

Route 150
project news
from the
Missouri
Department of
Transportation

spring 2007
vol. 2

Transportation for All It's Important to the Community

It is clear from the nearly 30 different meetings that MoDOT has held with Route 150 residents, property owners, and other stakeholders that providing transportation for everyone—motorists, cyclists, and pedestrians—is important to the community.

Bicycle and pedestrian facilities have been an item of discussion at nearly every meeting. Conversations continue to be on-going between MoDOT and the bike/ped community concerning the provision of bicycle and pedestrian facilities along Route 150.

Grandview, Kansas City, and Lee's Summit have applied to the Mid-America Regional Council (MARC) for enhancement grant dollars to help fund the cost of including off-street bicycle and pedestrian accommodations in their portions of the Route 150 corridor. If the MARC Board approves the applications, funds will be awarded in October 2007.

Bike/Hike Facilities

Key Benefits

Providing bicycle and pedestrian facilities along Route 150 will offer many benefits, among them are improved:

Quality of Life: Compared to the automobile, walking and biking are two of the cleanest modes of transportation.

Health and Fitness: The Surgeon General recommends that Americans add 30 minutes of moderately intensive activity to their daily routines in order to improve overall health. This 30 minutes is comparable to taking 10,000 steps each day while at the office, at home, at the gym, on a trail, or on a sidewalk.

Usage: Walking is the number one method of human transport. Even when people drive, they have to walk from where they parked to their final destination and back. What's more, children and elderly are more likely to walk for trip purposes. **(Kansas City Walkability Plan)**

Benefits to Individuals and Families: Individuals and families can save financial resources if they walk and bike more than they use their cars for driving and chauffeuring. **(Kansas City Walkability Plan)**



What You Said

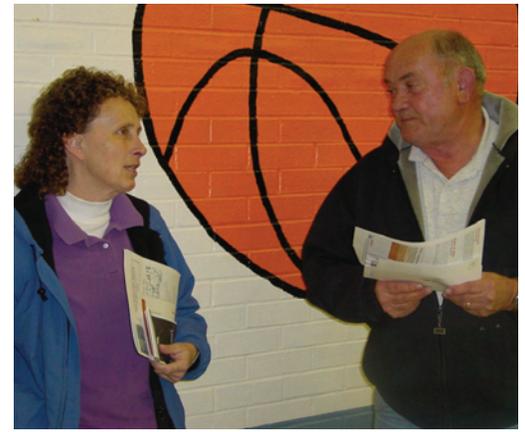
Design Hearing Comments

A Design Public Hearing (large, public open house) was held to discuss the preliminary design for the Route 150 Widening project on February 27, 2007 at Meadowmere Elementary School in Grandview, Missouri. The 162 people in attendance reviewed the design and submitted written comments about what they liked and did not like about the project. The comments were included in a Transcript that is available at MoDOT offices. Popular "likes" included the design of the roadway in terms of its traffic flow, traffic-calming provisions, and landscape median, access provided via turn lanes and a Grandview frontage road, and thought given to bike/pedestrian issues. Popular concerns and MoDOT's response to them include:

Bicycle Signage: Cyclists indicated that they prefer signs stating "bicyclists can use the whole lane" over "share the road" signs. MoDOT is currently reviewing American Public Works Association (APWA) signage guidelines for such signs.

Access at Peterson and Pryor Roads: Residents said that traffic signals are needed at the Peterson and Pryor Roads. MoDOT is collecting traffic data and will reevaluate the intersections as the corridor develops and the final design plans are completed.

Sound Walls: Property owners said that the wall heights shown at the design hearing were lower than those discussed at the winter sound wall meetings. In response MoDOT will strive to keep sound walls a minimum of 6 feet tall. Intersection visibility will also be unhindered.



Roadway Design is Happening

Project Overview

The Missouri Department of Transportation (MoDOT) plans to widen an 8-mile section of Missouri Route 150 from Missouri Route 71 to Missouri Route 291 from the existing two lanes to four lanes. The project is being funded with Amendment 3 dollars totaling approximately \$30 million. Missouri voters approved Amendment 3—Smoother, Safer, Sooner—in 2004 to enhance the condition and accelerate the completion of the state's priority road and bridge projects. The project will involve the development of a plan for access management, preliminary design, right-of-way design, bridge design, and final design.



Questions?

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Grandview Aldermen:

James N. Crain and
Tony Preyer, 3rd Ward

Kansas City Council Representatives-Elect:

Cathy Jolly, 6th District At-Large
John A. Sharp, 6th District

Lee's Summit Council Representatives:

James Hallam and
Kathy Hofmann, 1st District
Randall L. Rhoads and
Ron Williams, 2nd District