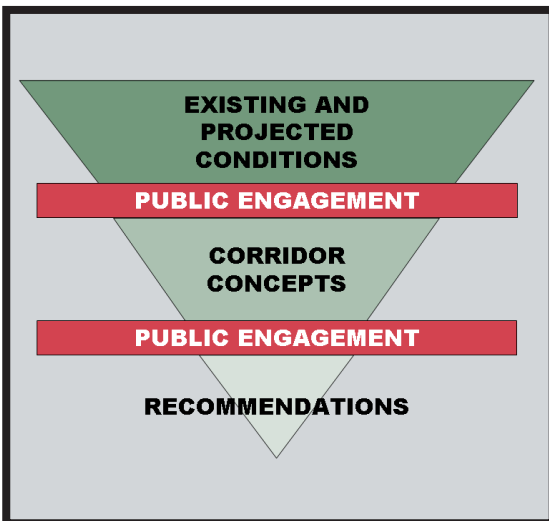




Last Lee's Summit Road Improvement Study Public Open House Thursday, June 7, 2007

Come Anytime Between 5:00 P.M. and 7:00 P.M.
to the Oakwood Baptist Church,
7600 Lee's Summit Road Kansas City, Missouri



The City of Kansas City in partnership with Jackson County, the City of Lee's Summit, the Missouri Department of Transportation, and Mid-America Regional Council, is concluding a study of Lee's Summit Road between US-40 Highway and I-470. This is part of a program to make Lee's Summit Road safer and more functional for the neighborhoods, schools, churches, and businesses it serves.

This final Open House provides an opportunity to review potential corridor concepts. Visit with team members at the meeting to learn about Lee's Summit Road improvement concepts that respond to:

- Physical and operational needs,
- Existing and projected conditions, and
- The roadway context or setting.

The concept study, for programmatic purposes (to determine budget and documentation process), will be finalized during the summer of 2007.



What the Stakeholders Said

In early April stakeholders, including representatives from neighborhoods, businesses, property owners, institutions, planners, developers, bicycle and pedestrian interests and others, met with the study team for a preliminary review of the concepts. Stakeholders:

- Were in basic agreement with roadway concepts, though some were concerned with the safety in varying the number of lanes in different locations and whether widening would encourage speeding.
- Thought the concepts were basically supportive of development.
- Agreed that the concepts addressed access for all types of users (vehicle, bicycle, and pedestrian) though some desired an off-street trail the full length of the roadway.
- Thought that character could be addressed by enhancing the provided green space.

Planning and
Development
Stakeholders



Creating Concepts *What to Consider:*

Physical:

Users know that Lee's Summit Road has curves—side to side and up and down. Those are part of the horizontal and vertical alignments, and improving the alignment can result in a safer experience. The width of the road is also important; narrow roads without shoulders provide no place to go in an emergency. The condition of pavement and bridges are also a factor.

Time:

Planning for roadway improvements must respond to not only existing conditions, such as traffic and physical conditions, but how those will change over the next several decades.

Context:

Since roadways have a major visual and functional impact on their surroundings, the environment should be considered and respected.

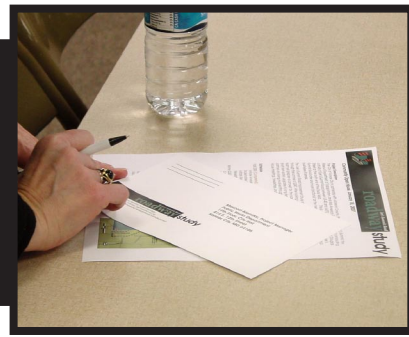
Financial Considerations:

The corridor from US-40 Highway to I-470 is 6.5 miles long and in today's dollars improvements could cost upwards of \$35 million including right-of-way. Because of length and overall project costs, a phased implementation is necessary. Federal funds are also being sought.

*** Remember, nothing has been determined at this time. Your input is needed!**



Lee's Summit
Road
Improvement
Study Area

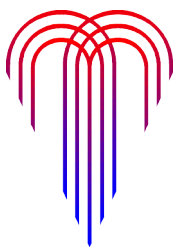


Comment Card Results from January's Public Open House

- Respondents strongly support safety improvements.
- Although over 2/3 of the respondents supported east/west connections, almost one-third thought they were not very important.
- Common comments were related to issues with
 - traffic volumes,
 - speed,
 - no place to stop in an emergency,
 - dangerous curves,
 - and need for a safe place to ride bikes.
- Other issues included:
 - Bicycle/pedestrian issues such as adding shoulders in the short term, trail connections and on-road facilities, and sidewalks or paths on both sides,
 - Potential property impacts,
 - Roadway maintenance (snow/ice removal, trimming overgrown vegetation),
 - Roadway improvement items (intersections, lighting, curves), and
 - phasing starting from hospital to I-470.

The Lee's Summit Road Improvement Study

partners:



Questions/Comments?

Contact Tom Degenhardt

(816) 513-2506 or Tom_Degenhardt@kcmo.org

<http://www.kcmo.org/pubworks.nsf/web/LSRstudy?opendocument>

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