

4.3.b PEDESTRIAN/BICYCLIST

The ability to walk or bike to locations in the community is an important element of a strong mobility framework. The two most common forms of pedestrian routes are trails and sidewalks, and trails provide the necessary facilities for recreational bicyclists.

Trails: Although trails are a component of the parks and recreation system, they warrant special mention in regards to mobility. The trails system recommended in Sedalia is a city-wide system. When combined with sidewalks, the pedestrian connectivity is at a comparable level to the vehicular road system. The future trail system, as presented in Figure 4-15 in Section 4.4 depicts this connectivity. Trails will connect to parks, travel down major thoroughfares and pass through rural areas. In order to ensure the maximum potential is achieved, the trail system should link commercial and employment locations to neighborhoods. By making these connections between origin and destination points, residents can utilize the trail system instead of a personal automobile to get to key locations. The Katy Trail designation provides an important backbone for a pedestrian and bicycle trail network in Sedalia.

Sidewalks: The other element of pedestrian connectivity in Sedalia is that of sidewalks. While the major roadway pattern is determined by vehicle traffic, the sidewalk system ensures that pedestrians may use these same routes safely and efficiently. The current state of sidewalks in Sedalia is a disconnected system with interruptions in the pedestrian route. Furthermore, many sidewalks adjacent to high-speed/high-traffic roadways have little to no streetscaping enhancements to provide shelter to pedestrians. Along roadways with high-speed and high-traffic volumes, the pedestrian should be protected from vehicles by streetscaping elements such as street trees, planters, street lights, benches, and other elements. City staff, officials and developers should commit to linking the city of Sedalia with a complete system of sidewalks.

Pedestrian and Bicyclist Goals

- PB.1:** Sedalia will become a community known for its pedestrian connectivity.
- PB.2:** Sedalia will become a community with a completely linked system of trails.
- PB.3:** Sedalia will become a community with a completely linked sidewalk system.

The Strategies to implement the Pedestrian and Bicyclist Goals can be found in Chapter Five: Implementation.



Public trail system
Source: Gould Evans



Community sidewalk connectivity
Source: Gould Evans



Amtrak station in Sedalia
Source: John Simmons

4.3.c PUBLIC TRANSIT

Communities all across the United States are recognizing the need for transit systems in the form of trolley, bus or light rail. While the goal is attainable, Sedalia does not currently have the level of need that would facilitate a ‘full-time’ transit system. The future hope is that as Sedalia continues to grow the need for transit may rise and city officials would consider accommodating one or more types of these systems. Current transit opportunities in Sedalia include a city bus service, Older Adults Transportation Systems (OATS) and regional transportation providers such as the Sedalia Memorial Airport and Amtrak.

Public Transit Goals

PT.1: Efficiencies of existing transit systems will be improved in Sedalia.

PT.2: Sedalia will plan for future transit needs.

The Strategies to implement the Public Transit Goals can be found in Chapter Five: Implementation.

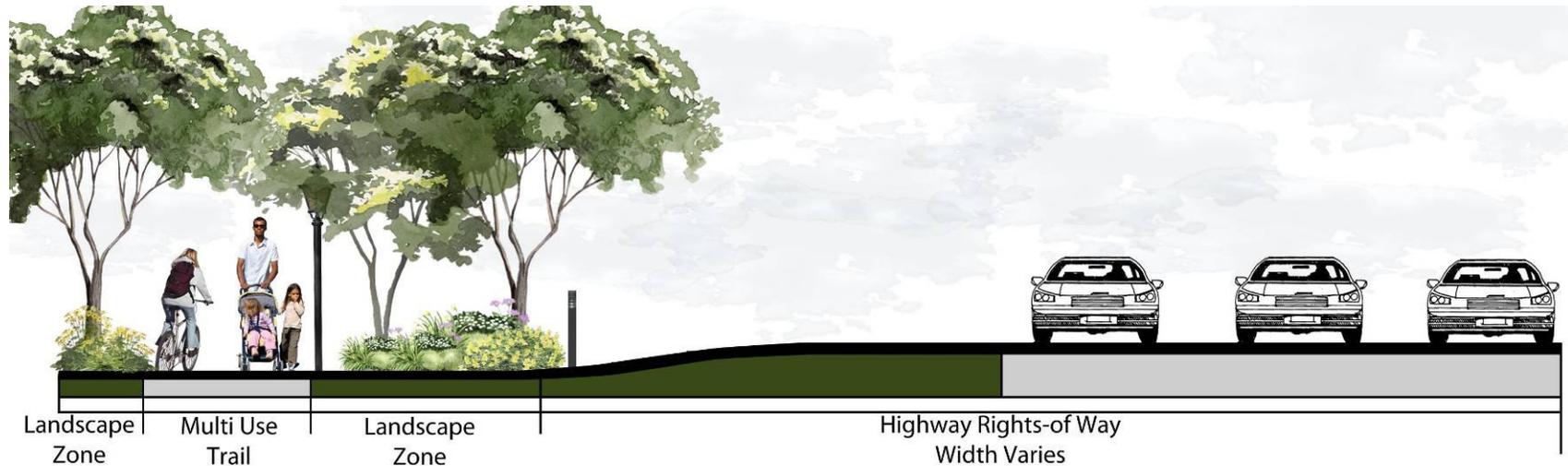
4.3.d COMPLETE STREETS

A system of complete streets will benefit Sedalia tremendously. A complete street refers to a mobility framework which accommodates all measures of mobility from vehicles, bikes, pedestrians and public transit. While all of these modes of transportation are not present in every street, a comprehensive multi-modal mobility system allows multiple means to reach destinations. Some features in a complete street include connected sidewalks, bike lanes, wide shoulders, raised and well placed crosswalks, bus pullouts, center medians with trees and ground cover and the inclusion of trails systems. Citizens will have ever greater opportunities to walk, bike and ride public transit; this will encourage community health and lessen congestion from the personal automobile. The graphic below depicts one example of a complete street. The street could accommodate bus transit as well as automobiles, and in this example the bicycle traffic shares the trail with pedestrians.

Complete Streets Goals

CS.1: Sedalia will become a city of complete streets.

The Strategies to implement the Complete Streets Goal can be found in Chapter Five: Implementation.



Example of a complete street
Source: Gould Evans



Existing unimproved Commerce Corridor in Sedalia
Source: Gould Evans



Existing road with boulevard treatment in Sedalia
Source: Gould Evans

4.4 COMMUNITY DEVELOPMENT

Figure 4-15 is a concept map that graphically represents Sedalia’s future character elements. However, Sedalia’s Community Identity also includes Institutional and Identity Corridor components which are not identified in Figure 4-15. Components illustrated on Figure 4-15 include the Identity Corridor elements of Commerce Corridors and Enhanced Corridors, Gateways, Key Intersections and Parks and Open Spaces. Each of the separate components will work together to create a unique identity for Sedalia’s future.

Two more elements that help to define the future character of Sedalia are Community Services and Institutions. Community Services such as water and sewer service, street maintenance and trash can contribute to the community’s character and as such is contained in this Community Development section of the Sedalia Plan. Institutional uses such as libraries, post offices and semi-public uses also contribute to the overall community character.

4.4.a IDENTITY CORRIDORS

Sedalia has three identified corridor types: Commerce Corridors, Enhanced Corridors and Local Streets. Two of these corridors are defined based on a combination of the function of the transportation route and the placement of existing and future land uses adjacent to the roadway. These corridor types include Commerce Corridors and Enhanced Corridors. Where Identity Corridors cross, Key Intersections have been located. Based on the significance of the location, a level of service will be applied including streetscaping, signage, lighting, ornamental design, informational platforms and in some cases Gateways (see section 4.3.d).

Commerce Corridors include segments of Broadway Boulevard, Limit Avenue and Main Street. The land use development pattern for these corridors are general merchandise and convenience destinations for residents community-wide in addition to highway commuters. Automobile-oriented commerce corridors are designed for good brand visibility and convenience through ample and consolidated parking. Little to no residential activity occurs along these corridors, however, sometimes small office and professional services occur in these areas. These development patterns should encourage pedestrian activity through site design and connections to surrounding neighborhoods.

Enhanced Corridors include segments of Broadway Boulevard, 16th Street, Grand Avenue and segments of Ohio Street. Enhanced corridors are intended to accommodate both

vehicular and other types of traffic while incorporating a boulevard feel and smaller scale environment into them. At key intersections higher density residential activity may occur and some mixed-use centers may also be located along enhanced corridors.

Local Streets accommodate nearly 90 percent of the community’s traffic, while on a lower mile per hour basis. Local streets will be surrounded mainly by residential activity and little to no business will be located in areas with local streets dominating the road hierarchy. The focus of local streets will be to establish clearly defined neighborhoods which will incorporate their own unique identity into street signage and entrances.

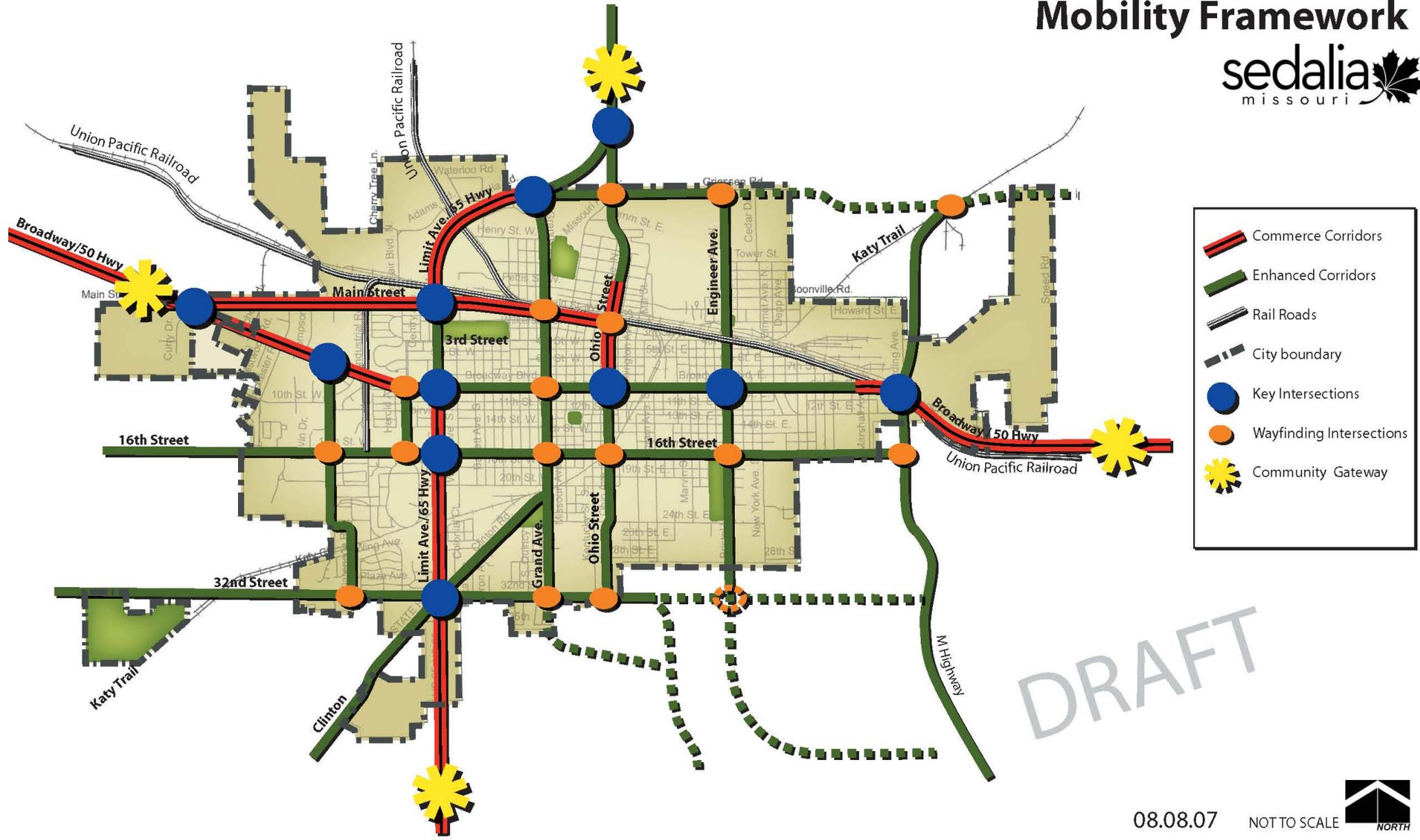
Identity Corridors Goal

IC.1: Sedalia will establish Identity Corridors.

The Strategies to implement the Identity Corridors Goal can be found in Chapter Five: Implementation.



Local unimproved street
Source: Gould Evans



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08.08.07 NOT TO SCALE 

Figure 4-15: Future Mobility and Community Identification Map
Source: Gould Evans

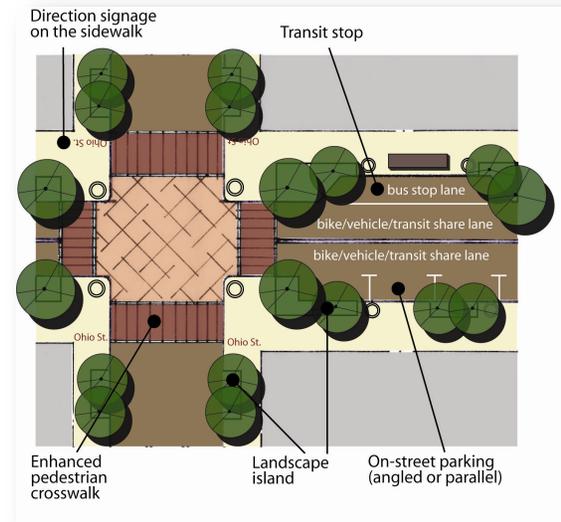
4.4.b GATEWAYS AND KEY INTERSECTIONS

Gateways and key intersections have an important impact for citizens and visitors to the community. Gateway features clearly signal the entrance or exit of a particular community, and an effective gateway feature can help those passing through Sedalia to remember the area. The uniqueness that a strong gateway feature may possess is an important factor in creating community pride and identity. Key intersections can help to place one within Sedalia, helping to guide traffic, both vehicular and pedestrian as well as identifying districts, educational institutions and community attractions.

Gateways: Gateway features can range from signage and small monuments to grand statues and water features. Grand Gateways should be reserved for the intersections identified as Key Intersections. The Gateway features chosen for the respective intersection should be in context with the corridor type or types the intersection is located on. For example, a Gateway feature with high visibility design would typically be used for areas along Commerce Corridors. In contrast, a more modest Gateway feature may be used on an Enhanced Corridor, due to the adjacent development patterns. The four locations recommended for Gateway features are the north, south, east and west entrances to Sedalia which occur at : Broadway/50 Highway on the east and west side of town, Limit/Hwy 65 on the south edge and, on the north side, the intersection of Limit/65 Hwy and Ohio Street. Another possible location would be at the intersection of Broadway/US Highway 50 and Limit/65 Highway, which is the vehicular heart of Sedalia. It has been recently reconstructed so this offers a chance to add a new gateway feature to the crossroads.

Key Intersections: Eleven Key Intersections are identified in this plan as shown in Figure 4.15. Key Intersections are simply where differing corridor concepts intersect. The uniqueness created by the blending of the corridor characteristics and traits signifies an importance of the intersection. Visual amenities such as public art, streetscaping, landscaping and gateway features, done in the context of the corridor themes, would help set Sedalia apart from neighboring communities through its recognition of the importance of public space and its celebration of the community.

Sculpture in the Park Program: Sedalia currently has pieces of sculpture by regional artists in Liberty Park, Liberty Center , Bothwell Regional Health Center and at the Municipal Building. This Sculpture in the Park program should continually be expanded and sponsored by the Sedalia Parks and Recreation Department.



Example of key intersection
Source: Gould Evans



Example of a gateway feature
Source: Gould Evans



Key Intersection Wayfinding marker

Source: Gould Evans



Example of Key Intersection

Source: Gould Evans

Gateways and Key Intersections Goals

GKI.1: Sedalia will have strong community gateways.

GKI.2: Key intersections within Sedalia will become an integral part of the community.

GKI.3: Sedalia's Sculpture in the Park Program will be expanded.

The Strategies to implement the Gateways and Key Intersections Goals can be found in Chapter Five: Implementation.

4.4.c PARKS AND RECREATION

Public parks, trails, recreation and open spaces are viewed as a complete network of linear trails/linkages, facilities/programs, and neighborhood, community and regional parks. The parks and recreation opportunities within Sedalia have been noted by most residents as being sufficient to serve the needs of Sedalia. The focus in the future is to develop a trail network that links existing parks and recreation opportunities together. The overarching goal is for parks and open spaces to fit into a network approach of community-wide provision.

Trails are used to link together a system of neighborhood, community and regional parks. However, trails may serve as both a recreational use and as an alternative route in Sedalia’s mobility framework. Trails can be used to link neighborhoods to mixed-use districts and downtown. Trails may occur along prominent geographic or natural features or along man-made corridors such as boulevards, roadways, utility rights-of-way and rail lines. Trails often include drainageways, utility corridors and railroad rights of way and require 4 acres per every 1,000 population. This network of trails will focus on developing city-managed routes in cooperation with the existing Katy Trail. The Katy Trail is a State of Missouri owned and operated facility that is connected to the American Discovery Trail. The American Discovery Trail spans across the middle of the United States from Washington D.C. to California.

Neighborhood Parks are a critical component to any successful community. These facilities often act as gathering places for people within the neighborhood. Typical facilities include play equipment for all ages of children, picnic areas with shelters, informal ball fields, tennis courts, restrooms and landscaping. Neighborhood parks serve population ranging from 1,000 to 5,000 and a radius of ¼ to ½ mile of the park. The acres required for a neighborhood park is 5 per every 1,000 population. There are currently no neighborhood parks in Sedalia; therefore, this plan recommends that neighborhood parks be incorporated into future subdivisions. Maintenance of numerous small parks spread out geographically throughout a community increases city costs for maintenance. As a result, neighborhood parks may be maintained through neighborhood and homeowner associations. Methods of development and maintenance need to be explored based on an appropriate funding approach.



Katy Trail- Sedalia
Source: Gould Evans



Neighborhood Park
Source: Gould Evans



Community Park-Sedalia

Source: Gould Evans



Regional Park

Source: Gould Evans

Community Parks are key components of a healthy community. These parks act as gathering places for people from different neighborhoods or areas of the City. These parks often have the widest variety of recreation amenities including picnic shelters, swimming pools, sports fields and courts, playground equipment, water features, and flower gardens and serve a ½ to 3 mile radius and 15,000 to 20,000 people. By national standards, these parks require 3 acres per every 1,000 population. Existing community parks include Hubbard Park, Liberty Park, Centennial Park, Housel Park and Vermont Park.

Regional Parks are gathering places for the people of Sedalia, people from other surrounding communities, and people just passing through. Typical facilities include campgrounds, picnic areas, nature centers, wildlife sanctuaries and golf courses. National standards indicate that the size for a regional park is 4 acres per every 1,000 population. Currently, Sedalia has two regional parks: Clover Dell Park and Katy Park.

- 1) *Clover Dell Park* is a 173 acre recreation facility located about 8/10 of a mile west of the City limits. Facilities at Clover Dell include a soccer complex, an archery range, an internal trail system, wetlands, a 12 acre pond, restrooms, and a concession stand.
- 2) *Katy Park* is an 18 acre park located adjacent to the Katy Trail. Since it is often used by hikers and bicyclists as a stopping point on their tract along the Katy Trail, it is categorized as a regional park. However, similar to community parks, Katy Park has a wide variety of facilities including a skateboard park, playground, restroom facilities, water fountains, picnic shelters, and practice fields for softball and soccer.

Parks and Recreation Goals

PR.1: Sedalia will have a completely linked system of trails.

PR.2: Sedalia will incorporate all levels of parks into its parks and recreation system.

The Strategies to implement the Parks and Recreation Goals can be found in Chapter Five: Implementation.

Parks & Open Space

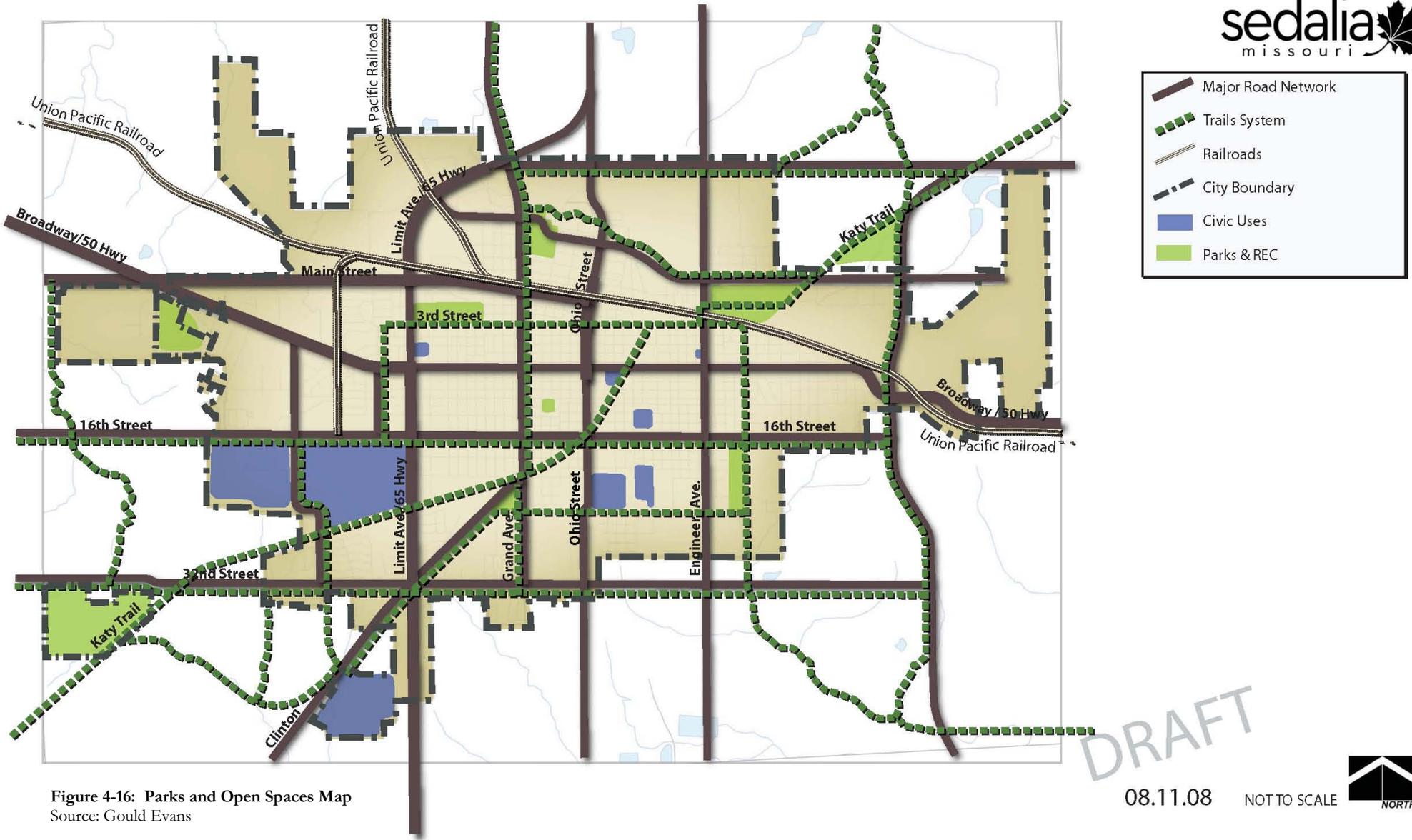


Figure 4-16: Parks and Open Spaces Map
Source: Gould Evans

08.11.08 NOT TO SCALE





Water tower-community services
Source: Gould Evans

4.4.d COMMUNITY SERVICES

Public infrastructure and facilities, streets, police and fire services are a major contributor to quality of life, sanitation and public safety in a community. While currently, the community services being provided to Sedalians may be considered adequate, there are always strategies to improve the level of services being offered to citizens.

Many elements of public infrastructure have advanced a great deal in technology, and the knowledge of how water and wastewater can affect a population serves as a factor in remediating these problems. As a result, state and federal mandates increasingly add requirements on the use and output of public systems. This increases the amount of a city's funds which need to be used to update, improve upon and maintain city streets, water and sewer systems and refuse collection and disposal.

Having a solid system of community infrastructure and services is necessary for Sedalia to ensure that it can meet new growth, different types of businesses, serve its citizenry and prepare for the future.

Community Services Goals

CS.1: Sedalia's community services will be able to meet the needs of the current population and future growth.

CS.2: Public infrastructure and facilities technology will be updated.

CS.3: Sedalia will become an environmentally responsible community.



Sedalia Fire Department
Source: Gould Evans

The Strategies to implement the Community Services Goals can be found in Chapter Five: Implementation.

4.4.e INSTITUTIONS

Institutional land uses include government and educational facilities and other public and semi-public lands and uses. Places of worship, libraries, post offices and neighborhood schools are semi-public uses which may be considered institutional facilities. There are three scales of institutional facilities in Sedalia: Neighborhood, Community and Regional.

Neighborhood Institutions are typically located in urban and suburban neighborhoods and in mixed-use districts. Neighborhood institutions play a key role in these developments and can add to the pride and identity of that area. These institutions are typically smaller facilities such as churches and elementary schools, which are connected to the neighborhood in a manner that promotes pedestrian activity. These can be located within the neighborhood in a manner that serves as a buffer between commercial and residential uses.

Community Institutions are typically located in mixed-use districts and in downtown. Institutions play a key role in the identity and character of both the mixed-use districts and downtown. These community institutions help to reinforce the origination and destination qualities of the districts and are typically connected to adjacent neighborhoods in a manner that promotes pedestrian activity. They can be located within the districts in a manner that serves as a buffer between commercial and residential uses. These institutions are typically larger facilities such as high schools, middle schools, large churches and other semi-public facilities.



Smith-Cotton High School
Source: Gould Evans



Sheriff's office
Source: Gould Evans



Missouri State Fair building
Source: Gould Evans



Boonslick Regional Library
Source: Gould Evans

Regional Institutions are located in downtown. These institutions play a key role in the identity and character of downtown as a citizen gathering place, which helps to reinforce the origination and destination qualities of the downtown. These institutions are typically larger facilities such as City offices, County offices, court houses, community centers, and other larger-sized civic facilities. Often historic downtowns have large architecturally significant churches which add to the history and ambiance of downtown. This plan encourages such architecturally significant structures to stay in the downtown. Outside of the downtown there are some site-specific regional institutions. Site-specific regional institutions in Sedalia include the Missouri State Fair Grounds and State Fair Community College, which are located west of Limit/Highway 65 on 16th Street.

Institutions Goal

I.1: Sedalia will disperse civic and institutional elements of the community to appropriate locations based on the primary client or customer and the size, scale and function(s) of the institution.

The Strategies to implement the Institutions Goal can be found in Chapter Five: Implementation.

4.5 ECONOMIC DEVELOPMENT

Economic development is a key part of every community. Economic development works to secure all levels and types of employment to keep the community diverse and stocked with opportunity and employment. A diverse community with many employment opportunities will attract and retain citizens. Economic development is part of the lifeblood of Sedalia and for this reason it will have its own goals and strategies section in this plan. Economic development in Sedalia will rely on a three-pronged approach using the methods of retention and expansion, entrepreneurship and recruitment.

4.5.a RETENTION AND EXPANSION

The existing businesses in Sedalia must be valued in order to keep these important segments of the economy intact and promote expansion. While the attraction and building of new business is an important goal, these existing businesses need to be continually supported by the solid foundation of community support to remain present and flourishing in Sedalia.

Retention and Expansion Goal

RE.1: Sedalia will retain existing businesses within the community.

The Strategies to implement the Retention and Expansion Goal can be found in Chapter Five: Implementation.



Business in Sedalia

Courtesy Economic Development of Sedalia-Pettis County



Business in Sedalia

Courtesy Economic Development of Sedalia-Pettis County



Manufacturing operation in Sedalia

Courtesy Economic Development of Sedalia-Pettis County

4.5.b ENTREPRENEURSHIP

This element focuses on the existing community assets and people in Sedalia to promote growth from within the community. School children may participate in apprenticeships with local businesses in hopes that this effort should lead to more local businesses in the future. Other educational institutions such as State Fair Community College should offer entrepreneur certificate programs to educate students on the values of self-employment and local business. To support this activity, strategic partnerships need to occur between businesses and varying levels of educational institutions in the community.

Entrepreneurship Goal

Goal 1: Sedalia will grow a strong entrepreneurial sector of the economy.

The Strategies to implement the Entrepreneurship Goal can be found in Chapter Five: Implementation.

4.5.c RECRUITMENT

Economic development efforts should target the attraction of new businesses and industries to Sedalia. Building upon strong and established elements of the community, the effort of recruiting national businesses seeks to diversify employment opportunities as well as to support the growth of new local businesses.

Recruitment Goal

Goal 1: Sedalia will recruit high-quality businesses.

The Strategies to implement the Recruitment Goal can be found in Chapter Five: Implementation.