

December 6th, 2004

Regatta & Hwy. 150 meeting with Mo-Dot at the Holy Spirit Catholic Church.
Number in attendance was approximately 30 people.

Currently Mo-Dot (for our area) controls 8 counties. These will be divided into 10 districts. What district we will be in is unknown at this time.

Randy Johnson & Cedric Owens, with Mo-Dot, gave a power point presentation on a traffic study for this intersection:

- 1) Stopping sight distance. This is determined by once an object is sighted, to brakes being applied. At 45mph it would take 360 feet. We have a 1080' distance.
- 2) Accident history from 1/99 – 12/03 reviewed. In 1999 there were 2 accidents, 2000 were 0, 2001 were 5, 2002 were 2 and 2003 were 6. It was brought up that this is a 300% increase in a 5-year span without 2004 included. They said they did not have 2004 stats because this is forwarded to them by the Highway Patrol. It was stated by Marilyn Schmidt that she personally had seen 7 accidents at this intersection since August 2004, hers included.
- 3) Of these accidents, half were rear end collisions from westbound traffic. The other half were east bounders, hitting residents turning left off of Regatta. A discussion pursued that most rear end collisions happened at traffic signals, but a signal would reduce the number of accidents coming off of Regatta.
- 4) Guidelines or “Warrants” as they call them are, a) interruption of traffic b) minimum vehicle volume and c) crash experience.

Open discussion:

If there were turn lanes on Hwy. 150, this would keep traffic flowing and not tie up traffic at this intersection.

A traffic signal would cost the State approximately \$150,000.

A representative of the City Street Department spoke on how the City was developing relationships with Mo-Dot trying to assist in areas of growth and requiring developers to improve roads. Examples were Arbor Walk improvements along 150 and that Summit Ridge development and Brooks Farm are going to put a thorough street from their development going south between Grace Baptist Church and the Holy Spirit Church, matching our entrance. Two lanes with a median, directly across the street. At this time a projection date was not mentioned. It was also brought up that the future development of “Raintree Village” commercial strip mall would also contribute to improvements. Ira Roberts was seated with us and said the City was requesting \$600,000 for road improvements. This development is still pending, due to needing investors for this project.

The 4 lane improvements are not scheduled for 150 Highway because the State does not have money. It was asked if they were going to allow it to continue to deteriorate or were they going to resurface. Mo-Dot was unsure how they were going to prioritize

resurfacing projects. A resident stated that growth in an area should apply, that Lee's Summit and the Northland are the two fastest growing areas.

Mid-American Regional Consul (MARC) is in partnership with Mo-Dot on making these decisions. Their website is www.marc.org. There is a place for public input that can be mailed to 600 Broadway, Suite 300, Kansas City, MO 64105-1554 or e-mailed to transportation@marc.org. I pulled "annual single-family building permits by city" stats off their website. Lee's Summit falls in second place with 793 permits through October 2004. Kansas City (Clay County) is first with 948.

I gave Mo-Dot my business card and asked them to forward any information to our office. I told them I would communicate to our residents through our monthly newsletter.

Rachelle