

The following summarized feedback was received through public feedback on the project website.

Observed Unsafe Behaviors



Distracted Driving

Speeding



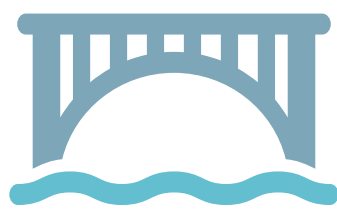
Aggressive Driving

Community Priorities



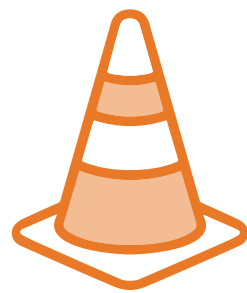
Pedestrian & Cyclist Safety

Opportunity to cross Grand Glaize Bridge by walking or biking



Reduce distracted driving

Improve maintenance of existing infrastructure



Would be nice to **WALK & BIKE** across Grand Glaize Bridge

The roads feel **LESS SAFE** during the summer months

I'm worried about **EMERGENCY VEHICLES** getting to the hospital once the Oasis Amusement Park opens

TOO MANY distracted drivers

The city is **DISCONNECTED** for people who don't have cars

It would be nice if Osage Beach had **GOLF CART PATHS**

I wish there were **MORE** places to walk

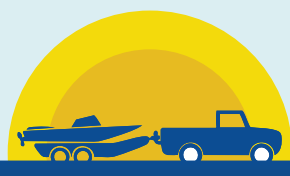
Bring the parkway back to life!

DUI CHECKPOINTS would greatly reduce drunk driving

I'M AFRAID TO WALK to Walmart from Bluff Drive

BIG motorcycle presence on the west side of town

Did we miss anything? Add sticky note comments below



Project Information

In 2023, the U.S. Department of Transportation (USDOT) awarded the City of Osage Beach a grant to develop a Safe Streets and Roads for All (SS4A) Action Plan. The Osage Beach Vision Zero Action Plan project has been in progress since fall 2025 and is now ready for public feedback. The draft plan identifies key safety corridors within the community and provides short and long-term recommendations to improve safety for residents, employees, and visitors to Osage Beach.

What is Safe Streets and Roads for All (SS4A)?

A federal grant program focused on roadway safety.



Main goal of SS4A

Reduce and ultimately eliminate roadway fatalities and serious injuries.



How SS4A helps communities

Funds plans, tools, and strategies that strengthen local safety efforts.

What is SS4A based on?

Built on the Safe System Approach to prevent severe crashes.



Timeline



Project Goals



Establish a safe and accessible transportation system for all road users by protecting vulnerable road users, promoting multimodal connectivity, and implementing universally accessible infrastructure improvements.



Use data and community input to prioritize projects, measure outcomes, and maintain transparent communication with the public.



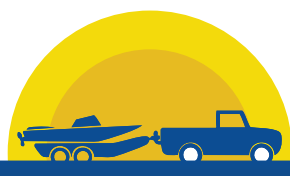
Anticipate and mitigate safety impacts from future development through best practices in corridor design, access management, and capital improvements.



Strengthen collaborative partnerships and funding strategies to enhance coordination, support emergency management, and improve post-crash response.



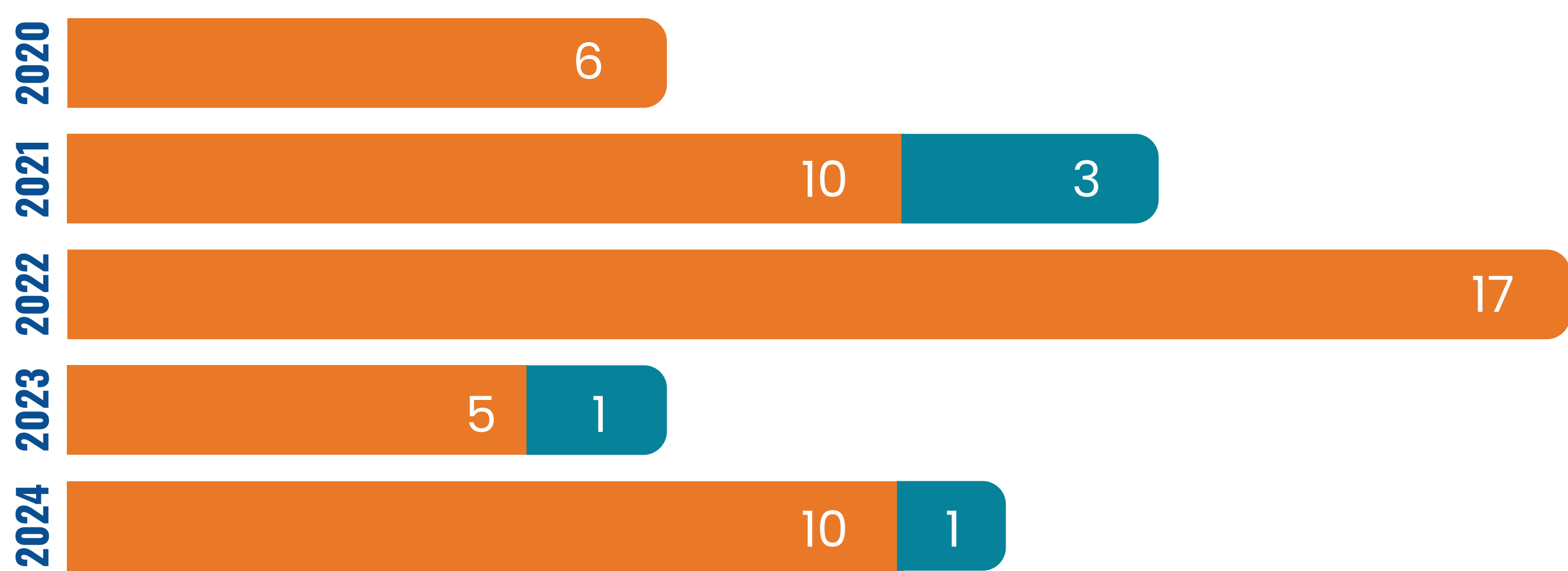
Address seasonal and behavioral safety challenges by reducing crashes on high-risk corridors and intersections through targeted education, infrastructure improvements, and operational strategies.



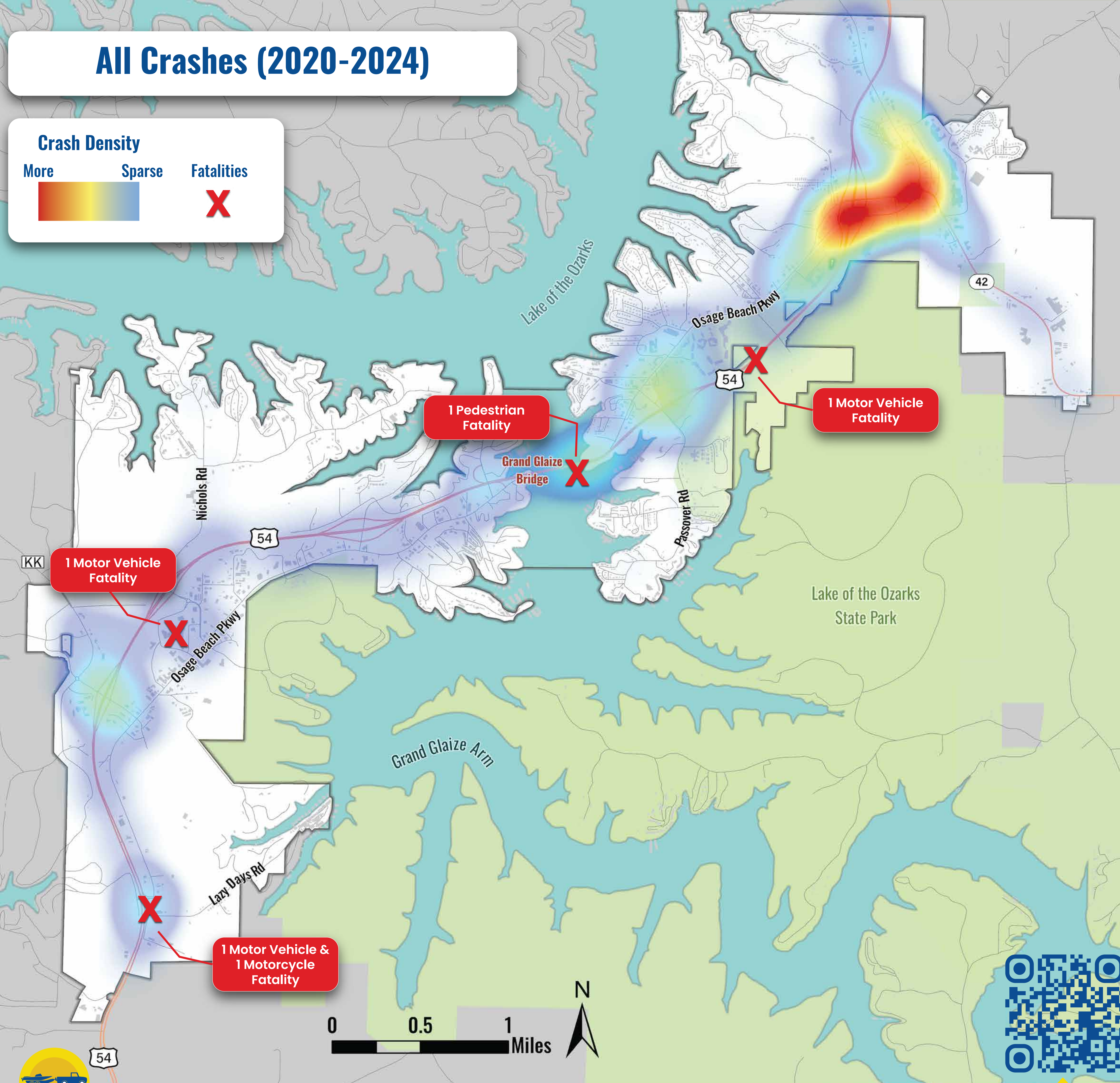
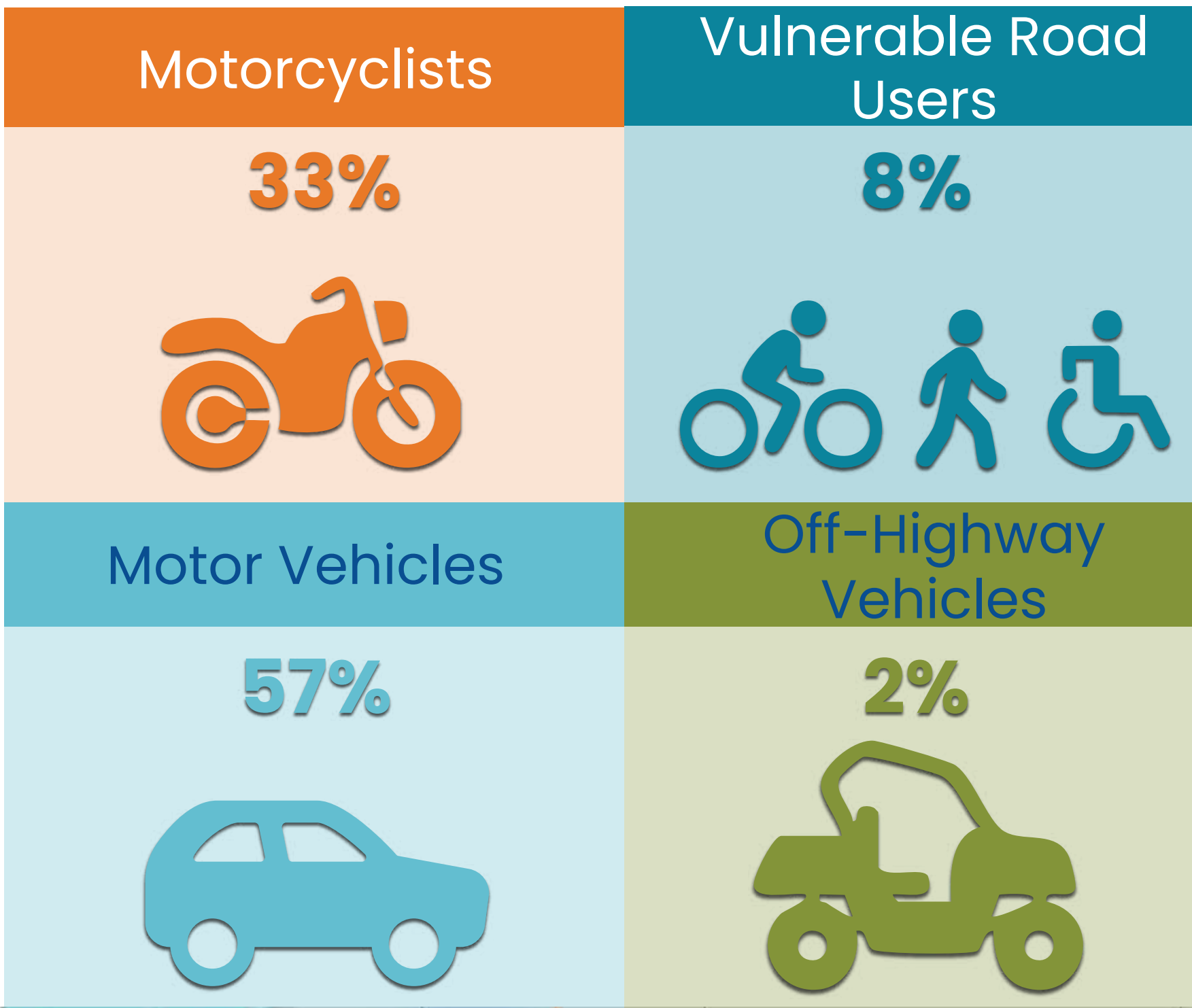
TRAFFIC CRASHES BETWEEN 2020-2024

Out of 1,138 crashes there were
48 Serious Injuries & 5 Fatalities

Fatal & Serious Injury Crashes (2020-2024)



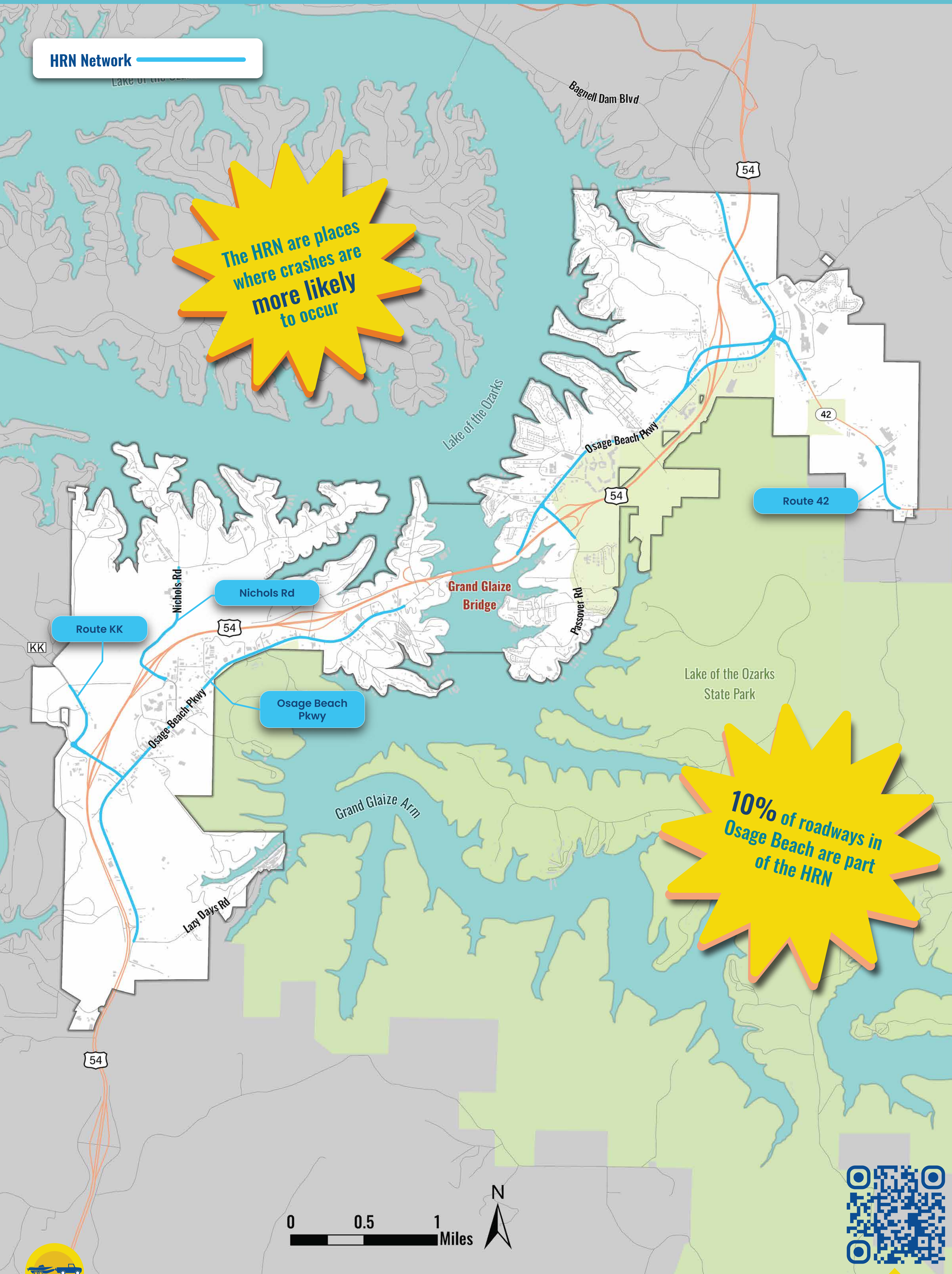
Fatal & Serious Injury Crashes per Vehicle Type



HIGH INJURY NETWORK (HIN)



HIGH RISK NETWORK (HRN)



Please take two stickers and place them in your top two priority corridor boxes.

CORRIDOR 1

CORRIDOR 2

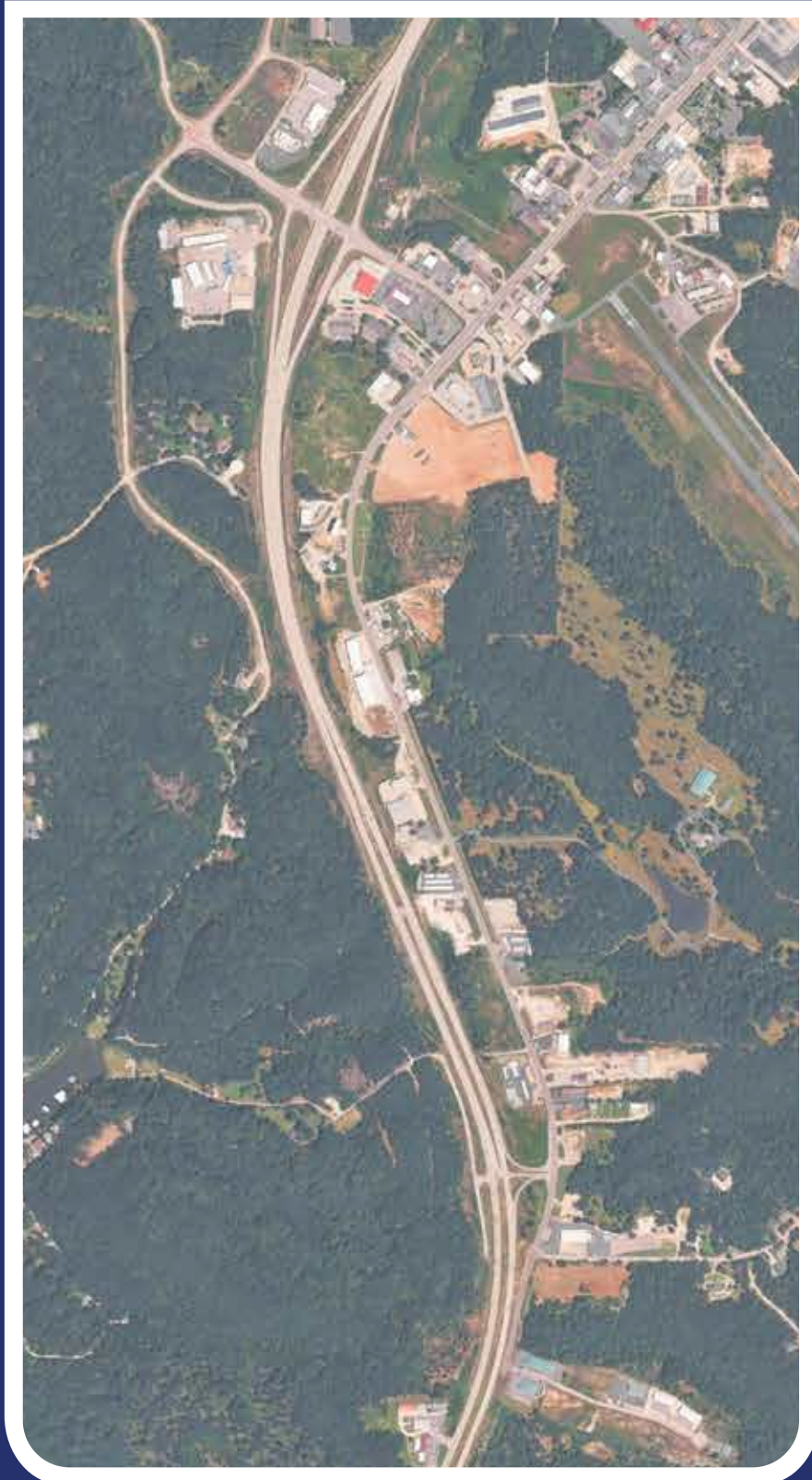
CORRIDOR 3

CORRIDOR 4

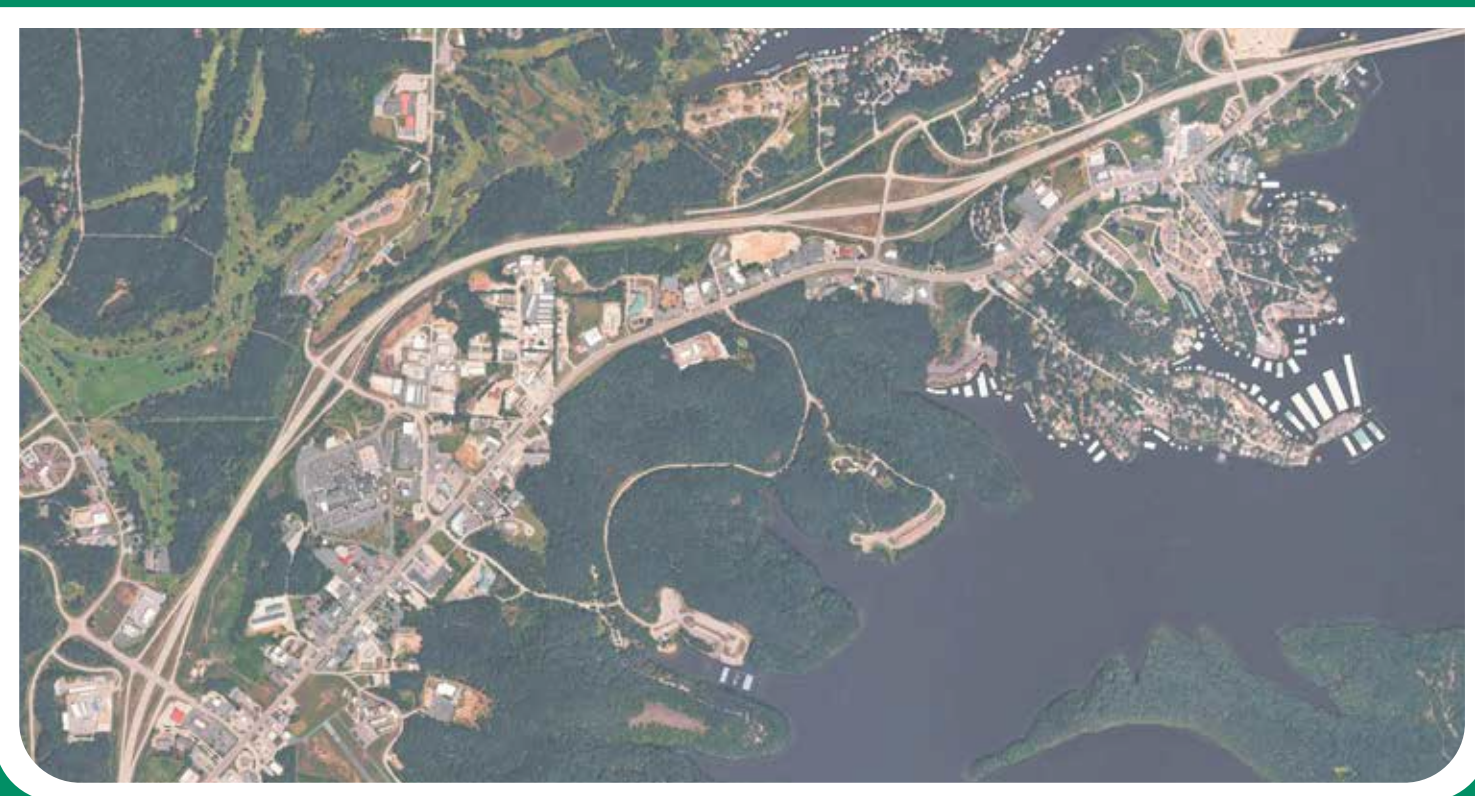
CORRIDOR 5

CORRIDOR 6

CORRIDOR 1



CORRIDOR 2



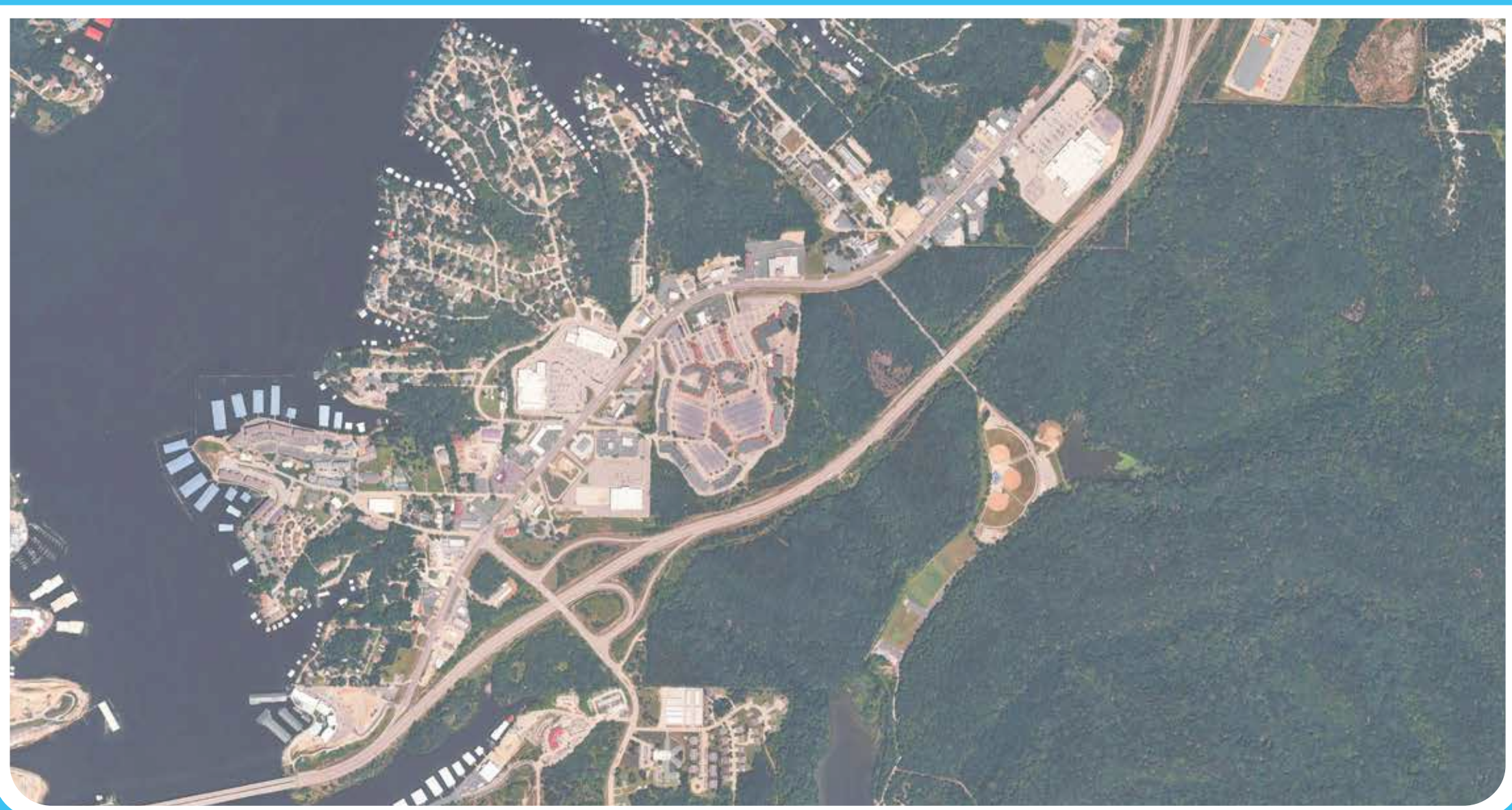
CORRIDOR 5



CORRIDOR 6



CORRIDOR 4

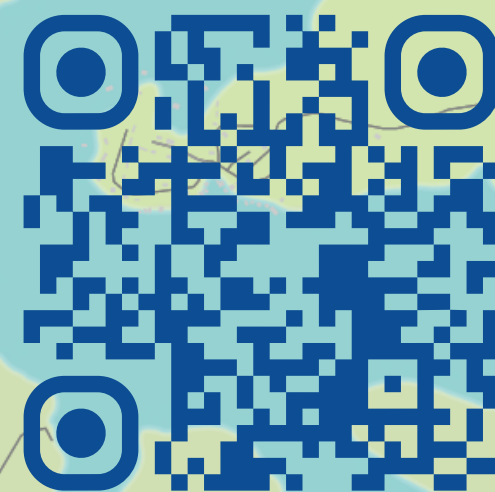


CORRIDOR 3



Osage Beach Parkway RSA Corridors

- Executive Drive to Route KK
- Route KK to Grand Glaize Bridge
- Grand Glaize Bridge
- Grand Glaize Bridge to Wal-Mart
- U.S. 54 Couplet Interchange
- Route 42 to Barry Prewitt Memorial Drive



PRIORITY PROJECTS

Projects were selected based on historical crash analyses, roadway safety concerns, and community input.

Priority 1

These projects, when implemented, have the highest impact on reducing fatal and serious injury crashes in Osage Beach based on roadway crash risk characteristics and crash history. They all receive significant support through both public engagement and discussion with city departments.

Priority 2

These projects show a risk for fatal and serious injury crashes based on roadway characteristics, but do not have as much crash history as priority 1 projects.

Priority 3

While also integral to reducing fatal and serious injury crashes, these projects should be evaluated after addressing priority 1 and priority 2 projects.

- Priority Corridor & Intersection
- Priority Bridge
- Priority 1 Project
- Priority 2 Project
- Priority 3 Project

