes that could be incorporated into the corridor have been identified. The idea for this corridor was originally identified in Great Rivers Greenway’s first 2004 River Ring Plan, with the name “Peruque Greenway.”

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

COMMUNITY RANKING: **9th**

UNIQUE FEATURES:
Presents an opportunity to set aside land for conservation before projected population growth

KEY DESTINATIONS:
Heartland Park
Brown Road Park

Corridor 9

Greenway Map Enlargement

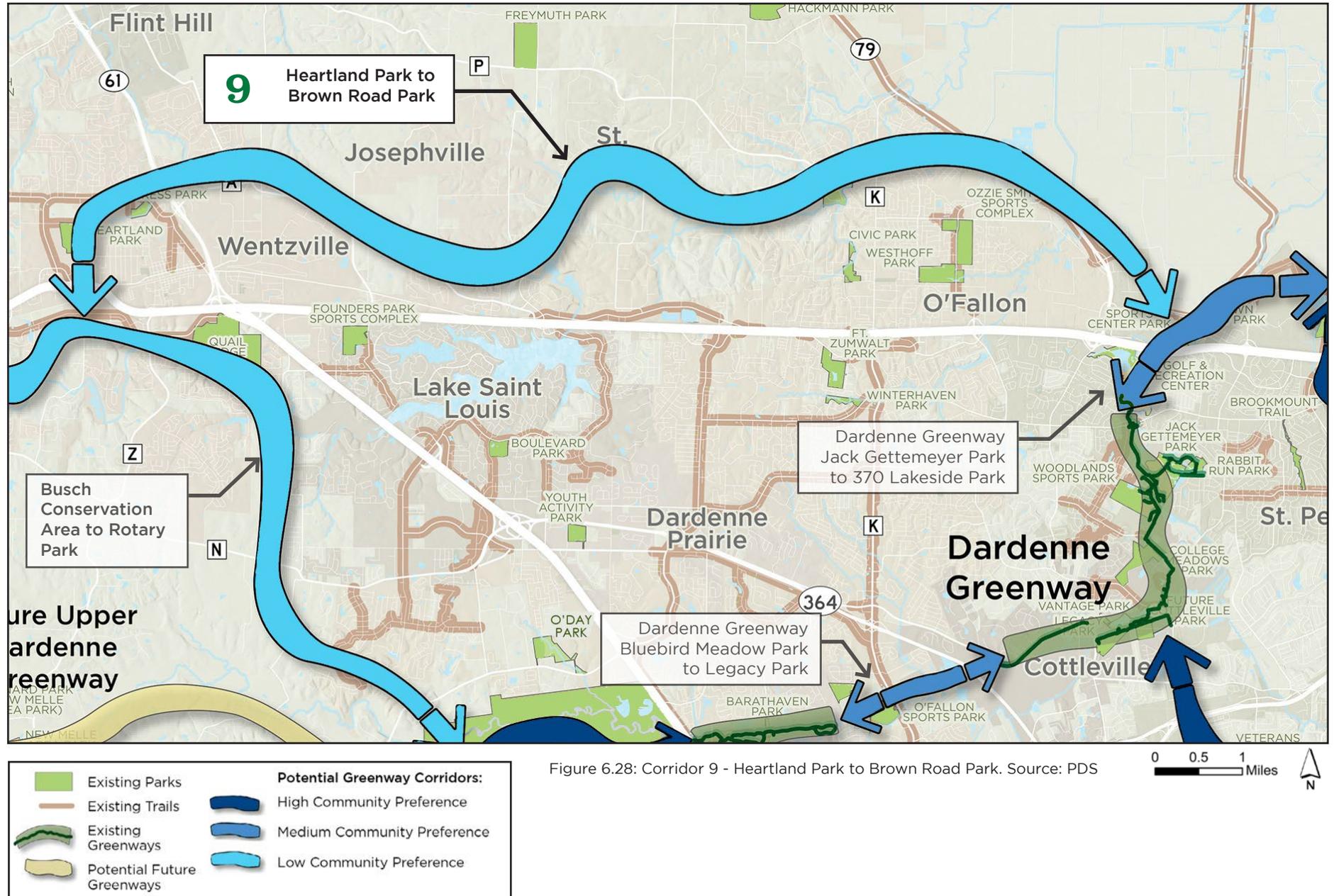


Figure 6.28: Corridor 9 - Heartland Park to Brown Road Park. Source: PDS

Corridor 9

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
- St. Peters
- Wentzville
- O'Fallon

Next Steps

- Create a Greenway Master Plan for this new greenway
- Conduct a betterment study to identify existing portions of trail that could be utilized and upgraded to Great Rivers Greenway design standards and branding
- Begin land acquisition and right of way assembly along the planned corridor
- Investigate relevant zoning ordinances and/or Home Builder Agreements
- Create phasing strategies that would allow implementation of the design and construction of the greenway in a feasible manner.

Greenway Next Steps

The next step is for Great Rivers Greenway, St. Charles County and the project municipal partners to consider the Greenway Master Plan for formal adoption. This will help to validate the plan and anchor the next steps for greenway development for inclusion in future capital investment budgets.

The implementation partners for each corridor can continue taking steps to move forward with the planning and design of each corridor. Steps can be taken to move forward with all corridors simultaneously. The corridors are currently in differing states of development, and each will continue to develop at differing rates. Moving forward incrementally with all corridors will ensure a continued progression towards accomplishing full implementation of the plan.

Some of the corridors will require further studies to be completed to determine feasibility of completion. Others require a conceptual master plan that can begin to generate community support and gather feedback to help determine a specific corridor route. Incremental land acquisition can begin for many of the corridors, setting aside land now that can be developed into a greenway in the future when property values may be higher due to increased development.

The implementation partners can begin to secure funding through grants, capital investment funds, donations and other means. They can continue to build community support and enthusiasm for the master plan and the completed greenway network. Phasing the plan into smaller projects that can be implemented and opened to the public will build momentum and community support for the plan. This is a long term master plan, but incremental steps will ensure steady progress towards realization of the plan.

Golf Carts on the Greenways

It is recommended that municipalities in St. Charles County discourage golf cart use on bicycle/pedestrian trails. This can be done with signage, enforcement and adoption of an ordinance that addresses golf carts. The City of O'Fallon passed an ordinance in 2019 that regulates the use of golf carts. More municipalities in St. Charles County should follow O'Fallon's example to protect the safety of pedestrians and bicyclists and to protect the investment into greenways.





Great Rivers Greenway

In collaboration with
Planning Design Studio
The Vandiver Group
CBB Transportation
SCI Engineering