

Hwy OO & Hwy 131

TRANSPORTATION SAFETY

2019–2026 Progress Update • Board of Aldermen

City of ODESSA Police Department

Seven years of continued coordination

2019–2026 | MoDOT, regional planning, and local investment

2019 to 2021: Richard Shipley: initial speed reduction requests and Highway OO study

2022 to 2023: Ben McCabe: continued coordination; radar feedback signs funded

2024 to Present: Marisela Ward became MoDOT area engineer

2023 to 2026: TAC needs assessments include multimodal corridor improvements

2026 to Present: School traffic study, SS4A grant exploration, engineering consultation

Seven years of requests to MoDOT

Two prior studies did not support the requested speed reductions

2019	• Initial requests to Richard Shipley for lower speeds on Highway 131 and Highway OO.
2020–2021	• COVID delay; Highway OO study retained 45 mph, with 35 mph advisory speeds in curves.
2022–2023	• Continued discussions with Ben McCabe; additional corridor safety requests.
2024–2026	• Marisela Ward assigned; second MoDOT study did not support a reduction.
2026	• MoDOT initially declined another study; following state-level inquiry, MoDOT said it would explore an updated study.

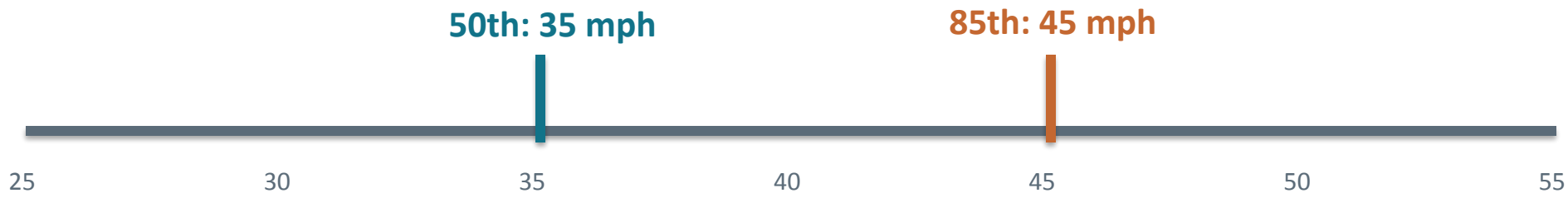
City reports it has not received the underlying data from either MoDOT study.

50th vs. 85th percentile: what changes?

Illustrative example — NOT measured Highway OO speeds

50th percentile (median): 50 of 100 drivers travel at or below this speed.

85th percentile: 85 of 100 drivers travel at or below this speed.



For example, if MoDOT studies 100 vehicles on Highway OO and determines that 85% are traveling at or below 47 mph, that could support keeping the existing 45 mph speed limit.

But if we look at the 50th percentile and find that half of those same motorists are already traveling at or below 38 mph, that tells us something different. It suggests a substantial portion of motorists are comfortable traveling at lower speeds.

That's why MoDOT has been asked to consider the 50th percentile along with the 85th percentile, especially given the residential neighborhoods, schools, intersections, and lack of pedestrian infrastructure along this corridor.

Request for MoDOT: evaluate 50th percentile speed alongside the 85th percentile speed, crash history, curves, schools, pedestrian access and development.

Radar speed feedback signs

Grant-funded traffic calming and traffic data collection



Photo: Radar speed feedback sign on the Odessa roadway network

2022-2023 | Grant funded four radar speed feedback signs.

Signs display approaching vehicle speeds to encourage voluntary slowing.

The 131 Hwy sign found an average effectives of about 65% in calming (slowing) traffic.

Signs also collect traffic counts and speed data to inform enforcement and planning.

Existing corridor conditions

Highway OO near Highway 131 and residential subdivision entrances





Requests include speed management, sidewalks, pedestrian crossings and safer access to neighborhoods.

School access and pedestrian connectivity

Westbound Highway OO at Odessa High School



School-related traffic

No continuous sidewalk

Long-term multimodal connections remain a City priority

Priority intersection: OO / 9th / Cox School

Street-level and aerial views of the same location





Intersection redesign has been listed in regional transportation needs; no design has been selected.

Traffic data and future school growth

Engineering information informs planning; it does not alone establish a specific solution

Hwy 131 radar sign: **287,982 vehicles (2024 data) recorded**; 85th-percentile speed 43.56 mph in a posted 30 mph area.

May 2026 school traffic study: proposed K–2 school, approximately 462 students and **1,049 estimated daily vehicle trips**.

Study projects longer-term congestion at key intersections

From concerns to potential projects

Regional priorities, preliminary engineering and outside funding

2023 Highway OO multimodal upgrades added to TAC project needs

2025 OO / Cox School / 9th Street intersection identified and scored on needs list

April to June 2026 Explored Safe Streets and Roads for All (SS4A) funding; regional safety action plan adopted

June to September 2026 Consulted Allstate Consultants; preliminary engineering services proposal received

October 2026 Requested renewed MoDOT review through state representative; updated study being explored

Board of Alderman Thoughts and Next Steps

Continue coordinated, evidence-based transportation planning

- Request confirmation of MoDOT’s proposed third speed study
- Ask MoDOT to consider both 50th- and 85th-percentile speeds and broader safety factors
- Consider commissioning a City-funded independent speed study through a partner organization like Pioneer Trails RPC (fee to be determined)
- Continue Highway OO and Highway 131 multimodal priorities through TAC
- Review preliminary engineering options for OO / Cox School Road / 9th Street
- Evaluate future SS4A funding and coordinate with the School District

An independent study would provide City-controlled data; MoDOT retains authority over state highway speed limits.

MISSOURI LAW | SPEED LIMIT AUTHORITY

RSMo §304.010(4) • effective August 28, 2026

Cities may regulate speeds on state highways within city limits by ordinance, with approval of the State Highways and Transportation Commission.

WHAT THE LAW AND ENGINEERING REVIEW MEAN FOR ODESSA

- The City may propose an ordinance for state highways within city limits, but Commission approval is required.

- The statute does not require a particular percentile. MoDOT engineering review considers speeds, crashes, roadway conditions, development, schools and pedestrians.

- Request both 50th- and 85th-percentile findings and a written safety rationale. A City-commissioned study can supplement MoDOT data but cannot compel approval.