ROUTE FF CORRIDOR STUDY RECOMMENDATIONS

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

MoDOT

CITY OF BATTLEFIELD Missouri Est. 1906

CMT
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KEY PROJECT GOALS

- Reduce speeds (not to exceed 35 mph)
- Foster vision of the local Battlefield Community
- Traffic calming corridor wide
- Intersection enhancements
- Pedestrian connectivity
- Accommodate future trail crossings
- Accommodate future FR 190

DESIGN RECOMMENDATIONS

- **3-lane typical section (80 ft right of way (ROW) - Weaver to Blue Springs)**
- **Design speed 35 mph (secondary arterial status)**
- **Multimodal 10 ft Shared Use Path (east) & sidewalk (west)**
- **Updated pedestrian crossing at intersections & Trail of Tears crossing near Somerset**
- **Corridor wide traffic calming enhancements (narrowed lanes/raised medians)**
- **80 ft ROW to accommodate typical secondary arterial design standards**

PLANNING RECOMMENDATIONS

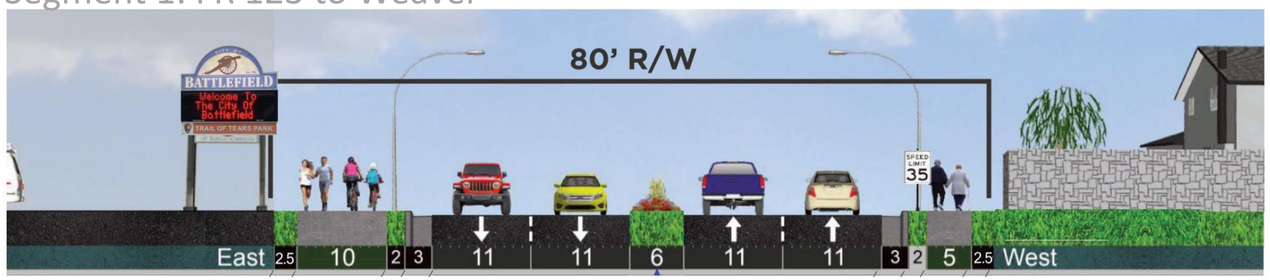
- **Reclassify Route FF as a secondary arterial on OTO Major Thoroughfare Plan (MTP)**
- **Update Battlefield Subdivision Regulations**
  - **405.390 Access Management**
  - **405.400 OTO MTP update text**
  - **405.400 Design standards**
  - **405.410 sidewalk provision**
- **Assign roadway improvement needs for future development**
- **Explore street renaming & branding**
- **Corridor wide traffic calming**

*4-lane typical section recommended from FR 123 to Weaver, 3-lane section may incorporate center medians in future downtown Battlefield for traffic calming and access management

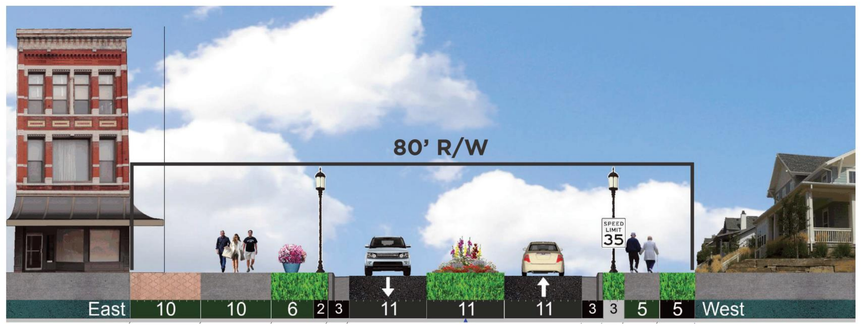
ROUTE FF CORRIDOR STUDY RECOMMENDATIONS & TIMELINE

TYPICAL DESIGN RECOMMENDATIONS

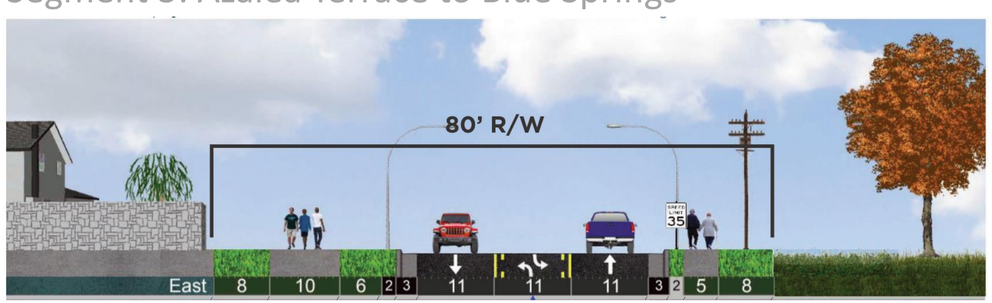
Segment 1: FR 123 to Weaver



Segment 2: Weaver to Azalea Terrace



Segment 3: Azalea Terrace to Blue Springs



*Financial Disclaimer: *This study was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration, or the Federal Transit Administration. No funding is identified for corridor recommendations, but this plan positions Battlefield to be competitive for future funding for design projects on the corridor.*

PLANNING RECOMMENDATIONS

RECOMMENDED PLANNING TREATMENT	TIMING
Reclassify Route FF as secondary arterial on the Major Thoroughfare Plan (OTO)	Early 2023
Explore a name change/street rebranding	Start now
Update Battlefield Street Design Standards/subdivision regulations	2023
Assign roadway improvements for future development needs	After subdivision regulation updates

DESIGN RECOMMENDATIONS

RECOMMENDED DESIGN TREATMENTS	TIMING
3-lane typical section; 80 ft ROW (secondary arterial design guidance)	Average Daily Traffic (ADT) threshold of 11,000
Design speed 35 mph (governed by secondary arterial)	During corridor redesign (ADT threshold reached)
10 ft shared use path (SUP) on E side & sidewalk on W side	During corridor redesign (ADT threshold reached)
Roundabouts at Weaver, 3rd, Azalea, & Blue Springs (FR 190 when road extended/built out)	(1st) Weaver-high crash location (2nd) 3rd-high crash location & compliment to roundabout at Weaver
Trail of Tears crossing at Somerset	During corridor redesign (ADT threshold reached)
Update high visibility crosswalks throughout	During corridor redesign (ADT threshold reached)
Corridor-wide traffic calming	Depending on specific treatment, during corridor redesign or as adjacent development occurs

ROUTE FF CORRIDOR STUDY
TRAFFIC CALMING

SPEED MANAGEMENT

- Slow down motor vehicles to reduce crash severity
- Enhance environment along corridor for all users
- Impact motorist behavior

VOLUME MANAGEMENT

- Deter cars from using routes not designed to move heavy volumes of traffic
- Impact travel patterns

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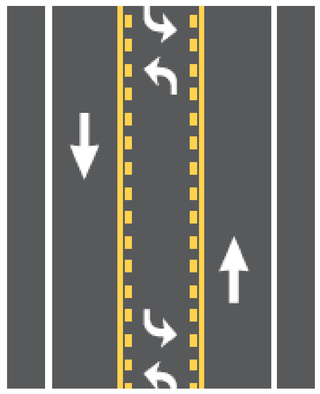
TRAFFIC CALMING TOOLS EXAMPLES

Center Median

Marked Crosswalk

Gateway Branding

Shared Use Path



11 ft travel lanes

On-street parking (Downtown)

ROUTE FF CORRIDOR STUDY
ROUTE FF CORRIDOR STUDY ROUNDABOUT BENEFITS

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90% ⬇

90% reduction in fatalities

76% ⬇

76% reduction in injury

30-40% ⬇

30-40% reduction in pedestrian crashes

10% ⬇

10% reduction in bicycle crashes

LOWER VEHICLE SPEEDS

On average, speeds are 2.5 mph lower when entering traffic signals on corridors with roundabouts.

LOWER LONG-TERM MAINTENANCE COSTS

Roundabouts are a more affordable long-term solution due to reduced maintenance costs to the local agency.

**Institute for Highway Safety*

PROPOSED INTERSECTION IMPROVEMENTS