SAFE STREETS FOR SEDALIA ACTION PLAN

NOVEMBER 2024

SEDALIA

ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

The Safe Streets for Sedalia Action Plan's goal is to eliminate traffic deaths and serious injuries by 2032.

Sedalia has created the Safe Streets for Sedalia Action Plan as the first step to achieve the goal of eliminating traffic deaths and serious injuries by 2032. This plan relied on a combination of community input and data analysis to better understand the factors that are impacting the safety of people using the roads in the community. By utilizing the Safe Systems Approach and Vision Zero principles, the result is a plan that identifies the places of highest roadway safety risk as well as recommendations for how to mitigate those dangers.

In August of 2024, the community had a chance to review the findings and provide input that was used to create the final plan. More than 600 people participated in this planning effort.

The High Injury Network informs the priority actions of the Safe Streets for Sedalia Action Plan.

The High Injury Network (HIN) represents the streets and intersections where the highest concentration of severe injury and fatal crashes happen in Sedalia. The HIN consists of seven street segments totaling 13 miles and 14 intersections.

HIGH INJURY NETWORK FACTS

71% OF HIN INTERSECTIONS ARE LOCATED ON A HIN CORRIDOR

ALL HIN CORRIDORS EXCEPT FOR ONE ARE ON STATE CONTROLLED ROADWAYS

70% OF ALL CRASHES OCCURRED ON THE HIN

ALL HIN CORRIDORS ARE ARTERIALS

MOST COMMON CRASH TYPES
- FAILING TO YIELD
- ALCOHOL-INVOLVED
- FOLLOWING TOO CLOSE
- VIOLATION OF A SIGNAL/SIGN
- EXCEEDING SPEED LIMIT

48% OF VULNERABLE ROAD USER (VRU) CRASHES OCCURRED ON THE HIN

Top HIN Corridor Issues

- Access Managment
- Missing Sidewalks and Bike Lanes
- Vehicle Speeds
- Roadway Width

Top HIN Intersection Issues

- Sight Distance Issues
- Poor or No Signage/Striping
- Left-turn Angle Crashes
- Poor or Missing Crosswalk Markings

VISION

ELIMINATE TRAFFIC DEATHS AND SERIOUS INJURIES BY 2032

August 2022 — Council adoption of Resolution 1971

June 2023 — Awarded funding

April 2024 — Council kick-off Meeting

May 2024 — Task Force Meeting

July 2024 — Task Force Meeting

August 2024 — Public Open House

September 2024 — Task Force Meeting

October 2024 — Final Plan

Winter 2024 — SS4A Action Plan Adoption

Source: Google Maps, Google, Accessed October 2024.

INTRODUCTION

In 2022, the Sedalia City Council passed Resolution 1971, adopting a Safe System Approach to roadway safety with the goal of eliminating traffic deaths and serious injuries by 2032. To advance this goal, Sedalia received a grant from the United States Department of Transportation (USDOT) to prepare a Safe Streets and Roads for All (SS4A) action plan. This plan outlines how the city can achieve its ambitious safety objectives through a data-driven strategy that is built upon a comprehensive analysis of all crash types and trends to effectively allocate safety investments.

The Safe Streets for Sedalia Action Plan represents a significant shift from the traditional focus on moving vehicles efficiently to prioritizing safe, healthy, and equitable mobility for all roadway users. It adopts a safe system approach, based on the principle that even a single death on our roadways is unacceptable, and human errors must be anticipated. By developing SS4A-compliant Action Plans, this effort enables the City of Sedalia to access further infrastructure funds aimed at bolstering roadway safety.

This document outlines strategies and actions to be taken over the next eight years. It is designed to address the evolving needs of the city, with recommendations serving as a starting point rather than a final, all-encompassing list. The plan should be continually referred to and should respond to data trends and incorporate safety innovations and opportunities to eliminate traffic fatalities and injuries as time progresses.

Sedalia is fortunate to be bisected by the nation's longest recreational trail, the Katy Trail. The Katy Trail is a 240-mile rail-trail system constructed on a former rail corridor. Sedalia is located at trail mile marker 229, approximately 35 miles from the western termination of the Trail. Approximately five miles of the Katy Trail is located within the city limits. The trail is an economic driver for the city and a source of tourism. Every year approximately 11,500 visitors stop at the historic Katy Depot and the Downtown trail-head welcoming more than 500 visitors a week during the June peak period (Sedalia 2040, p. 27). In 2021, the Katy Trail was named one of the USA Today's "10 Best Recreational Trails in America" (Sedalia 2040, p. 29). This underscores the need to make sure Vulnerable Road User (VRU) safety is prioritized in Sedalia.

Sedalia provides a regional transportation link between Kansas City and St. Louis through Amtrak services. With four daily trains, Amtrak offers a travel option for reaching major population centers in Missouri and beyond. In 2019, the Sedalia station generated over $215,000 in revenue, serving nearly 10,000 passengers that year.

Summer traffic in Sedalia experiences a boost from the Missouri State Fair and Lake of the Ozark travelers. Broadway Boulevard/U.S. 50 is a main route from the Kansas City area to the Lake of the Ozarks, boosting summer traffic in Sedalia. The summer traffic increases by approximately 2.5 times the traffic that Sedalia sees throughout the rest of the year. The State Fair, Labor Day weekend, back to school travel, and Independence Day weekend all contribute to this dramatic increase of traffic.

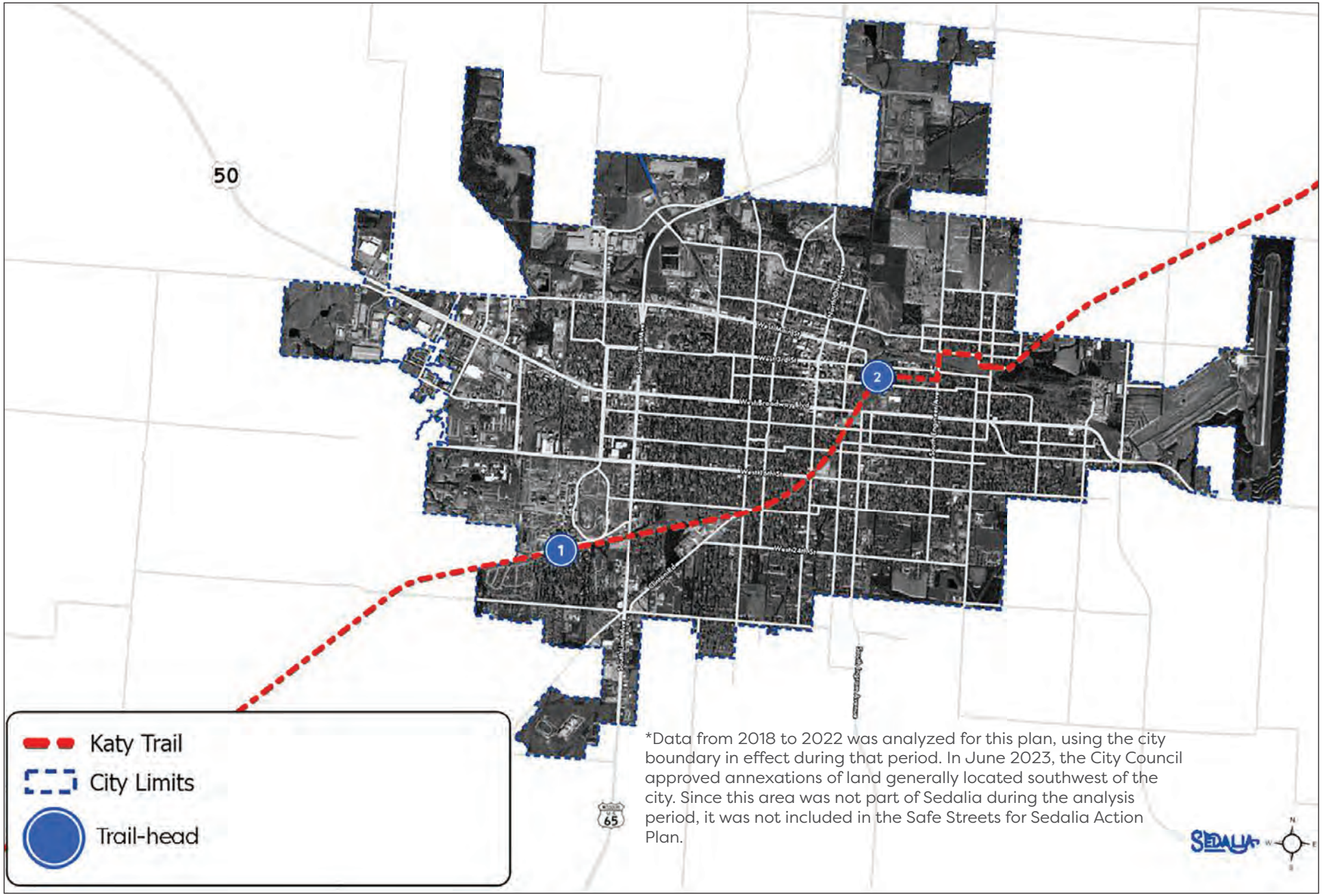


Figure 1: The Katy Trail's path with trail-head locations

ROAD SAFETY INITIATIVES

Safe System Approach

The Safe System Approach is a new way of addressing roadway safety through principles established by the USDOT. These principles provide new ideas and approaches to help achieve the goal of eliminating fatal and serious roadway injuries. The Safe System Approach principles include:

- Death & serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

The Safe System Approach has five objectives, these are utilized in the Implementation Actions in the Action Plan section later in this report.

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care

Figure 2: Safe System Approach
Source: National Roadway Safety Strategy Safe System, USDOT, Accessed July 2024.

Vision Zero Concept

Vision Zero is a multi-disciplinary approach aimed at eliminating all traffic fatalities and serious injuries on transportation networks while increasing safety, health, and equitable mobility for all. While the primary goal of Vision Zero is to eliminate severe crashes, there are also other benefits to the community such as a reduced number of minor injury or property damage only crashes. Figure 3 shows the differences between the traditional approach to roadway safety and how Vision Zero changes how we view the major issues.

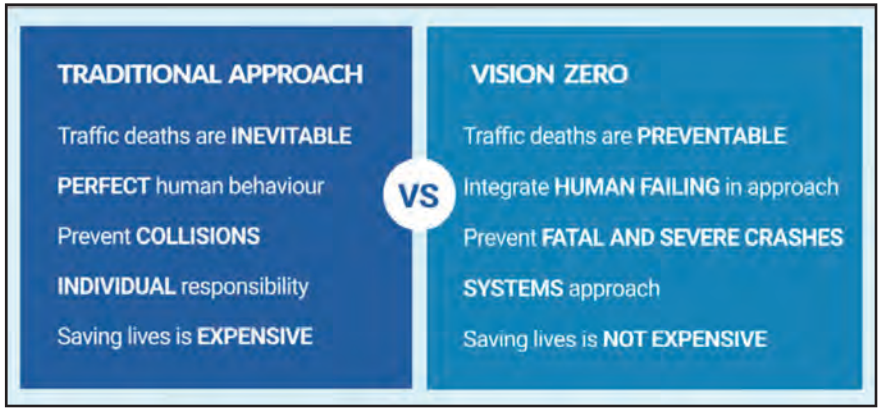
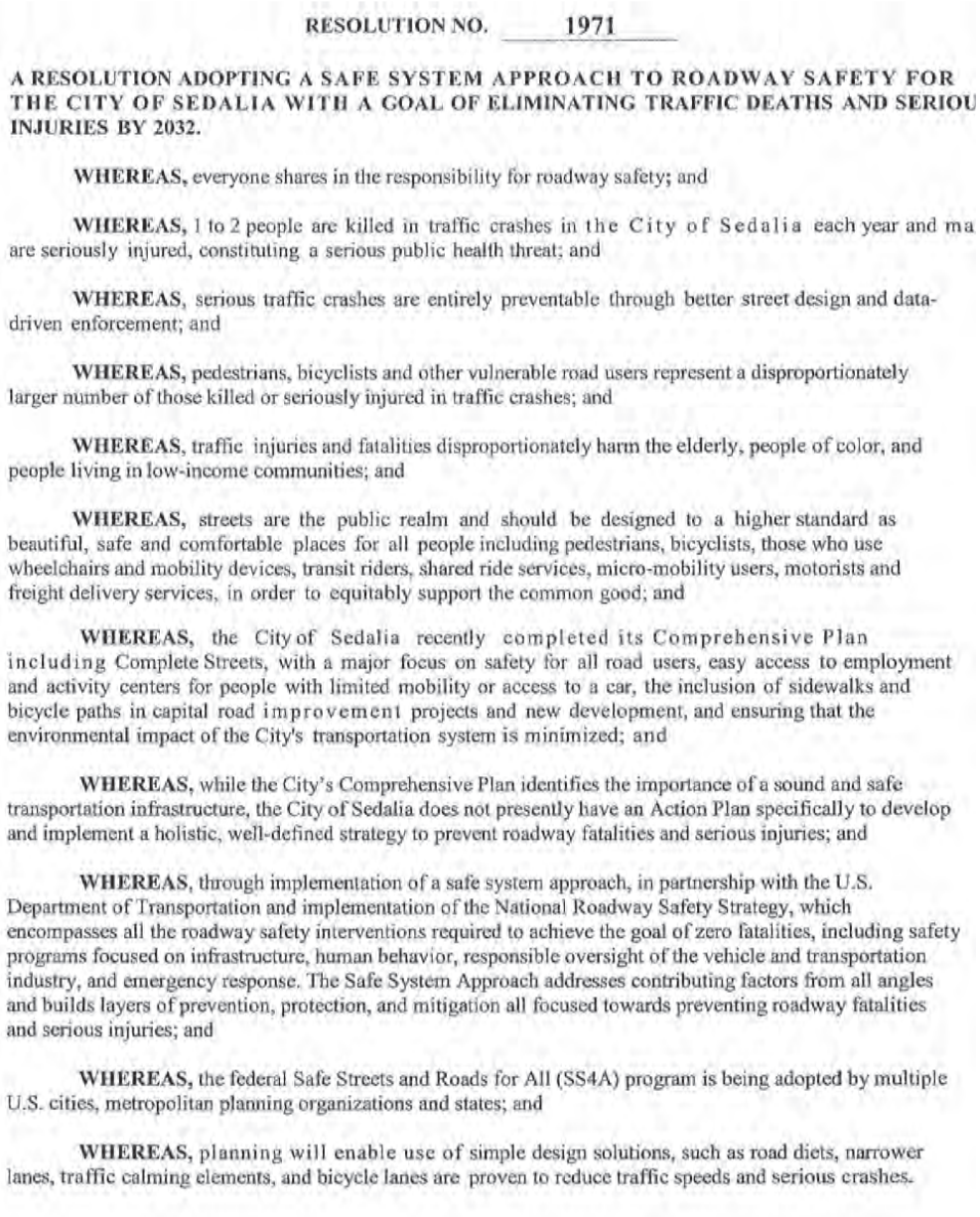


Figure 3: Traditional Approach vs the Vision Zero Approach

1. LEADERSHIP COMMITMENT AND GOAL SETTING

In 2022, the Sedalia City Council passed Resolution 1971, adopting a Safe System Approach to roadway safety with the goal of eliminating traffic deaths and serious injuries by 2032.

The council also adopted a new ordinance codifying the SAFE Coalition. According to the Sedalia Municipal Code, Sec. 58-62, the traffic division is required to prepare and submit an annual monitoring report to the mayor. This report will include data on traffic accidents, such as the number of accidents, fatalities, and injuries. It will also cover the police department's safety efforts and investigations, along with the division's plans and recommendations for future traffic safety initiatives, led by the police department's SAFE Coalition.



RESOLUTION NO. 1971

A RESOLUTION ADOPTING A SAFE SYSTEM APPROACH TO ROADWAY SAFETY FOR THE CITY OF SEDALIA WITH A GOAL OF ELIMINATING TRAFFIC DEATHS AND SERIOU INJURIES BY 2032.

WHEREAS, everyone shares in the responsibility for roadway safety; and

WHEREAS, 1 to 2 people are killed in traffic crashes in the City of Sedalia each year and ma are seriously injured, constituting a serious public health threat; and

WHEREAS, serious traffic crashes are entirely preventable through better street design and data-driven enforcement; and

WHEREAS, pedestrians, bicyclists and other vulnerable road users represent a disproportionately larger number of those killed or seriously injured in traffic crashes; and

WHEREAS, traffic injuries and fatalities disproportionately harm the elderly, people of color, and people living in low-income communities; and

WHEREAS, streets are the public realm and should be designed to a higher standard as beautiful, safe and comfortable places for all people including pedestrians, bicyclists, those who use wheelchairs and mobility devices, transit riders, shared ride services, micro-mobility users, motorists and freight delivery services, in order to equitably support the common good; and

WHEREAS, the City of Sedalia recently completed its Comprehensive Plan including Complete Streets, with a major focus on safety for all road users, easy access to employment and activity centers for people with limited mobility or access to a car, the inclusion of sidewalks and bicycle paths in capital road improvement projects and new development, and ensuring that the environmental impact of the City's transportation system is minimized; and

WHEREAS, while the City's Comprehensive Plan identifies the importance of a sound and safe transportation infrastructure, the City of Sedalia does not presently have an Action Plan specifically to develop and implement a holistic, well-defined strategy to prevent roadway fatalities and serious injuries; and

WHEREAS, through implementation of a safe system approach, in partnership with the U.S. Department of Transportation and implementation of the National Roadway Safety Strategy, which encompasses all the roadway safety interventions required to achieve the goal of zero fatalities, including safety programs focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response. The Safe System Approach addresses contributing factors from all angles and builds layers of prevention, protection, and mitigation all focused towards preventing roadway fatalities and serious injuries; and

WHEREAS, the federal Safe Streets and Roads for All (SS4A) program is being adopted by multiple U.S. cities, metropolitan planning organizations and states; and

WHEREAS, planning will enable use of simple design solutions, such as road diets, narrower lanes, traffic calming elements, and bicycle lanes are proven to reduce traffic speeds and serious crashes.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SEDALIA, MISSOURI as follows:

Section 1. That the Mayor and Council hereby adopt a goal of eliminating traffic deaths and serious injuries by 2032 and endorse the federal Safe Streets and Roads for All (SS4A) program as a comprehensive and holistic approach to achieving this goal.

Section 2. That the Mayor and Council authorize the Sedalia Public Works Department to act as the agent for the City of Sedalia, Missouri in the application process with the U.S. Department of Transportation for grant funding of $250,000 (federal participation 80% - $200,000 and local match participation 20% - $50,000) to aid in the development and implementation of an SS4A Action Plan.

Section 3. That Brenda Ardrey, Director of Public Works, is hereby authorized and directed to furnish such information as the U.S. Department of Transportation may reasonably request in connection with the application which is herein authorized and to furnish such assurances as may be required by law or regulation.

Section 4. That upon execution of a grant agreement with the U.S. Department of Transportation, the Mayor shall expand membership in the Citizen's Traffic Advisory Commission. The membership shall be diverse and have representation not only from the public, the Public Works Department, Police Department, and Fire Department, but also, from the Office of the City Administrator, Parks and Recreation Department, Community Development Department, and any other relevant departments, external agencies, committees, interested individuals or subject matter experts as may be needed from time-to-time to ensure a quality plan is achieved.

Section 5. The Citizen's Traffic Advisory Commission will oversee development, implementation, monitoring, and reporting on the City's SS4A Action Plan to reduce traffic fatalities and serious injuries to zero by 2032 through better problem analysis, engineering solutions, public education and traffic enforcement. The SS4A Action Plan shall result in completion of:

Safety Analysis

- An assessment of all existing roadway conditions across the City and an analysis of crash data including severity, contributing factors and crash types by road user type. Ownership of the roadway shall be the sole factor for inclusion or exclusion from the analysis;
- An analysis of systemic and specific safety needs to include high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, to name a few;
- A geospatial mapping identifying higher-risk locations;

Engagement and Collaboration

- An analysis of population and other characteristics to ensure broad opportunities for engagement with all in the community throughout the planning process;
- Community involvement sessions for the City's transportation planning process to ensure the processes are public, transparent and inclusive of all wishing to participate, including underserved populations, surrounding and overlapping jurisdictions, and provide all with an ample opportunity for feedback on planned activities and strategies;
- To the maximum extent practicable, coordinating planning with other governmental units' transportation plans and planning processes and activities;

Policy and Process Changes

- A review and updating of existing City code, policies, procedures, guidelines and standards to determine areas where modifications could incorporate technological and other advances and to ensure transportation safety is adequately prioritized during design and engineering;

Strategy and Project Selection

- A comprehensive, timeframe specific, listing of prioritized projects and strategies/ countermeasures that along with provided recommendations begin addressing the identified safety problems and provides an explanation of the prioritization criteria used. This listing shall be based upon the data analysis, stakeholder input and equity considerations described above and will contain interventions focused on infrastructure, behavioral, and/or operational safety.

Progress and Transparency

- Sufficient data collection shall be conducted throughout the planning and implementation process to provide meaningful reports on progress achieved over time including outcome data.
- Release of the initial report and an annual update thereafter to the public through the City website, and various mail groups including social media to report on the progress towards reducing roadway fatalities and serious injuries.

Section 6. That the Citizens' Traffic Advisory Council no later than eleven months from the date of the grant agreement executed between the City of Sedalia and the U.S. Department of Transportation shall have presented to Council the SS4A Action Plan consideration and approval by Council.

Section 7. That upon SS4A Action Plan approval the prioritized project list identified in the SS4A Action Plan will be incorporated into the City's Capital Improvements Plan for implementation.

PASSED by the Council of the City of Sedalia, Missouri, this 15th day of August, 2022.

Presiding Officer of the Council

CERTIFICATE OF RECORDING OFFICER

The undersigned, duly qualified and acting City Clerk of the City of Sedalia, Missouri, does hereby certify: That the attached resolution is a true and correct copy of the resolution adopted at a legally convened meeting of the Council of the City of Sedalia, Missouri held on the 15th day of August, 2022; and further that such resolution has been fully recorded in the journal of proceedings and records in my office. IN WITNESS WHEREOF, I have hereunto set my hand this 15th day of August, 2022.

Arlene Silvey, MPCC
City Clerk

2. PLANNING STRUCTURE

Safe Streets for Sedalia Action Plan Task Force

The Safe Streets for Sedalia Action Plan Task Force served as a backbone for community engagement and for the creation of the final plan. The Task Force included a great cross section of members from the police department, fire department / EMS, public works, administration, bicycle enthusiasts, runners clubs, faith-based representatives, school district resource officers, school district administration, business owners, and other community leaders. The Task Force met three times throughout the course of the project to share issues in their communities and to discuss solutions to reach the goal of eliminating serious injury and fatal traffic crashes (Table 1).

Meeting Date	Subject	Location
May 8, 2024	Data Analysis and Goal Setting	Heckart Community Center, Sedalia
July 10, 2024	Identify Safety Emphasis Areas and Countermeasures	Heckart Community Center, Sedalia
September 18, 2024	Prioritize Implementation of Identified Safety Countermeasures	Heckart Community Center, Sedalia

Table 1. Safe Streets for Sedalia Action Plan Task Force Meetings

Some of the safety issues and planning priorities identified by members of the Task Force included:

- Identifying common barriers to freely moving around Sedalia
- Establishing priorities to improve roadway safety
- Identifying community leaders and stakeholder groups that should be involved in the planning process
- Collaborating to develop the HIN
- Identifying upcoming community projects related to the City's roads
- Establishing preferred countermeasures to implement


EXIT

3. SAFETY ANALYSIS

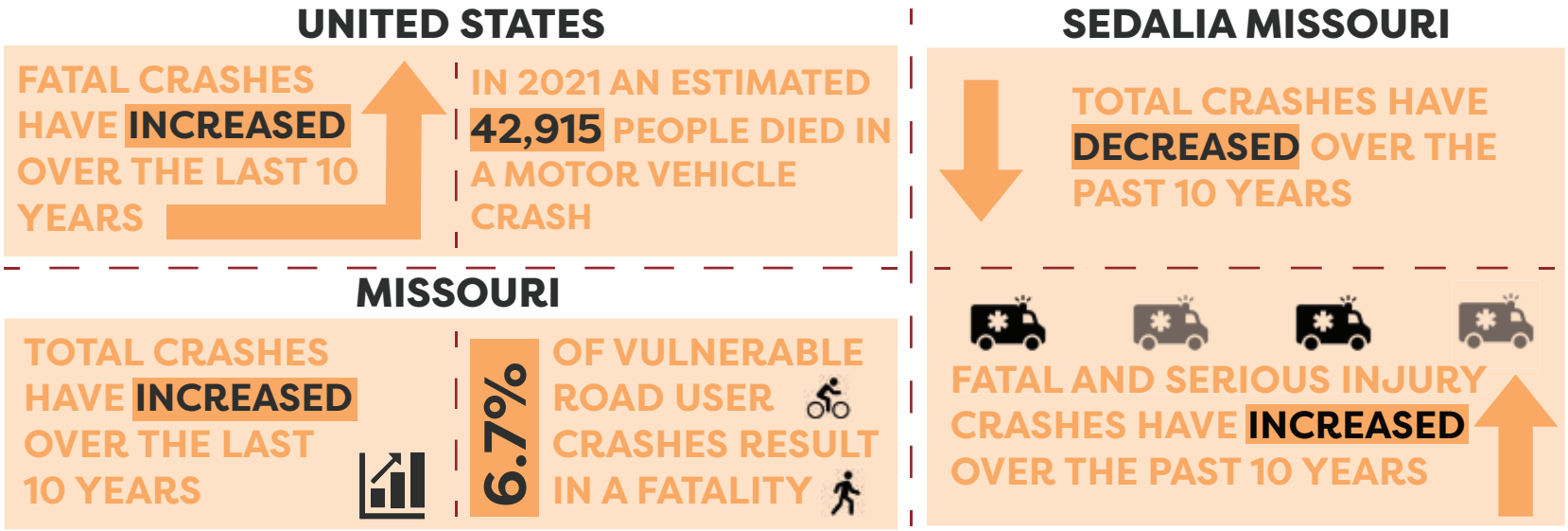
About Sedalia

Sedalia, Missouri, is a city with a population of 21,725 as of 2020. Located approximately 90 miles southeast of Kansas City and 60 miles west of Jefferson City, Sedalia is well-known for hosting the Missouri State Fair, an annual tradition since 1901. The city's transportation infrastructure includes two major highways operated by MoDOT: U.S. 65 (Limit Avenue), running north-south, and U.S. 50 (Broadway Boulevard), running east-west. Both highways are five-lane roads that experience significant traffic volumes and primarily serve as commercial corridors. Additionally, Sedalia is intersected by the nation's longest recreational trail, the Katy Trail, which cuts diagonally through the city. This trail provides not only recreational opportunities but also serves as a local transportation route, contributing as a valuable economic asset. According to the 2022 American Community Survey 5-year estimates, approximately 431 households in Sedalia (5% of all households) do not have a vehicle. Sedalia also has about six miles of railroad running through it, with 13 at-grade railroad crossings within city limits, further shaping its transportation landscape.

Crash Safety Analysis

To understand where safety improvements are most needed in the community, the most recent 5-year crash data was analyzed (2018-2022). Crash data was provided by the Sedalia Police Department and merged with the Missouri State Highway Patrol. This data contains information about crash location, severity, type, and other relevant factors including road conditions. This data was used to identify patterns in the transportation system where improvements should be prioritized, as well as helping to determine what types of improvements will be the most effective at reducing the instances and severity. The data and results of this analysis were used to develop the HIN and were reviewed by the Task Force and public open house attendees.

This section presents a general summary of the crash data analysis and defines some of the common terms for context. While presented individually, the results were considered holistically to establish the HIN presented later in this section.



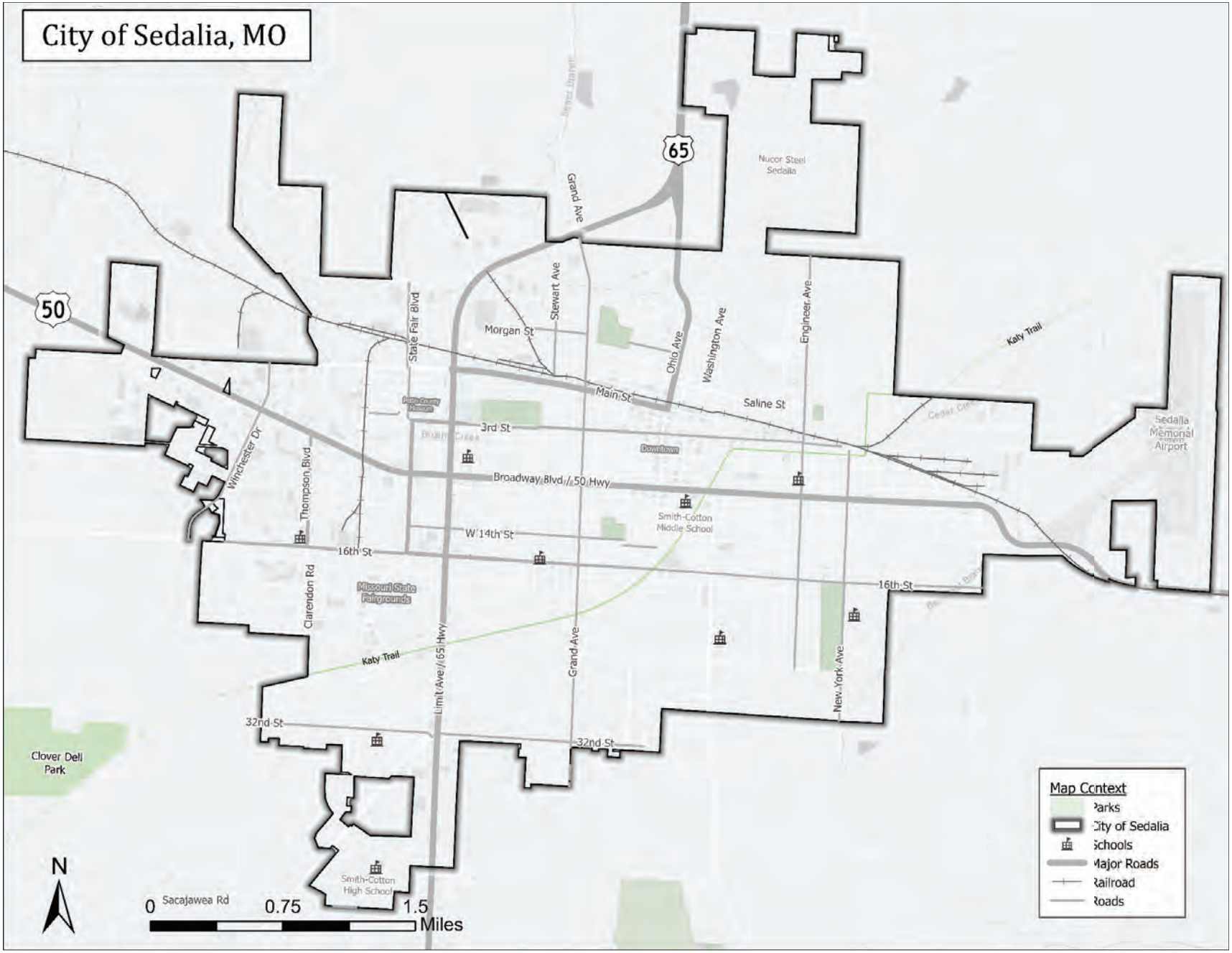


Figure 4: Context Map

*The Safe Streets for Sedalia Action Plan analyzed data from 2018-2022 based on the city's former boundaries, excluding areas annexed southwest of the city in June 2023

Annual Trend

Figure 5 shows the total number of crashes in Sedalia and the surrounding Pettis County by year. While crash rates fluctuate, between 2021 and 2022, crashes began to decline with a 12.7% decrease. The 700 crashes in 2022 are even fewer than those that occurred during the height of the COVID-19 pandemic. Sedalia accounts for 34% of the crashes in Pettis County but makes up 50% of the overall Pettis County population. The total crash trends in Sedalia align with those observed in both Pettis County and Missouri.

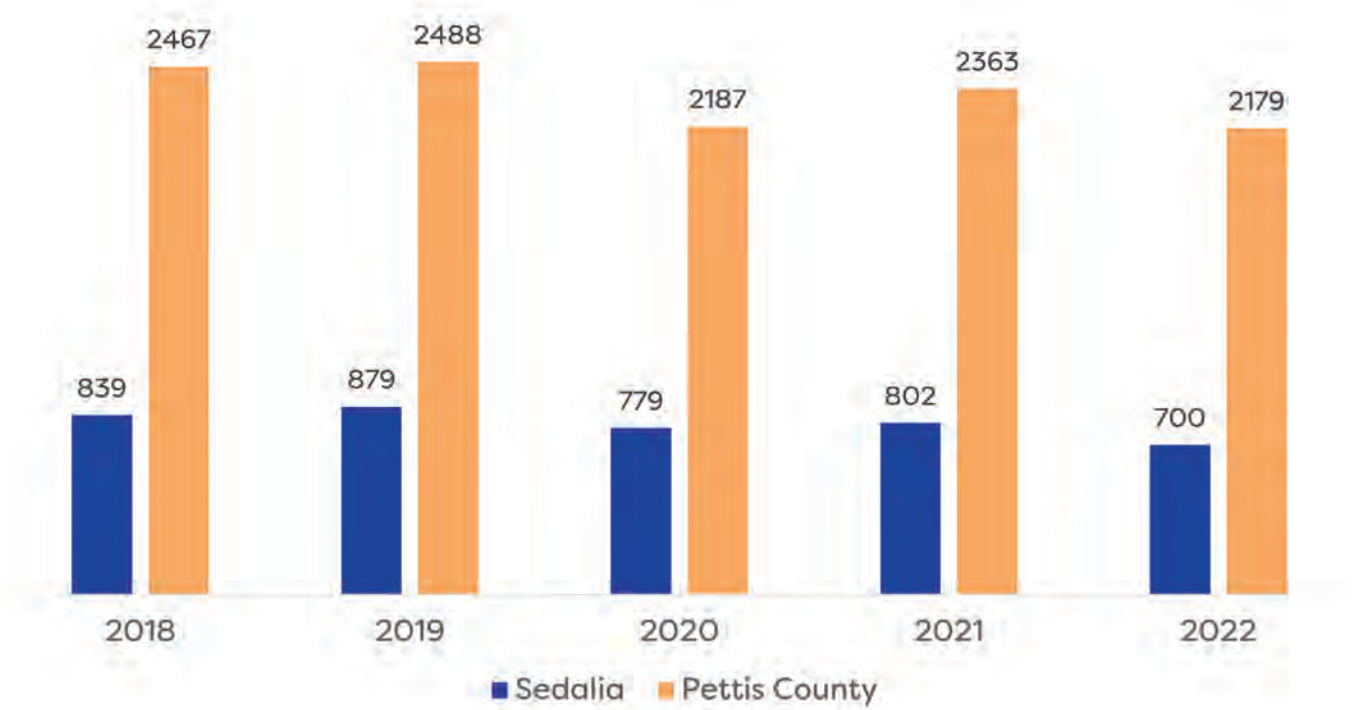


Figure 5: Annual crash totals for Sedalia and Pettis County (2018-2022)

Crash Severity and Trends

Sedalia had fewer crashes on average compared to the state. Crashes resulting in the most severe injuries were prioritized in the crash analysis. Out of the 3,999 crashes, 80 resulted in a fatality or serious injury, accounting for 2.0% of all crashes in Sedalia over the five-year period. Figure 6 breaks down all crashes in Sedalia during this period by severity.

Fatal crash totals were similar between Pettis County and Sedalia, with 0.3% and 0.2% fatal crashes respectively. Both Sedalia and Pettis County have lower fatal crash rates than Missouri, with 0.7%. This indicates that although most crashes are not fatal, they still represent a significant burden on road safety due to the high volume of non-fatal crashes.

VRU fatality rates are higher than fatality rates in the general crash data. Of Sedalia's VRU crashes, 3.0% were fatal, compared to 6.3% in Pettis County and 6.7% in Missouri. This indicated that VRUs face a higher risk of injuries in a crash compared to the general population of crash victims.

BETWEEN 2018 AND 2022, 9 CRASHES IN SEDALIA WERE FATAL

3% OF VRU CRASHES IN SEDALIA ARE FATAL

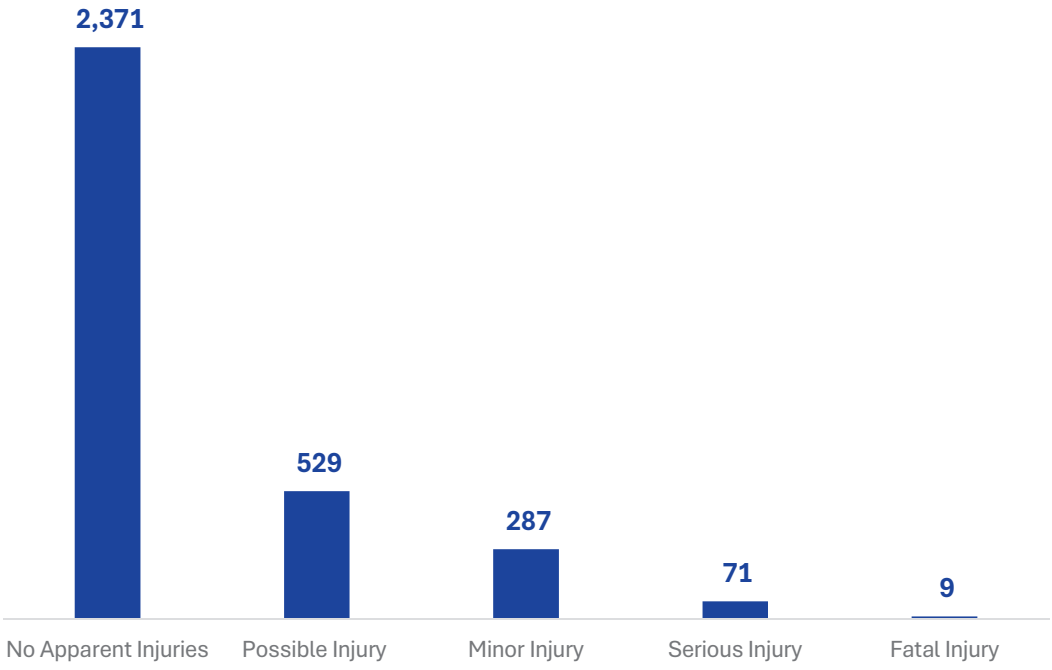


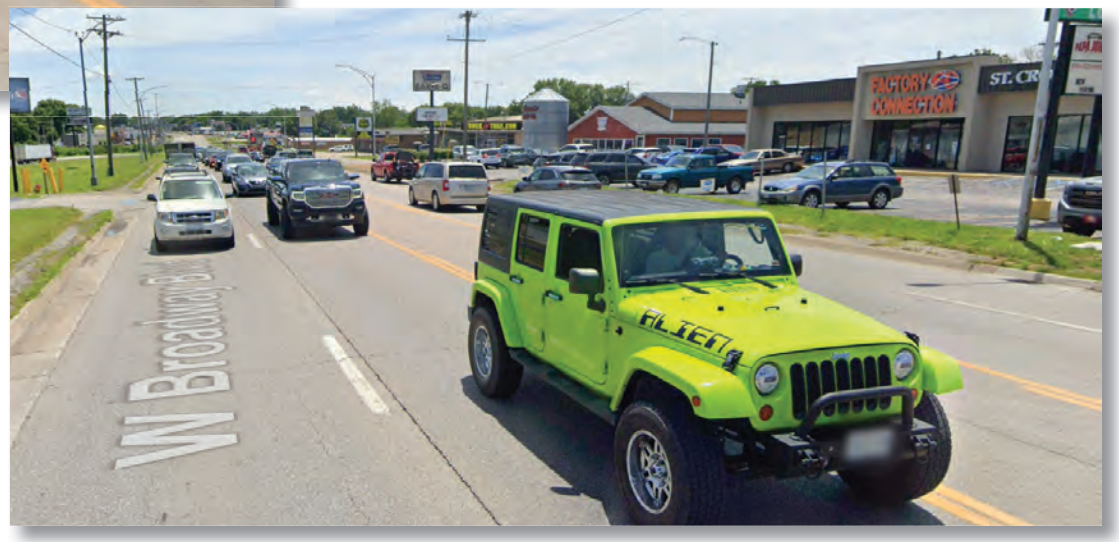
Figure 6: Crash severity trends (2018-2022)

Crashes by Location

Figure 7 spatially displays the location of fatal and serious injury crashes in Sedalia from 2018 to 2022. The most severe crashes are concentrated along U.S. 50 and U.S. 65 where four of the nine fatal crashes occur. There are also crashes happening downtown and in the central neighborhoods area where vehicles operate at lower speeds.

When entering Sedalia, both U.S. 50 and U.S. 65 change from highway to five lane Principal Arterial. Cars must then decelerate and begin navigating through frequent left turns and numerous access points, often causing erratic lane changes and unpredictable traffic flow. The abundance of driveways and uncontrolled left turns introduces many conflict points. U.S. 65 and U.S. 50 are the main routes in and out of Sedalia experiencing Annual Average Daily Traffic (AADT) volumes of up to 27,000 vehicles.

Source: Google Maps, Google, Accessed October 2024.



Source: Google Maps, Google, Accessed October 2024.

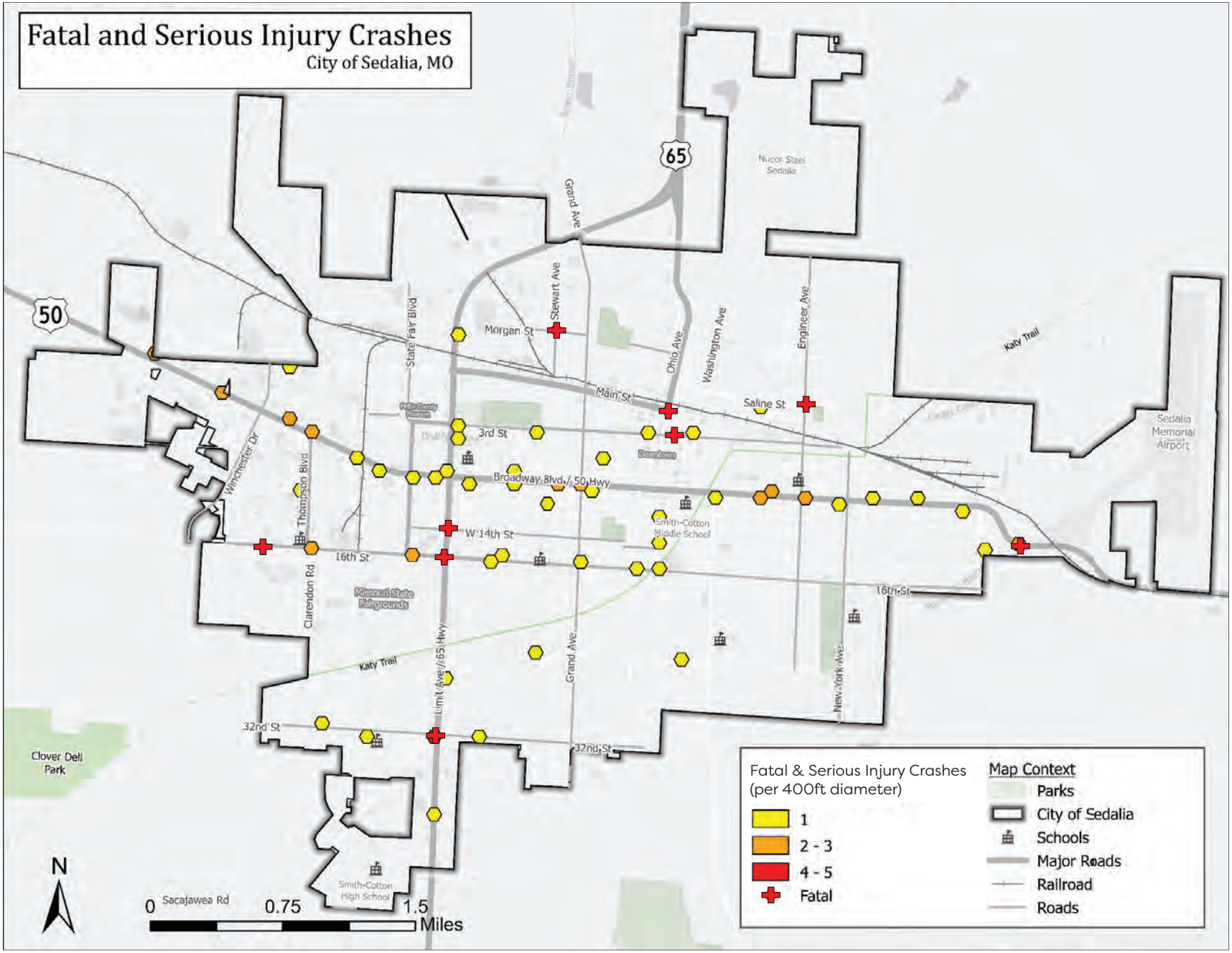


Figure 7: Fatal and Serious Injury Crashes (2018-2022)

*The Safe Streets for Sedalia Action Plan analyzed data from 2018-2022 based on the city's former boundaries, excluding areas annexed southwest of the city in June 2023

Crashes by Crash Type (Contributing Factors)

The five most common crash types by contributing circumstance are:

- failing to yield;
- alcohol-involved;
- following too close;
- violation of a signal/sign; and
- exceeding the speed limit.

63% OF FATAL OR SERIOUS INJURY CRASHES ARE

- **FAILURE TO YIELD**
- **DRIVING WHILE INTOXICATED**
- **FOLLOWING TOO CLOSE**
- **VIOLATION OF SIGNAL/SIGN**
- **SPEEDING**

About 50% of the fatal injury crashes involved failing to yield or exceeding the speed limit. Failing to yield accounted for almost a third of all fatal and serious injury crashes. Data for the contributing circumstance is incomplete, with approximately 14% of fatal and serious injury crashes not having an identified contributing factor associated with them. Table 2 summarizes this information by the highest contributing circumstance type and the two most severe injury types.

Contributing Circumstance	Fatal Crashes		Serious Injury Crashes		All Crash Types		Fatal & Serious Injury Crash Type Total	
	#	%	#	%	#	%	#	%
Alcohol	2	22.2%	5	7.0%	50	1.3%	7	8.8%
Failed to Use Lights	0	0.0%	2	2.8%	5	0.1%	2	2.5%
Failed to Yield	2	22.2%	24	33.8%	115	2.9%	26	32.5%
Following too Close	0	0.0%	6	8.5%	14	0.4%	6	7.5%
Improper Lane Usage/Change	0	0.0%	3	4.2%	39	1.0%	3	3.8%
Violation Signal/Sign	0	0.0%	6	8.5%	61	1.5%	6	7.5%
Physical Impairment	1	11.1%	2	2.8%	13	0.3%	3	3.8%
Speed - Exceeded Limit	3	33.3%	2	2.8%	15	0.4%	5	6.3%
Too Fast for Conditions	0	0.0%	1	1.4%	46	1.2%	1	1.3%
Vision Obstructed	1	11.1%	2	2.8%	15	0.4%	3	3.8%
All Other Types	0	0.0%	7	9.9%	174	4.4%	7	8.8%
Not Indicated	0	0.0%	11	15.5%	3,452	86.3%	11	13.8%
All Crash Totals	9	100%	71	100%	3,999	100%	80	100%

Table 2: Crashes by Contributing Circumstance (2018-2022)

Directional Analysis

Figure 8 further breaks down fatal and serious injury crashes by crash type and directional analysis where angle-side impact crashes made up 58% fatal and serious injury crashes that received a directional analysis input.

Figure 9 below provides some examples of what a typical angle crash may look like.

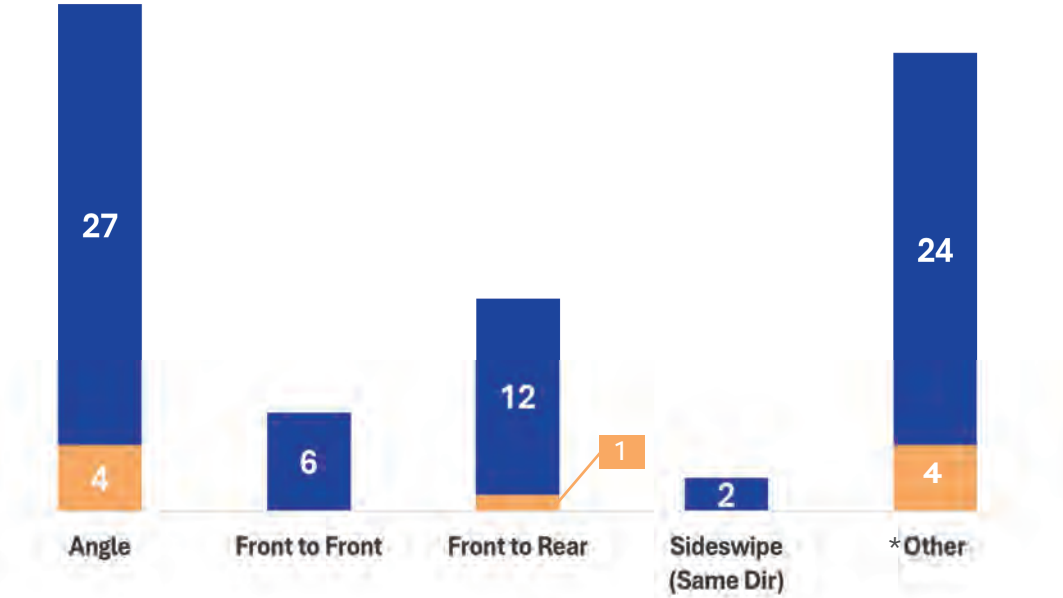


Figure 8: Fatal and Serious Injury Crashes by Crash Type (2018-2022)

*Directional analysis was not provided for all crash reports.

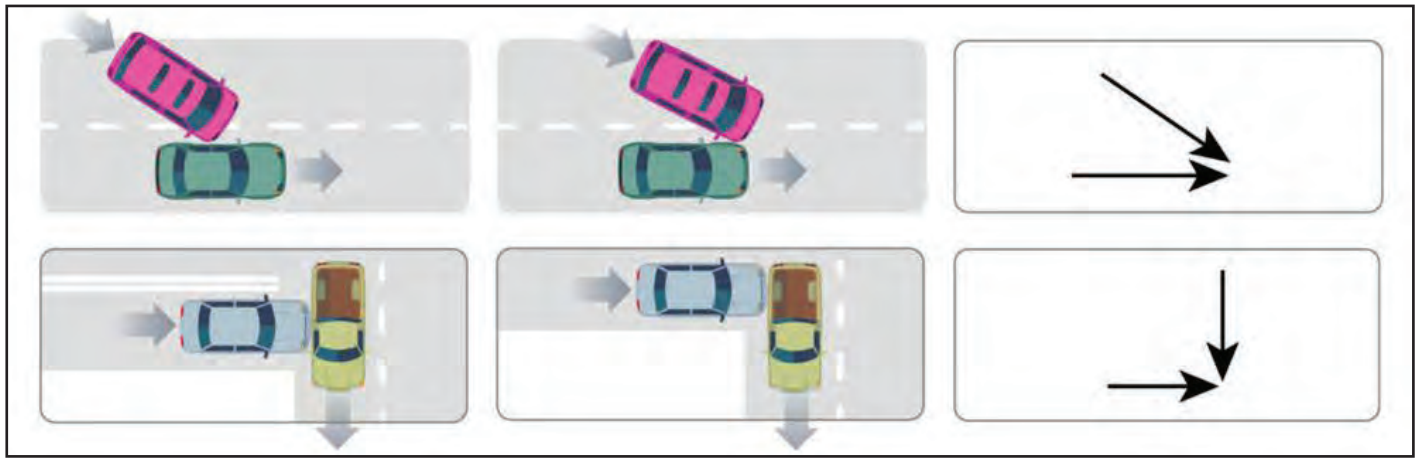


Figure 9: Examples of Angle Crashes

Crashes by Mode

Table 3 summarizes Sedalia crash data by the transportation mode. Motorcycles, despite representing only 1.2% of all crashes, account for a significant 22.2% of fatal crashes. Passenger cars, pickups, and vans dominate the crash statistics and make up 66.3% of all fatal and serious injuries. Single unit trucks and tractor trailers, while involved in fewer crashes overall, have higher rates of fatal and serious injuries. The 'Other' category, with 9.9% of serious injuries represent VRU, construction equipment, and farm implements.

Transportation Mode	Fatal Crashes		Serious Injury Crashes		All Crash Types		Fatal & Serious Injury Crash Type Total	
	#	%	#	%	#	%	#	%
Motorcycle	2	22.2%	14	19.7%	46	1.2%	16	20.0%
Passenger Car, Pickup, Van	6	66.7%	47	66.2%	3,605	90.1%	53	66.3%
Bus	0	0.0%	0	0.0%	18	0.5%	0	0.0%
Single Unit Truck	1	11.1%	1	1.4%	38	1.0%	2	2.5%
Tractor Trailer	0	0.0%	2	2.8%	152	3.8%	2	2.5%
Other	0	0.0%	7	9.9%	129	3.2%	7	8.8%
Not Indicated	0	0.0%	0	0.0%	11	0.3%	0	0.0%
All Crash Total	9	100%	71	100%	3,999	100%	80	100%

Table 3: Crashes by Mode of Transportation (2018-2022)

Vulnerable Road Users

A Vulnerable Road User (VRU) is anyone not in a motor vehicle who is at higher risk on the road, such as pedestrians, bicyclists, other cyclists (like those on scooters or skateboards), and highway workers on foot in work zones. This definition does not include motorcyclists.

Bicyclists and pedestrians make up some of the most vulnerable roadway users and are much more likely to have a serious or even fatal injuries resulting from a crash compared to other road users. The *Show-Me Zero - Driving Missouri Towards Safer Roads MoDOT Strategic Highway Safety Plan 2021-2025* set a goal of achieving zero roadway fatalities in the state by 2030, which includes VRU fatalities.

Figure 10 shows VRU crashes as a proportion of all crash severity. VRUs made up about 1.7% of all crashes in Sedalia but accounted for 20% of all crashes in Sedalia that resulted in a fatal or serious injury. That means that pedestrians and bicyclists that are involved in crashes are 11 times more likely to be involved in a fatal or serious injury. About a third of all the fatal crashes involved a pedestrian. According to the U.S. Census Bureau's American Community Survey, 5-Year Estimates (2022), bicycling and walking made up 2.3% of means of transportation to work in the City of Sedalia. This data points to the increased need to protect VRUs even more when it comes to a cities vision zero goal.

Vulnerable Road Users are a small fraction of total roadway users but account for:

- **20%** of all crashes resulting in a fatality or serious injury
- **3** pedestrian fatalities
- **8** serious pedestrian injuries
- **5** serious bicyclists injuries
- **66** VRU involved crashes

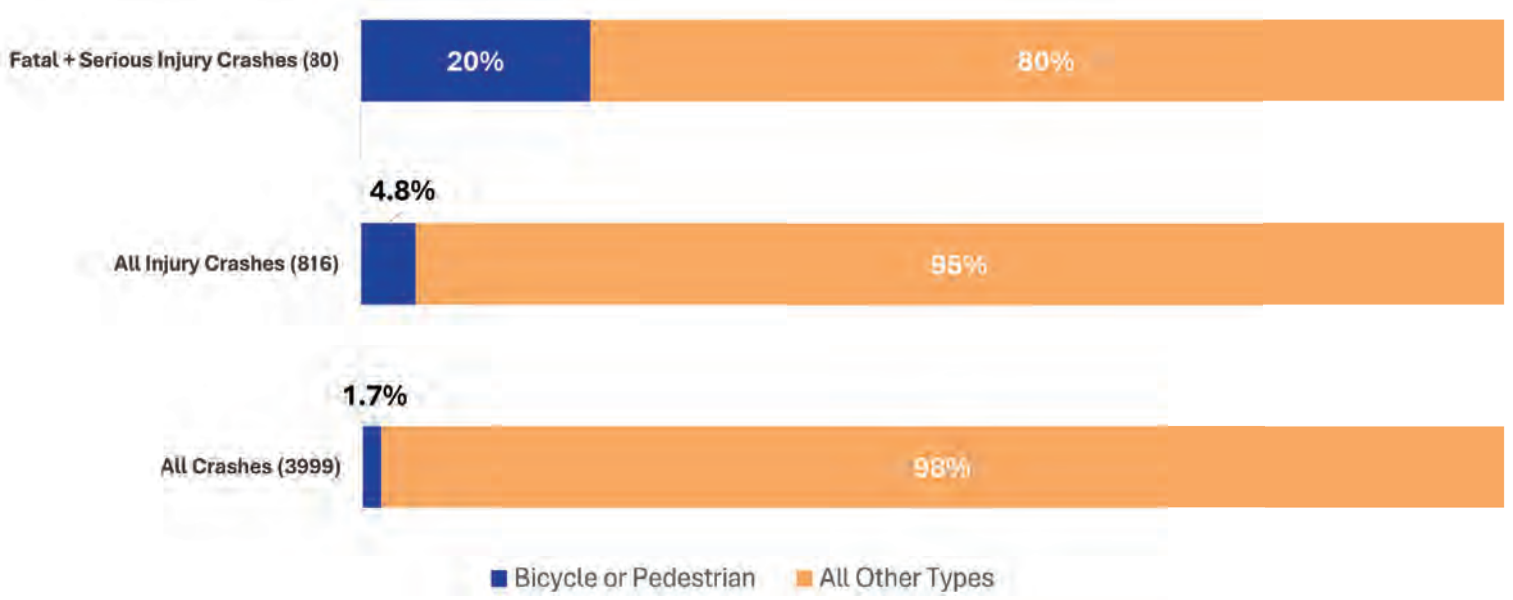


Figure 10: VRU Crashes by Severity (2018-2022)

Figure 11 displays the location of bicycle and pedestrian involved crashes in Sedalia. A majority of the bicycle and pedestrian crashes occurred near the downtown area and some of the older, more dense neighborhoods in central Sedalia (the area in the dashed rectangle). Many VRU crashes occur along major roads and commercial corridors like U.S. 50, U.S. 65, and 16th Street. A majority of VRU crashes are happening downtown, in residential neighborhoods in central Sedalia, and along major roads and commercial corridors like U.S. 50, U.S. 65 and 16th Street.

Fatal and Serious Injury Crashes by Month

Fatal and serious injury crashes show an increase from-the beginning of summer into the fall, potentially influenced by factors such as Lake of the Ozarks traffic, the Independence and Labor Day holidays, the State Fair, and the back-to-school season. Fatal crashes peak in July, while serious injury crashes reach their highest point in September.

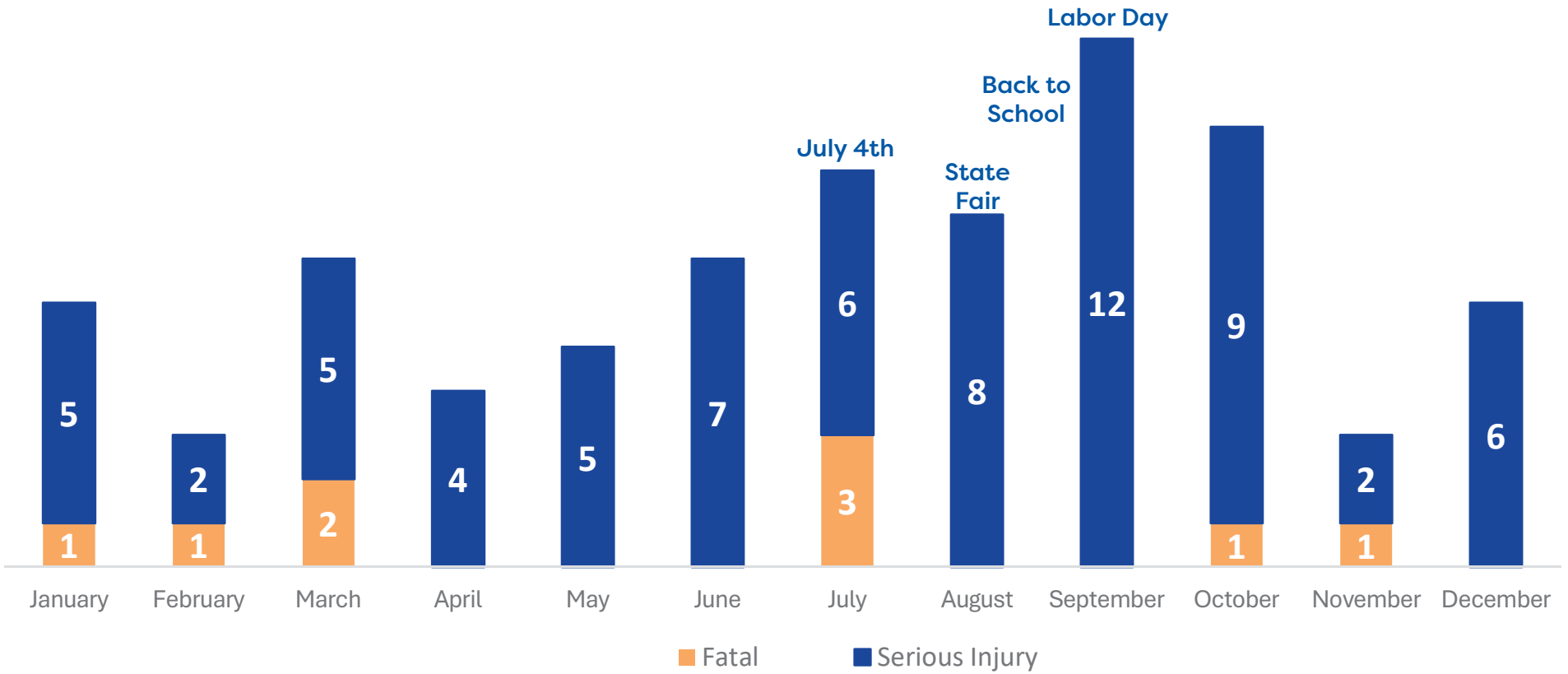


Figure 12: Fatal and Serious Injury Crashes by Month (2018 to 2022)

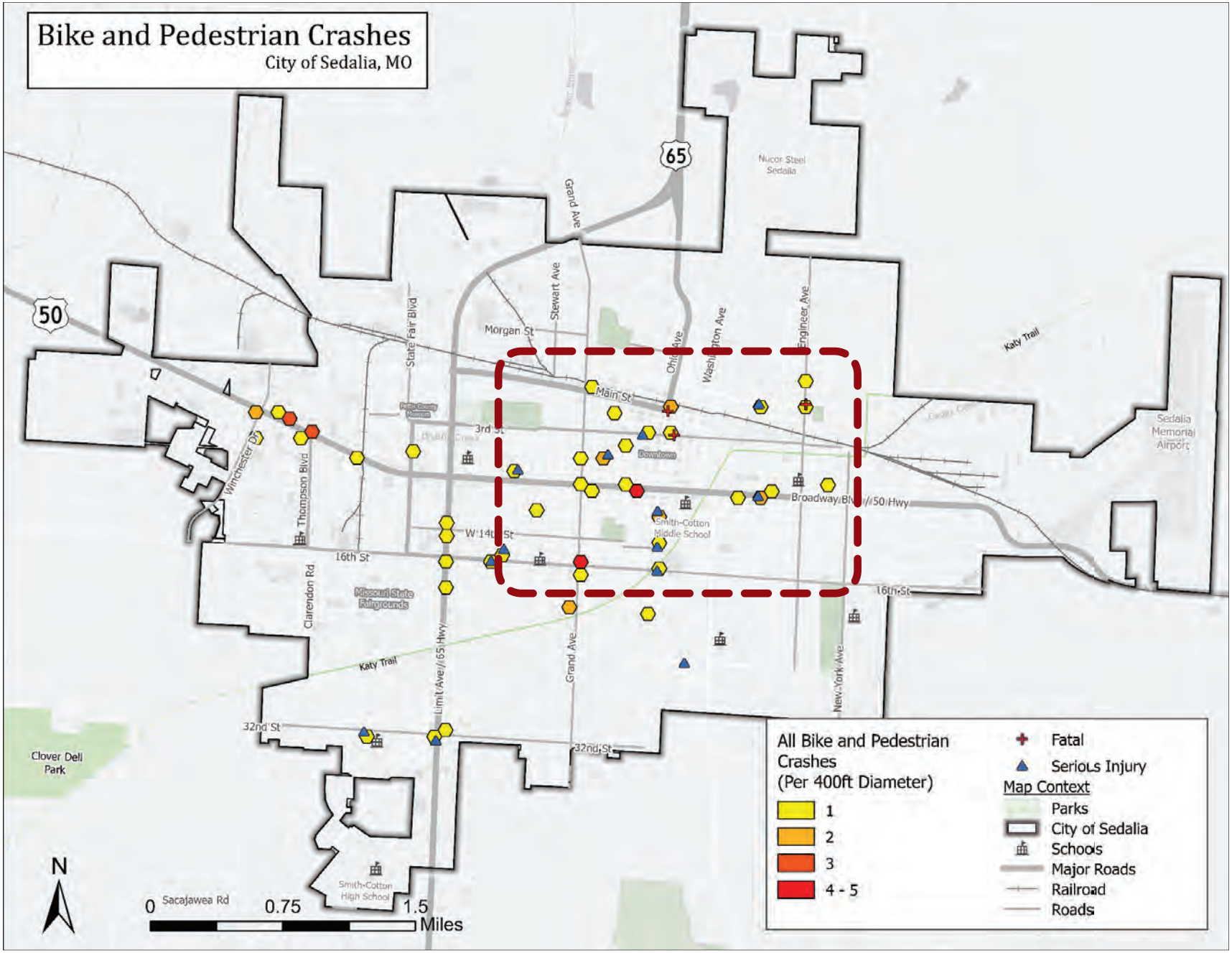


Figure 11: Bicycle and Pedestrian Crashes (2018 to 2022)

*The Safe Streets for Sedalia Action Plan analyzed data from 2018-2022 based on the city's former boundaries, excluding areas annexed southwest of the city in June 2023

HIGH INJURY NETWORK

What is a High Injury Network

The High Injury Network (HIN) shows where the most fatal and serious injury crashes are happening in Sedalia. It is used to identify locations where safety improvements should be prioritized. The streets that comprise the network are shown in Figure 13. HIN is only based on where fatal or serious injury crashes occur not where they could potentially occur.

Sedalia High Injury Network

The HIN analysis revealed that 48% of VRU crashes, 67% of fatal and serious injury crashes, and 69% of all crashes over the study period in Sedalia occurred on about 5% of the roads – the high injury network. Therefore, investing in safety improvements along the high injury network is likely to have the greatest impact on the overall safety of travelers in Sedalia.

The high injury network consists of both corridors and intersections. There are seven corridors that were identified, the corridors are primarily arterial roadways with speed limits of 35 mph and typically have 4 or 5 lanes. Most are owned by the Missouri Department of Transportation (MoDOT). 14 intersections were identified, with 10 (71%) of those located on a HIN corridor.

Corridor	Fatal Crash (K)	Serious Injury Crash (A)	Total Crashes	VRU Crashes	Commercial Vehicle Crashes	Most Common Type of Crash
W Broadway Blvd	0	13	942	9	69	Front to Rear
Thompson Blvd	0	5	318	3	12	Angle
W 16th St	2	4	306	1	15	Front to Rear
N Limit Ave	0	2	86	0	11	Angle
S Limit Ave	3	7	496	5	35	Front to Rear
Central Broadway Blvd	0	15	565	12	31	Angle
E Broadway Blvd	1	2	51	0	3	Angle
Total	6	48	2,764	30	176	-

Table 4: High Injury Network Corridor Summary (2018-2022)

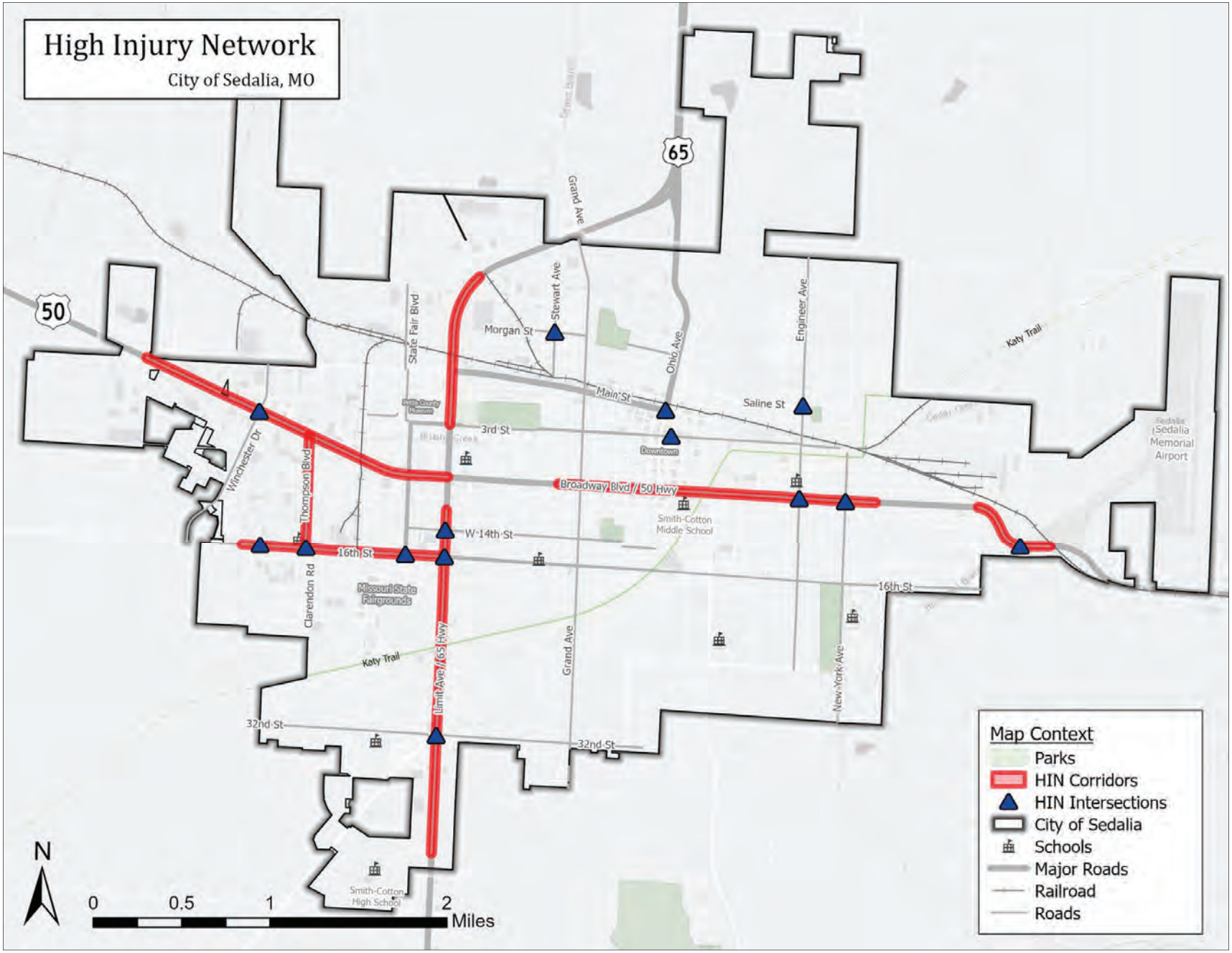


Figure 13: High Injury Network

*The Safe Streets for Sedalia Action Plan analyzed data from 2018-2022 based on the city's former boundaries, excluding areas annexed southwest of the city in June 2023

There were 14 intersections identified on the HIN, about half of them were signalized intersections, with the rest being stop controlled or having no traffic control. More than half of these intersections are on arterial roadways. There were nine fatal and 13 serious injury crashes at these intersections, making up a total of 3% of all crashes at these intersections. W Broadway Blvd & Winchester Dr had the most crashes overall, 173 crashes making up for 24% of the total crashes at these intersections, although none were fatal or serious injury crashes. The highest number of severe crashes occurred at W 32nd St & S Limit Ave, with one fatal and five serious injury crashes.

	Intersection	Fatal Crash (K)	Serious Injury Crash (A)	Total Crashes
1	W 32nd St & S Limit Ave	1	5	79
2	W 16th St & S Limit Ave	1	0	159
3	E Broadway Blvd & S New York Ave	0	0	18
4	E Broadway Blvd & Harding Ave	1	2	28
5	W Main St & N Ohio Ave	1	2	28
6	W 14th St & S Limit Ave	1	0	47
7	W 16th St & Stone Creek Dr	1	0	9
8	E 3rd St & S Lamine Ave	1	0	5
9	W Morgan St & N Stewart St	1	0	1
10	E Saline St & N Engineer Ave	1	0	8
11	W Broadway Blvd & Winchester Dr	0	0	173
12	W 16th St & S State Fair Blvd	0	2	33
13	W 16th St & Thompson Blvd	0	2	96
14	E Broadway Blvd & S Engineer Ave	0	2	52
	Total	9	13	723

Table 5: High Injury Network Intersection Summary (2018-2022)

Stakeholder and Public Engagement Identified High Injury Network

This section focuses on the intersections and corridors that were identified by both stakeholders and during public involvement.

The initial ranking of the intersections and corridors was developed from the Equivalent Property Damage Only (EPDO). EPDO ranking is a data driven approach to prioritizing locations for safety improvements.

The stakeholders ranked the HIN intersections and corridors based on their priorities and local understanding of city priorities and other relevant needs.

S Limit Ave ranked highly in both the initial ranking and by stakeholders. S Limit Ave was one of the top three corridors in both the initial ranking and the stakeholder ranking. Additionally, the intersections of W 32nd St & S Limit Ave and W 16th St & S Limit Ave were in the top three highest ranked intersections by both the initial ranking and the stakeholder ranking.

TOP 3 HIN INTERSECTIONS

- W 32ND & S LIMIT AVE
- W 16TH ST & S LIMIT AVE
- E BROADWAY BLVD & NEW YORK AVE

TOP 3 HIN CORRIDORS

- W 16TH ST
- S LIMIT AVE
- E BROADWAY BLVD

Intersection	Initial Ranking	Stakeholder	Ranking Change
W 32nd St & S Limit Ave	1	2	↓
W 16th St & S Limit Ave	2	3	↓
E Broadway Blvd & New York Ave	3	6	↓
E Broadway Blvd & Harding	4	10	↓
W Main St & N Ohio Ave	5	9	↓
W 14th St & S Limit Ave	6	4	↑
W 16th St & Stone Creek Dr	7	7	–
E 3rd St & S Lamine Ave	8	12	↓
W Morgan St & N Stewart St	9	11	↓
E Saline St & N Engineer Ave	10	8	↑
W Broadway Blvd & Winchester Ave	11	1	↑
W 16th St & S State Fair Blvd	12	5	↑

Corridor	Initial Ranking	Stakeholder	Ranking Change
W 16th St	1	4	↓
S Limit Ave	2	1	↑
E Broadway Blvd	3	5	↓
Central Broadway Blvd	4	6	↓
W Broadway Blvd	5	2	↑
Thompson Blvd	6	3	↑
N Limit Ave	7	7	–

↓ Reduced priority ↑ Increased priority – Same priority

4. ENGAGEMENT AND COLLABORATION

The Safe Streets for Sedalia Action Plan prioritizes projects that address the safety challenges faced by Sedalia travelers. To better understand the challenges of Sedalia's roadways, the project team utilized a public engagement approach that incorporated a variety of community stakeholders, first responders, and city leaders. These perspectives and the diversity of viewpoints shared with the project team was essential to confirm the safety data and analysis, identify community priorities for roadway safety, and to establish a framework of strategies to achieve zero traffic fatalities and serious injuries by 2032. The following strategies and resources were used to develop the Safe Streets for Sedalia Action Plan.

Public Engagement Process

Safe Streets for Sedalia Action Plan Task Force

At the beginning of the project, the Task Force was established to help guide the planning and implementation of the Safe Streets for Sedalia Action Plan. Three key meetings with diverse community stakeholders were held throughout the engagement process. Participants included members from the police department, fire department / EMS, public works, administration, bicycle enthusiasts, runners clubs, faith-based representatives, school district resource officers, school district administration, business owners, and other community leaders. Task Force members helped decide on countermeasures that could best be applied in Sedalia, they are shown on pages 36-40.

Public Open-House

Community members had the opportunity to review the findings during a public open-house event on August 28, 2024. The two-hour event had project team staff available to answer questions and feedback from attendees was used in the formulation of the final plan.

In-Person Outreach

To maximize community participation in the planning process, in-person outreach events were used to complement online engagement. These events helped to promote the survey, raise awareness of the project, and to engage a diverse range of Sedalia residents. Four different efforts were conducted to maximize the audiences and types of feedback for the plan.

Website

To keep individuals up to date on the planning process and host the survey.

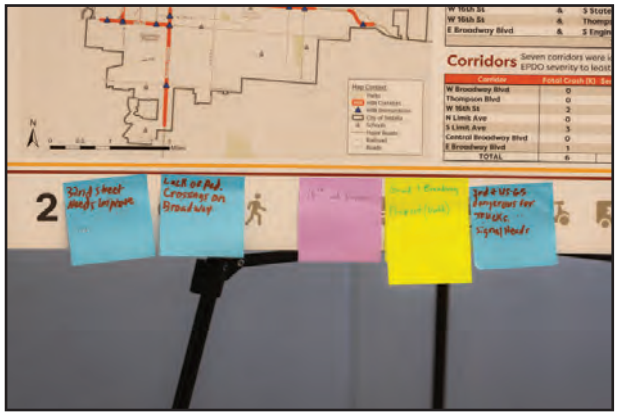
Public Survey

A survey was conducted between June and August 2024. The survey received 586 responses and explored transportation modes, safety concerns, and comfort levels with various forms of transportation in the city. Responses came from individuals across all parts of Sedalia, as well as the surrounding areas. The feedback from this activity helped to inform the recommendations in the draft plan that were presented later at the public open house in August. Some of the main takeaways are shown below. The entire survey results are available in Appendix A.

- 65% of respondents live in Sedalia
- 83% of respondents work in Sedalia
- 96% of respondents use a car as their primary transportation method
- Only 35% of respondents are comfortable walking in Sedalia, 18% are very uncomfortable
- Pedestrians and bicyclists named “a lack of sidewalks or bike lanes” as their biggest safety concern
- “Distracted driving” was identified as key issue by drivers
- 61% of respondents support designing streets that accommodate all users
- Respondents also identified expanding safety awareness (30%) and supporting crash survivors (28%) as secondary priorities
- 41% of respondents were either uncomfortable or very uncomfortable biking in Sedalia – and 43% do not bike
- Only 16% of respondents were either comfortable or very comfortable biking in Sedalia
- 89% of respondents do not use some form of rideshare or carpooling

“When you design for safety for pedestrian(s)/cyclist(s), the system is safer for motorists.”

- Resident during Public Meeting on August 28th, 2024.



5. EQUITY CONSIDERATIONS

Disadvantaged Census Tracts

The City of Sedalia is comprised of 10 Census Tracts, all of which are considered "disadvantaged" by the Climate and Economic Justice Screening Tool (CJEST), with seven being considered "disadvantaged" by the Justice40 Initiative. The CJEST tool was created by the Council on Environmental Quality and shows information about the burdens that communities experience at the Census Tract level. A community is disadvantaged if the tract meets the threshold for at least one of eight categories as well as an associated socioeconomic threshold. Those categories include climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The northern portion of the City falls into six of the eight categories and should be prioritized for improvements, especially VRU improvements.

100%
Sedalia Census Tracts considered to be disadvantaged

30%
Sedalia Census Tracts considered to be disadvantaged for housing

20%
Sedalia Census Tracts considered to be disadvantaged for energy and health

Potential impacts of being a disadvantaged tract

- More likely to not have access to a vehicle
- More likely to be reliant on public transport or non-vehicular modes of transportation
- More likely to have longer commute times
- More likely to have adverse health outcomes
- More likely to be exposed to environmental factors and air pollutants
- More likely to have higher rates of poverty, lower wages, or lower educational attainment

How SS4A projects and recommendations can impact those who live in a disadvantaged tract or community

- Potential improvement in access to jobs and daily needs when transportation systems better serve all users
- Potential reduction in air pollution and reduction in vehicle miles traveled
- Improved safety for all users at the most dangerous segments/intersections
- Potential to reduced reliance on an automobile
- Better health outcomes from mode shift

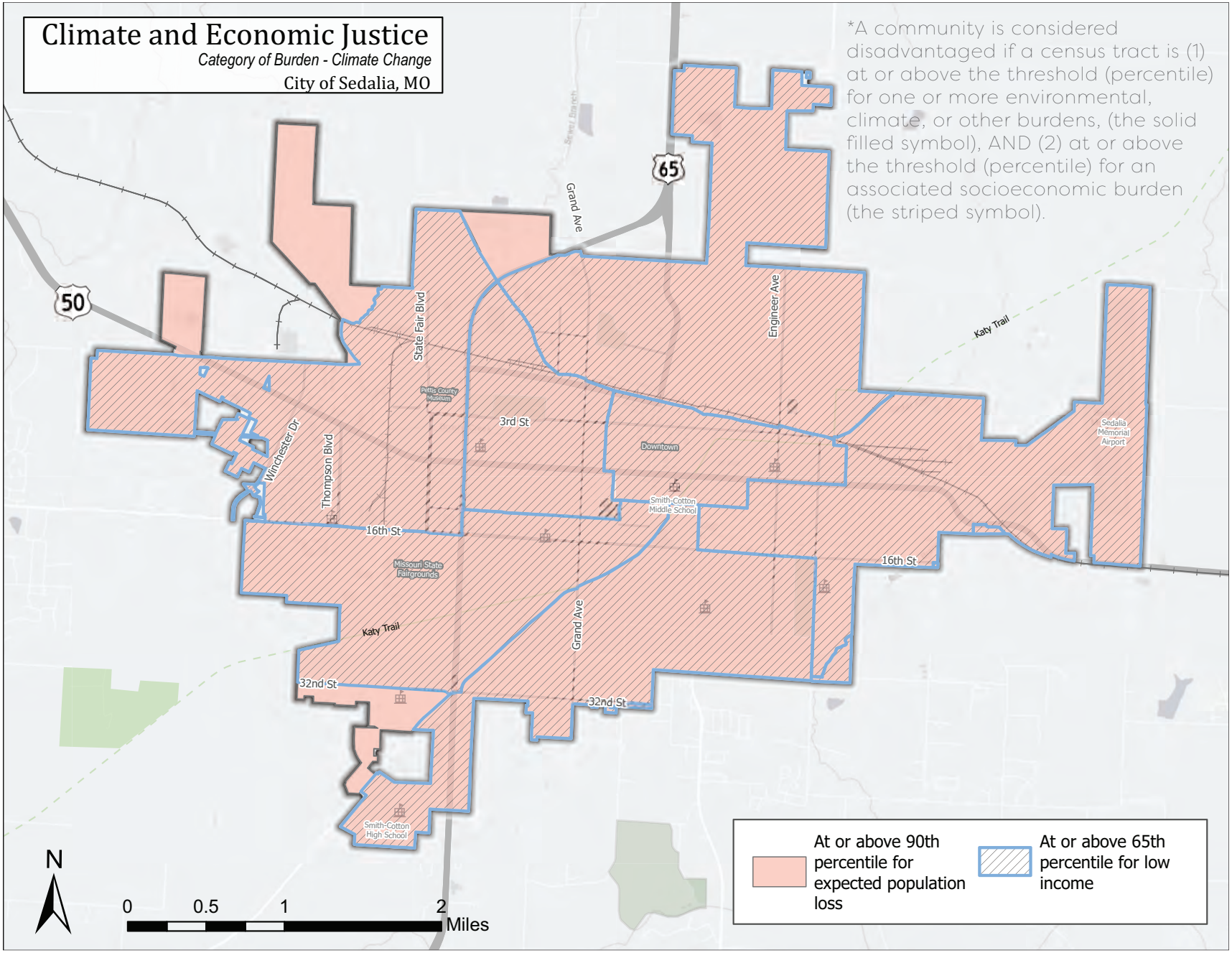


Figure 14: Disadvantaged Census Tracts

*The Safe Streets for Sedalia Action Plan analyzed data from 2018-2022 based on the city's former boundaries, excluding areas annexed southwest of the city in June 2023

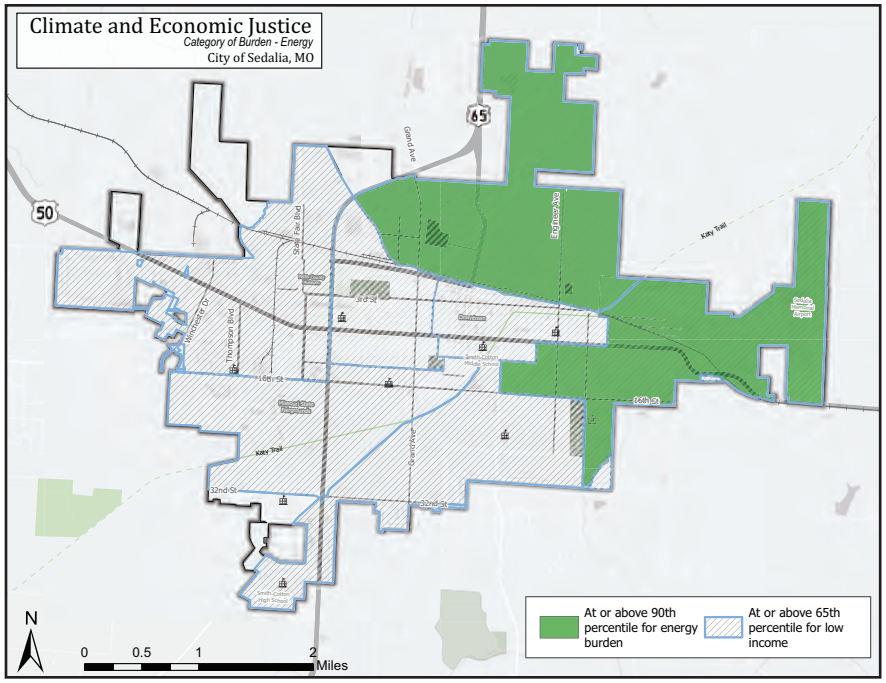


Figure 15: Energy Burdened Census Tracts

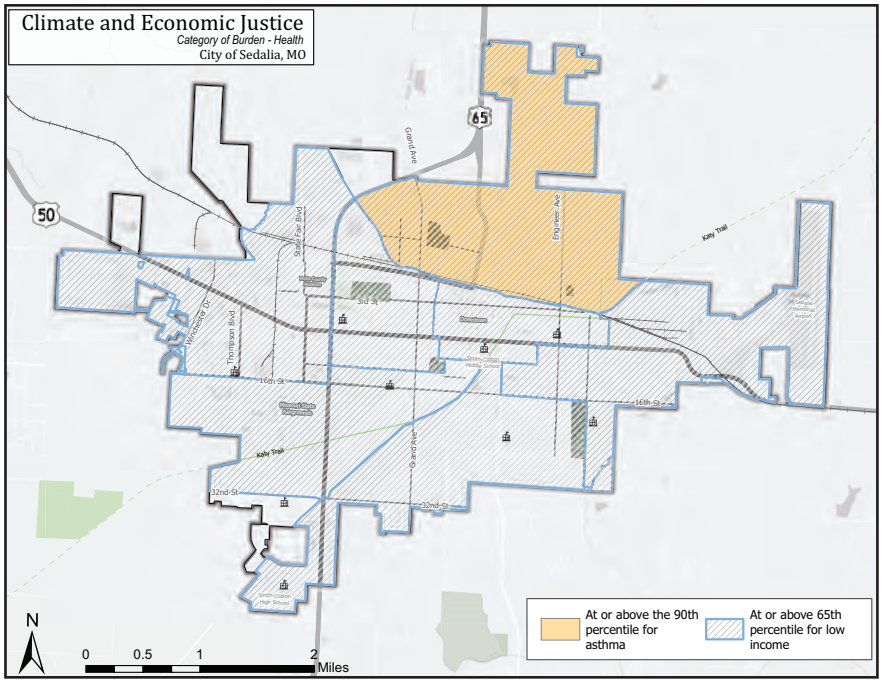


Figure 16: Asthma Burdened Census Tracts

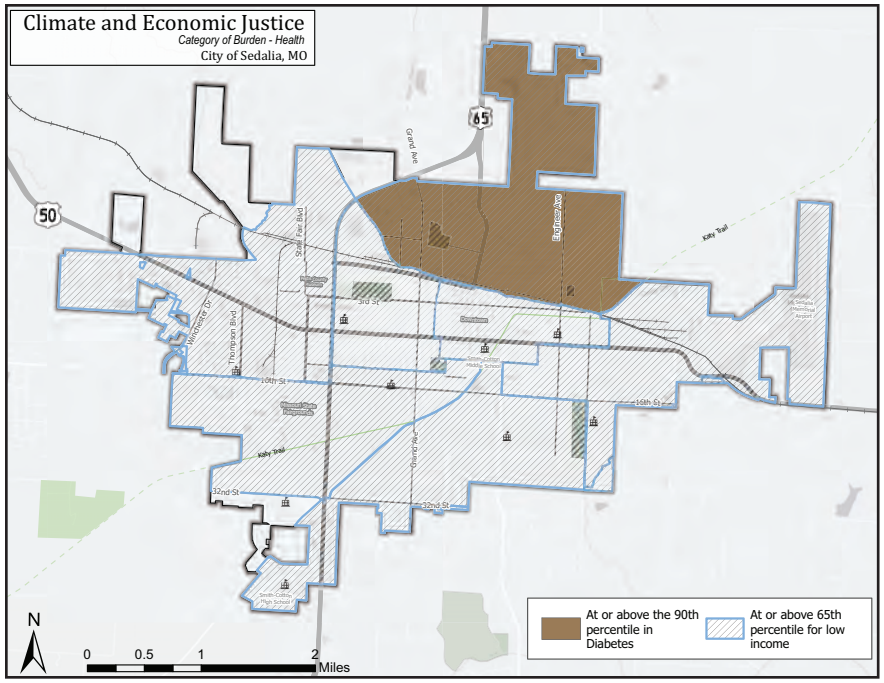


Figure 17: Diabetes Burdened Census Tracts

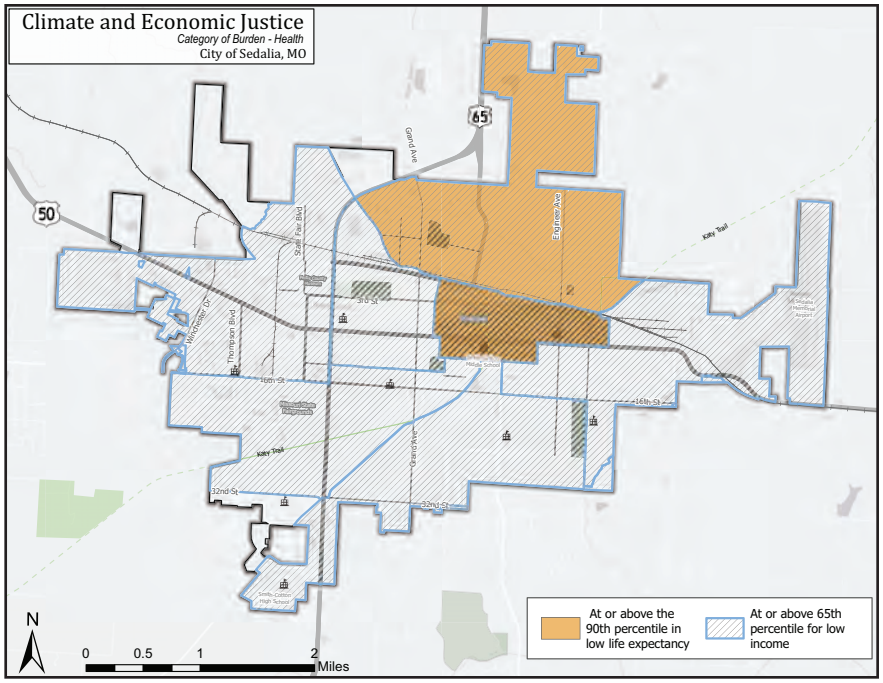


Figure 18: Low Life Expectancy Burdened Census Tracts

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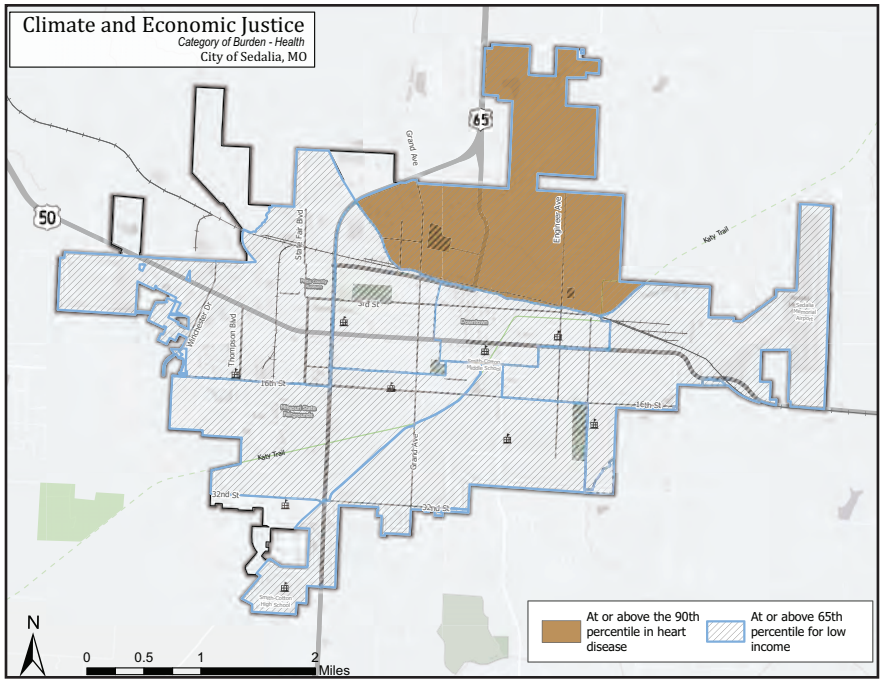


Figure 19: Heart Disease Burdened Census Tracts

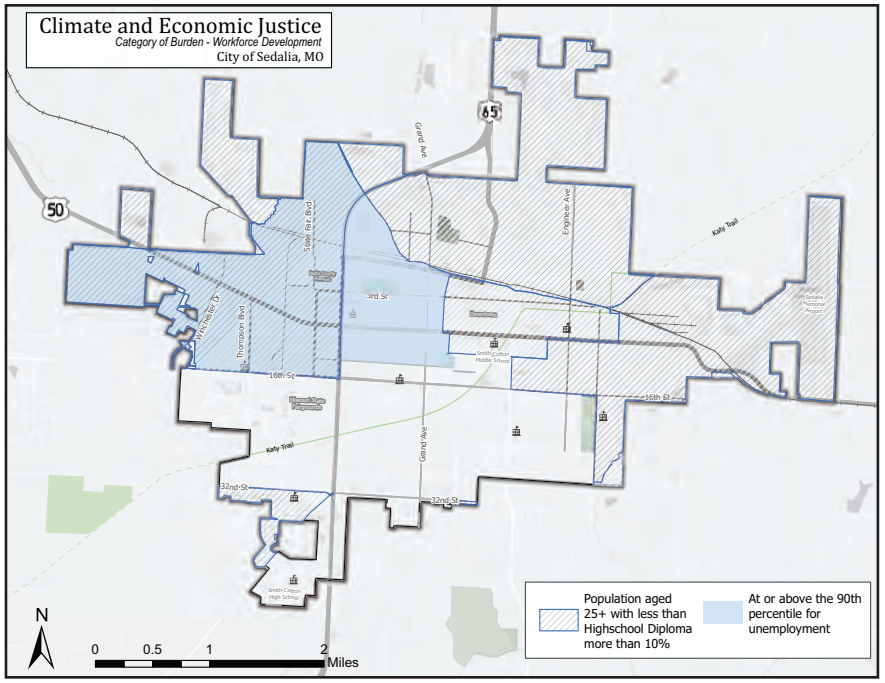


Figure 20: Workforce Development Burdened Census Tracts

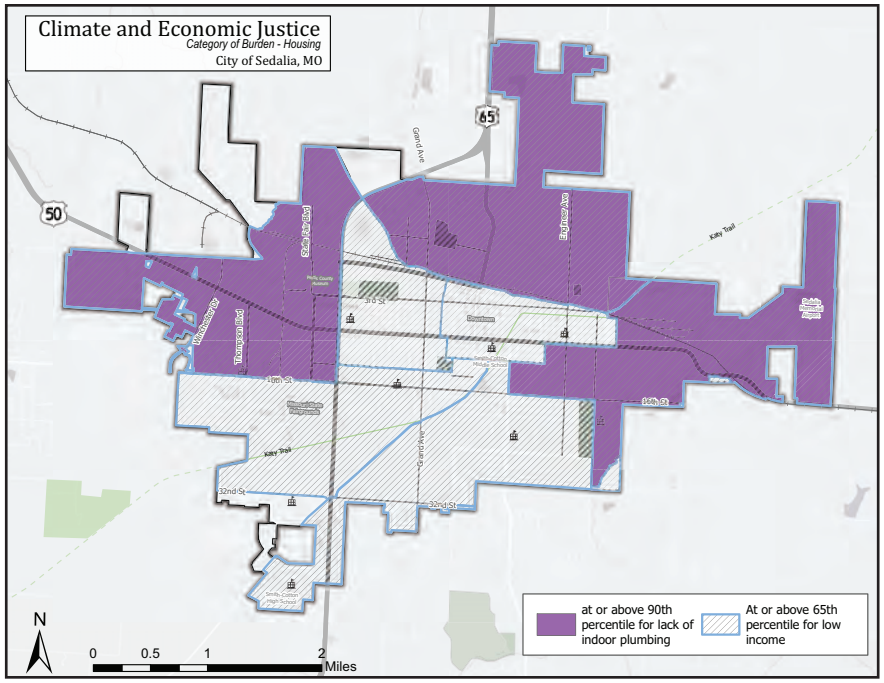


Figure 21: Housing Burdened Census Tracts

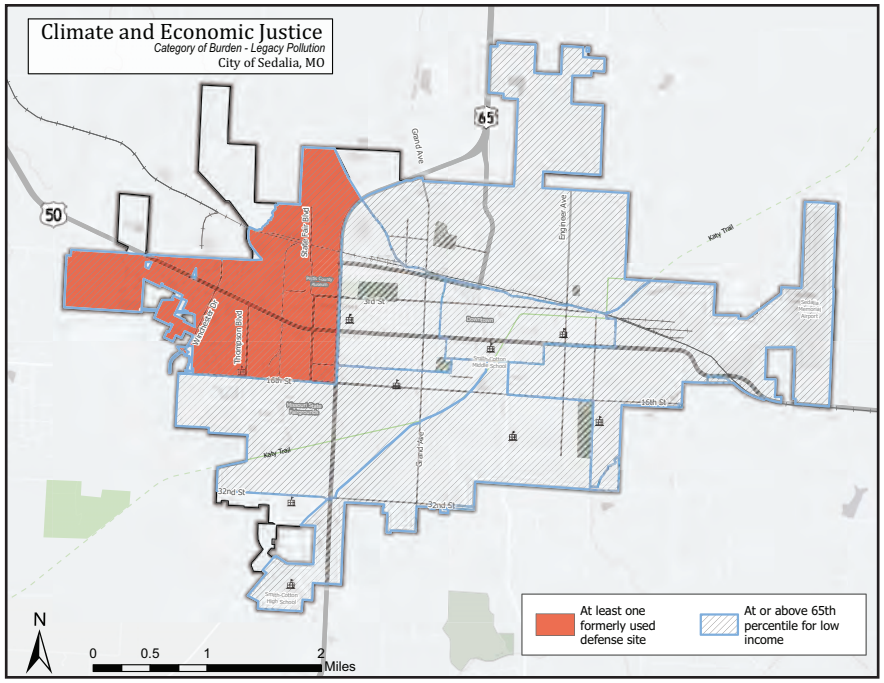


Figure 22: Legacy Pollution Burdened Census Tracts

*The Safe Streets for Sedalia Action Plan analyzed data from 2018-2022 based on the city's former boundaries, excluding areas annexed southwest of the city in June 2023

6. POLICY AND PROCESS

Roadway safety has been on the minds of Sedalia residents long before the Safe Streets for Sedalia Action Plan. Creating connections was a primary discussion during the Sedalia 2040 Comprehensive Plan update, so much that topic received the most amount of comments from the community. The final plan contains a variety of recommendations to improve roadway safety, enhance connections to community amenities, and utilize the City's roadways to better create a sense of place. Other past planning efforts have included safety components that are supported by the Safe Streets for Sedalia Action Plan. Overviews of recent major planning efforts are provided on the following pages.

Sedalia 2040 Comprehensive Plan

Initiated in 2020, the Sedalia 2040 Comprehensive Plan was an opportunity for the community to "capitalize on trends that change how we live, work, entertain, and do business. Guide future growth, development, redevelopment, improve existing neighborhoods, and capital improvements to enhance quality of life." Many of the recommendations in the Sedalia 2040 Comprehensive Plan are supported and furthered through the Safe Streets for Sedalia Action Plan and coincide with portions of the HIN.

Goals and Objectives Supported by the Safe Streets for Sedalia Action Plan

- Establish a safe and strong network of active transportation routes across the City.
- Maximize the Katy Trail's impact and contribution to Sedalia. (p. 29)
- City is also focused on overall pedestrian safety and accessibility, ensuring children and adults have access to community facilities through a safe and complete pedestrian network
- Analysis shows that a significant portion of the community lacks walkability to parkland... this is further challenged by the significant physical barriers within the community that limit walkability, such as waterways, highways, and railroad lines.
- Identify and eliminate problematic intersections through roadway realignments and optimized intersection configurations
- Use of traffic circles at dangerous intersections as an alternative to traffic signals
- Establish clear and safe pedestrian and bicycle network to and from highly used public areas
- Develop a Street Tree Plan
- Identify priority route to connect Katy Trail to Downtown and Amtrak
- By 2030 – no sidewalk or trail connection gaps within 0.5 mi radius of a park or school
- By 2030 – create 10 miles of additional dedicated bike lanes within the city

Overlap with the HIN

W 16th Street Corridor

- Establish the West 16th Corridor as a cultural and local commercial district
- Consider adopting a complete streets policy
- Develop and implement placemaking and wayfinding strategies
- Candidate for the development of a zoning overlay district

W Broadway Corridor

- Potential overlay district to address ROW, building, signage, and site design standards
- Emphasize a development pattern that prioritizes safe and efficient vehicle access
- S Limit Avenue and W 32nd Street identified as a "gateway" intersection

Figure 23: Cover of the Sedalia 2040 Comprehensive Plan

"The most frequent comments related to the need for improvements to the number of sidewalks, bicycle lanes, and pedestrian connections within the City. Most of these comments specifically mentioned connections to the Katy Trail, Downtown, and existing parks and schools. Existing connections were said to be in poor condition and in need of repair."

- Sedalia 2040 Comprehensive Plan

The Sedalia Master Plan Update – 2014

The 2014 Sedalia Master Plan was an update to reflect significant economic, demographic, and leadership changes that occurred in the five years since the previous plan was adopted. The planning process was guided by an Advisory Committee comprised of a diverse cross-section of residents, business owners, public officials, students, and members of the development community. Focus groups were formed to supplement the Advisory Committee conversations and identify important topics to prioritize. Some of the goals that resulted from the plan update include and supported by the Safe Streets for Sedalia Action Plan include:

- Sedalia will enhance its identity through the creation of Identity Corridors.
- Sedalia will create a street network that is responsive to the environment and the context in which it is set and development that it serves.
- Sedalia will become a community known for its pedestrian connectivity.
- Sedalia will become a community with a completely linked system of trails.
- Sedalia will become a community with a completely linked sidewalk system.
- Efficiencies of existing transit systems will be improved in Sedalia.
- Sedalia will plan for future transit needs.
- Sedalia will become a city of complete streets.
- Sedalia will establish Identity Corridors.
- Sedalia will have strong community gateways.
- Key intersections within Sedalia will become an integral part of the community.
- Sedalia will be a community that promotes healthy activity and life choices.

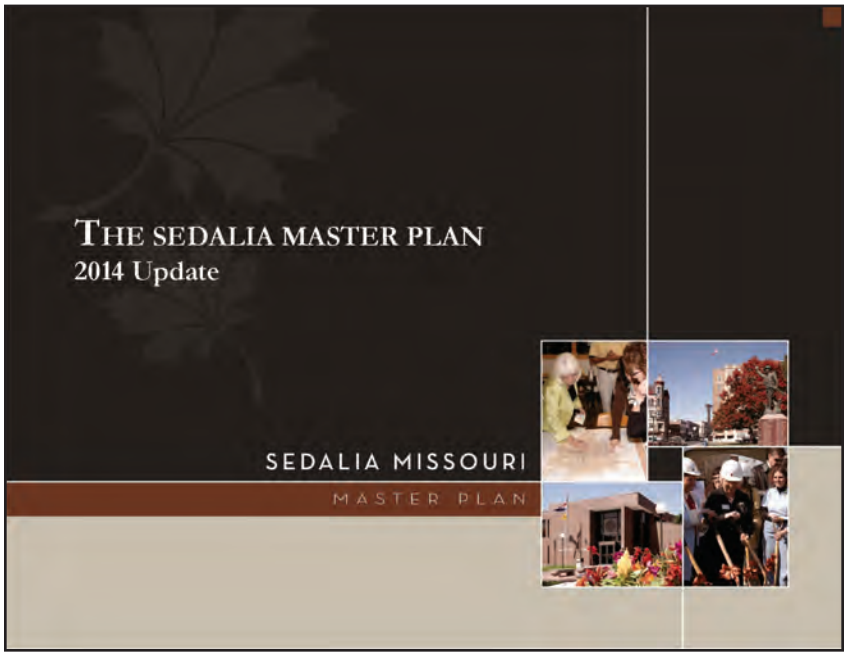


Figure 24: Cover of the Sedalia 2014 Master Plan

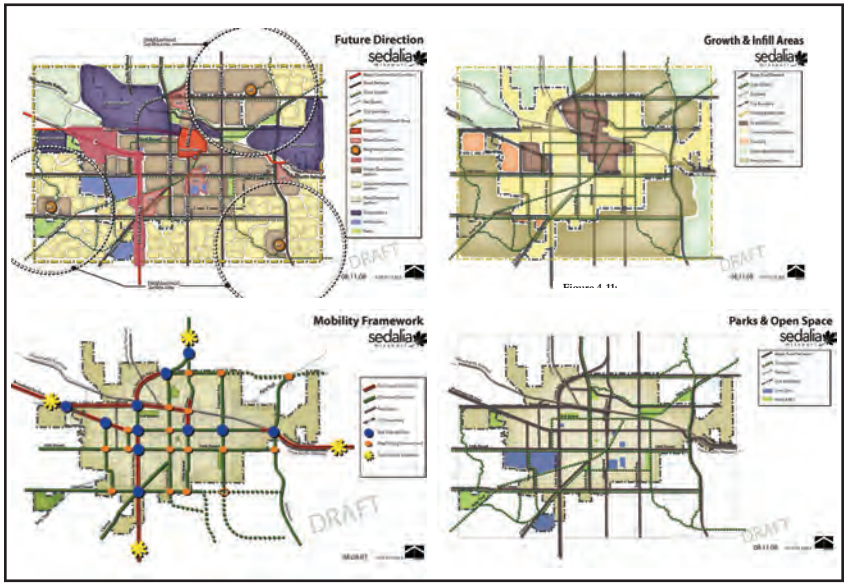


Figure 25: Maps from the Sedalia 2014 Master Plan

7. ACTION PLAN (STRATEGY AND PROJECT SELECTIONS)

Past and Ongoing City Improvements

This section highlights the city's past achievements and ongoing efforts to improve road safety. It covers infrastructure upgrades and programs that have been implemented to reduce traffic incidents and promote safer streets for all residents. Statewide Transportation Improvement Program (STIP) projects are highlighted in orange. The STIP is an annual plan prepared by MoDOT that outlines the specific construction projects MoDOT will undertake over the next five years. Shown in blue are Capital Improvement Projects (CIP), which is a multi-year plan used by Sedalia to identify, prioritize, and budget for major infrastructure projects. Shown in green are additional projects that have been identified by stakeholders or are part of the Rural Transportation Alternatives Program (TAP), a funding initiative managed by MoDOT. TAP aims to support various transportation-related projects in rural areas.

On-going Safety Initiatives

SAFE Coalition

The SAFE Coalition is an initiative of the Sedalia Police Department that is embraced by all departments of the City. The coalition brings together a diverse group of stakeholders (police, fire, EMS, Public Works, First Student, Schools, Media, MoDOT, Missouri Highway Safety) focused on identifying and addressing traffic hazards, with the goal of reducing crashes, injuries, and fatalities in Sedalia. The Coalition is led by Assistant City Administrator Matthew Wirt and Corporal AJ Silvey who are dedicated advocates for roadway and pedestrian safety. Sedalia's SAFE Coalition is inspired by the work of Jon Nelson of MoDOT and the Harrisonville Police Department who spearheaded the creation of the SAFE Coalition. To formalize its efforts, the SAFE coalition developed an ordinance that legitimizes their work, ensuring that their mission has a lasting impact on the community (ord. 58-62). Currently, the coalition is actively pursuing grants to fund critical safety projects aimed at improving infrastructure and protecting both motorists and pedestrians. Members of the SAFE Coalition participate in this plan's task force. The SAFE Coalition is expected to be a champion of this plan to advance their goal of roadway safety.

Key actions include:

- Data Analysis: They collected and analyzed crash data from 2018-2022 to prioritize safety efforts.
- Priority Projects: The coalition develops a list of high-priority safety improvements, such as addressing crosswalk deficiencies and traffic flow issues.
- Example Projects: Initial projects include clearing line-of-sight obstructions on roadways, with various agencies involved in addressing specific issues like brush clearing or improperly parked vehicles.
- Long-term Efforts: They aim to address larger issues, such as high-crash intersections and areas where traffic demand has outgrown the existing infrastructure.
- Collaborative Meetings: The coalition meets regularly to review progress and update goals, ensuring a diverse set of perspectives influence decision-making.
- Future Growth: As they gain momentum, the coalition plans to tackle bigger projects like traffic growth management, with the aim of reducing crashes and improving overall traffic flow for both locals and visitors.

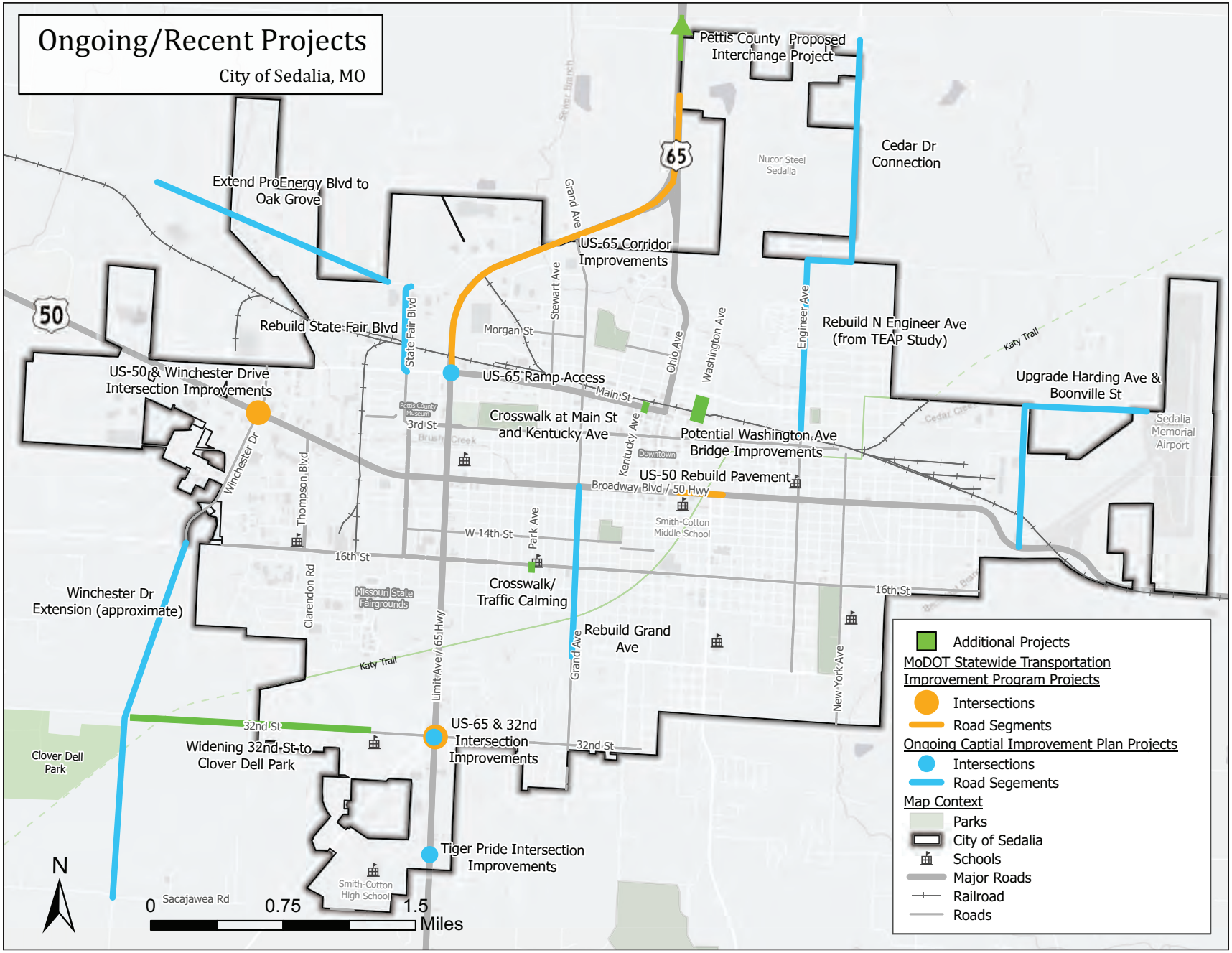


Figure 26: Ongoing and Recent Projects

*The Safe Streets for Sedalia Action Plan analyzed data from 2018-2022 based on the city's former boundaries, excluding areas annexed southwest of the city in June 2023

Annual Traffic Safety Report

The 2023 Annual Traffic Safety Report, prepared by the Sedalia Police Department, provides a detailed analysis of traffic crashes, problem areas, and safety concerns in the city. The report identifies high-risk intersections and proposes solutions to reduce crashes and improve roadway and pedestrian safety, in alignment with the city's broader traffic safety goals. This effort, alongside the SAFE Coalition, continues to identify and advance key safety projects that enhance transportation safety across Sedalia. This report, provides an overview of Sedalia's traffic safety concerns, key problem areas, and proposed solutions, outlining a path forward to create safer streets for all.

Problem Areas:

Winchester Drive near Broadway Blvd:

- A high-crash area with vision obstructions and heavy traffic.
- The report recommends studying traffic patterns and potentially closing or relocating private drives to reduce crashes.

S Limit Ave near W 32nd St:

- Frequent rear-end collisions, particularly during high-traffic times and "lake traffic" on Sundays.
- A suggested solution is a sensor-based flashing yellow light warning of stopped traffic ahead.

S Limit Ave near W 18th St:

- Another area with frequent crashes due to downhill grade and limited visibility.
- The report suggests flashing warning lights during high-traffic times.

E Broadway Blvd / S Engineer Ave:

- A dangerous pedestrian crossing near Washington Elementary School where drivers fail to yield to crossing guards.
- Recommendations include installing flashing lights to alert drivers to pedestrian crossings.

Tiger Pride Blvd / Limit Ave:

- There is a lack of sidewalks for students walking to Smith Cotton High School, forcing them to walk along dangerous road shoulders or in front of businesses or parking lots.
- The report recommends creating designated walking paths for student safety.

Pedestrian Safety:

- Concerns about pedestrian safety were highlighted, especially around schools like Washington Elementary and Smith-Cotton High School, where students face issues crossing busy streets without sufficient safety measures.
- Proposed solutions include flashing yellow lights to alert drivers of pedestrian crossings.

Sedalia TRACTION group

The Sedalia TRACTION group at Smith Cotton High School is a team of students focused on improving traffic safety around the school. This group works closely with the SAFE Coalition to implement projects that address issues like pedestrian safety and traffic congestion. Through their efforts, the Sedalia group is making a lasting impact on their community.

TRACTION is a youth leadership program that trains students to promote safe driving habits and create action plans targeting impaired driving, distracted driving, and seatbelt use. The program begins with a summer conference, where students develop safety plans for their schools, and continues with the implementation of these plans, supported by advisors and peers.

New Initiatives

Sedalia's traffic unit is also focused on improved crash reporting and continued crash analysis to better understand problem areas.

The report recommends reducing vehicle interaction through strategic traffic design, such as roundabouts, dedicated turn lanes, and restricted turning movements. Many of the report recommendations align with the state's Show-Me Zero Strategic Highway Safety Plan, which focuses on reducing serious injuries and fatalities.

Actions

Other actions have been identified in addition to the HIN recommendations that can have a positive impact on the overall safety of Sedalia's transportation network. Actions listed in this plan are recommendations for projects and programs that, when realized, meet the ultimate goal of eliminating fatal and serious injury crashes in Sedalia. Actions may be dependent on funding, further analysis, engineering design, environmental assessment, and/or policy changes. Prioritization recommendations are provided to determine how to best implement the plan in consideration of constraint such as staffing and funding. Actions may be implemented out-of-order to respond to opportunities not anticipated at the time of this plan.

*Goals marked with a ★ apply specific to the High-Injury Network (HIN). More detailed HIN recommendations can be found starting on page 57.

Timeframes		Cost	
Near-term	Within the next 5 years	Low-cost ($)	Up to $5,000 per mile or per curve/location
Mid-term	5-10 years	Medium-cost ($$)	$5,000 to $50,000 per mile or per curve/location
Long-term	10 years and over	High-cost ($$$)	More than $50,000 per mile or per curve/location

*Note that costs can vary considerably due to local conditions

GOAL 1: SAFER ROADS

	Implementation Action	Partners & Funding Sources	Timeframe	Cost
1.1	Provide adequate lighting for all road users along arterial and collector corridors to improve nighttime visibility for all road users.	• MoDOT • Sedalia Public Works	Near-term	$$-$$$
1.2	Develop a policy for review of signing for right-of-way control at unsignalized intersections following the guidelines of USDOT Manual of Uniform Traffic Control Devices.	• Sedalia Public Works	Near-term	$
1.3	Implement school improvements in accordance with the Engineer Avenue Study.	• Sedalia School District • Sedalia Public Works	Near-term	$$
1.4	Adopt a complete streets ordinance and supporting bicycle network.	• MoDOT	Near-term	$
1.5	Identify opportunities to replace, repair and/or relocate the Washington Bridge over the Union Pacific railroad tracks.	• Sedalia Public Works • Sedalia Community Development • Union Pacific	Near-term	$$$
1.6	Develop a Citywide Access Management Policy to identify strategies to improve existing roadway access and prevent future roadway access issues.	• MoDOT • Sedalia Community Development • City Council • Stakeholders • Sedalia Public Works	Near-term	$$
1.7 ★	Work with property owners along U.S. 50 and U.S. 65 to relocate and close driveways within 500 feet of each other.	• MoDOT • Sedalia Public Works	Long-term	$$$

	Implementation Action	Partners & Funding Sources	Timeframe	Cost
1.8 ★	Champion this Safety Action Plan and consolidate efforts around priority projects.	• Stakeholders • SAFE Coalition • Northwest Missouri Coalition for Roadway Safety • City of Sedalia	Near-term	$
1.9	Review and update land use policies and development standards to prioritize the safety of all road users. Policies may include allowed block size, location of drive aisles, required pedestrian amenities and connections, access management standards, and building location standards.	• Sedalia Community Development • City Council • Sedalia Public Works	Near-term	$$
1.10	Prioritize safety criteria in local funding decision-making processes.	• Stakeholders • City Council • SAFE Coalition	Near-term	$
1.11	Advocate for, identify, pursue and allocate funding to build and improve pedestrian facilities along the High Injury Network.	• Stakeholders • SAFE Coalition	Near-term	$-$$$
1.12 ★	Review and update the High Injury Network every five years.	• Stakeholders • SAFE Coalition • Sedalia Public Works	Mid-term	$
1.13	Release an annual Safe Streets for Sedalia report to demonstrate progress to the Sedalia community.	• Stakeholders • SAFE Coalition • Sedalia Community Development	Near-term	$
1.14	Prioritize safety improvements to the Katy Trail, especially at crossings or along gaps in the trail system.	• Sedalia Public Works • SAFE Coalition • Sedalia Community Development	Near-term	$$$
1.15	Work with MODOT to secure allocations for high-priority unfunded MODOT projects related to transportation safety.	• SAFE Coalition • MoDOT • Sedalia Public Works	Long-term	$$$
1.16	Identify opportunities to improve or eliminate vehicular and pedestrian at-grade railroad crossings.	• Sedalia Community Development • Sedalia Public Works • Union Pacific	Mid-term	$$
1.17 ★	Implement improvements to the HIN as outlined in HIN recommendations (see pages 57-72)	• MoDOT • Sedalia Community Development • City Council • Stakeholders • Sedalia Public Works	Near-term/ Long-term	$-$$$

GOAL 2: SAFER SPEEDS

	Implementation Action	Partners & Funding Sources	Timeframe	Cost
2.1 ★	Assess current speed limits located on the High Injury Network, school zones, residential neighborhoods, and pedestrian-heavy zones and adjust as needed to match the needs of both drivers and vulnerable road users.	• MoDOT • Sedalia Public Works • SAFE Coalition	Mid-term	$$
2.2	Adopt design guidelines that support safe turning speeds at intersections.	• MoDOT • City Council • Sedalia Public Works	Mid-term	$$-$$$
2.3 ★	Review roadway design guidelines and determine if changes are necessary to support goals of the Safe Streets for Sedalia Action Plan.	• MoDOT • City Council • Sedalia Public Works • SAFE Coalition	Near-term	$-$$

GOAL 3: SAFER ROAD USERS

	Implementation Action	Partners & Funding Sources	Timeframe	Cost
3.1	Develop an equity framework and incorporate into transportation decision making processes to benefit vulnerable road users.	• Stakeholders • Sedalia Community Development • City Council • SAFE Coalition • Sedalia Public Works	Near-term	$
3.2	Seek grants to expand the Sedalia School District's Driver Education program.	• MoDOT • Sedalia School District • Northwest Missouri Coalition for Roadway Safety	Near-term	$
3.3	Adopt a Primary Seatbelt Ordinance to allow officers to stop motorists who are not wearing a seatbelt.	• Law Enforcement • City Council • SAFE Coalition	Near-term	$
3.4	Continue to promote MODOT's Buckle Up Phone Down program to increase occupant protection and reduce distracted driving.	• MoDOT • SAFE Coalition • Law Enforcement	Near-term	$

	Implementation Action	Partners & Funding Sources	Timeframe	Cost
3.5	Implement a crosswalk installation and maintenance program and prioritize locations near schools, parks, and other community locations.	• Stakeholders • SAFE Coalition • Sedalia Public Works	Mid-term	$-$$$
3.6	Train drivers to make the best decisions available to them using defensive driving strategies.	• Sedalia School District • MoDOT	Mid-term	$-$$
3.7	Continue to support, develop, and coordinate with local TRACTION Program and consider expanding to other schools in Sedalia.	• MoDOT • Sedalia School District • Northwest Missouri Coalition for Roadway Safety	Near-term	$

GOAL 4: SAFER VEHICLES

	Implementation Action	Partners & Funding Sources	Timeframe	Cost
4.1	Increase the safety of City fleet vehicles. This includes the installation of intelligent speed assistance technology, warning systems, cameras, and hands-free phone/GPS holders in existing fleet vehicles and prioritizing the purchase of new vehicles with integrated safety technology.	• Sedalia Public Works • Fire Department • Police Department • Emergency Medical Response • City Council	Long-term	$$-$$$
4.2	Implement additional safety measures on large vehicles operated by the city, such as sensors, high-vision cabs, peep windows, cab-over-engine designs, additional mirrors, educational messaging, and enhanced driver safety.	• Sedalia Public Works • Fire Department • Police Department • Emergency Medical Response • City Council	Long-term	$$-$$$

GOAL 5: POST-CRASH CARE

	Implementation Action	Partners & Funding Sources	Timeframe	Cost
5.1	Advocate for, identify, pursue and allocate increased funding for Emergency Medical Services (EMS) to improve the availability of trauma care.	• Bothwell Regional Health Center • City of Sedalia • SAFE Coalition	Mid-term	$-$$
5.2	Update traffic signals in high-traffic areas with vehicle pre-emption technology to turn signals red/green to move Emergency Response Vehicles through intersections quickly and safely.	• SAFE Coalition • Fire Department • Police Department • Emergency Medical Response • Sedalia Public Works • MoDOT	Mid-term	$$$
5.3	Support sending key personnel to Traffic Incident Management Responder Training (TIM training).	• SAFE Coalition • Fire Department • Police Department • Emergency Medical Response	Mid-term	$$
5.4	Require regular training and simulations for emergency personnel focused on crash-related injuries, particularly in trauma care, extrication techniques, and dealing with vulnerable road users like cyclists and pedestrians.	• SAFE Coalition • Fire Department • Police Department • Emergency Medical Response	Mid-term	$$

Proven Safety Countermeasures

Proven Safety Countermeasures are strategies shown to effectively reduce roadway fatalities and serious injuries. These interventions, backed by extensive research and real-world success, are key to building safer transportation systems. The Federal Highway Administration (FHWA) and other agencies have identified 28 countermeasures that can be adapted to different road environments based on local needs.

Implementing these countermeasures not only improves safety but also boosts community benefits by enhancing walkability, cutting down vehicle emissions, and creating healthier, more livable spaces. They can be applied quickly for immediate improvements or integrated into longer-term infrastructure projects. By adopting these evidence-based solutions, cities can reduce traffic-related injuries and deaths, ensuring both immediate and lasting safety improvements.

COUNTERMEASURES

Corridor
Road Safety Audit

Road Safety Audits (RSAs) are roadway assessments that consider safety all road users. An independent, multidisciplinary team usually performs them. RSAs identify potential road safety issues early, preventing fatalities due to safety flaws.

Source: FHWA

Benefits:

- 10-60% reduction in total crashes

Corridor
Corridor Access Management

Access management is the application and design of vehicle access points in and out of adjacent properties along a roadway. It can enhance safety for all modes of transport, including biking. Access management can also reduce congestion and improve traffic flow.

Source: FHWA

Benefits:

- 5-23% Reduction in total crashes along 2-lane rural roads
- 5-31% reduction in fatal and injury crashes along urban/ suburban arterials

Corridor
Appropriate Speed Limits for All Road Users

Speed control is one of the most important methods of reducing fatalities on the roadway. Everyone on the roadway is exposed to dangerous speeding conditions, especially vulnerable road users. Managing and/or reducing speed can have significant safety benefits and promote safer driving habits.

Source: FHWA

Corridor
Lighting

Providing continuous lighting throughout intersections and pedestrian crossings can lead to a decrease in night crashes. Lighting at intersections can directly reduce night crashes. At nighttime, vehicles traveling at higher speeds might not be able to see the hazards or changed road conditions ahead with just their headlights.

Source: FHWA

Benefits:

- 42% reduction for nighttime injury pedestrian crashes at intersections
- 33-38% reduction for nighttime crashes at a rural and urban intersection
- 28% reduction for nighttime injury crashes on the rural-urban highways

COUNTERMEASURES

Source: FHWA

Pedestrian/Bicyclist

Median and Pedestrian Refuge Island

A median is the physical separation between vehicles and pedestrians at a crossing. The median refuge creates two stages of crossing for pedestrians, where they must cross multiple lanes of traffic. The median allows pedestrians to cross safely, protecting them from vehicles.

Benefits:

- Median marked with crosswalks can reduce 46% of pedestrian crashes
- Pedestrian refuge island can reduce up to 56% of pedestrian crashes

Source: FHWA

Pedestrian/Bicyclist

Walkways

Walkways or sidewalks are any type of pathway used by people walking, or using a wheelchair. They provide a safe space away from vehicle traffic, reducing conflict. Walkways, shared paths, and sidewalks can improve safety and promote mobility in communities.

Benefits:

- Sidewalks can reduce 65-89% reduction of crashes involving pedestrians walking along a roadway
- Paved shoulders can reduce 71% of crashes involving pedestrians walking along roadways

Source: FHWA

Pedestrian/Bicyclist

Bike Lanes (Shared Use Path)

Most fatal and severe injury bicyclist crashes occur at non-intersectional locations, usually without bike lanes. The difference in size and speed between bicyclists and motor vehicles creates an unsafe environment for bicyclists. Bike lane facilities are marked separate lanes solely for bicyclists. Bike lanes are usually installed in city streets, where traffic is high. Bike lanes are designated with striping, signage and pavement making. Protected bike lanes are preferred by bicyclists because they are fully enclosed and separate from motorists. Protected bike lanes enable bicyclists to ride freely at their preferred speed without interference with motor vehicles.

Benefits:

- 10% reduction in fatal and injury crashes at all location types
- 15% reduction of nighttime crashes at all location types
- 27% reduction of fatal and injury crashes at rural intersections
- 19% reduction of fatal and injury crashes at 2-lane by 2-lane intersections

COUNTERMEASURES

Source: FHWA

Pedestrian/Bicyclist

Multiple Low-cost Countermeasures at SCIs

Low-cost countermeasures are a systemic approach to intersection safety that involves a series of low-cost improvements, including pavement marking, enhanced signing, flashing beacons, speed limit warnings, and retroreflective sheeting.

Benefits:

- 10% reduction in fatal and injury crashes at all location types
- 15% reduction of nighttime crashes at all location types
- 27% reduction of fatal and injury crashes at rural intersections
- 19% reduction of fatal and injury crashes at 2-lane by 2-lane intersections

Source: FHWA

Pedestrian/Bicyclist

Rectangular Rapid Flashing Beacon (RRFB)

RRFB is a marked crosswalk or pedestrian warning sign that increases pedestrian presence in unsignalized crossings and improves pedestrian safety. RRFBs, at times, can be insufficient for drivers to see the pedestrian ahead, so to enhance yielding rate, crosswalk marking should be visible for drivers to see, ahead.

Benefits:

- RRFBs can reduce crashes up of 47% for pedestrian crashes
- RRFBs can increase motorist yielding rate up to 98%

Source: FHWA

Pedestrian/Bicyclist

Crosswalk Visibility Enhancement

Inadequate lighting, obstacles like parked cars, and curved roadways can make crosswalks less visible and contribute to safety problems. When more than 10,000 vehicles pass through a multi-lane crossing each day, having a marked crosswalk is usually not enough. In such cases, additional improvements are needed to reduce the risk of pedestrian accidents. There are three main ways to improve crosswalk visibility and make pedestrians, cyclists, wheelchair users, and public transit passengers more noticeable to drivers. These include using high-visibility crosswalks, proper lighting, and clear signage and pavement markings.

Benefits:

- High-visibility crosswalks can reduce pedestrian injury crashes up to 40%
- Intersection lighting can reduce pedestrian crashes up to 42%
- Advance yield or stop marking and signs can reduce pedestrian crashes up to 25%

COUNTERMEASURES

Source: FHWA

Pedestrian/Bicyclist

Pedestrian Hybrid Beacon

A pedestrian hybrid beacon (PHB) or HAWK is a device that controls traffic at unsignalized intersections. PHB is usually dark until a pedestrian activates it. When it is blank, drivers have the right of way. Once initiated, the light flashes yellow for 3-6 seconds. Then it goes steady yellow for another 3-6 seconds, then goes steady red for pedestrian's interval, allowing pedestrians to cross, back to flashing red for pedestrians to clear the intersection, and finally back to blank for drivers.

Benefits:

- 55% reduction in pedestrian crashes
- 29% reduction in total crashes
- 15% reduction in severe injury and fatal crashes

Source: FHWA

Intersection

Yellow Changes Interval

At a signalized intersection, the yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and a red will soon follow.

Benefits:

- 36-50% reduction in red-light running
- 8-24% reductions in total crashes
- 12% reduction in injury crashes

Source: FHWA

Intersection

Dedicated Left and Right Lanes at Intersections

Auxiliary turning lanes allow vehicles to turn left and right without conflicting through traffic. Roads with high traffic volumes are great candidates for dedicated left and right turn lanes. It reduces right and left turn crashes by a considerable amount. Crashes at intersections two intersections often occur from turning maneuvers; turning lanes allow one to slow down and proceed when it is safe to do so.

Benefits:

- Left-turn lanes can reduce 28-48% of total crashes
- Positive offset left turn lanes can reduce 36% in fatal and severe injury crashes
- Right-turn lanes can reduce total crashes by 14-26%

COUNTERMEASURES

Source: FHWA

Intersection

Reduced Left-Turn Conflict Intersections

Reduced left-turn conflict intersections are geometric designs that transform how left-turn activities happen. These intersections make it easier for drivers to make judgments and reduce the potential for more severe crashes, such as head-on and angle. Two efficient designs that use U-turns to complete specific left-turn movements are called the Restricted Crossing U-turn (RCUT) and the Median U-turn (MUT).

Benefits:

- RCUT Two-Way Stop-Controlled to RCUT can reduce 54% in fatal and injury crashes
- Signalized Intersection to Signalized RCUT can reduce 22% in fatal and injury crashes
- Unsignalized Intersection to Unsignalized RCUT can reduce 63% reduction in fatal and injury crashes
- MUT can reduce 30% in intersection-related injury crash rate

Source: FHWA

Intersection

Backplates with Retroreflective Borders

Backplates added to the traffic signal are yellow and reflected around the signal head. This approach improves the visibility of the illuminated face of the signal by introducing a controlled-contrast background. This approach also enhances the visibility, noticeability, and orientation of traffic signals for older drivers and those with color vision deficiencies. It is also helpful during power outages when the signals would otherwise be dark, providing a clear indication for drivers to stop at the upcoming intersection.

Benefits:

- 15% reduction in total crashes
- Low-cost countermeasures
- Visible during power outages

HIGH INJURY NETWORK RECOMMENDATIONS

This section separates the HIN into corridors and intersections to provide detailed recommendations for each area. These recommendations are grounded in data analysis, identifying patterns in crash types, such as angle crashes and failing to yield to ensure that interventions target the root causes of the most frequent or severe accidents. Additionally, input from the community and collaboration with the Task Force played a significant role in shaping these recommendations, ensuring they reflect local concerns.

- All crash data is from 2018 through 2022
- Front to Rear crashes often indicate issues with speeding and distracted driving
- Angle crashes often indicate issues with signal timing, inadequate or complex intersections, wide intersections, too many driveways, high approach speeds, and failure to yield
- All 9 fatal crashes occurred on the HIN network
- 5 of the 9 fatal crashes occurred on U.S. 50 (Broadway Blvd) and U.S. 65 (Limit Ave) Corridors.

Note: Survey was not performed to determine Right Of Way (ROW) lines on the following recommendations. ROW lines were pulled from the Pettis County Beacon website and may not be accurate.

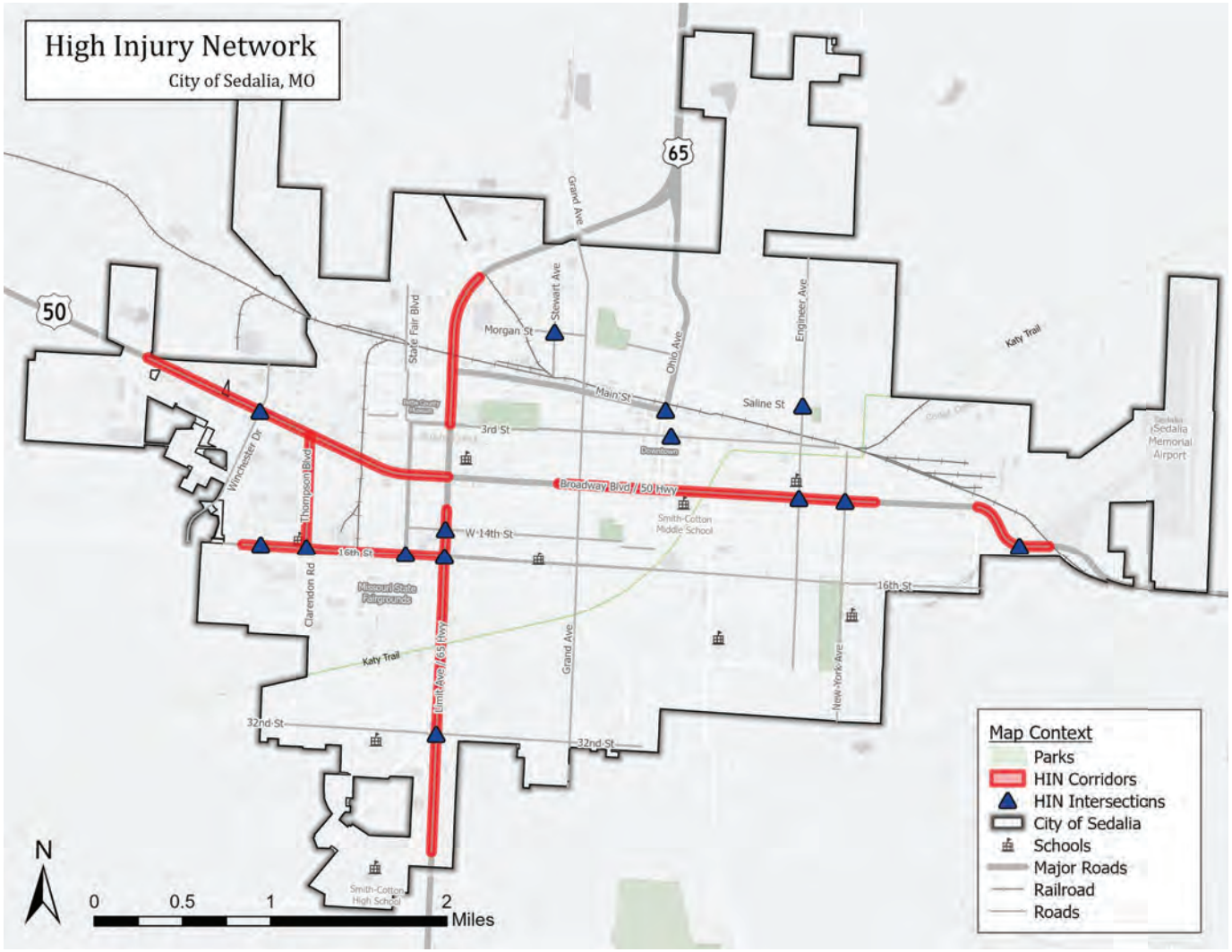


Figure 27: High Injury Network

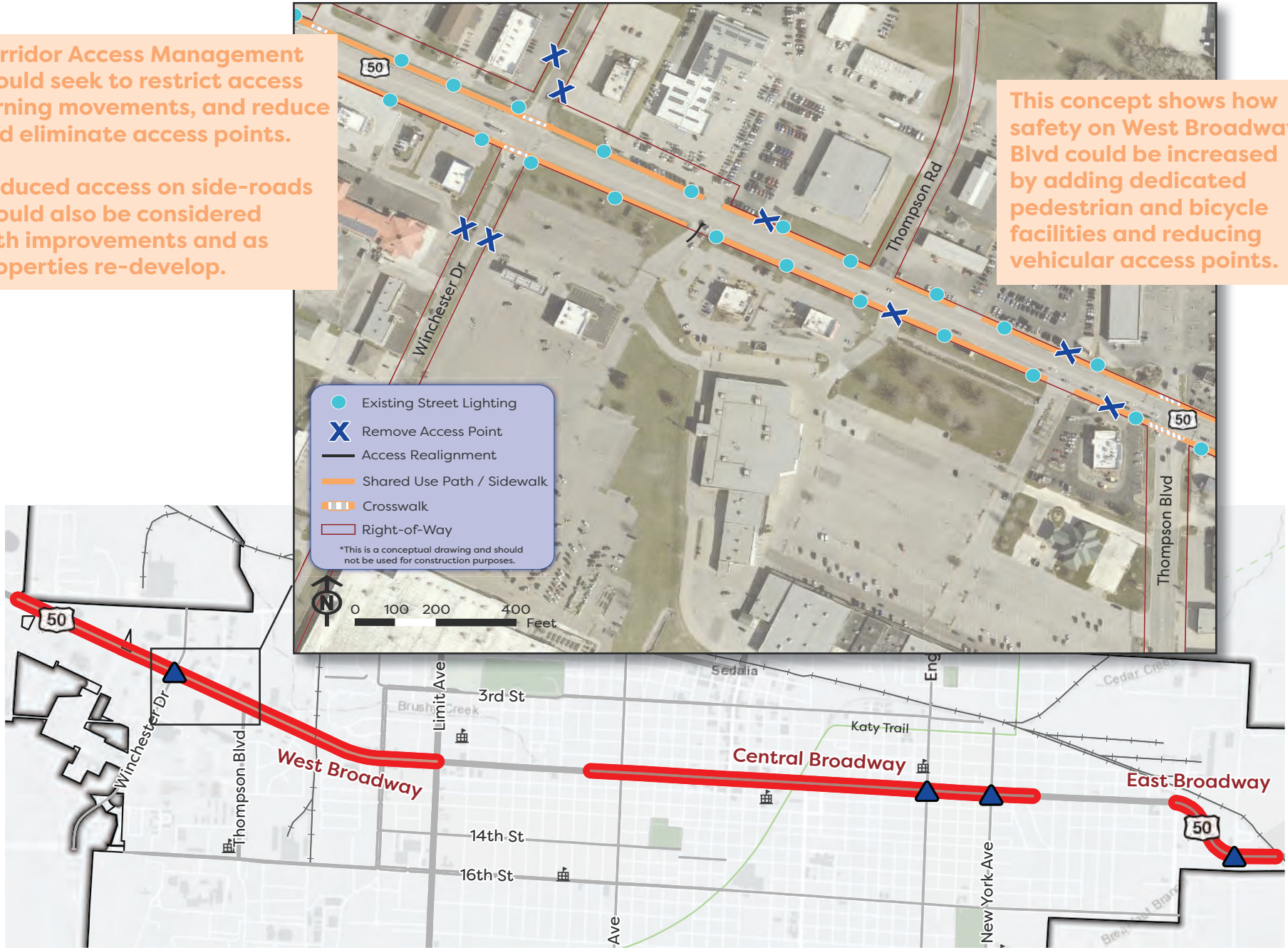
*The Safe Streets for Sedalia Action Plan analyzed data from 2018-2022 based on the city's former boundaries, excluding areas annexed southwest of the city in June 2023

W BROADWAY BOULEVARD

Corridor Access Management should seek to restrict access turning movements, and reduce and eliminate access points.

Reduced access on side-roads should also be considered with improvements and as properties re-develop.

This concept shows how safety on West Broadway Blvd could be increased by adding dedicated pedestrian and bicycle facilities and reducing vehicular access points.



W BROADWAY BLVD & WINCHESTER DR TRAFFIC

The Broadway and Limit Corridors along with other cut-through routes, are significantly affected by summer traffic patterns as mentioned in public engagement and confirmed with traffic data. The intersection of W Broadway Blvd and Winchester Dr was analyzed using Synchro 12 and SimTraffic. Turning movement counts for both the typical 2023 weekday PM peak hour and the summer 2023 PM peak hour were obtained from Streetlight Data. Under existing conditions, the intersection operates at a Level of Service (LOS) B during the typical weekday PM peak. However, during periods of increased traffic—particularly in the summer, likely influenced by "Lake Traffic"—the intersection and surrounding corridor become strained. The LOS degrades to E, and queue lengths increase significantly on all approaches, extending beyond existing access points.

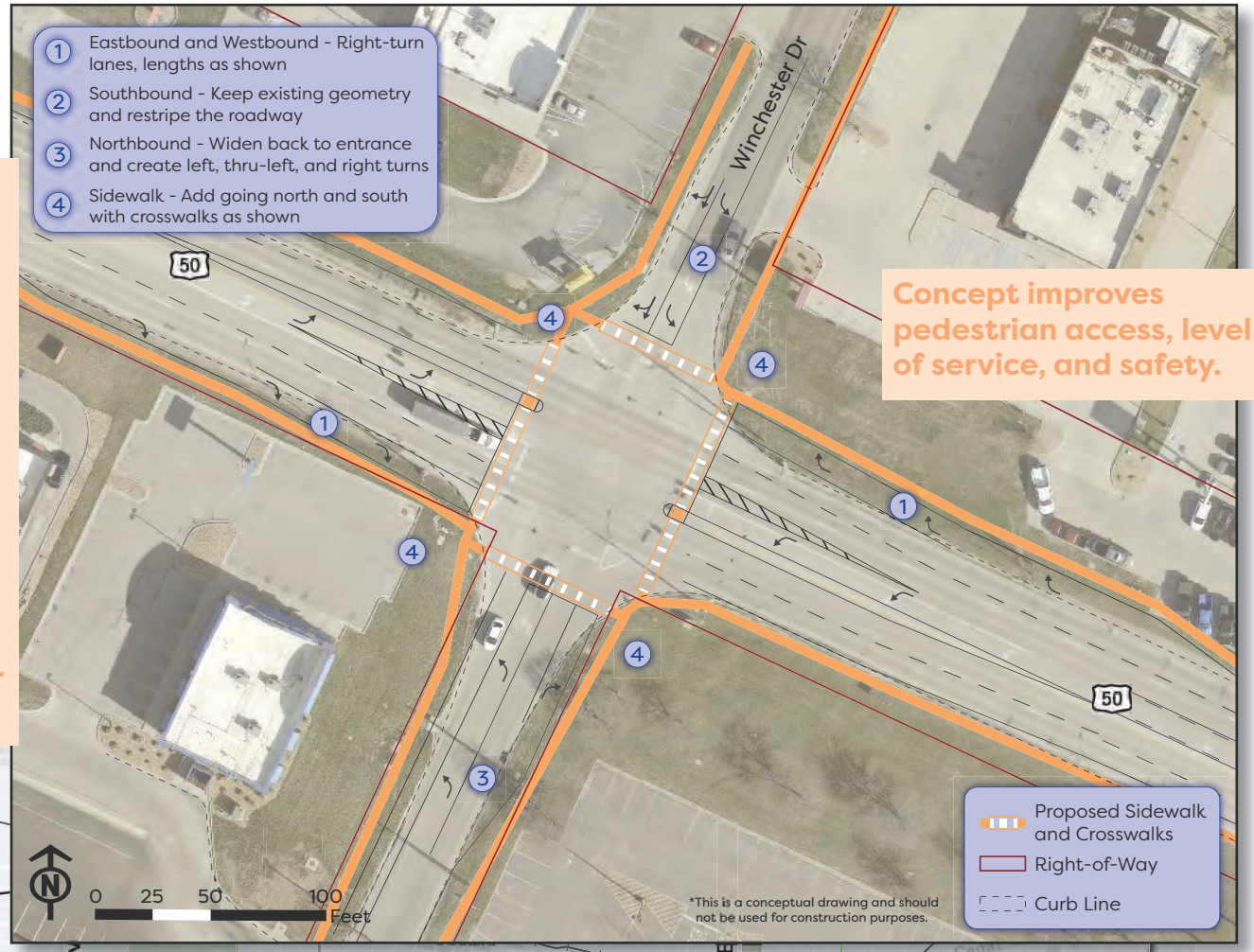
Typical 2023 Weekday PM Peak Hour

Summer 2023 PM Peak Hour

WINCHESTER DRIVE INTERIM IMPROVEMENT CONCEPT

Intersection LOS improves to D, with improved intersection capacity. Vehicle Queue lengths improve. However, additional improvements including corridor improvements, capacity improvements for Winchester Drive, and access control should also be considered.

The interim improvements should be evaluated as part of the Broadway Boulevard Corridor Study reviewing existing and future traffic, capacity, pedestrian access, right-of-way, traffic signal coordination, and other improvements.



Concept improves pedestrian access, level of service, and safety.

BROADWAY BOULEVARD HIN CORRIDOR RECOMMENDATIONS

West Broadway Blvd

- 942 Crashes
- 13 Serious Injury Crashes
- 9 VRU Crashes
- Majority Front to Rear Crashes

Central Broadway Blvd

- 565 Crashes
- 15 Serious Injury Crashes
- 13 VRU Crashes
- Majority Angle Crashes

East Broadway Blvd

- 51 Crashes
- 1 Fatal Crash
- 2 Serious Injury Crashes
- Majority Angle Crashes

Recommended Corridor-wide Countermeasures

- Complete a corridor study to develop solutions and alternatives to maximize safety along Broadway Boulevard
- Install Crosswalk Visibility Enhancements
- Evaluate Appropriate Speed Limits
- Install Walkways
- Evaluate Reduced Left-Turn Conflict Intersections
- Install a Shared Use Path

Recommended West Broadway Countermeasures

- *Install Medians and Pedestrian Refuge Islands*
- *Evaluate Yellow Change Intervals (Winchester Dr Intersection)*
- *Evaluate Dedicated Left- and Right-Turn Lanes at Intersections (Westbound right-turn lane to reduce front to rear crashes)*
- *Install Backplates with Retroreflective Borders (Winchester Dr Intersection)*

Recommended Central Broadway Countermeasures

- *Install Crosswalk Visibility Enhancements*
- *Install Medians and Pedestrians Refuge Islands (Engineer Ave and New York Ave Intersections)*
- *Install Backplates with Retroreflective Borders (Engineer Ave Intersection)*
- *Evaluate Yellow Change Intervals (Engineer Ave Intersection)*
- *Install Rectangular Rapid Flashing Beacon (RRFB) (Near New York Ave Intersection)*

Recommended East Broadway Countermeasures

- *Install Lighting*
- *Evaluate Multiple Low-Cost Countermeasures at Stop Controlled Intersections*
- *Install Walkways*
- *Evaluate with a Road Diet*

MoDOT High Priority Unfunded Projects

- Intersection improvements at Winchester Dr
- Add pedestrian facilities from 800 feet east of Oak Grove Lane to U.S. 65

BROADWAY BLVD HIN INTERSECTIONS RECOMMENDATIONS

W Broadway Blvd & Winchester Dr

- 173 Crashes
- 2 VRU Crashes
- Majority Angle Crashes

E Broadway Blvd & S Engineer Ave

- 52 Crashes
- 2 Serious Injury Crashes
- Majority Angle Crashes

E Broadway Blvd & New York Ave

- 18 Crashes
- Majority Angle Crashes

E Broadway Blvd & Harding Ave

- 28 Crashes
- 1 Fatal Crash
- 2 Serious Injury Crashes
- Majority Angle Crashes

Recommended Corridor-wide Countermeasures

- Study these intersections as a part of the overall Broadway Blvd Corridor Study to further develop solutions to increase safety
- Install Crosswalk Visibility Enhancements
- Evaluate Appropriate Speed Limits
- Install Walkways
- Evaluate Reduced Left-Turn Conflict Intersections
- Install a Shared Use Path

Recommended W Broadway Blvd & Winchester Dr Countermeasures

- See Corridor Recommended Countermeasures

Recommended E Broadway Blvd & S Engineer Ave Countermeasures

- See Corridor Recommended Countermeasures

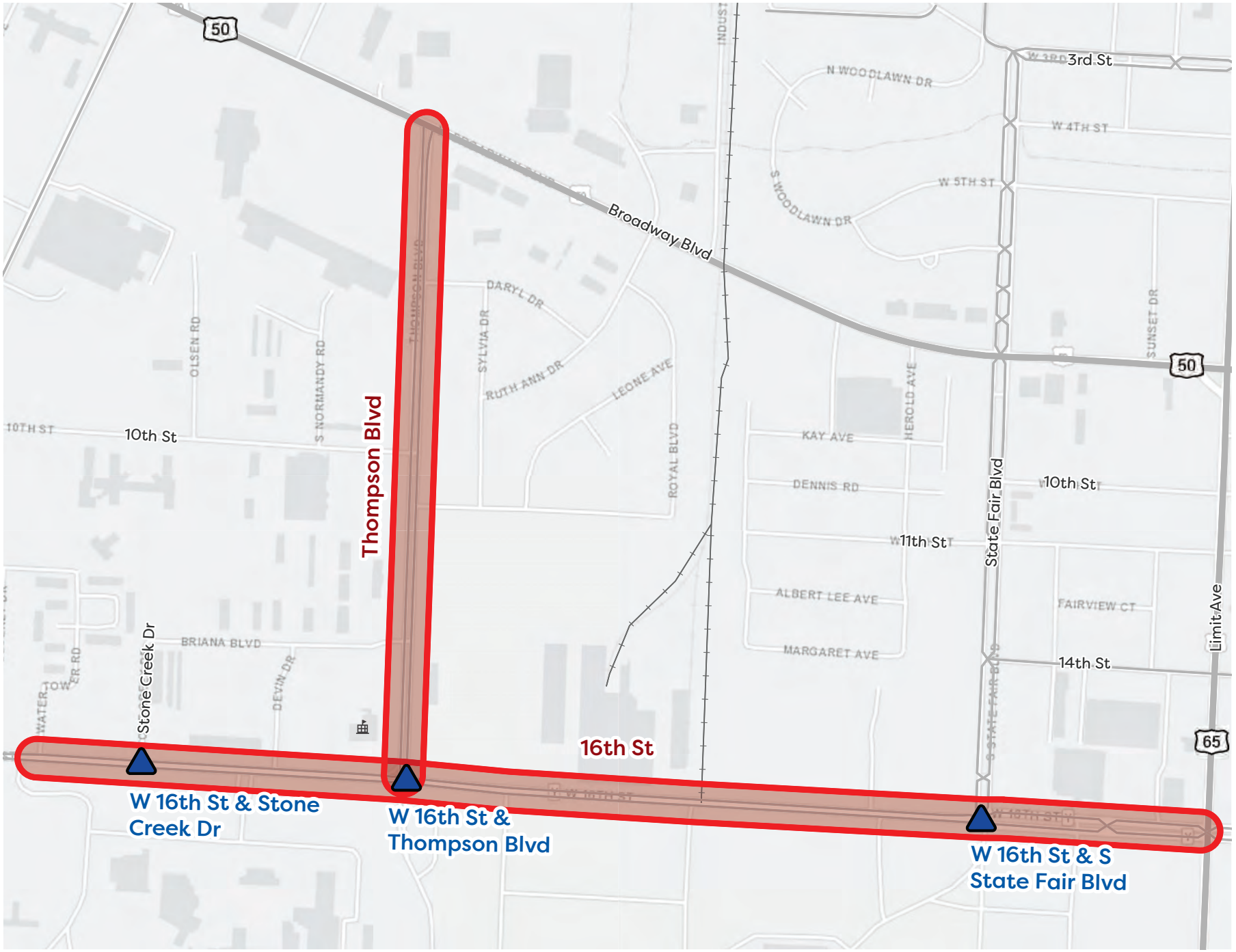
Recommended E Broadway Blvd & New York Ave Countermeasures

- See Corridor Recommended Countermeasures

Recommended E Broadway Blvd & Harding Ave Countermeasures

- See Corridor Recommended Countermeasures

16TH ST & THOMPSON BLVD HIN CORRIDORS AND INTERSECTIONS



16TH ST & THOMPSON BLVD HIN CORRIDORS RECOMMENDATIONS

Thompson Blvd

- 318 Crashes
- 5 Serious Injury Crashes
- 3 VRU Crashes
- Majority Angle Crashes

W 16th St

- 306 Crashes
- 2 Fatal Crashes
- 4 Serious Injury Crashes
- 1 VRU Crash
- Majority Angle Crashes

Recommended Corridor-wide Countermeasures

- Complete a corridor study to develop solutions and alternatives to maximize safety along 16th St and Thompson Blvd
- Evaluate Appropriate Speed Limits
- Install Lighting
- Install a Shared Use Path
- Evaluate Road Diets
- Install Walkways
- Install Backplates with Retroreflective Borders

Recommended Thompson Blvd Countermeasures

- See Corridor Recommended Countermeasures

Recommended W 16th St Countermeasures

- Install Crosswalk Visibility Enhancements (Stone Creek Dr & State Fair Blvd Intersections)
- Install Medians and Pedestrian Refuge Islands (Stone Creek Dr & State Fair Blvd Intersections)
- Evaluate Pedestrian Hybrid Beacons
- Evaluate Rectangular Rapid Flashing Beacon (State Fair Blvd Intersection)
- Evaluate Dedicated Left- and Right-Turn Lanes at Intersections (State Fair Blvd Intersection)
- Evaluate Yellow Change Intervals (Thompson Blvd Intersection)
- Evaluate Corridor Access Management

MoDOT High Priority Unfunded Projects

- Add shoulders and bicycle facilities on Hwy Y from State Fair Community College to Quisenberry Rd

16TH ST & THOMPSON BLVD HIN INTERSECTIONS RECOMMENDATIONS

W 16th St & Stone Creek Dr

- 9 Crashes
- 1 Fatal Crash
- Majority Angle Crashes

W 16th St & S State Fair Blvd

- 33 Crashes
- 2 Serious Injury Crashes
- Majority Angle Crashes

W 16th St & Thompson Blvd

- 96 Crashes
- 2 Serious Injury Crashes
- Majority Angle Crashes

Recommended Corridor-wide Countermeasures

- Study these intersections as a part of the overall 16th St and Thompson Blvd Corridor Study to further develop solutions to increase safety
- Evaluate Appropriate Speed Limits
- Install Lighting
- Evaluate Walkways
- Evaluate with Road Diets
- Install Backplates with Retroreflective Borders
- Install a Shared Use Path

Recommended W 16th St & Stone Creek Dr Countermeasures

- See Corridor Recommended Countermeasures

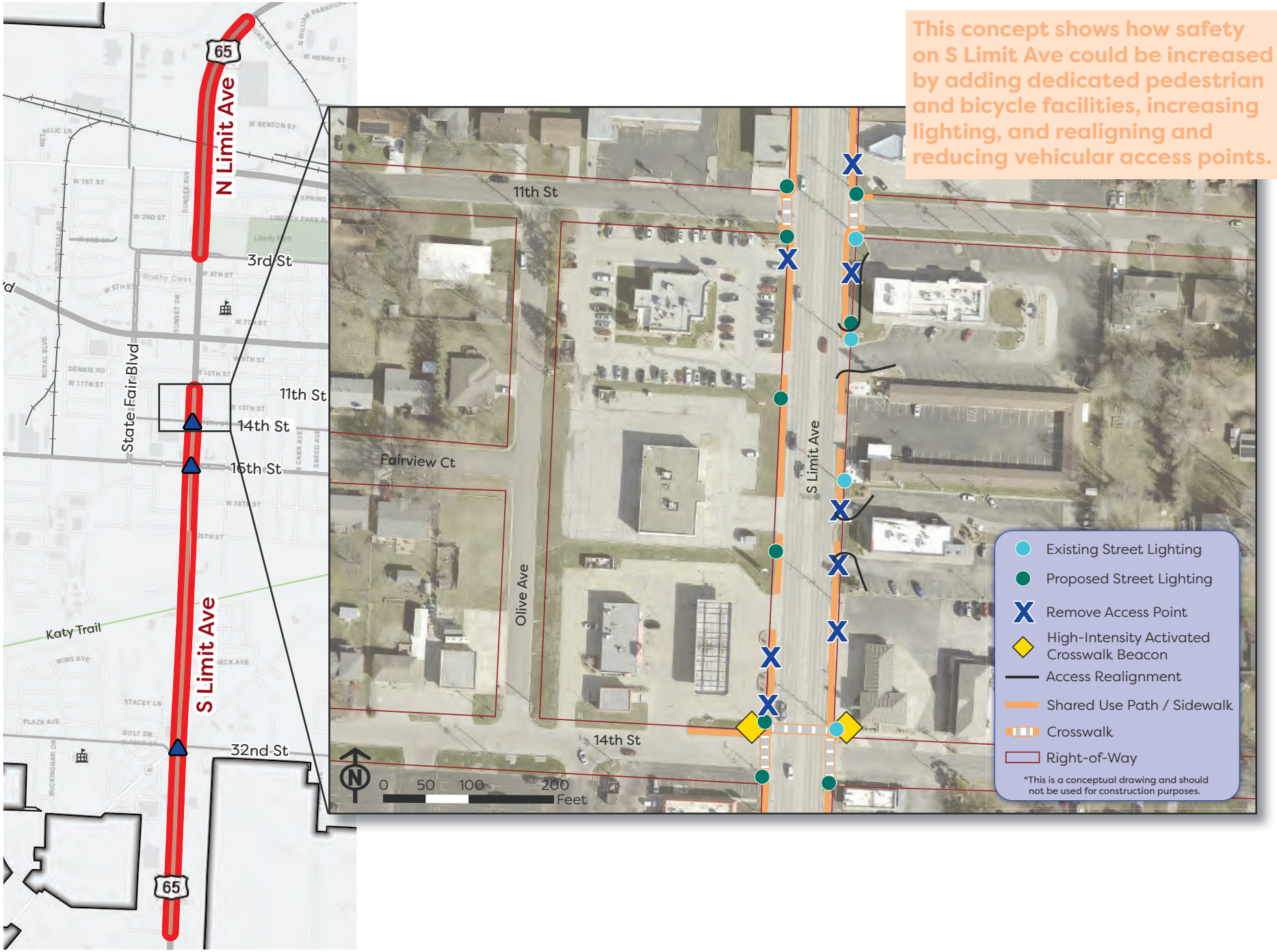
Recommended W 16th St & S State Fair Blvd Countermeasures

- See Corridor Recommended Countermeasures

Recommended W 16th St & Thompson Blvd Countermeasures

- See Corridor Recommended Countermeasures

LIMIT AVE HIN CORRIDOR



This concept shows how safety on S Limit Ave could be increased by adding dedicated pedestrian and bicycle facilities, increasing lighting, and realigning and reducing vehicular access points.

LIMIT AVE HIN CORRIDOR RECOMMENDATIONS

South Limit Ave

- 496 Crashes
- 3 Fatal
- 7 Serious Injury Crashes
- 5 VRU Crashes
- Majority Front to Rear Crashes

North Limit Ave

- 86 Crashes
- 2 Serious Injury Crashes
- Majority Angle Crashes

Recommended Corridor-wide Countermeasures

- Complete a corridor study to develop solutions and alternatives to maximize safety along Limit Ave
- Evaluate Appropriate Speed Limits
- Install Lighting
- Install a Shared Use Path
- Install Crosswalk Visibility Enhancements
- Install Rectangular Rapid Flashing Beacons
- Install Walkways
- Install Backplates with Retroreflective Borders

Recommended S Limit Ave Countermeasures

- Evaluate Corridor Access Management
- Install Medians and Pedestrian Refuge Islands (14th St and 16th St Intersections)
- Install Pedestrian Hybrid Beacons
- Consider Reduced Left-Turn Conflict Intersections
- Evaluate Dedicated Left- and Right-Turn Lanes at Intersections (32nd St Intersection)
- Evaluate Yellow Change Intervals (16th St and 32nd St Intersections)

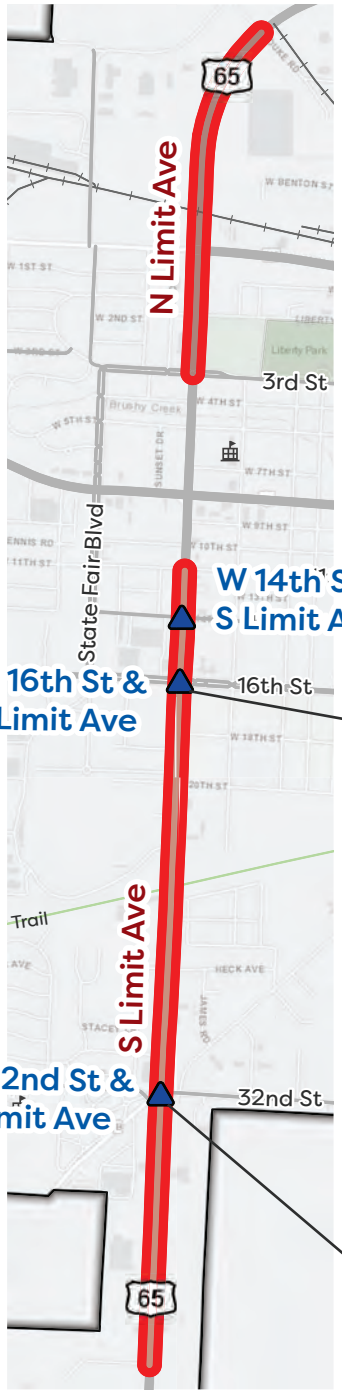
Recommended N Limit Ave Countermeasures

- See Corridor Recommended Countermeasures

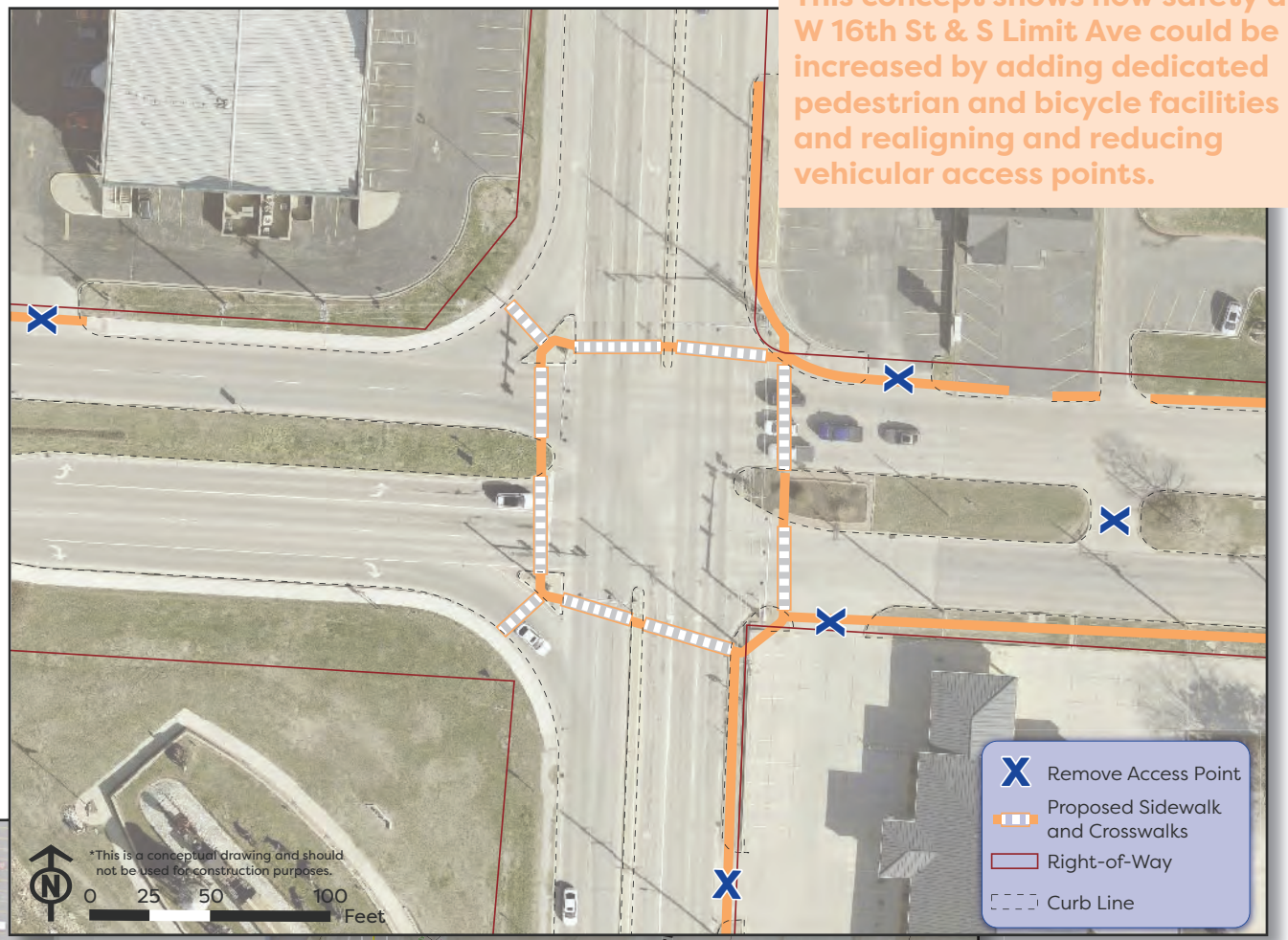
MoDOT High Priority Unfunded Projects

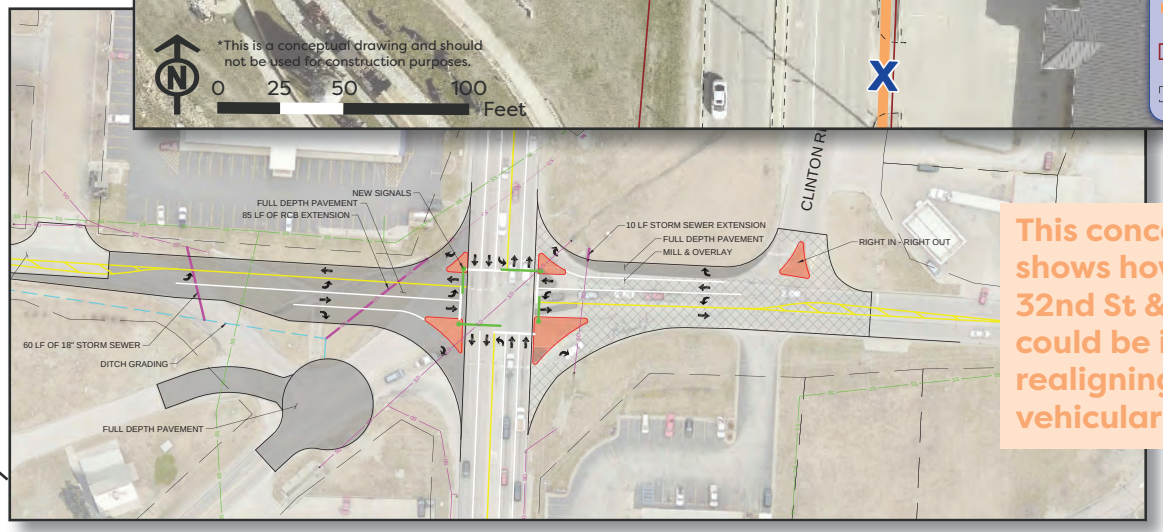
- Add sidewalks from U.S. 50 north to W 3rd St to U.S. 65
- Intersection improvements at U.S. 65 and Hwy B

LIMIT AVE HIN INTERSECTIONS



This concept shows how safety at W 16th St & S Limit Ave could be increased by adding dedicated pedestrian and bicycle facilities and realigning and reducing vehicular access points.





This concept from 2019 shows how safety at W 32nd St & S Limit Ave could be increased by realigning and reducing vehicular access points.

Source: Traffic Impact Study - Sedalia US Highway 65 and MO-B/W. 32nd St. 2019.

LIMIT AVE HIN INTERSECTIONS RECOMMENDATIONS

W 14th St & S Limit Ave

- 47 Crashes
- 1 Fatal Crash
- 1 VRU Crash
- Majority Angle Crashes

W 16th St & S Limit Ave

- 159 Crashes
- 1 Fatal Crash
- 1 VRU Crash
- Majority Front to Rear Crashes

W 32nd St & S Limit Ave

- 79 Crashes
- 1 Fatal Crash
- 5 Serious Injury Crashes
- 1 VRU Crash
- Majority Front to Rear Crashes

Recommended Corridor-wide Countermeasures

- Study these intersections as a part of the overall Limit Ave Corridor Study to further develop solutions to increase safety
- Evaluate Appropriate Speed Limits
- Install Rectangular Rapid Flashing Beacons
- Install Backplates with Retroreflective Borders
- Install Lighting
- Install Walkways
- Install Crosswalk Visibility Enhancements
- Install a Shared Use Path

Recommended W 14th St & S Limit Ave Countermeasures

- See Corridor Recommended Countermeasures

Recommended W 16th St & S Limit Ave Countermeasures

- See Corridor Recommended Countermeasures

Recommended W 32nd St & S Limit Ave Countermeasures

- See Corridor Recommended Countermeasures

HIN INTERSECTIONS OUTSIDE OF HIN CORRIDORS

The main concern at the Saline Street and Engineer Avenue intersection is pedestrian safety. Enhancements like high-visibility crosswalks, an RRFB (Rectangular Rapid Flashing Beacon), and improved sidewalks and curb ramps would make the area safer. The figure illustrates proposed pavement and crosswalk markings.

W Morgan St &
N Stewart Ave

W Main St &
N Ohio Ave

W Saline St &
N Engineer Ave

E 3rd St & S
Lamine Ave

HIN INTERSECTIONS OUTSIDE OF HIN CORRIDORS RECOMMENDATIONS

W Main St & N Ohio Ave

- 15 Crashes
- 1 Fatal Crash
- 2 VRU Crashes
- Majority Angle Crashes

E 3rd St & S Lamine Ave

- 5 Crashes
- 1 Fatal Crash
- 1 VRU Crash
- Majority Front to Rear Crashes

W Morgan St & N Stewart Ave

- 1 Crash
- 1 Fatal Crash
- Majority Front to Rear Crashes

E Saline St & N Engineer Ave

- 8 Crashes
- 1 Fatal Crash
- 1 VRU Crash
- Majority Angle Crashes

Recommended Countermeasure

- Install Crosswalk Visibility Enhancements
- Install Bulb Outs

Recommended W Main St & N Ohio Ave Countermeasures

- Install Backplates with Retroreflective Borders
- Evaluate Yellow Change Intervals

Recommended E 3rd St & S Lamine Ave Countermeasures

- Install Crosswalks

Recommended W Morgan St & N Stewart Ave Countermeasures

- Evaluate intersection for Stop Control Warrants
- Multiple Low-Cost Countermeasures
- Install Pedestrian Improvements.

Recommended E Saline St & N Engineer Ave Countermeasures

- Install Walkways

MoDOT High Priority Unfunded Projects

- Add pedestrian and bicycle facilities from Amtrak Depot to Katy Depot
- Add pedestrian and bicycle facilities from Katy Depot to Liberty Park

HIN IMPLEMENTATION

	Implementation Action	Partners & Funding Sources	Timeframe	Cost
1	**Review and Support MoDOT Unfunded Projects.**	• MoDOT	Near-term	$-$$
2	**Winchester Drive Interim Intersection improvements, W Broadway Blvd & Winchester Ave improvements, and 16th & Limit Ave Interim Intersection Improvements.**	• MoDOT • Sedalia Community Development • City Council • Stakeholders • Sedalia Public Works	Near-term	$$
3	**W 32nd St & S Limit Ave Interim Intersection improvements.**	• MoDOT • Sedalia Community Development • City Council • Stakeholders • Sedalia Public Works	Active Project Funded through MoDOT	$$
4	Develop a Citywide Corridor Access Management Policy to identify strategies to improve existing roadway access and prevent future roadway access issues.	• MoDOT • Sedalia Community Development • City Council • Stakeholders • Sedalia Public Works	Mid-term	$$$
4.1	Conduct a corridor study to identify and prioritize long-term solutions that increase safety and mobility on the following corridors: U.S. 65/Limit Avenue, 16th Street and Thompson Boulevard, and U.S. 50/Broadway Boulevard. The study should include a preliminary design that further develops the concepts shown on pages 58–70, addresses pedestrian access, traffic operations, capacity, roadway conditions, safety, and right-of-way constraints, and includes an alternatives analysis.	• MoDOT • Sedalia Community Development • City Council • Stakeholders • Sedalia Public Works • SAFE Coalition	Mid-term	$$$

8. IMPLEMENTATION

Implementation Framework

The success of the Safe Streets for Sedalia Action Plan relies on a collaborative framework approach which addresses long-standing infrastructure challenges to create safer, more accessible streets for everyone.

The final task force meeting provided valuable insights to guide the timing and scale of efforts to reduce fatalities and serious injuries. The full survey results are available in Appendix B.

Task force feedback highlighted how safety-related decisions have historically been made in Sedalia. Key insights include:

- **Collaboration and Funding:** Safety improvements often require coordination between multiple stakeholders, but challenges related to limited funding and achieving community buy-in have been recurring obstacles.
- **Historical Infrastructure Limitations:** Many of the city's roads, originally designed for rural use, are narrow and outdated which poses physical barriers to modern safety upgrades.
- **Economic and Community Resistance:** Concerns over economic impacts, customer access, and resistance to change have historically slowed or stopped safety improvement efforts.

As shown in Figure 28, stakeholders were asked to prioritize three implementation timeframes:

- Near-term/Quick Build (within the next 5 years)
- Mid-term/Partial Build (5-10 years)
- Long-term/Full Build (10 years and over)

Stakeholders prioritized Long-term/Full Build solutions, suggesting stakeholders favor comprehensive and complete infrastructure development over incremental changes. There is moderate stakeholder support for Mid-term/Partial Builds, highlighting interest in phased development. Additionally, lower stakeholder support for Near-term/Quick Build projects, showing a minor interest in immediate, impactful improvements while planning for more substantial, long-term investments.

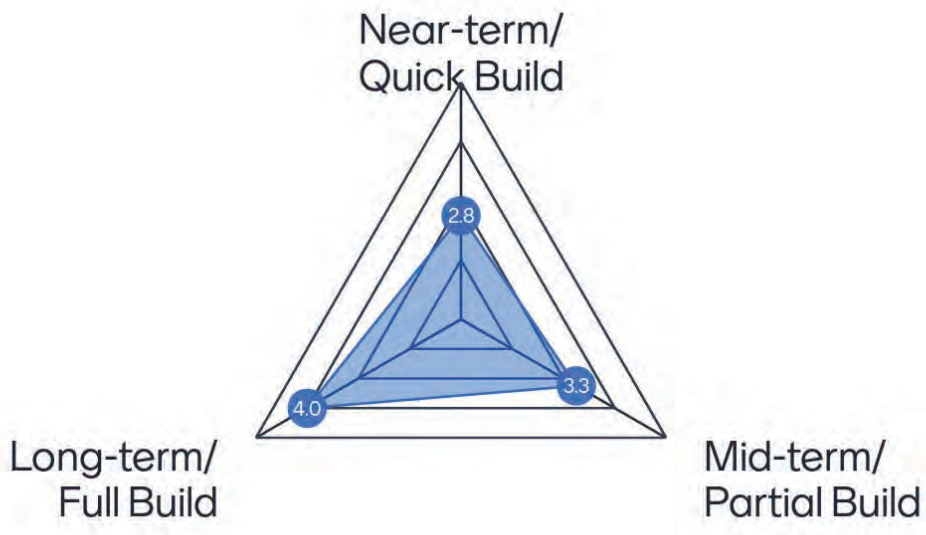


Figure 28: Implementation Timeframes

The task force also provided input on how future road safety projects should be approached in Sedalia. Key takeaways include:

- **Comprehensive, Forward-Thinking Planning:** Continue developing detailed plans that accommodate future growth, technological advancements, and evolving traffic patterns to ensure adaptability over the long term.
- **Policy and Infrastructure Futureproofing:** Strike a balance between high-cost, high-impact safety improvements and quicker, lower-cost solutions such as lane design and restriping for immediate impact.
- **Flexibility and Transparency:** Ensure decision-making processes remain adaptable, track the impact of development changes, and maintain clear communication with the community through the SAFE Coalition.

An adopted phased strategy will help Sedalia achieve a balanced approach between long-term build-out opportunities and near- to mid-term safety solutions. Benefits of prioritizing immediate, lower-cost interventions — such as enhanced signage, lane adjustments, and improved pedestrian crossings — enable the community to see quick, tangible improvements that build momentum and trust and provide an opportunity to experiment with different approaches to roadway safety. Continuing to develop comprehensive, future-focused plans ensures that long-term goals, such as infrastructure redesigns and complete street transformations, remain aligned with the city's growth and evolving needs. Striking this balance allows Sedalia to address immediate critical safety concerns now while laying the groundwork for more extensive, lasting improvements that will support the community's goal of eliminating serious injuries and deaths in the years to come.

Appendix A

Community Engagement Summary

SAFE STREETS FOR SEDALIA

SUMMARY OF PUBLIC ENGAGEMENT

ENGAGEMENT APPROACH

The **Safe Streets for Sedalia (SS4A)** project aimed to develop a comprehensive plan to enhance road safety for all modes of transportation, including pedestrians, cyclists, motorists, and public transit users. The initiative, supported by a federal grant of $266,120 through the **Bipartisan Infrastructure Law**, focuses on public engagement as a critical strategy. The community has identified safety concerns through various methods, including task force meetings, surveys, and public outreach events.

The engagement strategy integrated virtual and in-person outreach, ensuring broad community participation. These efforts are crucial for shaping the Action Plan, which will guide future applications for additional federal funds to implement Sedalia's roadway safety projects.

Key Engagement Tactics:

- **Community Meeting**: Community members could voice their concerns and suggestions through participation in an Open-House Community Meeting.
- **In-Person Outreach**: On-the-ground efforts included "Walk & Meet" events, flyers, and discussions at local events to encourage participation in the project's survey.
- **Survey**: An online and print version of the survey was used to collect data on the community's experiences and concerns related to street safety.
- **Taskforce**: At the beginning of the project, the Taskforce was established to help guide the planning and implementation of the SS4A Safety Action Plan. Three key meetings with diverse community stakeholders were held throughout the engagement process.
- **Website:** A website with project information and access to the online survey was created and shared through the city's webpage.

COMMUNITY OPEN HOUSE OVERVIEW (AUGUST 28, 2024)

The Community Open House was an important milestone in the SS4A engagement process. It allowed community members to voice their concerns directly to project leaders—discussions centered around problematic intersections, the lack of pedestrian crossings, and general road safety issues.

- **Location**: Heckart Community Center
- **Attendance**: 25 residents and key stakeholders attended to provide input on roadway safety.

- **Content**: 5 boards were developed to explain the Safety Action Plan, crash trends, as well as a selection of key countermeasures applied to locations in Sedalia.
- **Key Feedback**: Concerns about stop signs, crosswalks, and road conditions were raised, emphasizing improvements in the areas near schools and main roads.

DETAILED COMMUNITY OPEN HOUSE (AUGUST 28, 2024)

The **Community Open House** was an in-person opportunity for the community to engage directly with the Safe Streets for Sedalia initiative and project team. Held at the Heckart Community Center, it allowed residents to review the SS4A Safety Action Plan informational materials, voice their concerns, and offer feedback on roadway safety issues throughout Sedalia.

Pre-Meeting Preparation:

Leading up to the public meeting, the project team took several steps to ensure the event ran smoothly:

- **Logistics and Materials**: The project team arranged the meeting space and provided light refreshments for attendees. Additionally, they prepared various printed materials, including **presentation boards**, **comment cards**,

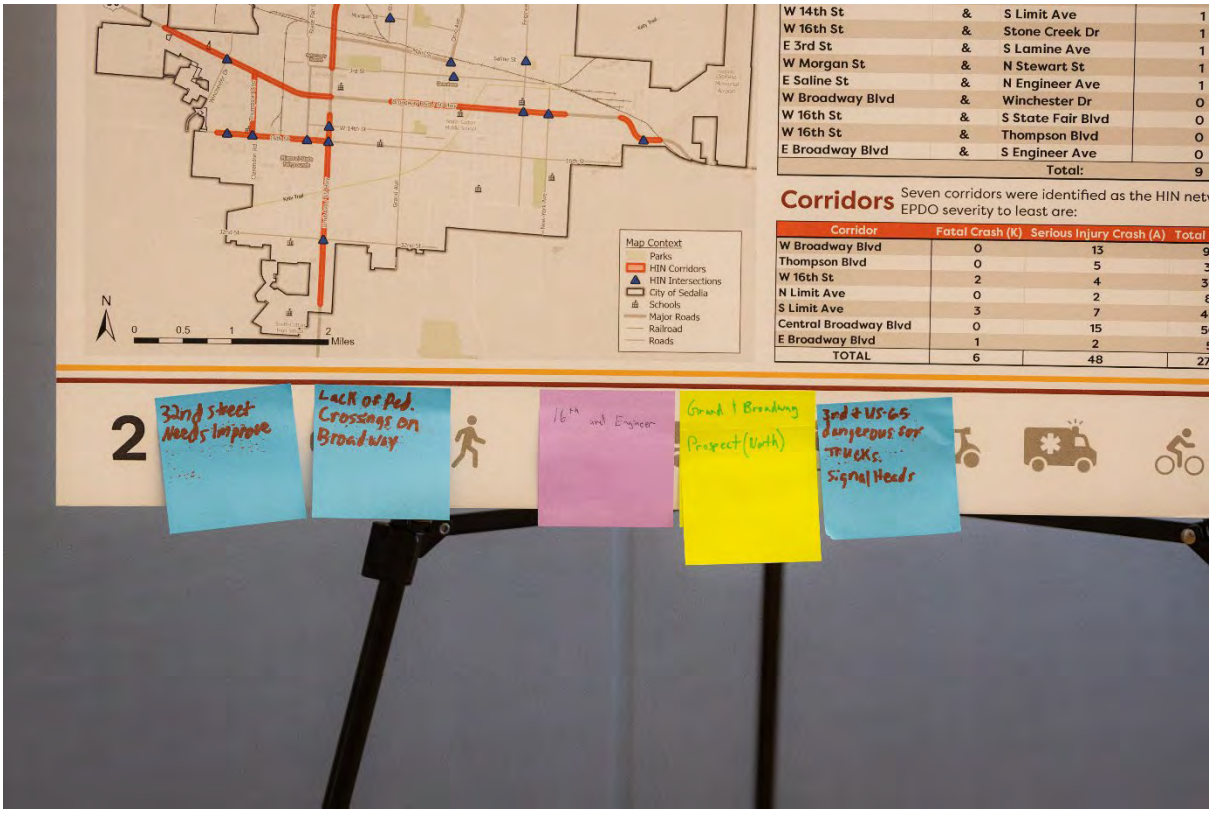
and **informational handouts**, which were used to facilitate participant feedback.

- **Communication and Outreach**: Days before the meeting, the team sent an **email blast** reminding residents of the event. Facebook ads ran the day before and the day of the meeting to further encourage attendance.
- **On-Site Assistance**: During the open house, project team members signed in participants, collected contact information, and assisted attendees with navigating the feedback opportunities. Feedback was collected through various channels, including **comment forms** and **sticky notes on presentation boards**, and the online survey remained available on the project website. (Safe Streets for Sedalia Survey)

Key Feedback from the Community Meeting:

Residents provided feedback on specific safety concerns and areas that needed improvement in Sedalia. The most common issues raised during the meeting included:

- **Sidewalks**: Attendees emphasized the need for sidewalks within 10 blocks of schools, in many instances they were either missing or in poor condition.
- **Stop Signs**: The lack of consistent stop signs in residential areas, particularly from 16th to Broadway, was a concern. Stop signs near Horace Mann School were identified as especially necessary.
- **Road Striping**: Winchester Street was highlighted as needing both a center stripe and edge-of-road stripes from 16th to Broadway.
- **Dangerous Intersections**: Certain intersections, such as **Grand Ave and Broadway Blvd** and **3rd St and U.S. 65**, were noted as particularly hazardous, with residents suggesting the need for traffic signals or enhanced traffic control.
- **Pedestrian Crossings**: Another major issue was the lack of pedestrian crossings on Broadway. This road was cited as dangerous for pedestrians, particularly in certain high-traffic areas.
- **Coordination with MoDOT**: There was significant concern about the condition of the **KATY Trail**, which students and commuters use. Residents requested that the Department of Natural Resources (DNR) improve the trail surface to make it all-weather friendly, as it is currently prone to deterioration after rainfall, causing safety issues.



IN-PERSON OUTREACH EFFORTS

To maximize community participation in the Safe Streets for Sedalia (SS4A) initiative, in-person outreach events were conducted alongside digital engagement efforts. These events aimed to promote the SS4A survey, raise awareness of the project, and engage with a diverse range of Sedalia residents, including key groups like professional drivers and college students.

1. **June 7, 2024 – Soft Launch at Sedalia Balloon Fest**
   The outreach efforts officially began with a soft launch during the Sedalia Balloon Fest, where the project team used social media and traditional media to introduce the SS4A initiative. During the event, attendees were informed about the project and encouraged to participate in the survey. Flyers and handouts were distributed to spread awareness, and the event helped signpost the project's public presence in Sedalia.

2. **June 17, 2024 – Walkabout for Survey Promotion**
   Project team members conducted an in-person walkabout throughout Sedalia, distributing flyers and informing local business owners about the importance of the SS4A survey. This direct outreach effort focused on

building momentum for survey participation among community members who might not be reached via digital methods.

3. **June 21, 2024 – Targeted Outreach to CDL Training Centers, State Fair Community College, and Meals on Wheels**
   Recognizing the importance of professional drivers and students in shaping the future of Sedalia's transportation infrastructure, the project team carried out focused outreach efforts on June 21. Flyers and information were distributed at CDL training centers, State Fair Community College, and Meals on Wheels programs. These groups were identified as key stakeholders due to their frequent use of local roads and unique insights into roadway safety. This effort helped broaden the engagement scope, ensuring input from diverse community segments.

4. **July 20, 2024 – Downtown Walkabout**
   Another downtown walkabout was conducted to promote the SS4A survey further. Project team members revisited local businesses and distributed flyers to encourage participation from those who hadn't yet engaged with the project. This effort complemented the ongoing social media campaign and aimed to capture additional feedback from underrepresented groups.

SURVEY RESULTS OVERVIEW

The SS4A survey was key in gathering community input on transportation and safety concerns. It received **586 responses**, with insights from a broad range of Sedalia residents. The survey explored transportation modes, safety concerns, and comfort levels with various forms of transit in the city. Responses revealed significant concerns about pedestrian safety, road conditions, and the lack of infrastructure for cyclists and pedestrians.

This section summarizes the survey's key findings, including residents' primary concerns, the types of transportation most commonly used, and areas for improvement in Sedalia's transportation network. The feedback collected through the survey played a crucial role in shaping the priorities of the SS4A Safety Action Plan.

GENERAL INFORMATION

- **Where do respondents live?**
  The majority of respondents (65%) live within Sedalia, with South Sedalia being the most represented neighborhood. This provides a good reflection of local opinions and concerns regarding safety and transportation.
    - **65%** of respondents live in Sedalia.

    - Neighborhood representation: South Sedalia (22%), East Sedalia (21%), West Sedalia (17%).
- **Workplace Distribution**:
  Most respondents work within the city, with West Sedalia being the largest area of employment. This indicates that safety improvements in the western part of the city are particularly relevant.
    - **83%** work in Sedalia, primarily in the western part.

TRANSPORTATION PREFERENCES

The vast majority of respondents (96%) use a car as their primary mode of transportation. A much smaller percentage rely on bicycles or walking, which correlates with concerns about a lack of safe pedestrian and bike infrastructure.

- **96%** use cars as their primary transportation method.
- **Comfort with Walking**:
  A portion of respondents (35%) feel comfortable walking in Sedalia, but most others report discomfort or avoidance of walking due to safety concerns, such as lack of sidewalks.
    - **35%** are comfortable walking, while **18%** are very uncomfortable.

KEY SAFTEY CONCERNS

Respondents were asked to identify safety problems they have experienced as drivers, pedestrians, or cyclists. Common issues include the absence of sidewalks, distracted drivers, and speeding. These concerns emphasize the need for safer infrastructure and better enforcement of traffic laws.

- **Drivers**: Lack of sidewalks (14%) and distracted driving (13%) were noted as key issues.
- **Pedestrians/Bicyclists**: **33%** cited a lack of sidewalks or bike lanes as their primary concern.

IMPROVEMENT PRIORITIES

Survey respondents expressed strong support for road designs that support all users, including drivers, pedestrians, and cyclists. Raising awareness about street safety and ensuring crash survivors receive adequate support were also highlighted as priorities.

- **61%** of respondents support designing streets that accommodate all users.
- **Secondary priorities**: Expanding safety awareness (30%) and supporting crash survivors (28%).

DETAILED SURVEY RESULTS

The detailed survey results provide a detailed breakdown of all survey responses and includes meeting notes related to the SS4A project. This section serves as a resource for stakeholders to access specific data points, meeting notes, and additional documentation.

SURVEY RESPONSE DATA

The **SS4A Survey** collected a total of **586 responses** across various key questions. Below is a detailed breakdown of the results for each question

1. **Where do respondents live?**
    - **65%** live in Sedalia (380 respondents).
    - **25%** live outside but within 5 miles (147 respondents).
    - **10%** live further than 5 miles outside Sedalia (59 respondents).
2. **What neighborhood do respondents live in?**
    - **Sedalia South**: 22% (85 respondents).
    - **Sedalia East**: 21% (82 respondents).
    - **Sedalia West**: 17% (66 respondents).
    - **Sedalia North**: 16% (63 respondents).
    - **City Center**: 8% (32 respondents).
3. **Where do respondents work?**
    - **83%** work in Sedalia (486 respondents).
    - **11%** work further than 5 miles from Sedalia (67 respondents).
    - **6%** work outside but within 5 miles (33 respondents).
4. **What is your primary mode of transportation?**
    - **Car**: 96% (562 respondents).
    - **Bicycle**: 2% (9 respondents).
    - **Walking/Mobility Device**: 1% (6 respondents).
    - **Other**: 1% (5 respondents).
5. **How much time do you spend commuting each day?**
    - **Less than 15 minutes**: 45% (265 respondents).
    - **15-30 minutes**: 36% (212 respondents).
    - **31-60 minutes**: 15% (88 respondents).
    - **61-90 minutes**: 2% (13 respondents).
    - **More than 90 minutes**: 1% (8 respondents).
6. **Do you drive for work (e.g., delivery, courier, semi-truck, etc.)?**
    - **No**: 87% (507 respondents).
    - **Yes**: 13% (79 respondents).
7. **Do you own or have access to a reliable vehicle?**
    - **Yes**: 99% (578 respondents).
    - **No**: 1% (8 respondents).
8. **Comfort Level While Walking in Sedalia**:
    - **Comfortable**: 35% (203 respondents).
    - **Uncomfortable**: 28% (166 respondents).

NOTICE ON CRASH DATA

All crash data information that was and will be provided is subject to United States Code, Use Restricted 23 USC 407. [23 USC 407: Discovery and admission as evidence of certain reports and surveys (house.gov)]

- **Very Uncomfortable**: 18% (107 respondents).
- **I do not walk in Sedalia**: 14% (82 respondents).
- **Very Comfortable**: 5% (28 respondents).

9. **Comfort Level While Biking in Sedalia**:
   - **I do not bike in Sedalia**: 43% (253 respondents).
   - **Uncomfortable**: 22% (128 respondents).
   - **Very Uncomfortable**: 19% (111 respondents).
   - **Comfortable**: 13% (78 respondents).
   - **Very Comfortable**: 3% (16 respondents).
10. **Comfort Level While Driving in Sedalia**:
    - **Comfortable**: 54% (315 respondents).
    - **Uncomfortable**: 26% (153 respondents).
    - **Very Comfortable**: 11% (62 respondents).
    - **Very Uncomfortable**: 8% (49 respondents).
    - **I do not drive in Sedalia**: 1% (7 respondents).
11. **Comfort Level While Using Public Transit in Sedalia**:
    - **I do not use public transit**: 93% (543 respondents).
    - **Very Uncomfortable**: 3% (20 respondents).
    - **Comfortable**: 2% (11 respondents).
    - **Uncomfortable**: 2% (11 respondents).
    - **Very Comfortable**: 0% (1 respondent).
12. **Comfort Level While Using Rideshare or Carpooling**:
    - **I do not carpool or use rideshare**: 89% (522 respondents).
    - **Comfortable**: 5% (28 respondents).
    - **Uncomfortable**: 3% (20 respondents).
    - **Very Uncomfortable**: 2% (12 respondents).
    - **Very Comfortable**: 1% (4 respondents).
13. **Main Safety Problems Identified by Drivers**:
    - **Drivers not using turn signals**: 14% (458 respondents).
    - **Lack of sidewalks, crosswalks, or bike lanes**: 14% (458 respondents).
    - **Distracted driving**: 13% (440 respondents).
    - **Excessive speeding**: 11% (385 respondents).
    - **Missing or malfunctioning signs/traffic lights**: 11% (379 respondents).
    - **Other issues**: 37% (1,252 respondents).
14. **Main Safety Concerns for Pedestrians/Bicyclists**:
    - **Lack of sidewalks or bike lanes**: 33% (399 respondents).
    - **Cars going too fast**: 21% (256 respondents).
    - **Cars not stopping at crossings**: 16% (193 respondents).
    - **Cars not moving over when possible**: 15% (186 respondents).
    - **Other issues**: 9% (110 respondents).
15. **Priority Areas for Improvement**:
    Respondents ranked their top priorities for making Sedalia's streets safer:

- **Design safer streets for all road users**: 61% (357 respondents) identified this as their top priority.
- **Raise awareness about safe walking, biking, and other modes**: 30% (176 respondents).
- **Provide physical/emotional support to crash survivors**: 28% (162 respondents).

16. **Age Breakdown of Respondents**:
    - **35-44 years old**: 27% (122 respondents).
    - **25-34 years old**: 23% (104 respondents).
    - **45-54 years old**: 20% (91 respondents).
    - **55-64 years old**: 15% (67 respondents).
    - **19-24 years old**: 7% (32 respondents).
17. **Gender Breakdown of Respondents**:
    - **Female**: 68% (302 respondents).
    - **Male**: 29% (127 respondents).
    - **Prefer not to say**: 2% (11 respondents).
    - **Non-binary**: 1% (4 respondents).
18. **Race/Ethnicity Breakdown of Respondents**:
    - **White**: 91% (391 respondents).
    - **Hispanic or Latino**: 3% (13 respondents).
    - **Black or African American**: 1% (5 respondents).
    - **Other**: 3% (14 respondents).
    -

TASK FORCE MEETINGS

The Safe Streets for Sedalia Action Plan Task Force served as the backbone for community engagement and for the creation of the final plan. The Task Force included members from the police department, fire department / EMS, public works, administration, bicycle enthusiasts, runners clubs, faith-based representatives, school district resource officers, school district administration, business owners, and other community leaders. The Task Force met three times throughout the course of the project to share issues in their communities and to discuss solutions to reach the goal of eliminating serious injury and fatal traffic crashes.

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SAFE STREETS FOR SEDALIA

SUMMARY OF TASK FORCE MEETING 1

MAY 8TH, 2024 | HECKHART COMMUNITY CENTER | SEDALIA | 3:30 - 5:30 PM

MEETING PURPOSE

Th purpose of the first Task Force meeting was to listen to the needs of the task force members, to check data analysis, and to see what they want to do as a community to create a SS4A Action Plan and Vision Zero.

ATTENDEES

STAFF

Micheal Kramer, Wilson & Company, Moderator
Drew Pearson, Wilson & Company, Moderator
Ryan Deeken, Wilson & Company, Moderator
Ashley Winchell, Wilson & Company, Note Taker
Sarah Shipley, Single Wing Design, Moderator

PARTICIPANTS

AJ Silvey, Police
Kelvin Shaw, City Administrator
Joe Fischer, TARA Industries
John C. Meehan, Former Commissioner and businessman
Justin Bay, Operations Director
David Woolery, Police
Bishop Paul Jones, Burns Chapel Freewill Baptist Church
Todd Fraley, Superintendent of Schools
Ebby Norman, Provelo Bike Shop
Matthew Wirt, Assistant City Administrator
Ken Weymuth, WK Chevrolet
Chris Davies, City Engineer

WHAT WE HEARD

Wilson led participants in a communications exercise on freedom to travel.

WHAT PREVENTS PEOPLE IN SEDALIA FROM FREELY MOVING AROUND THE CITY?

Participants responded

- Trucks
- People looking at their phones while driving
- People looking at their phones while walking
- The way the roads are/were constructed.
- Growth of population
- Age of streets
- Access to parks, traffic flow in and out of the parks, specifically Cloverdale.
- Bad sidewalks that are not connected, broken sidewalks or sidewalks that just end.
- No sidewalks
- Uncontrolled intersections. No stop signs in neighborhoods.
- Confusion.
- Distractions.
- Tourists. (state fair and rodeo events)
- Lack of accommodation (story of woman in e-chair regularly on road in traffic)
- Roads that are unmarked using a two-lane road as a four-lane road.

MAIN PRIORITIES (TAKEN FROM THE COMMUNICATIONS WORKSHEET)

- Reduce crashes in Sedalia and provide efficient flow through the city.
- Rebuild Streets, add ADA sidewalks, add bike lanes
- Obtain funding for making improvements to various intersections.
- Safer intersections, safer road design standards,
- A more forward-thinking community.
- Safety zones around schools and sidewalks/crosswalks. Community growth by expanded infrastructure.
- Safe connect ability throughout our community.
- Safer connections throughout the city, more stop signs. Install stop signs where none are at present. Better care of streets near R.R. Crossings.

SEDALIA NETWORKS AND GROUPS (TAKEN FROM THE COMMUNICATIONS WORKSHEET)

- LETSAC

NOTICE ON CRASH DATA

- MO Division of Highway Safety
- SAFE
- TRACTION
- Sedalia Chamber of Commerce
- Sedalia Noonday Optimist Club
- Burns Chapel Free Will Baptist Church
- Lions Club (Sedalia)
- Kiwanis Club
- United Way
- Boys and Girls Club
- "Mainstreets"
- Sacred Heart Foundation
- Sedalia Country Club
- SFCC Foundation Board
- Parks and Recreation

SEDALIA NETWORKS AND GROUPS THAT ARE ACTIVE

- Driver's Ed. Program - Very small only one instructor
    - No one else wants to become an instructor
    - Less than 100 students opt in
    - Still a lot of kids that don't drive to school in Sedalia, some can't afford a car
- PD does mockumentary, docu-drama style films to show to students. Works with save Mo lives.
- Brakes program – hands on driving experience. Defensive driving education.
    - How to correct their vehicles in specific situation
- Optimist club used to run a bike safety program
- Sedalia runners club
- Dan Bridges
- No bicycle clubs in Sedalia A whole lot of lone wolves that get together every now and then

SEDALIA ISSUES WITH ANGLE CRASHES

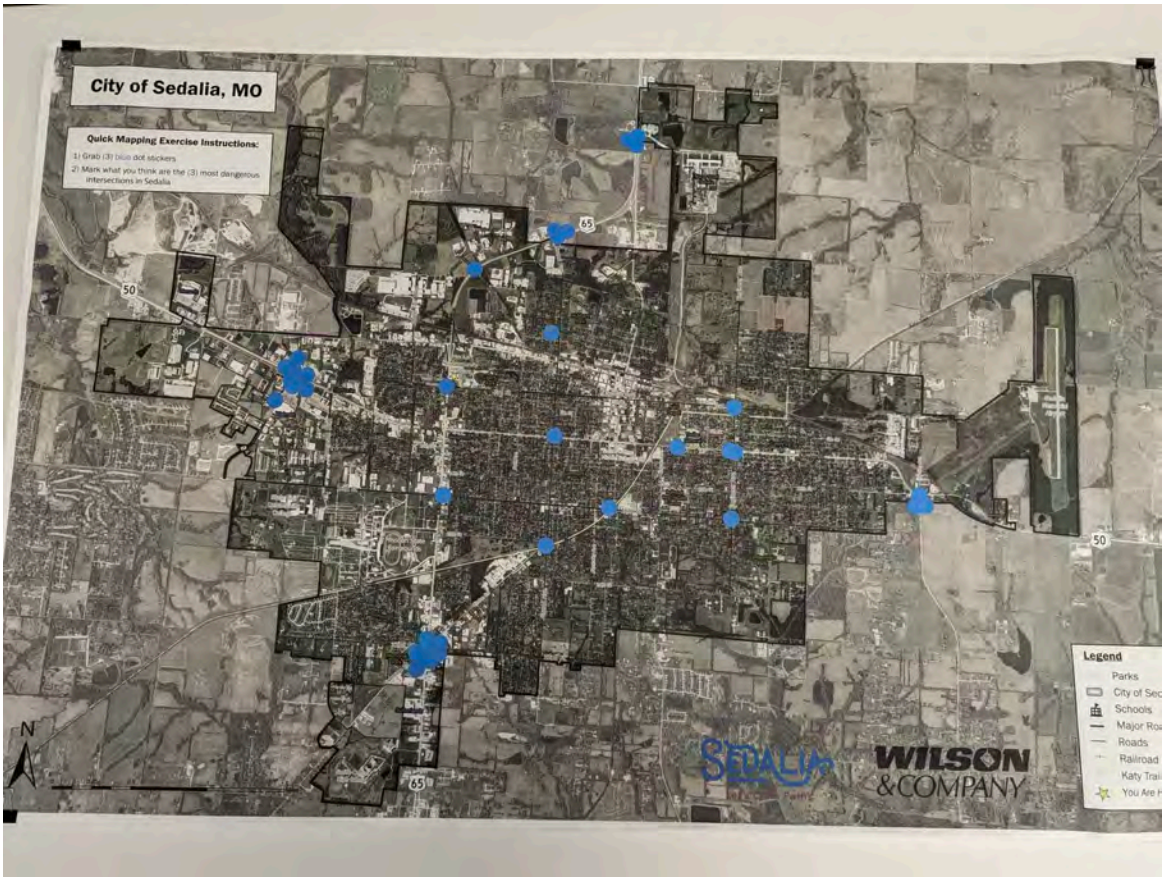
- MoDOT regulations around signals
- Sight distance and sight lines for vehicles turning off of MoDOT roads
- Access management with so many businesses
- Winchester – high traffic volume, issues with signal phasing. Lack of patience

NOTICE ON CRASH DATA

- Drone video from PD of traffic flow through here
- Mistakes due to impatience
- One of the first stoplights in Sedalia at US-50

DOT MAP EXERSISE

Task Force members were asked to participate in a dot map exercise to identify what they think are the three most dangerous intersection are in Sedalia. The results are shown below:



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SAFE STREETS FOR SEDALIA

SUMMARY OF TASK FORCE MEETING 2
JULY 10TH, 2024 | HECKHART COMMUNITY CENTER | SEDALIA | 3:30 - 5:30 PM

SAFE STREETS AND ROADS FOR ALL (SS4A) PROJECT PURPOSE

The Safe Streets and Roads for All (SS4A) Grant Program, established by the Bipartisan Infrastructure Law, aims to significantly reduce or eliminate roadway fatalities and serious injuries. This initiative supports the U.S. Department of Transportation's National Roadway Safety Strategy and aims to achieve zero roadway deaths.

MEETING PURPOSE

For the task force to verify the information and data, and to identify safety emphasis areas, priorities, and countermeasures to develop an SS4A Action Plan for the City of Sedalia.

ATTENDEES

CONSULTANTS

Micheal Kramer, Wilson & Company
Drew Pearson, Wilson & Company
Ryan Deeken, Wilson & Company
Ashley Winchell, Wilson & Company
Joseph Ortiz, Wilson & Company

STAKEHOLDERS

AJ Silvey, Police
Kelvin Shaw, City Administrator
Joe Fischer, TARA Industries
John C. Meehan, Former Commissioner and businessman
Justin Bay, Operations Director
David Woolery, Police
Bishop Paul Jones, Burns Chapel Freewill Baptist Church
Todd Fraley, Superintendent of Schools

Matthew Wirt, Assistant City Administrator
Chris Davies, City Engineer
Matthew Irwin, Fire Chief
Christopher Hess, Deputy Director at Pioneer Trails Regional Commission

WHAT WE HEARD IN BREAKOUT #1

Wilson and Company showed the High Injury Network (HIN) road segments and intersections along with the core HIN issues then asked the following questions:

Q1) IN YOUR EXPERIENCE, ARE THE HIN LOCATIONS THE ONES YOU WOULD IDENTIFY?
-IF NOT, WHAT LOCATIONS ARE MISSING OR SHOULD NOT BE INCLUDED?
-ARE THEIR PORTIONS OF THESE CORRIDORS THAT ARE WORSE THAN OTHERS?

Participants responded

- Intersections to consider adding are:
  - Hwy 65 and Hwy HH (outside of city limit)
  - Hwy 65 and Rebar Rd (outside of city limit)
    - *Nucor Steel entrance/exit
  - Hwy 65 and Grand Ave (out of city limit)
  - Hwy 65 and 18th St
    - Speed judgement
    - Access management
  - Hwy 65 and Tiger Pride Blvd (already projects/concepts by Wilson and Company)
    - School traffic overwhelms this intersection and makes it dangerous, especially for student drivers.
  - Hwy 65 and Sacajawea Rd (outside of city limit)
  - Hwy 65 and Plaza Ave
    - Line of sight
  - Winchester Dr and Murphy USA/Aspen Dental
    - Line of sight issue
  - Broadway Blvd and Hancock Ave
    - Access Management

Q2) WHAT DO YOU THINK IS CONTRIBUTING TO THE SAFETY OF THESE INTERSECTIONS?

-DRIVING BEHAVIORS?
-ROADWAY DESIGN?
-ADJACENT BUSINESSES/ ESTABLISHMENTS?
-OTHER?

Participants responded

- Access Management
- Need for pedestrian crossings
    - Engineer Ave and Katy trail was mentioned specifically
- Lack of sidewalks
- Poor roadway design on the dip that goes under the Katy Trail on Broadway causes line of sight issue
- Lack of safe vehicles:
    - Lane departure technology starting to become more popular in new vehicles
- Lack of safe systems:
    - Hassey System
        - Only works if everyone:
            - Has the capability of it in the vehicle
            - Pays for the subscription to get notified
                - *Hopefully in the future this will become standard in vehicles
- Land West of 32nd St is annexed and will likely bring more traffic by the school and through the Hwy 65 and 32nd St intersection
- There is a lack of trucks with properly identified hazardous material placards

Q3) HOW WOULD YOU PRIORITIZE THESE CORRIDORS AND INTERSECTIONS FOR IMPROVEMENTS?
WOULD YOU PRIORITIZE BY:
-SEVERITY?
-PERCEPTION OF RISK?
-LOCATION ATTRIBUTES? (NEAR SCHOOL, NEAR COMMERCIAL, ROADWAY TYPE, ETC.)

Participants responded

- Schools
    - There are many students that walk to school now
        - School on 32nd (Skyline Elementary)
        - Tiger Pride Blvd (Smith-Cotton)
        - Engineer Ave (Washington Elementary)

OTHER ELEMENTS TO CONSIDER ARE:

- Cyclist
- Runners
- People with disabilities

Q4) WHAT ARE CURRENT OR UPCOMING PROJECTS THAT ARE ADRESSING SAFER ROADS

Participants responded

- Hwy 65 and 32nd is waiting on $4.7 million for upcoming changes
- Main St and State Fair Blvd is set to get a roundabout once funding source is identified.
- Hwy 65 and Tiger Pride Blvd

Q5) WHAT ARE OTHER CONCERNS OR THOUGHTS THAT YOU HAVE ABOUT SEDALIA SAFTEY?

Participants responded

- Young drivers driving on unsafe roads
    - There are approximately 1200 students + parent pickup and drop-off
- Lack of Traffic Incident Management (TIM): TIM Training & Resources
    - This would help with post-crash care
- Glare from the sun slows response times and is worse in the summer.
- How far away the closest level 1 trauma centers is a concern
    - People that need trauma care are flighted out to Kansas City or Columbia
- Is the newly annexed land being considered in our crash data?

WHAT WE HEARD IN BREAKOUT #2

For breakout #2 participants split into two groups and each were given a roadway segment and intersection. They were then asked to provide solutions and countermeasures. Participants were provided a deck of cards that had Federal Highway Administration (FHWA) countermeasures with the safety benefits identified on the back side of the card. Participants were also provided a breakdown of each identified HIN road segment and how many fatal, serious injury, commercial vehicle and vulnerable road user crashes there were and the most common crash type.

The two road segments that were chosen for this exercise were:

1) Hwy 65/Limit Ave from 18th to 11th St
2) Hwy 50/Broadway Blvd from Winchester to Thompson

The two intersections that were chosen for this exercise were:

1) W 16th and S Ohio Ave
2) W 32nd St and S Limit Ave

Figure 1 - Figure 4 - Task Force Meeting 2 in Breakout Groups

NOTICE ON CRASH DATA

All crash data information that was and will be provided is subject to United States Code, Use Restricted 23 USC 407. 23 USC 407: Discovery and admission as evidence of certain reports and surveys (house.gov)

GROUP ONE

ROAD SEGMENT – S LIMIT AVE (W 18TH ST TO W 11TH ST)

The group identified the following countermeasures to improve the safety of the corridor:

- Reflective Backplates
- Repair / Add Sidewalks
- Color Coded Pavement delineation for Vulnerable Road Users (VRU)
- Signal Phasing
- Access Management
- Shared Access Drives
- Variable Speed Limits (“Or Just Lower Speed Limits”)
- Right in Right Out (14th Street)

Figure 2 - Figure 5 - Road Segment on Limit Ave/Hwy 65 (18th St to 11th St)

INTERSECTION – W 32ND ST AND S LIMIT AVE

NOTICE ON CRASH DATA

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The group identified the following countermeasures to improve the safety of the intersection:

- There were talks of doing a roundabout at this intersection but was deemed unfeasible due to traffic volumes and the real estate around it.
- Adding a lane on the East-West streets to allow for more traffic to stack up and allow cars to turn instead of waiting for the light cycle.
- Straighten 32nd St coming from the West.

Figure 3 - Figure 6 - Intersection (32 St and Limit Ave)

GROUP TWO

ROAD SEGMENT – W BROADWAY BLVD (WINCHESTER RD TO THOMPSON BLVD

The group identified the following countermeasures to improve the safety of the corridor:

- Access Management
  - How to close access points
  - Align roads after access points are managed
- Adding in walkways
- Need to review zoning code
  - Need to consider adding in that the city needs to say "we aren't going to allow access point within whatever feet of an intersection"
- Close roadway access adjacent to Thompson Blvd.

OTHER CONCERNS ABOUT THE AREA TO CONSIDER ARE:

- Starbucks is a mess with a lot of traffic and has a second entrance
- There is walking traffic from hotels and long-term rentals nearby
- Aspen dental intersection just South of US 50 on Winchester Dr is a high accident area.

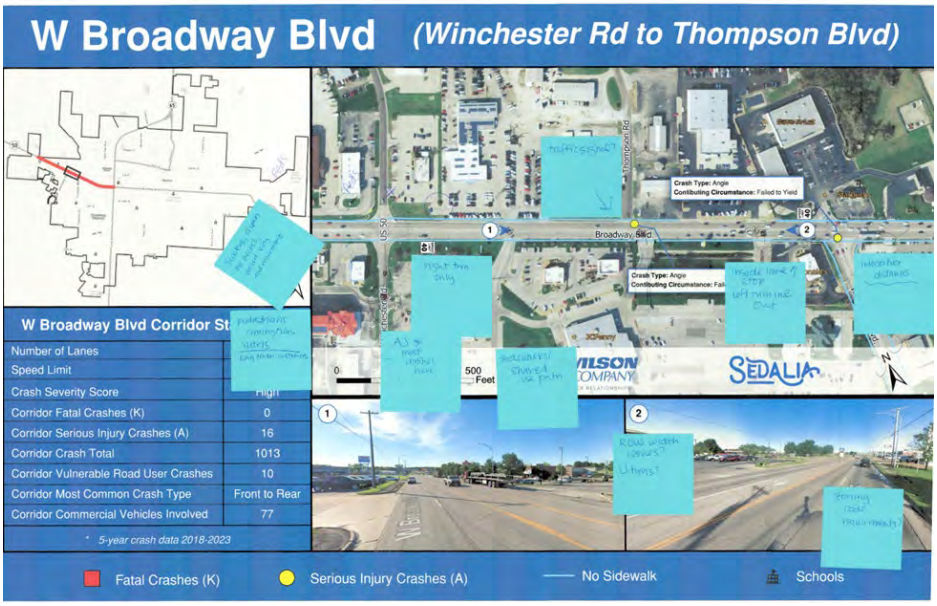

Figure 4 - Roadway Segment on Broadway Blvd/Hwy 50 (Winchester Rd to Thompson Blvd)

NOTICE ON CRASH DATA

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INTERSECTION – W 16TH ST AND S OHIO AVE

The group identified the following countermeasures to improve the safety of the intersection:

- A roundabout would be nice at this intersection
- Speed table/speed hump wouldn't bother firetrucks
- Route people to go around the intersection
    - There are kids walking to Jr High that pass through this intersection
- Rectangular Rapid Flashing Beacons (RRFB) would be helpful to assist Katy Trail traffic.

Figure 5- Intersection (16th St and Ohio Ave)

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FHWA PROVEN SAFTEY COUNTERMEASURES

Between both groups they identified the following Federal Highway Administration (FHWA) Proven Safety Countermeasures during the two breakouts.

- Leading Pedestrian Interval
  - To give VRU's the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication
- Rectangular Rapid Flashing Beacons (RRFB)
  - Mentioned to be helpful:
    - On 32nd by Elementary School
    - Katy Trail Crossings
- Road Diets (Roadway Reconfigurations)
  - Reconfigurations at Hwy 65 and 32nd St
- Enhanced Signing and Pavement Markings
  - Across the city there was notes of faded or non-existing signing and pavement markings
- Crosswalk Visibility Enhancements
  - Many Intersections were noted to not have crosswalks
- Reduced Left Turn Conflict Intersections
  - This complemented the access management concerned on Hwy 65 and Hwy 50
- Bicycle Lanes (Shared Use Path) (Differentiating Colors)
  - To help delineate VRU's with everyday traffic
- Walkways
  - As noted in the breakout exercise there was a lack of sidewalks, especially along the defined HIN routes.
- Corridor Access Management
  - This was a big concern when talking about the number of accidents in Sedalia with the task force
- Backplates with Retroreflective Borders
  - Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background.
- Roundabouts
  - The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

- Variable Speed Limits (Reduced Speed Limits)
    - It was said that the speed limit on Hwy 65 and Hwy 50 may just be too fast in general but that a Variable Speed Limit could be feasible to help people pay attention more.

SAFE STREETS FOR SEDALIA

SUMMARY OF TASK FORCE MEETING 3

SEPTEMBER 18TH, 2024 | HECKHART COMMUNITY CENTER | SEDALIA | 3:30 - 6:00 PM

SAFE STREETS AND ROADS FOR ALL (SS4A) PROJECT PURPOSE

The Safe Streets and Roads for All (SS4A) Grant Program, established by the Bipartisan Infrastructure Law, aims to significantly reduce or eliminate roadway fatalities and serious injuries. This initiative supports the U.S. Department of Transportation's National Roadway Safety Strategy and aims to achieve zero roadway deaths.

MEETING PURPOSE

The Sedalia SS4A Task Force #3 meeting is to collaboratively prioritize and strategize the implementation of safety countermeasures for Sedalia's roadways. Stakeholders will focus on establishing criteria for prioritization, determining implementation timelines, identifying quick-win solutions, and prioritizing safety measures for pedestrians and cyclists. Additionally, the meeting will address funding and regulatory constraints, identify barriers to implementation, and prioritize specific corridors and intersections based on the High Injury Network review and stakeholder input.

ATTENDEES

CONSULTANTS

Micheal Kramer, Wilson & Company
Drew Pearson, Wilson & Company
Joseph Ortiz, Wilson & Company

STAKEHOLDERS

AJ Silvey, Police
Kelvin Shaw, City Administrator
John C. Meehan, Former Commissioner and businessman
Justin Bray, Operations Director
Bishop Paul Jones, Burns Chapel Freewill Baptist Church
Matthew Wirt, Assistant City Administrator

Chris Davies, City Engineer
Ron Tollner, Retired CPA

TASK FORCE #3 AGENDA

Wilson and Company provided an agenda for the meeting in the first slides of our short PowerPoint presentation. The agenda was:

- Taskforce 2 Meeting Summary
- Public Meeting Summary
- Quick High Injury Network (HIN) Review
- Recommendations
  - Corridors
  - Intersections
- Draft Report Overview
- Funding
- Wrap Up & Next Steps

At the beginning of the meeting attendees were handed out the following:

- Highest Priority Corridors in EPDO ranking order
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	Highest Priority Corridors	Length (Miles)	# of Lanes	Road Classification	Total Crashes	Fatal Crashes	Serious Injury Crashes	VRU Crashes	Most Common Crash Type	Commercial Vehicle Crashes
1	**W 16th St** Watertower Rd to Thompson Blvd	2.5	5	Minor Arterial	306	2	4	1	Front to Rear	15
2	**S Limit Ave** W 18th St to Tiger Pride Blvd	4	5	Principal Arterial	496	3	7	5	Front to Rear	35
3	**E Broadway Blvd** S Marshall Ave to Sellet Rd	0.5	4	Principal Arterial	51	1	2	0	Angle	3
4	**Central Broadway Blvd** S Engineer Ave to S Emmet Ave	2	5	Principal Arterial	565	0	15	12	Angle	31
5	**W Broadway Blvd** Oak Grove Ln to S Limit Ave	2	5	Principal Arterial	942	0	13	9	Front to Rear	69
6	**Thompson Blvd** Broadway Blvd to W 16th St	0.5	5	Minor Arterial	318	0	5	3	Angle	12
7	**N Limit Ave** Eagle View Dr to W 3rd St	1	2	Principal Arterial	86	0	2	0	Angle	11

- Highest Priority Intersection in EPDO ranking order
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	Highest Priority Intersections	Fatal Crash (K)	Serious Injury Crash (A)	Total	VRU Crashes	Most Common Crash Type	Intersection Control
1	**W 32nd St & S Limit Ave**	1	5	79	1	Front to rear	Signalized
2	**W 16th St & S Limit Ave**	1	0	159	1	Front to rear	Signalized
3	**E Broadway Blvd & S New York Ave**	0	0	18	0	Angle	Two Way Stop
4	**E Broadway Blvd & Harding Ave**	1	2	28	0	Angle	Two Way Stop
5	**W Main St & N Ohio Ave**	1	0	15	2	Front to rear	Signalized
6	**W 14th St & S Limit Ave**	1	0	47	1	Angle	Two Way Stop
7	**W 16th St & Stone Creek Dr**	1	0	9	0	Angle	Two Way Stop
8	**E 3rd St & S Lamine Ave**	1	0	5	1	Front to rear	All Way Stop
9	**W Morgan St & N Stewart St**	1	0	1	0	Angle	None
10	**E Saline St & N Engineer Ave**	1	0	8	1	Angle	All Way Stop
11	**W Broadway Blvd & Winchester Dr**	0	0	173	2	Angle	Signalized
12	**W 16th St & S State Fair Blvd**	0	2	33	0	Angle	Two Way Stop
13	**W 16th St & Thompson Blvd**	0	2	96	0	Angle	Signalized
14	**E Broadway Blvd & S Engineer Ave**	0	2	52	0	Angle	Signalized

- Draft Priority Corridor Countermeasures

NOTICE ON CRASH DATA

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Corridors	Focus	Countermeasures	Cost (L-M-H)	Crash Reduction (L-M-H)	Typical Service Life (in years)	Priority	Safe Systems Approach	Partners	Rank
W Broadway Blvd (From Oak Grove Ln to S Limit Ave) Total Crashes: 942 Fatal Crashes: 6 Serious Crashes: 63 VRU Crashes: 9 Most Common Crash Type: Front to Rear Commercial Veh Crashes: 65 Corridor Length: 2.19 Miles	Corridor	Road Safety Audit	L-H	L-H	-	Short-Term	Safe Roads	MoDOT, Sedalia	5
		Corridor Access Management	L-M	M	20	Long-Term		MoDOT, Sedalia, Pettis Pettis County	
		Appropriate Speed Limits	L	L-M	15	Mid-Term	Safe Speeds	MoDOT, Sedalia, Law Enforcement	
		Variable Speed Limits	L-H	M-H	10				
	Pedestrian/Bicyclist	Crosswalk Visibility Enhancements	L-M	M	5	Short-Term	Safe Road Users	MoDOT, Sedalia	
		Leading Pedestrian Interval	L	L	20				
		Medians and Pedestrians Refuge Islands	M	M-H	20	Long-Term			
		Walkways	L-H	H	20	Mid-Term		MoDOT, Sedalia, Public Health	
	Intersections	Reduced Left-Turn Conflict Intersections	L-M	L-M	20	Long-Term	Safe Roads	MoDOT, Sedalia	
		Dedicated Left- and Right-Turn Lanes at Intersections	M	M	20	Mid-Term			
		Yellow Change Intervals	L-M	L	10	Short-Term	Safe Speeds		
Central Broadway Blvd (From S Quincy Ave to Rabcock Ave) Total Crashes: 565 Fatal Crashes: 0 Serious Crashes: 15 VRU Crashes: 10 Most Common Crash Type: Angle Commercial Veh Crashes: 31 Corridor Length: 1.82 Miles	Corridor	Road Safety Audit	L-H	L-H	-	Short-Term	Safe Roads	MoDOT, Sedalia	4
		Corridor Access Management	L-M	M	20	Long-Term		MoMoDOT, Sedalia, Pettis County	
		Appropriate Speed Limits	L	L-M	15	Mid-Term	Safe Speeds	MoDOT, Sedalia, Law Enforcement	
		Variable Speed Limits	L-H	M-H	10	Mid-Term			
	Pedestrian / Bicyclist	Bicycle Lanes	L-M	M	20	Mid-Term	Safe Road Users	MoDOT, Sedalia	
		Crosswalk Visibility Enhancements	L-M	M	5	Short-Term			
		Leading Pedestrian Interval	L	L	20	Short-Term			
		Medians and Pedestrians Refuge Islands	M	M-H	20	Long-Term			
		Walkways	L-H	H	20	Mid-Term		MoDOT, Sedalia, Public Health	
	Intersections	Reduced Left-Turn Conflict Intersections	L-M	L-M	20	Long-Term	Safe Roads	MoDOT, Sedalia	
		Dedicated Left- and Right-Turn Lanes at Intersections	M	M	20	Mid-Term			

Figure 6 - Picture displayed does not show complete list of Corridors (Sample only)

- Draft Priority Intersection Countermeasures
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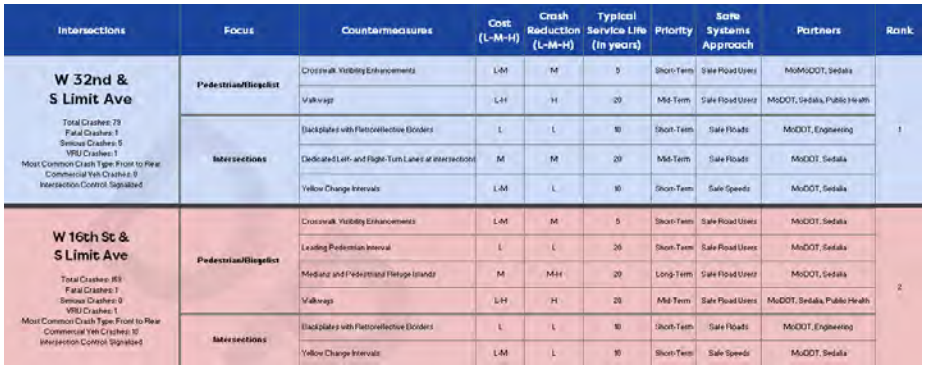

Intersections	Focus	Countermeasures	Cost (L-M-H)	Crash Reduction (L-M-H)	Typical Service Life (in years)	Priority	Safe Systems Approach	Partners	Rank
W 32nd & S Limit Ave Total Crashes: 79 Fatal Crashes: 1 Serious Crashes: 5 VRU Crashes: 1 Most Common Crash Type: Front to Rear Commercial Veh Crashes: 0 Intersection Control: Signalized	Pedestrian/Bicyclist	Crosswalk Visibility Enhancements	L-M	M	5	Short-Term	Safe Road Users	MoMoDOT, Sedalia	1
		Walkways	L-H	H	20	Mid-Term	Safe Road Users	MoDOT, Sedalia, Public Health	
	Intersections	Backplates with Retroreflective Borders	L	L	10	Short-Term	Safe Roads	MoDOT, Engineering	
		Dedicated Left- and Right-Turn Lanes at Intersections	M	M	20	Mid-Term	Safe Roads	MoDOT, Sedalia	
		Yellow Change Intervals	L-M	L	10	Short-Term	Safe Speeds	MoDOT, Sedalia	
W 16th St & S Limit Ave Total Crashes: 169 Fatal Crashes: 1 Serious Crashes: 9 VRU Crashes: 1 Most Common Crash Type: Front to Rear Commercial Veh Crashes: 92 Intersection Control: Signalized	Pedestrian/Bicyclist	Crosswalk Visibility Enhancements	L-M	M	5	Short-Term	Safe Road Users	MoDOT, Sedalia	2
		Leading Pedestrian Interval	L	L	20	Short-Term	Safe Road Users	MoDOT, Sedalia	
		Medians and Pedestrians Refuge Islands	M	M-H	20	Long-Term	Safe Road Users	MoDOT, Sedalia	
		Walkways	L-H	H	20	Mid-Term	Safe Road Users	MoDOT, Sedalia, Public Health	
	Intersections	Backplates with Retroreflective Borders	L	L	10	Short-Term	Safe Roads	MoDOT, Engineering	
		Yellow Change Intervals	L-M	L	10	Short-Term	Safe Speeds	MoDOT, Sedalia	

Figure 7 - Picture displayed does not show complete list of Intersections (Sample only)

TASK FORCE #3 SUMMARY 07.10.2024 SLIDE

Stakeholders were reminded of what Task Force #2 accomplished and that it helped us identify countermeasures that could be implemented at intersections and corridors in Sedalia. They were also shown a quick reminder of what FHWA proven countermeasures are.

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Task Force Meeting #2 Summary 07.10.2024

Meeting Purpose

- For the taskforce to verify the information and data, and to identify safety emphasis areas, priorities, and countermeasures to develop an SS4A Action Plan for the City of Sedalia.

Verified Data Presented

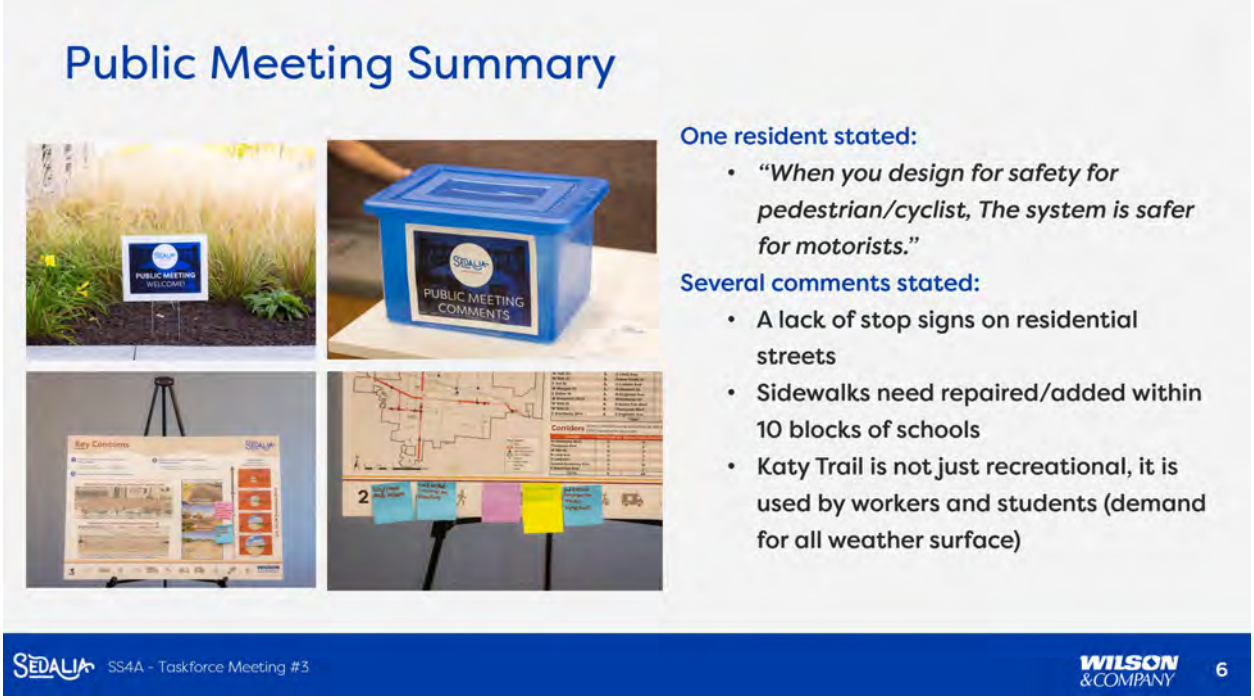
Identified Countermeasures in Breakout Groups

- 20 Countermeasures were identified for Sedalia

SEDALIA SS4A - Taskforce Meeting #3 WILSON &COMPANY 4

PUBLIC MEETING SUMMARY SLIDE

The stakeholders were also given a high-level summary of what was heard from residents who participated in the Public Meeting on 08.28.2024



QUICK HIN REVIEW/REMINDER

Stakeholders were shown the data driven HIN map of intersections and corridors in Sedalia and reminded of how the HIN network is identified.

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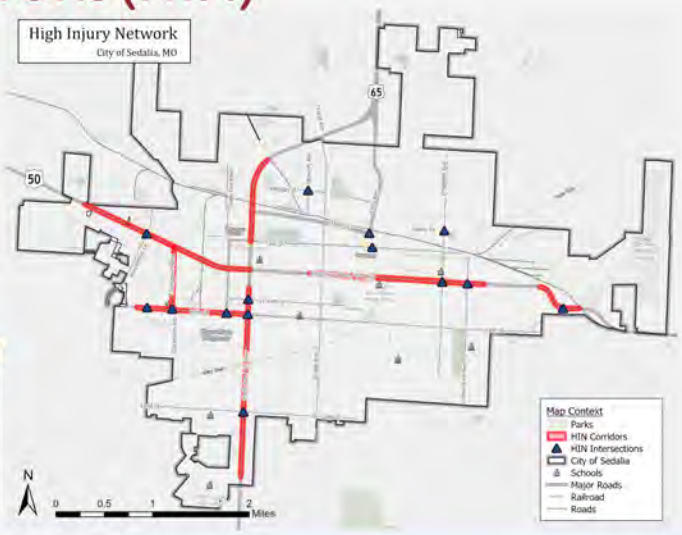
High Injury Network (HIN)

- Identifies highest injury rates on road segments & intersections
- Calculates Fatalities and Serious Injuries using Equivalent Property Damage Only (EPDO) method weights factors related to the societal costs

Corridor	Length (Miles)	Classification	Number of Lanes
W Broadway Blvd	2	Principal Arterial	5
Thompson Blvd	0.5	Minor Arterial	5
W 16th St	1	Minor Arterial	5
N Limit Ave	1	Principal Arterial	2
S Limit Ave	2	Principal Arterial	5
Central Broadway Blvd	2	Principal Arterial	5
E Broadway Blvd	0.5	Principal Arterial	4



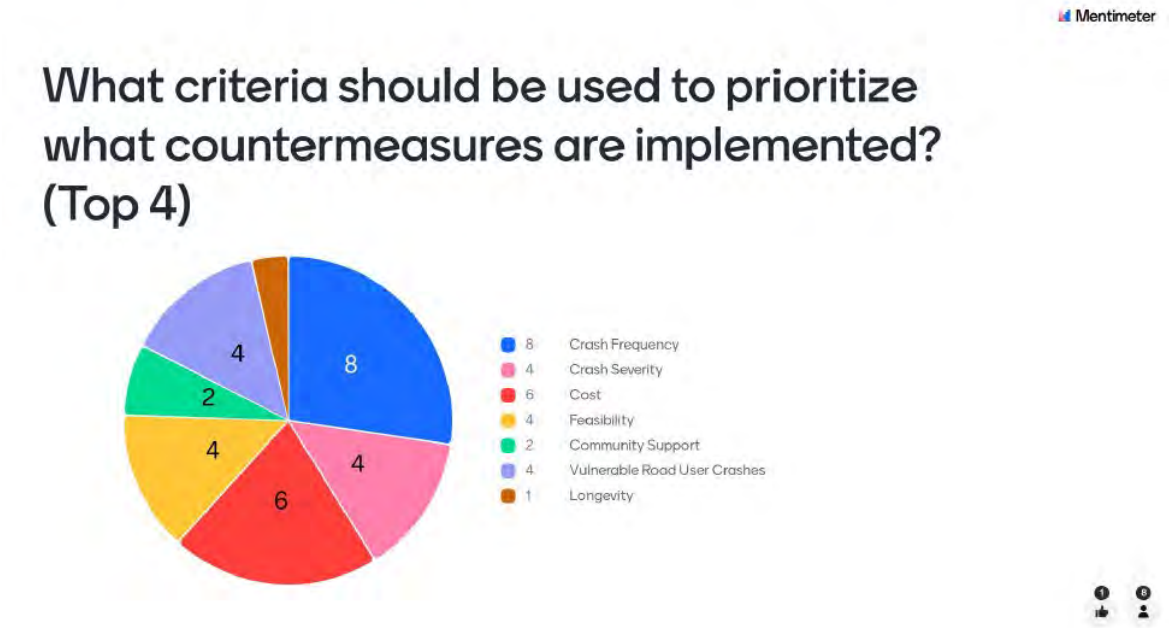
SEDALIA SS4A - Taskforce Meeting #3 WILSON &COMPANY 8

SURVEY USING MENTIMETER

Stakeholders participated in a survey using Mentimeter to better understand which countermeasures were identified and prioritized, how they should be implemented across Sedalia, and to identify challenges to implementation. It also provided direct stakeholder feedback that influenced the High Injury Network ranking order.

Q1) WHAT CRITERIA SHOULD BE USED TO PRIORITIZE WHAT COUNTERMEASURES ARE IMPLEMENTED? (TOP 4)

Stake holders were asked to pick their top 4 out of seven choices.



Results show that stakeholders think crash frequency, cost, crash severity, feasibility, and Vulnerable Road User crashes should be used to prioritize what countermeasures are implemented.

ADDITIONAL STAKEHOLDER THOUGHTS ON THE RESULTS OF Q1

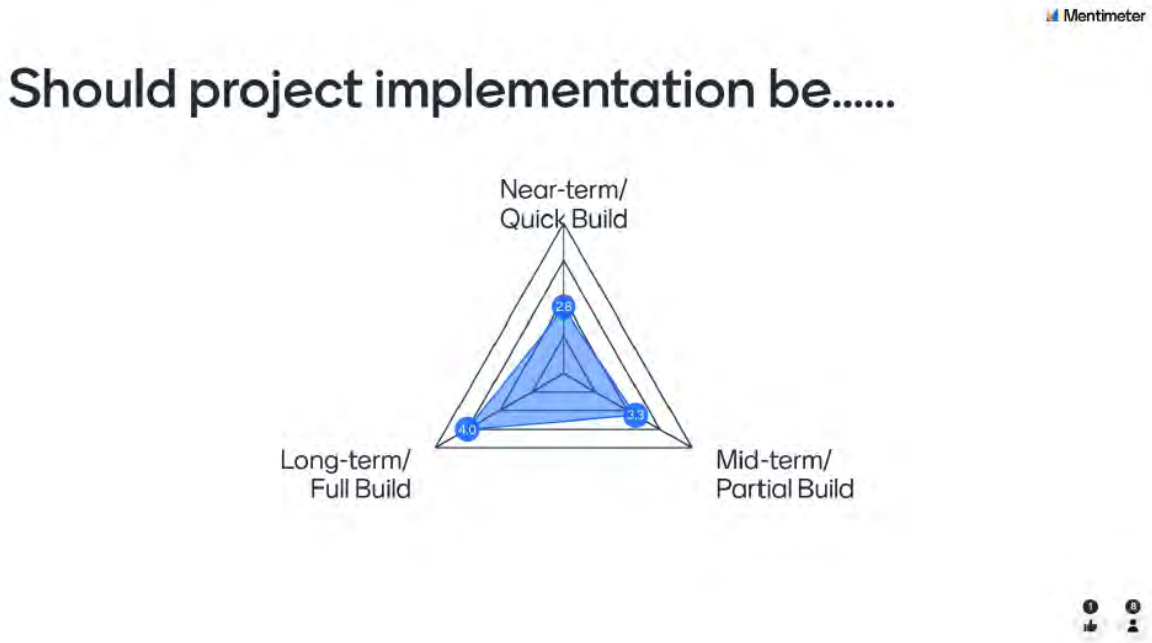
- Community support can be difficult and that maybe it could be higher on the voting pole

Q2) SHOULD PROJECT IMPLEMENTATION BE……

Stakeholders were asked to rank between

1. Near-term/Quick Build – within next 5 years
2. Mid-term/Partial Build – 5-10 years
3. Long-term/ Full Build – 10 years and over

Results show that a majority lean towards the Long/Full Build implementation with a mild emphasis on Near-term/Mid-term



ADDITIONAL STAKEHOLDER THOUGHTS ON THE RESULTS OF Q2

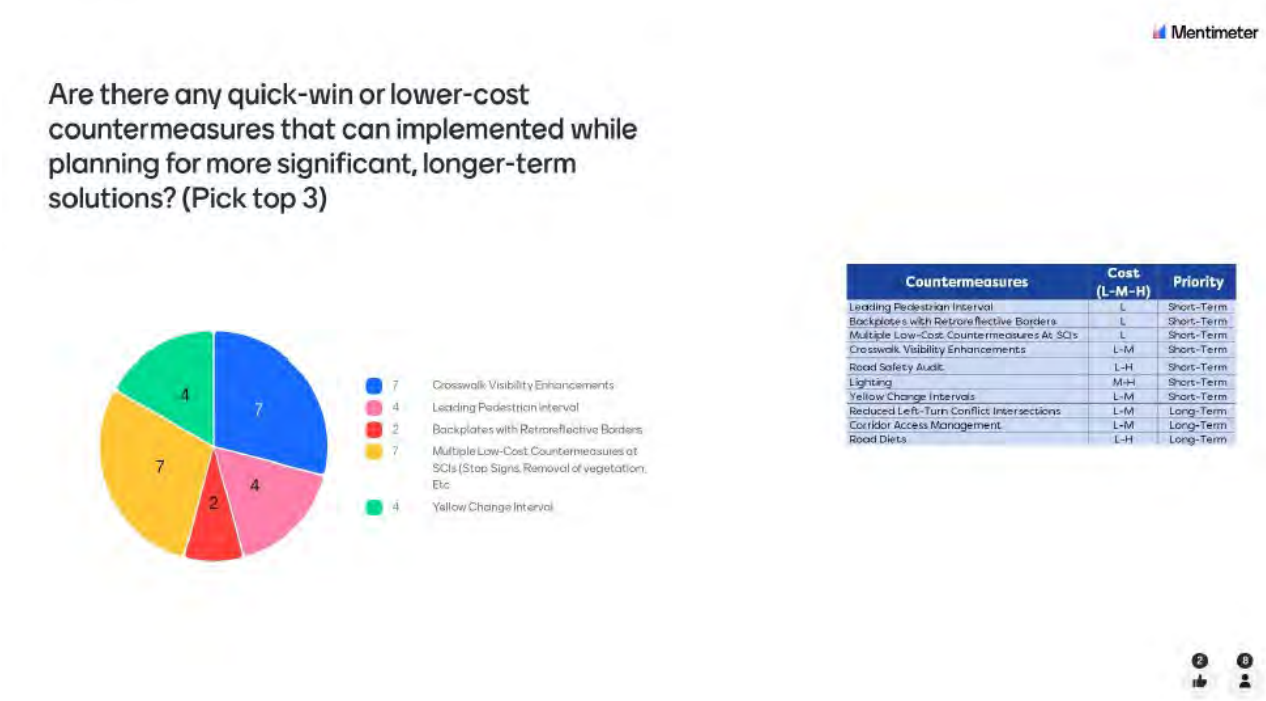
When asked if there were any additional thoughts on the approach for project implementation, stakeholders said:

- Depends on the intersection when trying to decide on the implementation approach, but ultimately don't want to waste money on doing near term quick builds if its more appropriate for a long-term full build project.

NOTICE ON CRASH DATA

Q3) ARE THERE ANY QUICK-WIN OR LOWER-COST COUNTERMEASURES THAT CAN BE IMPLEMENTED WHILE PLANNING FOR MORE SIGNIFICANT, LONGER-TERM SOLUTIONS? (PICK TOP 3)

The top three results show that stakeholders think crosswalk visibility enhancements, multiple low-cost countermeasures at SCIs, leading pedestrian interval, and yellow change interval are good countermeasures that are quick wins.



ADDITIONAL STAKEHOLDER THOUGHTS ON THE RESULTS OF Q3

- SS4A is a long-term game plan while quick fixes can be done internally because Sedalia has a great team in place to handle this
- Calming devices such as speed tables is something they are already implementing
- Some stakeholders were surprised that crosswalk visibility enhancements were ranked so high

NOTICE ON CRASH DATA

Q4) ARE THERE SAFETY MEASURES THAT WOULD ESPECIALLY BENEFIT PEDESTRIANS AND CYCLISTS? (TOP 10)

Stakeholders were asked to pick their top 10 countermeasures that would directly benefit pedestrians and cyclists. The options were:

1. Road Safety Audit
2. Corridor Access Management
3. Appropriate Speed Limits
4. Variable Speed Limits
5. Lighting
6. Bicycle Lanes
7. Crosswalk Visibility Enhancements
8. Leading Pedestrian Interval
9. Medians and Pedestrians Refuge Islands
10. Pedestrian Hybrid Beacons
11. Rectangular Rapid Flashing Beacon
12. Road Diets
13. Walkways
14. Backplates with Retroreflective Borders
15. Reduced Left-Turn Conflict Intersections
16. Multiple Low-Cost Countermeasures At SCIs
17. Dedicated Left- and Right-Turn Lanes at intersections
18. Yellow Change Intervals

The top results were:

1. Walkways
2. Road Safety Audit (RSA)
3. Lighting
4. Crosswalk Visibility Enhancements
5. Medians and Pedestrian Refuge Islands
6. Bicycle Lanes
7. Dedicated Left and Right Turn Lanes at Intersections
8. Corridor Access Management
9. Rectangular Rapid Flashing Beacon
10. Pedestrian Hybrid Beacons
11. Reduced Left-Turn Conflict Intersections.

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ADDITIONAL STAKEHOLDER THOUGHTS ON THE RESULTS OF Q4

NOTICE ON CRASH DATA

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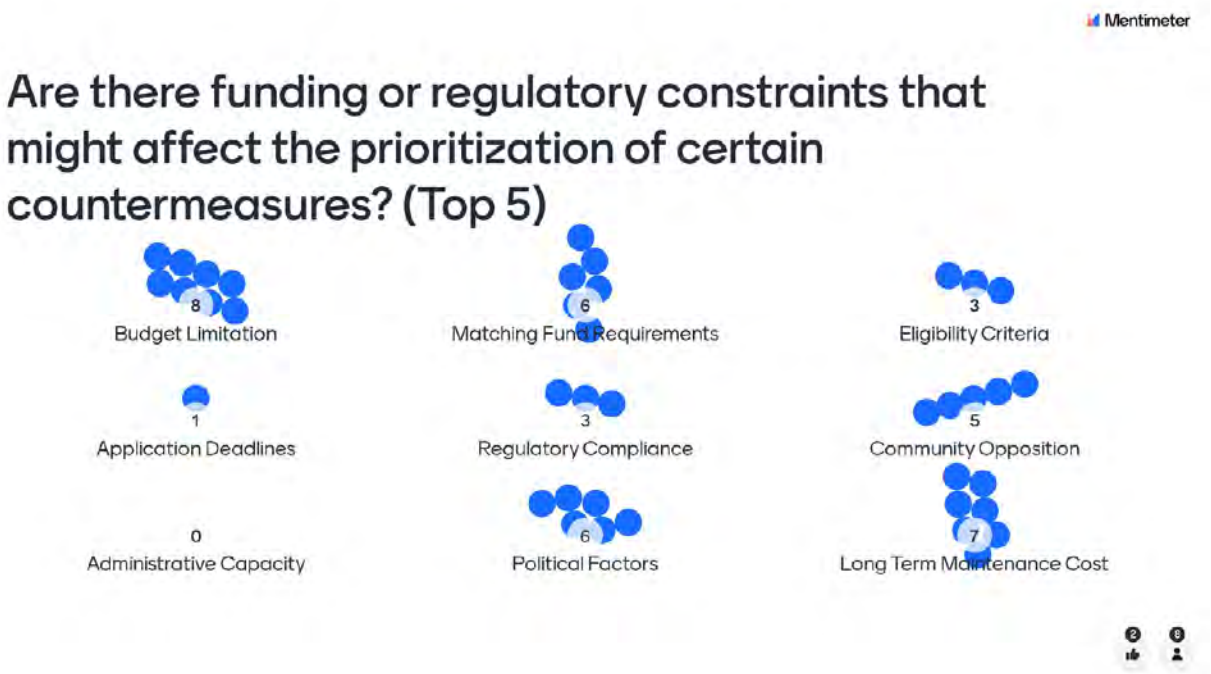
WILSON & COMPANY

- Shared use paths would be more beneficial to accommodate the growing popularity of scooters and other micromobility devices.
- An acknowledgement that a lack of sidewalks maybe be the reason for lack of walking?
- Internal Intersection audits have been done and have been able to remove inappropriate signage to make roads safer.
- Lighting varies on an intersection-by-intersection basis, but generally was agreed that it can be improved citywide

Q5) ARE THERE FUNDING OR REGULATORY CONSTRAINTS THAT MIGHT AFFECT THE PRIORITIZATION OF CERTAIN COUNTERMEASURES? (TOP 5)

Stakeholder results show that funding, long-term maintenance costs, political factors, and community opposition might affect the prioritization of certain countermeasures.



ADDITIONAL STAKEHOLDER THOUGHTS ON THE RESULTS OF Q5

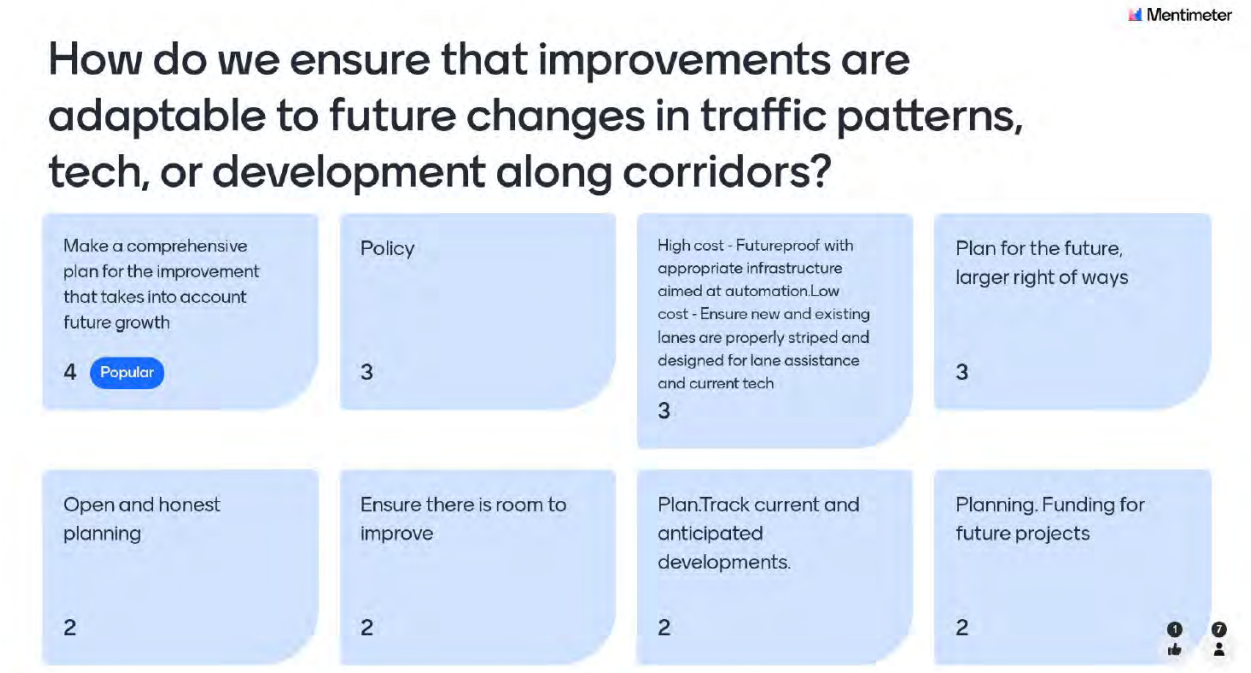
- It was stated that deadlines were not an issue with the right team in place
- Community opposition is mostly having a hard time accepting change
    - Opposition may affect the scale of the change.

Q6) WHAT BARRIERS EXIST CURRENTLY INTO IMPLEMENTING ROAD AND INFRASTRUCTURE PROJECTS? (COUNCIL APPROVAL, BUDGET, DOT SUPPORT, ETC...)

When asked about barriers to implementing road and infrastructure projects, funding and community support were shown to be the greatest barriers. A notable mention was the concern of not having a clear strategic plan.

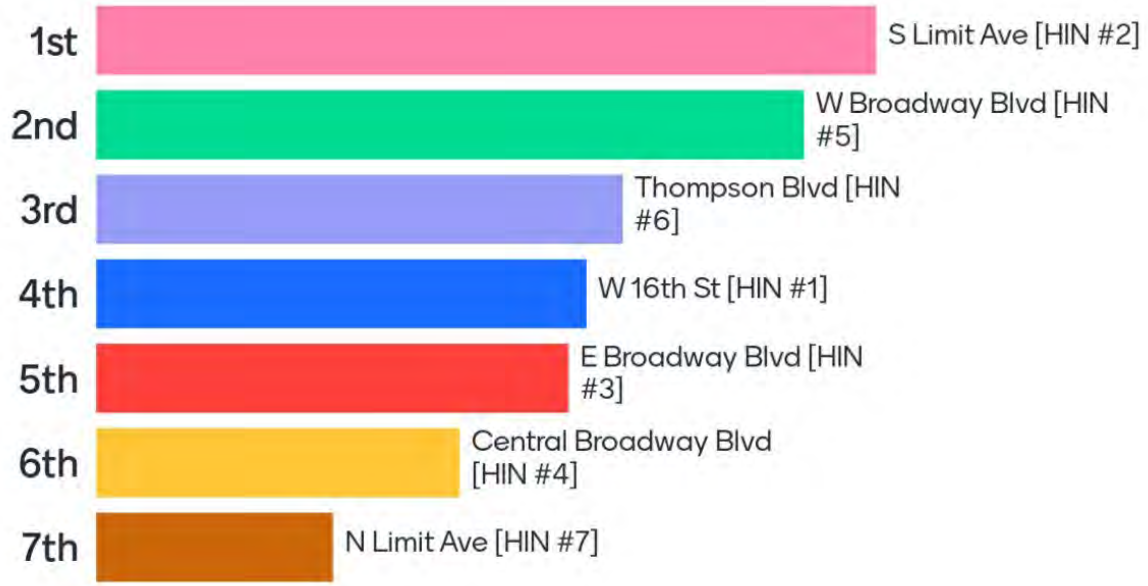
Q7) HOW DO WE ENSURE THAT IMPROVEMENTS ARE ADAPTABLE TO FUTURE CHANGES IN TRAFFIC PATTERNS, TECH, OR DEVELOPMENT ALONG CORRIDORS.

When asked how to ensure that improvements are adaptable to future changes in traffic patterns, tech, or development along corridors, participants' most popular responses were to make a comprehensive plan for the improvement that considers future growth. policy, and larger right of ways.



Q8) PRIORITIZE THE FOLLOWING CORRIDORS IN AN ORDER THAT BEST FITS SEDALIA'S NEEDS

Stakeholders were given a list of the HIN corridors that were identified using the EPDO method. They were asked to rank the corridors with one being the highest rank based on their own local knowledge. The ranking order was changed based on stakeholder input shown in the graphic below.



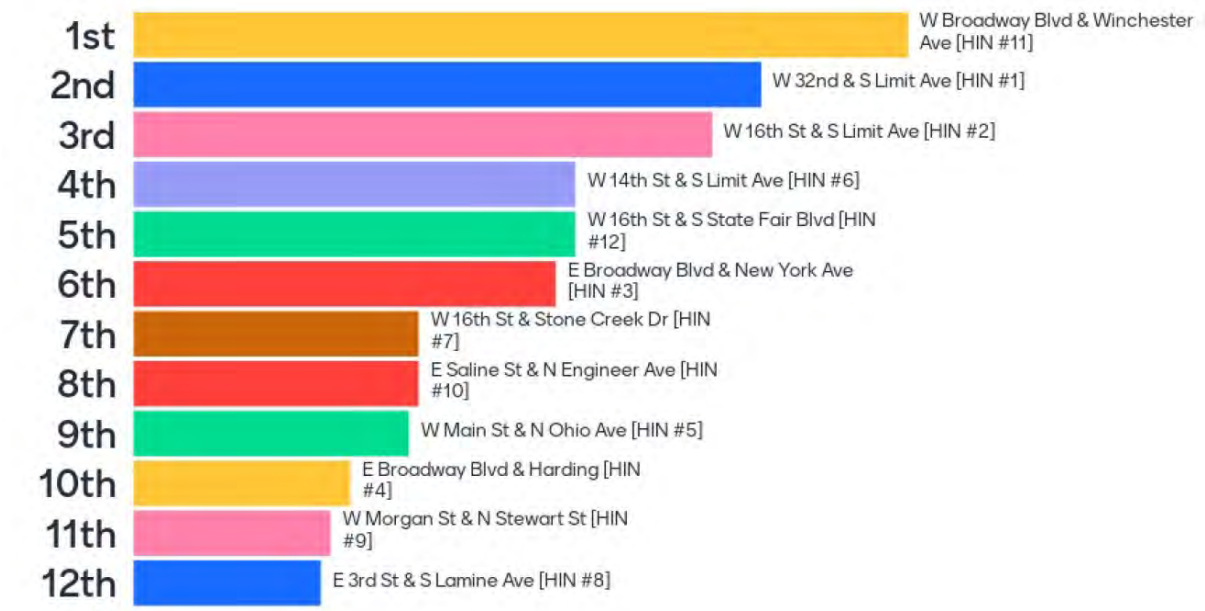
ADDITIONAL STAKEHOLDER THOUGHTS ON THE RESULTS OF Q8

- S limit Ave moved from the #2 spot to the #1 spot because there is a lot of future development planned for that area that wouldn't have been captured by the data.
- A high friction treatment would be great to see on E Broadway Blvd which moved from the #3 spot to the #5 spot based on stakeholder input.
- At Central Broadway Blvd there has been people running across the street near S Marvin Ave.

Q9) PRIORITIZE THE FOLLOWING INTERSECTIONS IN AN ORDER THAT BEST FITS SEDALIA'S NEEDS

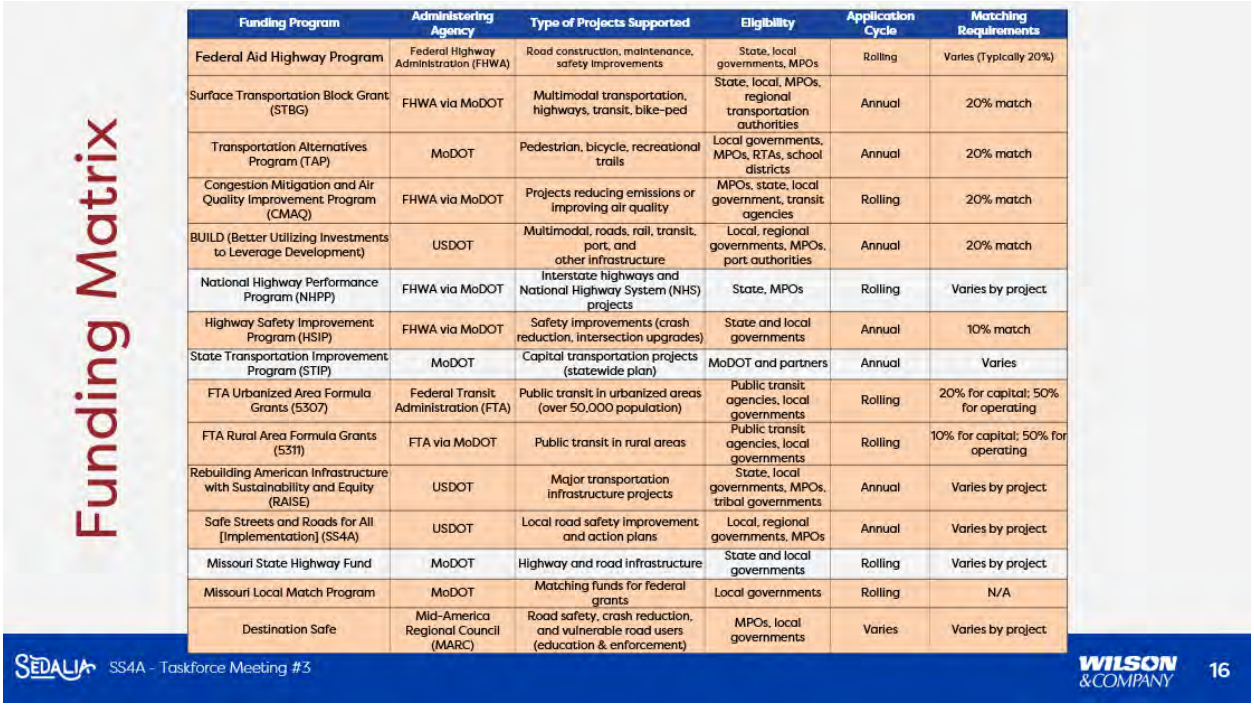
Stakeholders were given a list of the HIN intersections that were identified using the EPDO method. They were asked to rank the intersections with one being the highest rank based on their own local knowledge. The ranking order was changed based on stakeholder input shown in the graphic below.

Most notably is that W Broadway & Winchester Ave moved from the #11 spot to the #1 spot and W 16th St & S State Fair Blvd moved from the #12 spot to the #5 spot based on stakeholder Input.



FUNDING MATRIX

A funding matrix was shown to the taskforce and briefly discussed what most of the grants purposes are.



Funding Program	Administering Agency	Type of Projects Supported	Eligibility	Application Cycle	Matching Requirements
Federal Aid Highway Program	Federal Highway Administration (FHWA)	Road construction, maintenance, safety improvements	State, local governments, MPOs	Rolling	Varies (Typically 20%)
Surface Transportation Block Grant (STBG)	FHWA via MoDOT	Multimodal transportation, highways, transit, bike-ped	State, local, MPOs, regional transportation authorities	Annual	20% match
Transportation Alternatives Program (TAP)	MoDOT	Pedestrian, bicycle, recreational trails	Local governments, MPOs, RTAs, school districts	Annual	20% match
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FHWA via MoDOT	Projects reducing emissions or improving air quality	MPOs, state, local government, transit agencies	Rolling	20% match
BUILD (Better Utilizing Investments to Leverage Development)	USDOT	Multimodal, roads, rail, transit, port, and other infrastructure	Local, regional governments, MPOs, port authorities	Annual	20% match
National Highway Performance Program (NHPP)	FHWA via MoDOT	Interstate highways and National Highway System (NHS) projects	State, MPOs	Rolling	Varies by project
Highway Safety Improvement Program (HSIP)	FHWA via MoDOT	Safety improvements (crash reduction, intersection upgrades)	State and local governments	Annual	10% match
State Transportation Improvement Program (STIP)	MoDOT	Capital transportation projects (statewide plan)	MoDOT and partners	Annual	Varies
FTA Urbanized Area Formula Grants (5307)	Federal Transit Administration (FTA)	Public transit in urbanized areas (over 50,000 population)	Public transit agencies, local governments	Rolling	20% for capital; 50% for operating
FTA Rural Area Formula Grants (5311)	FTA via MoDOT	Public transit in rural areas	Public transit agencies, local governments	Rolling	10% for capital; 50% for operating
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	USDOT	Major transportation infrastructure projects	State, local governments, MPOs, tribal governments	Annual	Varies by project
Safe Streets and Roads for All (Implementation) (SS4A)	USDOT	Local road safety improvement and action plans	Local, regional governments, MPOs	Annual	Varies by project
Missouri State Highway Fund	MoDOT	Highway and road infrastructure	State and local governments	Rolling	Varies by project
Missouri Local Match Program	MoDOT	Matching funds for federal grants	Local governments	Rolling	N/A
Destination Safe	Mid-America Regional Council (MARC)	Road safety, crash reduction, and vulnerable road users (education & enforcement)	MPOs, local governments	Varies	Varies by project

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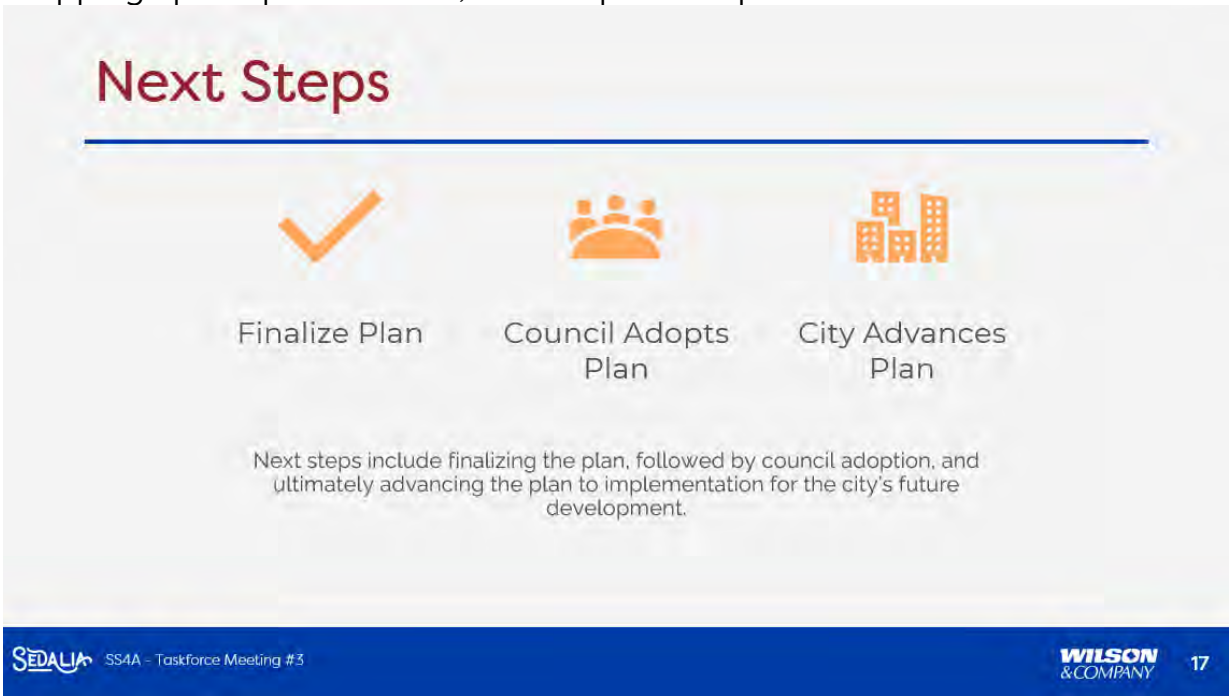
NEXT STEPS

Wrapping up the presentation, next steps in the process were discussed.



WEBSITE

A website with project information and access to the online survey was created and shared through the city's webpage. (https://www.ss4asedalia.com/)

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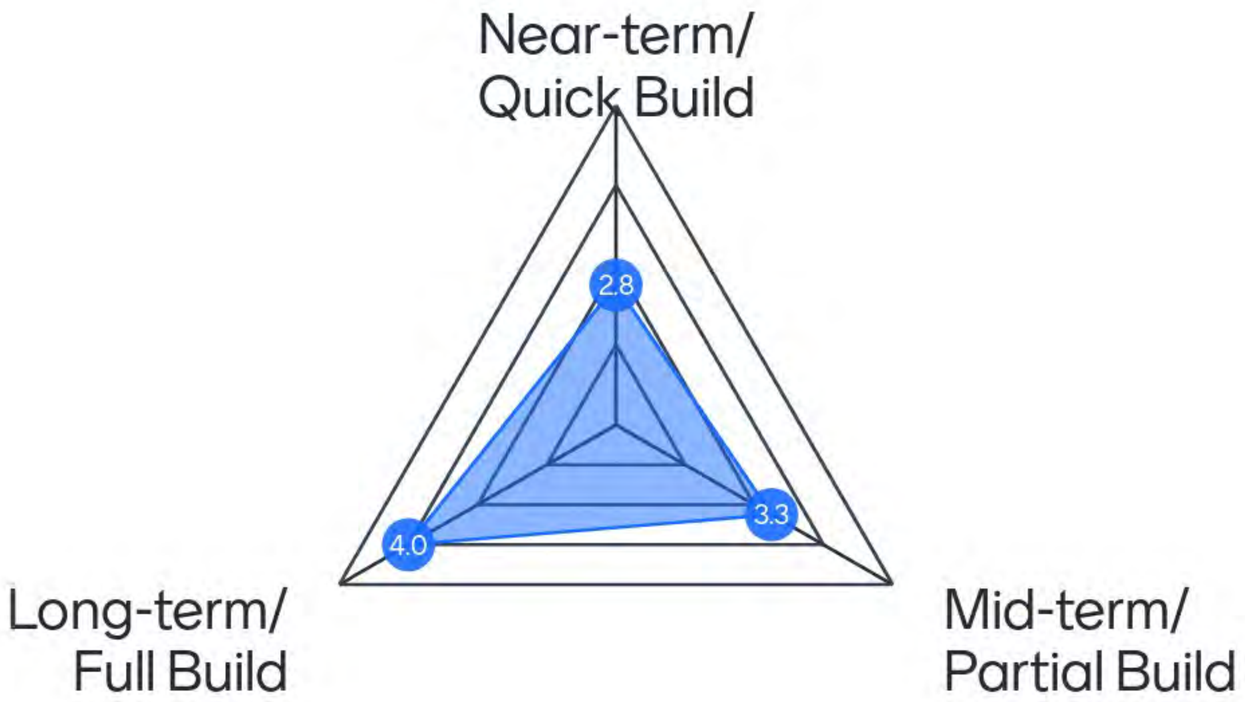
Appendix B

Task Force 3 Stakeholder Survey Results

What criteria should be used to prioritize what countermeasures are implemented? (Top 4)

8	Crash Frequency
4	Crash Severity
6	Cost
4	Feasibility
2	Community Support
4	Vulnerable Road User Crashes
1	Longevity

Should project implementation be.....

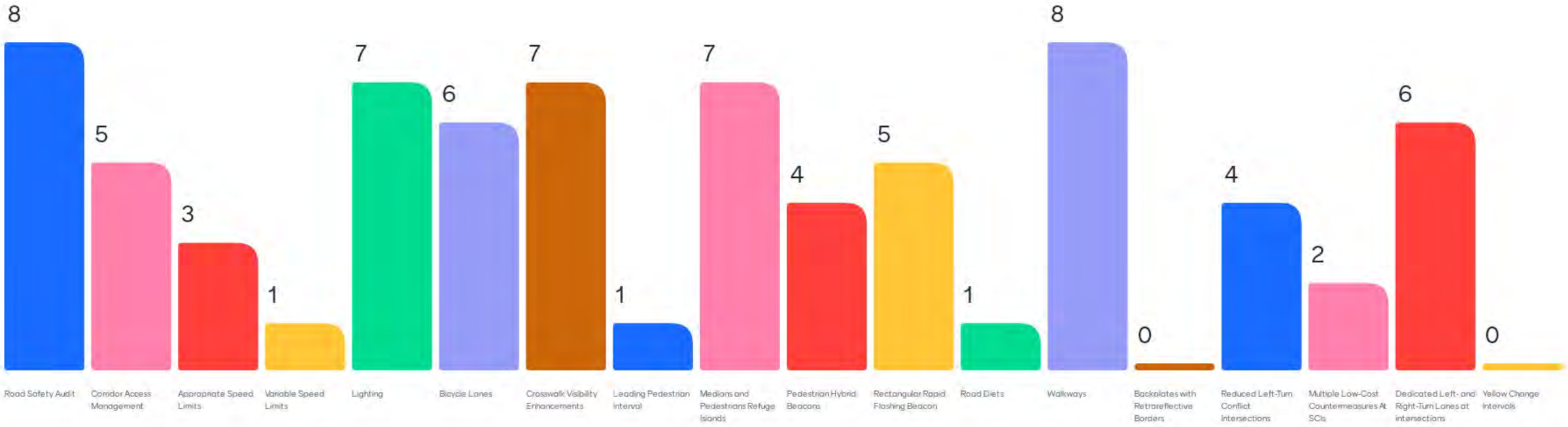


Are there any quick-win or lower-cost countermeasures that can implemented while planning for more significant, longer-term solutions? (Pick top 3)

- 7 Crosswalk Visibility Enhancements
- 4 Leading Pedestrian Interval
- 2 Backplates with Retroreflective Borders
- 7 Multiple Low-Cost Countermeasures at SCIs (Stop Signs, Removal of vegetation, Etc.
- 4 Yellow Change Interval

Countermeasures	Cost (L-M-H)	Priority
Leading Pedestrian Interval	L	Short-Term
Backplates with Retroreflective Borders	L	Short-Term
Multiple Low-Cost Countermeasures At SCIs	L	Short-Term
Crosswalk Visibility Enhancements	L-M	Short-Term
Road Safety Audit	L-H	Short-Term
Lighting	M-H	Short-Term
Yellow Change Intervals	L-M	Short-Term
Reduced Left-Turn Conflict Intersections	L-M	Long-Term
Corridor Access Management	L-M	Long-Term
Road Diets	L-H	Long-Term

Are there safety measures that would especially benefit pedestrians and cyclists? (Top 10)



1 8

Are there funding or regulatory constraints that might affect the prioritization of certain countermeasures? (Top 5)

Budget Limitation

Matching Fund Requirements

Eligibility Criteria

Application Deadlines

Regulatory Compliance

Community Opposition

0

Administrative Capacity

Political Factors

Long Term Maintenance Cost

What barriers exist currently into implementing road and infrastructure projects? (Council Approval, Budget, DOT support, Etc...)

Funding

6 Popular

Budget, community support, Facebook

4

Absence of a clear strategic plan

3

Cooperation with MoDot , Budget, Community suport

3

MoDOT

2

Agreement on priorities

2

MoDot approval all the above

2

Lack of cooperation by County.

1

What barriers exist currently into implementing road and infrastructure projects? (Council Approval, Budget, DOT support, Etc...)

Clicky

BUDGET, Support of citizens.

All the above

Historically, how do traffic flow, land use, and adjacent land ownership affect the decision to make safety improvements?

Cooperation is needed

7 Popular

Community cooperation Funding

5

Started as cow paths so not wide enough

3

Slow moving, lots of resistance.

3

Who pays for what. Does it affect customers and income, even if its in perception only.

3

Slow or stop the safety improvements

2

Downtown built up next to road

1

Through streets lacking

How do we ensure that improvements are adaptable to future changes in traffic patterns, tech, or development along corridors?

Make a comprehensive plan for the improvement that takes into account future growth

4 Popular

Policy

3

High cost - Futureproof with appropriate infrastructure aimed at automation.Low cost - Ensure new and existing lanes are properly striped and designed for lane assistance and current tech

3

Plan for the future, larger right of ways

3

Open and honest planning

2

Ensure there is room to improve

2

Plan.Track current and anticipated developments.

2

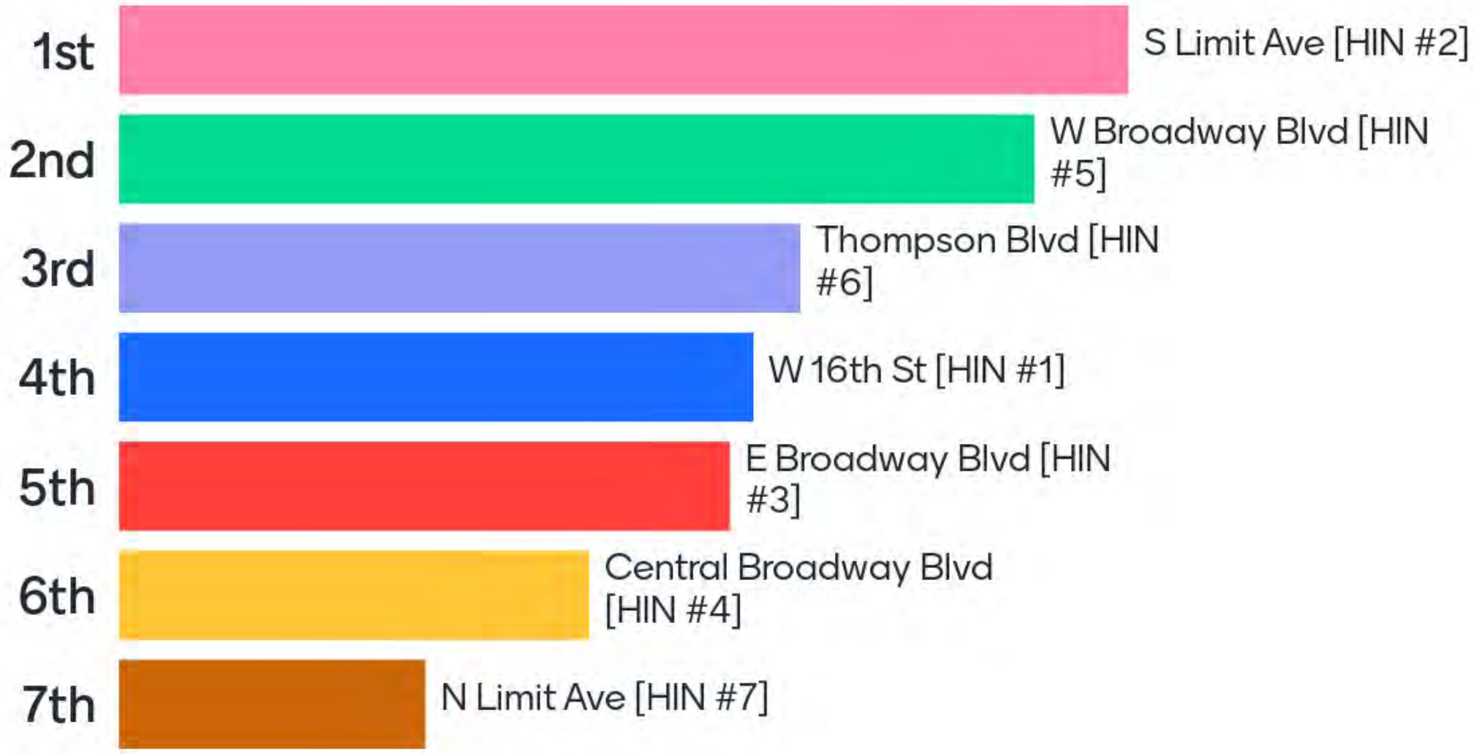
Planning. Funding for future projects

2

How do we ensure that improvements are adaptable to future changes in traffic patterns, tech, or development along corridors?

Aquire as much ROW as we can

Prioritize the following corridors in an order that best fits Sedalia's needs. (1 being most important)



Prioritize the following intersections in an order that best fits Sedalia's needs. (1 being most important)(Currently in EPDO severity ranking order)

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