MEMORANDUM

Missouri Department of Transportation

Southwest St. Louis County Area Team
SL District

TO: SL0151 Project Files

CC: Thomas Blair, PE, SL District Engineer
Steve Miller, SL Communications Manager
Stuart McNeil, SL Project Manager

FROM: Ryan Pearcy, PE
Area Engineer

DATE: May 15, 2026

SUBJECT: Route 340 (Clarkson Road) April 14 Listening Session summary

This memo serves as a summary of the April 14 listening session the Missouri Department of Transportation held on April 14, 2026, from 4 to 6 p.m. at the Clarkson Valley City Hall council chambers, 15933 Clayton Road, Suite 300, Ballwin, MO, 63011. Information from the public meeting was available for two weeks after the listening session, until April 28, 2026, for additional public review and comment. That information was shared on the project website: https://www.modot.org/projects/missouri-route-340-pavement-resurfacing-st-louis-county. The department had 78 attendees personally attend the public meeting, while 1,515 unique individuals viewed the information on-line. During the public meeting, 21 people submitted written comments and 125 people submitted comments through an on-line comment form.

The purpose of the public meeting was to share basic information about upcoming resurfacing and signal updates along the Missouri Route 340 corridor between Lea Oak and Missouri Route 100. As a part of that meeting, the department also held a listening session to hear safety concerns about the corridor to consider including in the upcoming resurfacing project or to incorporate in a future, as yet undetermined, project for the corridor.

Attendees were asked to share their thoughts about concerns on a map, as well as provide information through online comment forms. Generally, the comments on the maps, with

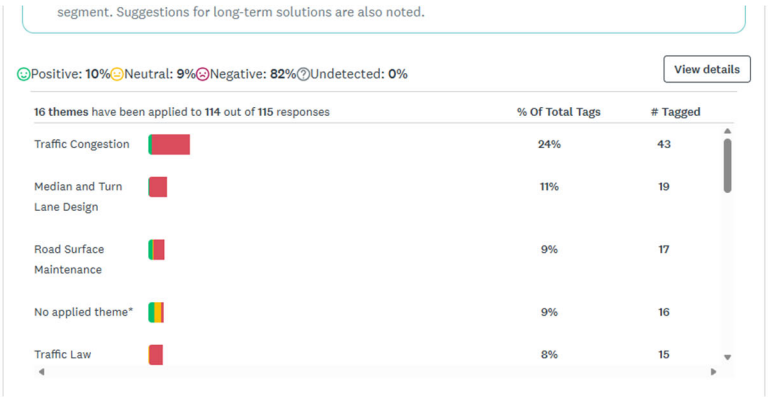
the team in attendance and on the comment forms were similar. Most comments fell into the following themes:

- Concerns about congestion caused by signal timing and the excessive volumes along the corridor on both through lanes and side roads, especially during peak traffic times.
    - In response, several signals along the corridor are being replaced in the upcoming project while others are getting new detection systems. Updating detection should allow for the existing optimized timing plan to be more reliable. Intersections where timing issues continue to be reported can be reviewed by the Area Traffic Engineers. Most corridors receive a new optimized timing plan every five years, and this portion of Clarkson Road is due to be reviewed and updated within the next two or three years. The current median islands provide traffic calming and access management. No new median islands are planned to be installed but median islands that currently exist will remain in place with no further adjustments made. Congestion currently in the section of the project north of Baxter should be improved by the construction of additional northbound and southbound lanes, completed by the Downtown Chesterfield Development.
- Extending turn lanes or creating turn lanes, especially right turns) at intersections and into side road neighborhoods.
    - In response, the design and traffic teams are currently reviewing to see which locations may have volumes that are high enough to make right turn effective, and where the existing shoulder can support additional turning traffic. Once evaluated, these areas can be included in the upcoming project, since they can be completed by updating the pavement markings after the resurfacing project is complete. Those areas where the existing shoulder cannot support additional traffic because it needs more robust pavement will be considered in a future project.
- Additional pedestrian and bike facilities along route where current gaps exist.

    - In response, the department is aware of the community's desire to improve safe access for all users of the corridor. These improvements will need to be considered in a future project.
- More law enforcement is needed to ensure that speed limits, and aggressive or distracted driving is continuously enforced.
    - MoDOT is not an enforcement agency and law enforcement organizations do not work for the department. Although the department can, and will, share these comments with our law enforcement partners, it is often more effective for residents to share their concerns directly with local municipality leaders and local police departments.
- Speed limit for the entire stretch of Clarkson Road between I-64 and Missouri Route 100/Manchester Rd should be consistent.
    - The current posted speed limit for Clarkson Road will be reevaluated during the next signal timing optimization study in two to three years.
- Concerns about how the project will be constructed.
    - This information has currently been shared. Most of the signal work will take place during the day, with lane closures on the corridor taking place outside of peak traffic times. Due to the greater impact of the work, and general availability of asphalt plants, the resurfacing work will take place during overnight hours. Overall, noise impacts during the night work on specific locations will be low – on average less than once/week over the course of resurfacing the entire corridor.

More specifically, the department asked for feedback in four areas during the listening session.

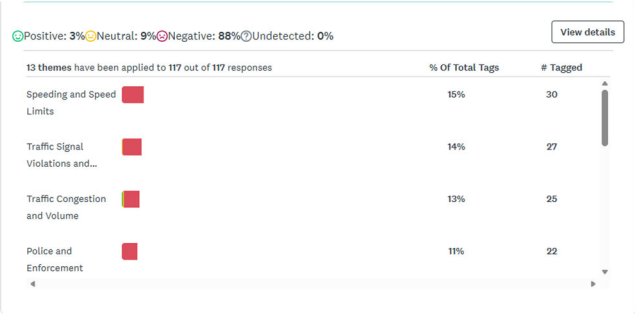
In the first question, residents were asked how they perceived this portion of the Route 340 corridor and which areas they had concern about.



Responses to this question were largely negative, with most respondents concerned about frequent traffic congestion, especially during peak hours. Many also mention issues with traffic signal timing and some note the need for resurfacing. Additional concerns include aggressive driving, inconsistent speed limits, and turn lane design. A few respondents feel the road is generally functional or in good shape, but overall, congestion and traffic

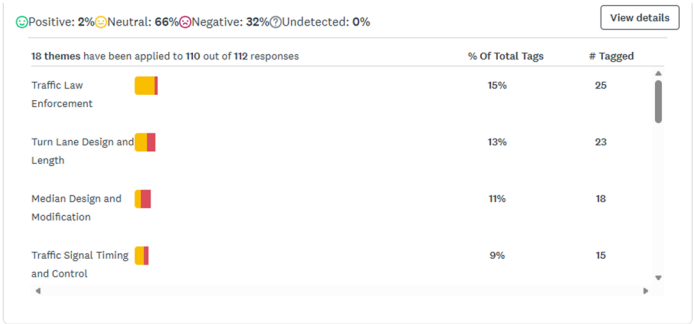
management are the main issues highlighted by the community in this corridor segment. Suggestions for long-term solutions are also noted.

In the second question, participants were asked if they saw speed as a major contributing factor to the high number of crashes along Clarkson Road? If so, what were their suggestions for improvements and if not, why are there a high number of crashes along Clarkson Road?



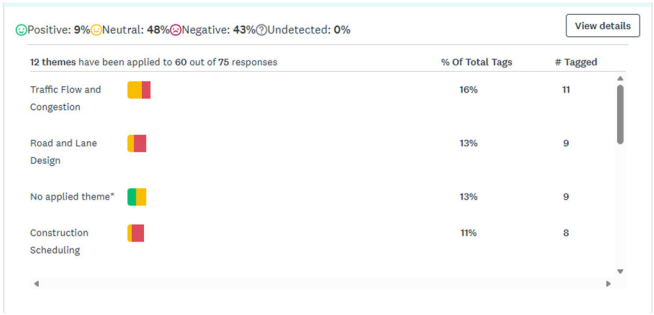
Responses to this question were largely negative, with most respondents identifying speeding and inconsistent speed limits as key issues, while many also point to distracted driving, poor driver behavior, and congestion. Some suggest better enforcement, improved signal timing, and clearer lane markings. A notable minority question whether crash rates are unusually high and request more data. Overall, concerns focus on speed, driver attention, and traffic management, with some disagreement about the primary cause of crashes on this corridor. Suggestions emphasize enforcement and road design improvements.

Thirdly, drivers were asked what what times of safety features might they like to see (or see more of) on the corridor?



The responses to this question were mixed, with many neutral and negative sentiments. Some respondents favor longer and better-designed turn lanes, improved medians, and removal of certain traffic calming devices like bump outs. A few highlight the need for enhanced pedestrian and bicycle infrastructure, better lighting, and more effective traffic law enforcement. Notably, several oppose previous median and bump out installations, citing safety and traffic flow concerns. Overall, respondents seek practical improvements while expressing caution about past design changes that were unpopular.

Finally, participants were asked if they had any concerns about the resurfacing and signal project.



Responses here were mixed, with many expressing concerns about increased traffic congestion, road and lane design, and construction impacts, particularly during rush hours. Some highlight safety issues for both drivers and pedestrians, and a few request improvements to road markings and signal technology. Noise and disruption from night work are also noted. A small number are positive or have no concerns. Overall, respondents seek clear communication and effective solutions to minimize disruption and improve safety and traffic flow during the project.

Moving forward, MoDOT's design team will be working on final plans for the project to be awarded later this year, with construction to start next year. Any future projects will be determined as priorities dictate and funding is determined.