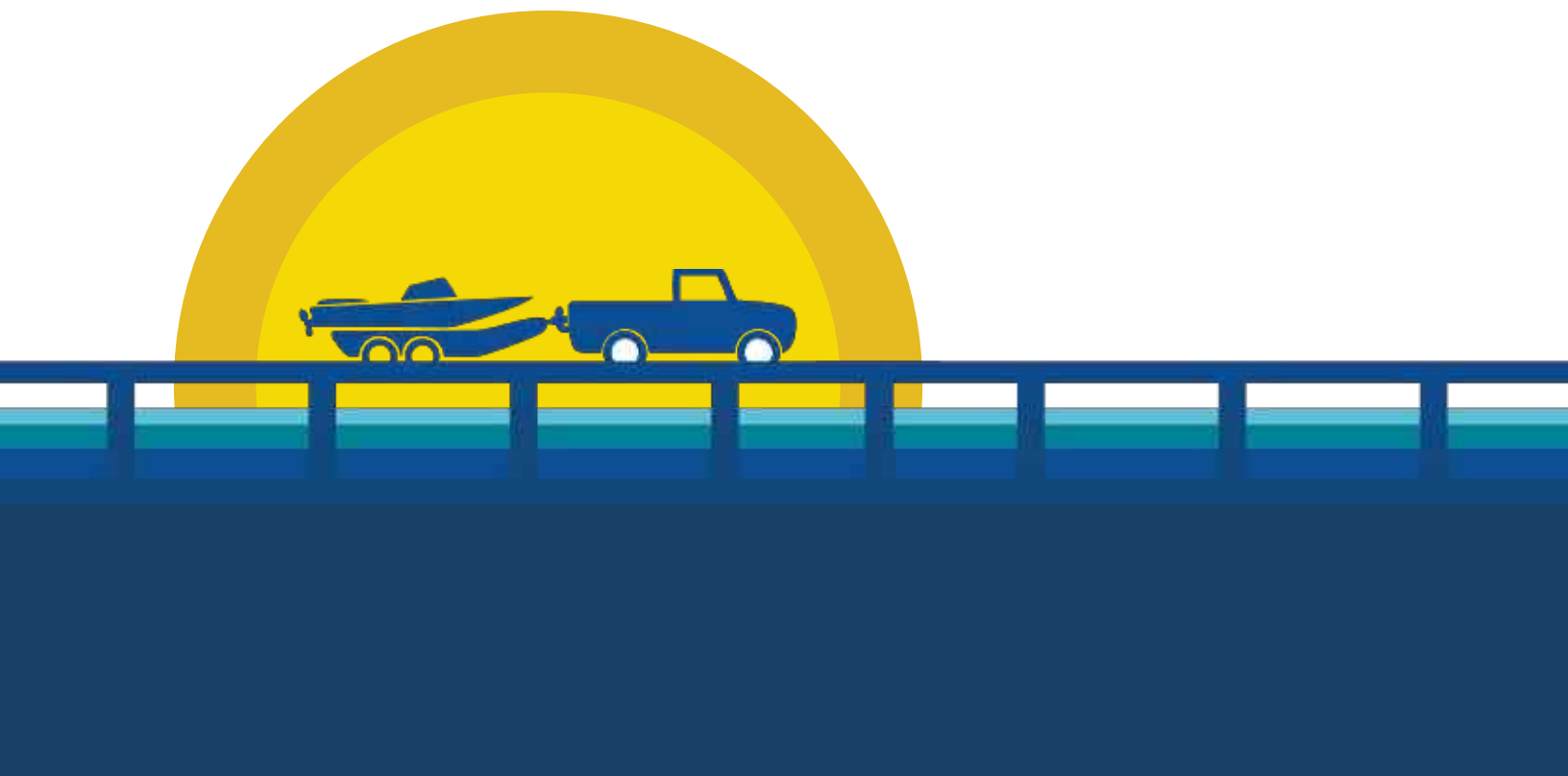


OSAGE BEACH VISION ZERO ACTION PLAN

Existing Conditions Report

January 2026



Introduction

The City of Osage Beach was awarded a grant through the Safe Streets and Roads for All (SS4A) program to develop a Safety Action Plan. SS4A is a federal grant program that helps communities improve transportation safety by funding tools and strategies that save lives and prevent serious harm.

The plan recommendations will be based on an in-depth analysis of local crash data to identify where safety improvements are most impactful.

Safe System Approach

The plan follows the Safe System Approach, which is based on the idea that even a single death on our roadways is unacceptable, so human errors must be anticipated. Safety in Osage Beach is important not only for its residents, who rely on local roads every day, but also for the high volume of tourists who travel to Osage Beach each year. The goal is to make Osage Beach streets work for everyone, no matter how they travel or where they're headed.

Safe System Approach Principles

The Safe System Approach focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone. In support of this approach, safety programs are focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.

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

Safe System Approach Objectives

- **Safer People:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

- **Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Safer Roads:** Design roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and facilitate safe travel by the most vulnerable users.
- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- **Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



Figure 1 - Safe System Approach

Vision Zero

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. This approach is utilized throughout this analysis by focusing on crash types that result in fatal and serious injuries and addressing the most vulnerable roadway users. Through this approach, there may be low cost infrastructure improvements that save lives.

As a part of the safe systems and vision zero approaches, this report provides a high-level overview of crash trends and patterns in The City of Osage Beach. These findings serve as a foundation for developing two priority networks by identifying where crashes and crash risk is most prevalent and where safety improvements are most impactful. By highlighting the crash trends and most common crash types, the analysis helps guide the selection of targeted countermeasures, ensuring that the plan responds directly to the most pressing safety matters.



Figure 2 - Vision Zero vs Traditional Approach



About Osage Beach

Along the eastern shore of Lake of The Ozarks, Osage Beach is a community that sprawls between Camden and Miller counties in central Missouri. The community is well-known as a vacation destination due to its proximity to the lake and other recreational activities.

Although Osage Beach has only 4,715 year-round residents, the city's population swells during the summer as it accommodates a large share of the more than 240,000 visitors it receives annually. U.S. 54 bisects the city and experiences an Annual Average Daily Traffic (AADT) volume of 45,000. Running parallel to U.S. 54 is Osage Beach Parkway, which provides access to a majority of the city's amenities such as shopping centers, lodging, recreational facilities, and the regional hospital. U.S. 54 and Osage Beach Parkway converge at the Grand Glaize Bridge. The Grand Glaize Bridge provides motor vehicle access over the lake. There is no access over the lake for non-motorized road users.

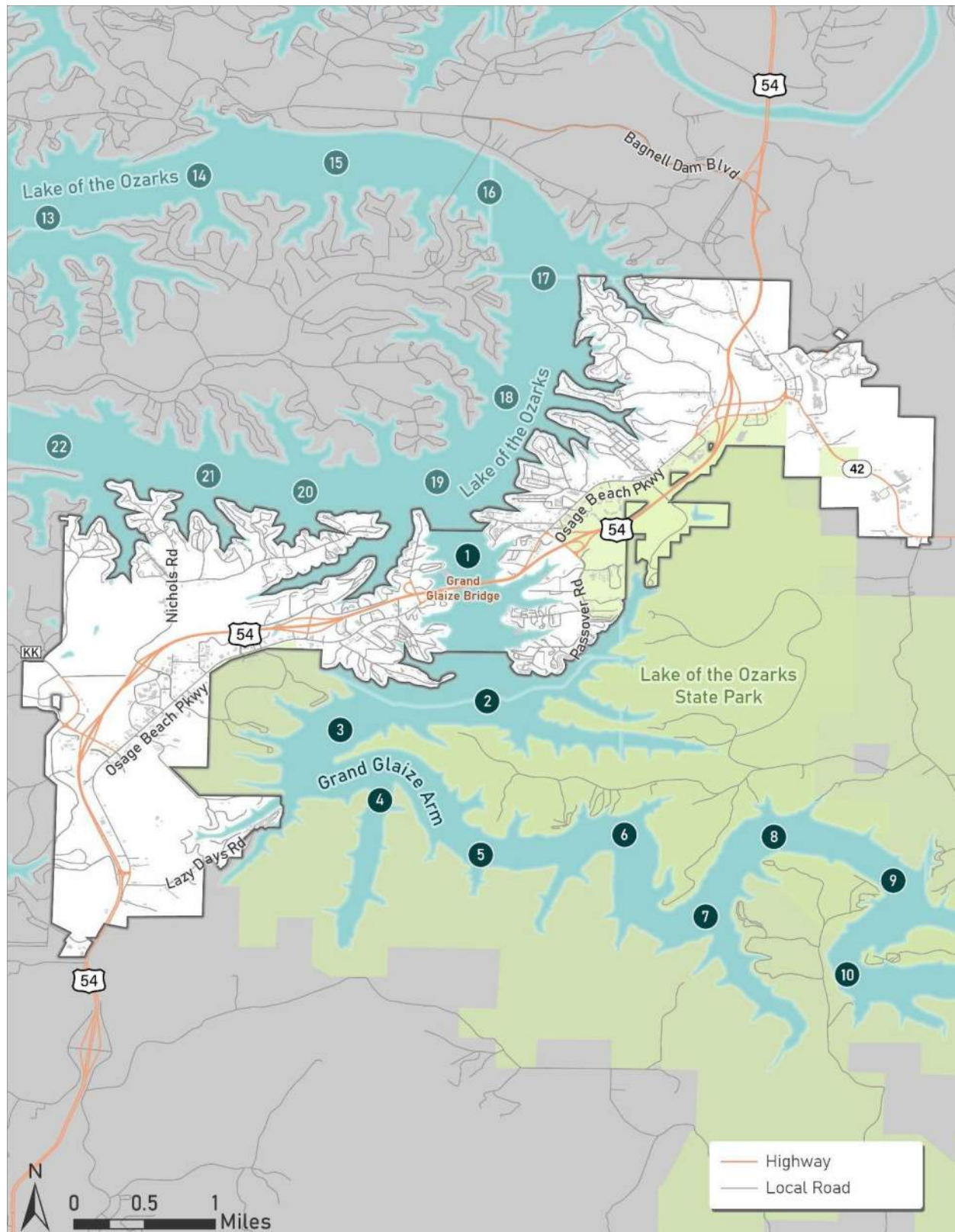


Figure 3 - Osage Beach Base Map

Demographics

As of 2023, Osage Beach had a population of approximately 4,715 residents, with a median age of 56 years, higher than the Missouri state median of 39. The population is relatively evenly split between male (52.9%) and female (47.1%) residents. 31.6% of the population is aged 65 years or older, contributing to the area's elevated median age and highlighting the opportunity for expanded services and infrastructure to support older adults.

The city's median household income is \$52,067, lower than the Missouri state median of \$68,545. Osage Beach's demographic profile is predominantly White (93.87%), with smaller proportions identifying as Black (2.65%), American Indian or Alaska Native (2.76%), and other races (4.2%). The homeownership rate stands at 61.1%, lower than the statewide rate of 81.7%, reflecting Osage Beach's identity as a popular vacation destination.

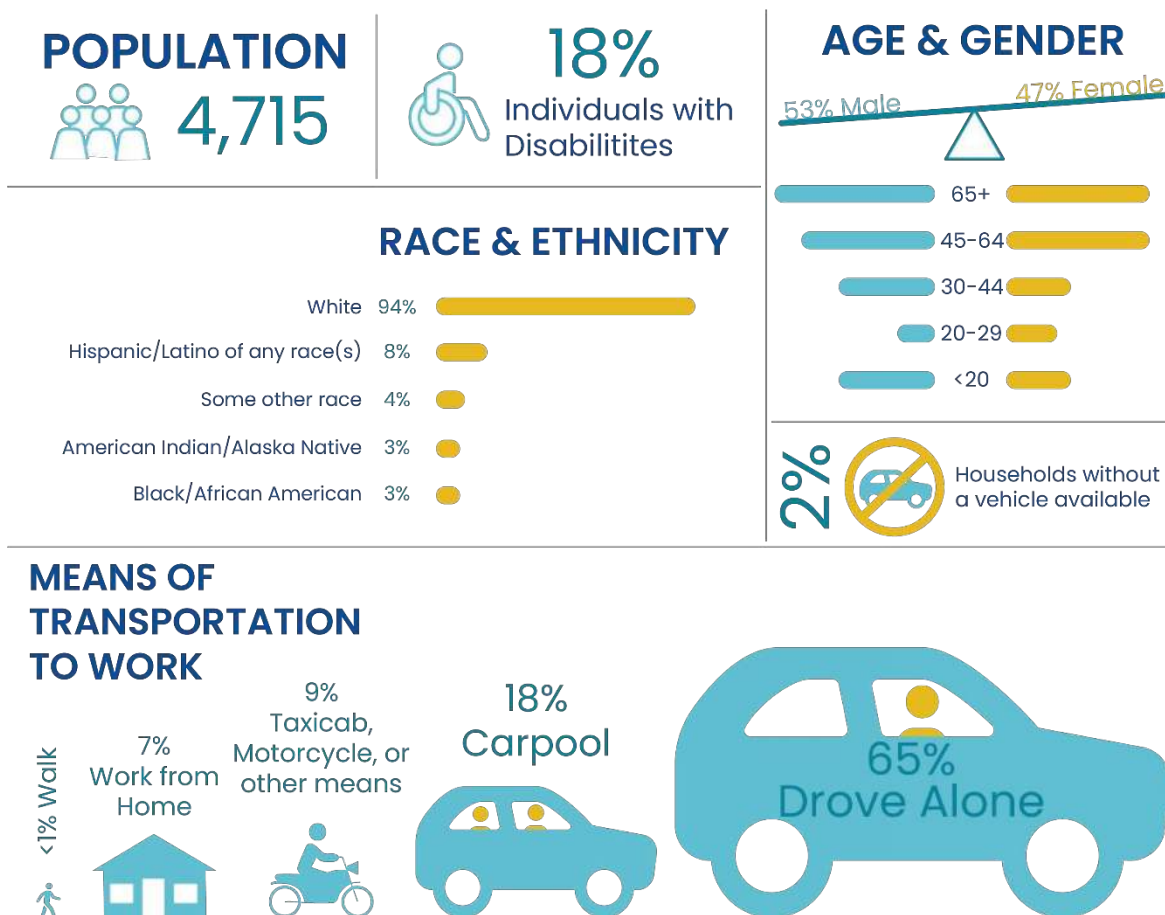


Figure 4 - Osage Beach Demographic Trends as of 2023

Transportation in Osage Beach is car dependent. Nearly all households (98.2%) own at least one vehicle, and 65% of residents commute alone to work. More than 85% of Osage Beach residents work within their home county, either Camden or Miller County. Commute times in the area are generally short, with 56% of residents traveling less than 15 minutes to their



workplace. The city also has a higher-than-average rate of carpooling at nearly 18%. In terms of alternative modes of transportation, less than 1% of residents walk or bike to work.

Previous Projects

- Osage Beach Comprehensive Plan (2006)
- Osage Beach Park Master Plan (2023)
- Lake of the Ozarks Trail & Connectivity Master Plan (2022)

Crash History (2020 – 2024)

Crashes between 2020 and 2024 were analyzed using Missouri Department of Transportation (MoDOT) data. In this five-year time frame, a total of **1,138** crashes occurred in Osage Beach. The highest concentration of crashes took place on U.S 54 and on Osage Beach Parkway. A high majority of these crashes occurred at the U.S. 54 and Osage Beach Parkway Interchange.

Crash Severity

- **Property Damage Only (PDO)** crashes accounted for 884 crashes (**77.7%**).
 - A PDO crash is a crash with no injuries, only vehicle or property damage.
- **Minor Injury** crashes accounted for 201 crashes (**17.7%**).
 - A minor injury crash results in non-life-threatening injuries, such as cuts or bruises.
- **Serious Injury (SI)** crashes accounted for 48 crashes (**4.2%**).
 - An SI crash is one that results in severe injuries, like broken bones or head trauma, but no fatalities.
- **Fatal (K)** crashes accounted for 5 crashes (**0.4%**).
 - A fatal crash is one that results in at least one fatality.

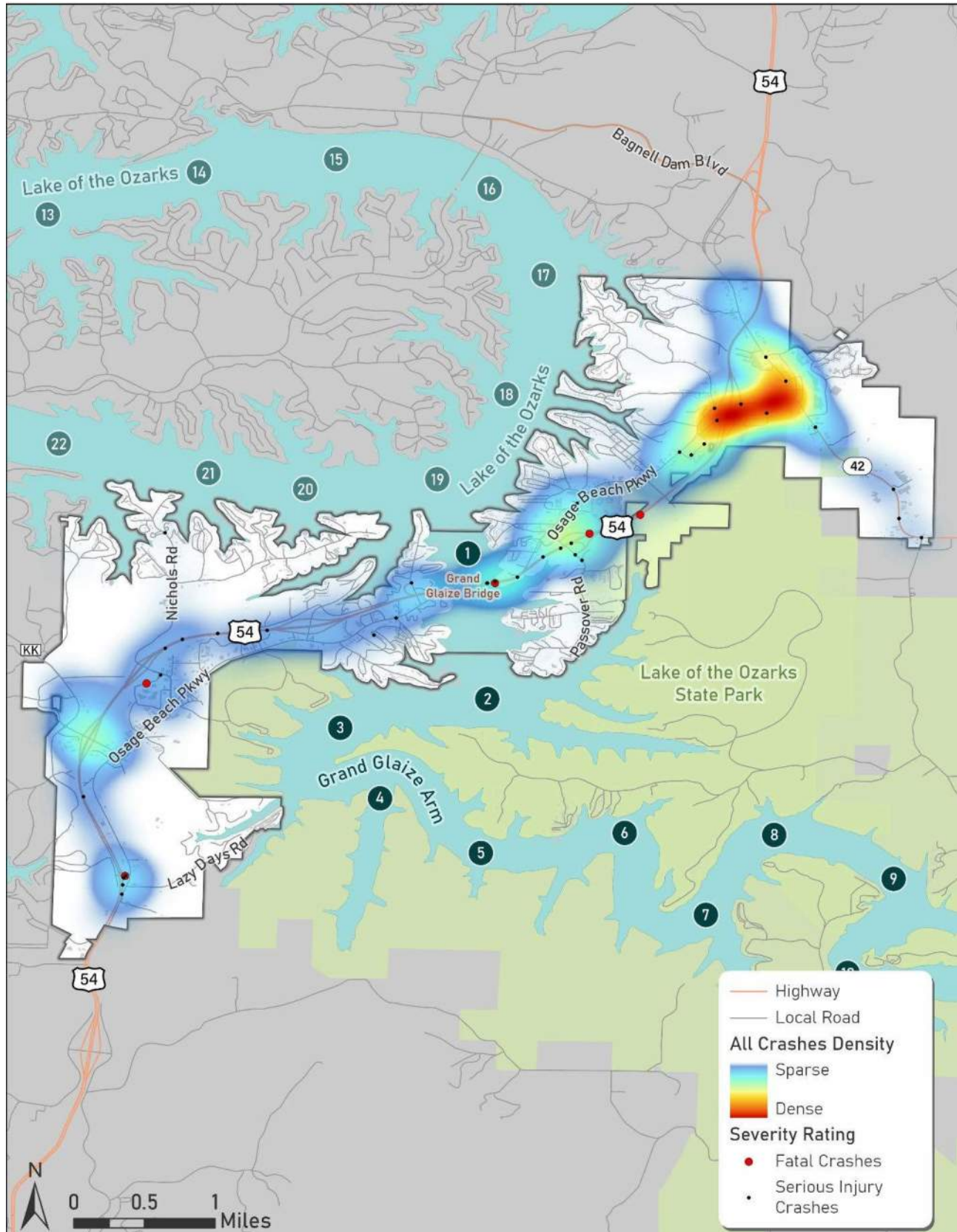


Figure 5 - All Crashes Heat Map 2020-2024

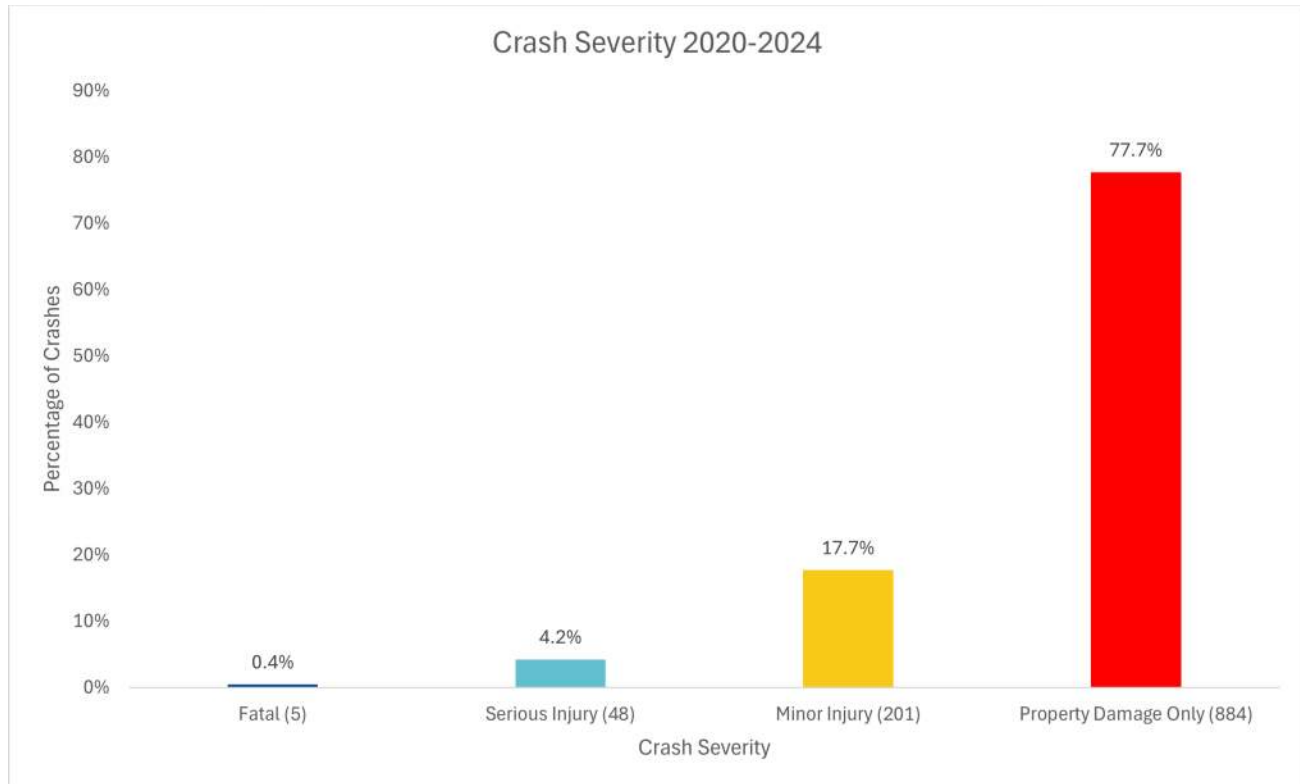


Figure 6 - All Crashes Over Time 2020-2024

Fatal and serious injury crashes account for **5%** of all crashes in Osage Beach, compared to **4%** statewide in Missouri during the same 5-year period (2020-2024).

Fatal and Serious Injury Crashes (2020-2024)

Out of the 1,138 total crashes there were:

- 5 fatal crashes
- 48 serious injury crashes

There is a concentration of crashes of all types, as well as fatal and serious injury crashes, at the U.S. 54 and Osage Beach Parkway interchange. In contrast, the Key Largo Road exit ramp to the south shows a concentration primarily of fatal and serious injury crashes.

Looking at the year-by-year data of fatal and serious crashes in Osage Beach Missouri from 2020 to 2024 reveals a downward trend in fatalities and a slight upward trend in serious injuries. This data is in line with what the [Show-Me ZERO: Missouri's Strategic Highway Safety Plan 2026-2030](#) is seeing at the state level over the same 5-year period from 2020-2024.

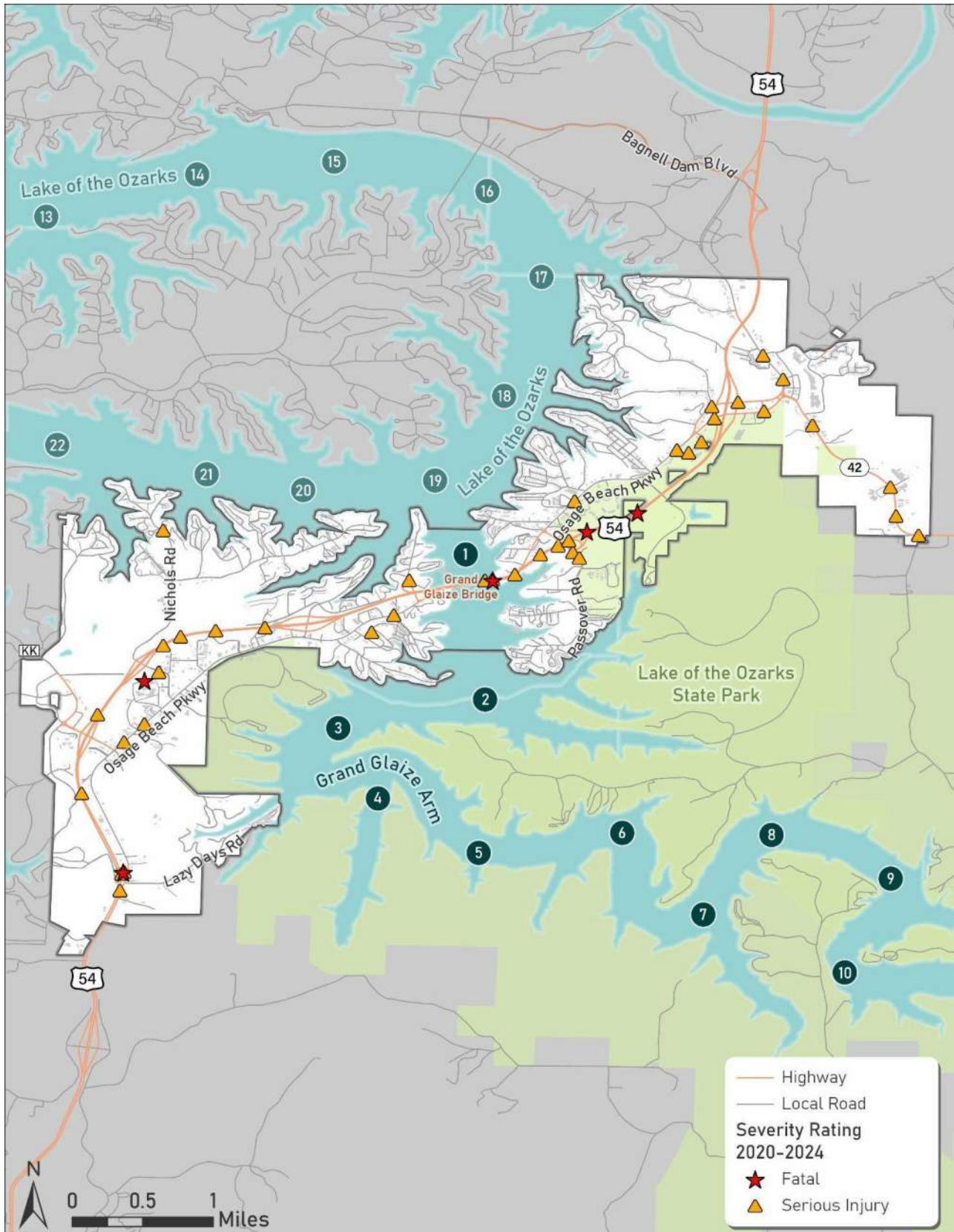


Figure 7 - Fatal and Serious Injury Crashes (2020-2024)

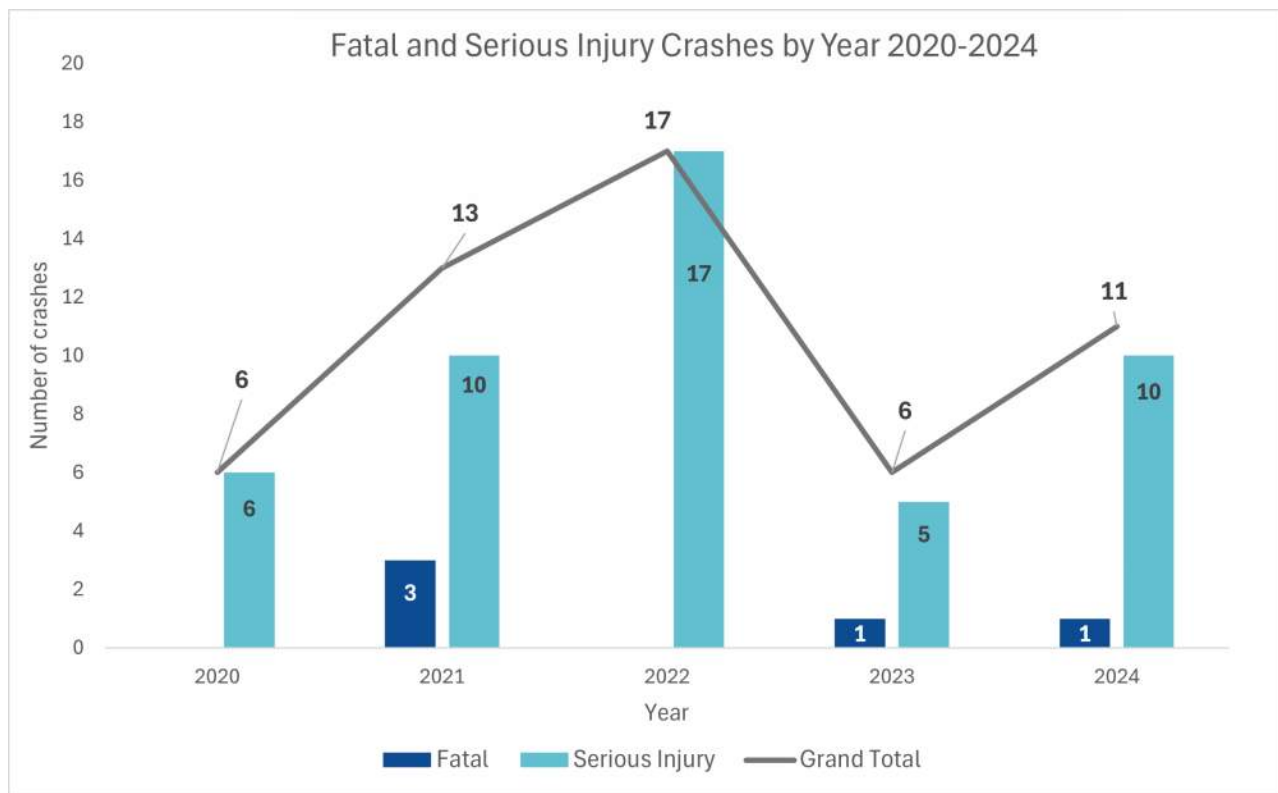


Figure 8 - Fatal and Serious Injury Crashes by Year 2020-2024

Vulnerable Road User Crashes (2020-2024)

A Vulnerable Road User (VRU) is someone walking, biking, rolling, or otherwise traveling outside of a motor vehicle. From 2020 to 2024, there were **8** recorded VRU related crashes in Osage Beach, all of which involved pedestrians.

- **1** fatal VRU crashes
- **3** serious injury VRU crash
- **4** minor injury VRU crashes
- **0** property damage only VRU crashes

Half of VRU crashes in Osage Beach were Fatal or Serious Injury crashes.

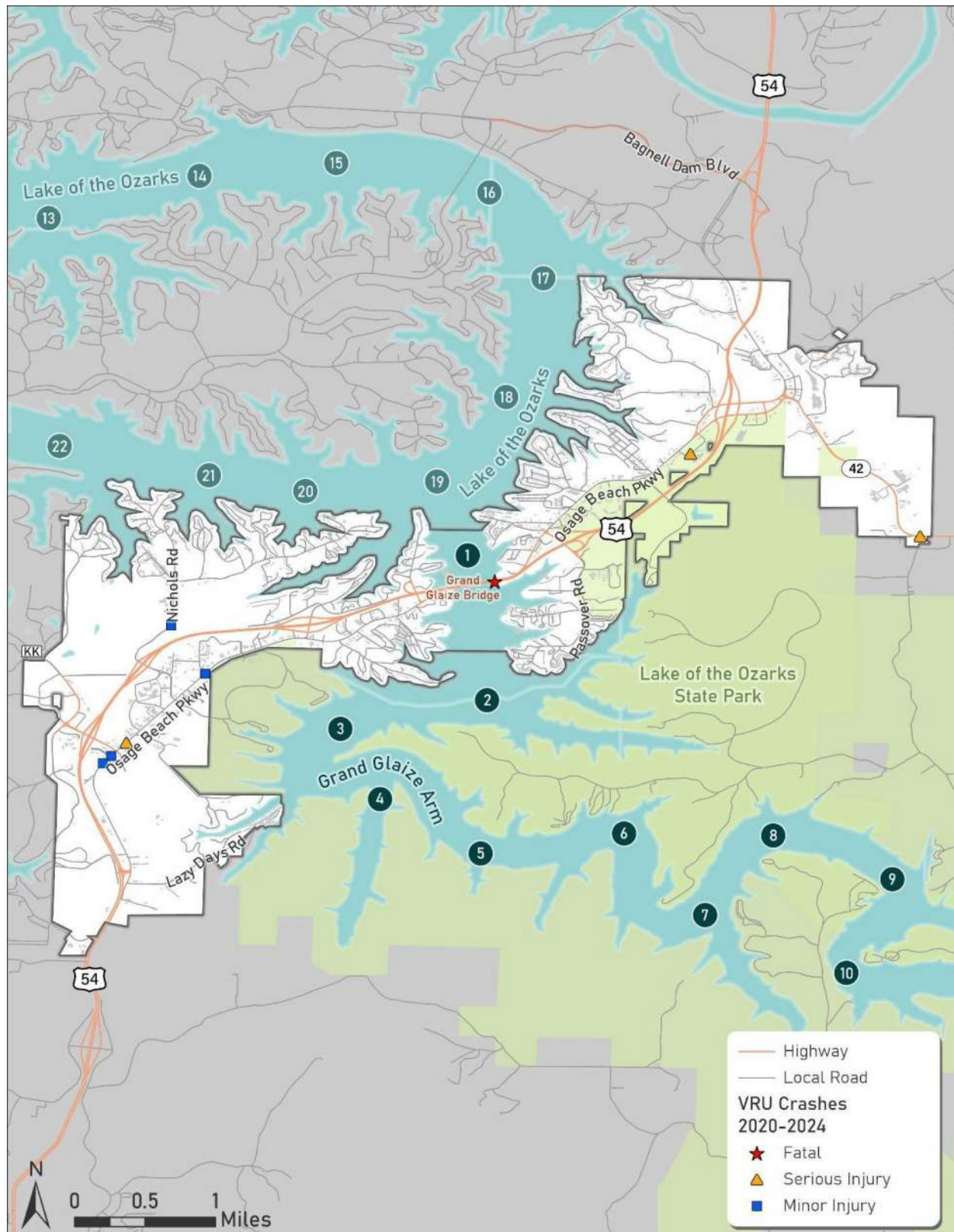


Figure 9 - Vulnerable Road User Crashes (2020-2024)

Motorcycle Crashes (2020-2024)

There were 29 motorcycle crashes in Osage Beach from 2020 to 2024.

- 1 fatal
- 17 serious injury
- 9 minor injury
- 2 property damage only

Motorcycle crashes make up **3%** of all crashes in Osage Beach Missouri from 2020-2024 but make up **34%** of Fatal and Serious injury crashes.

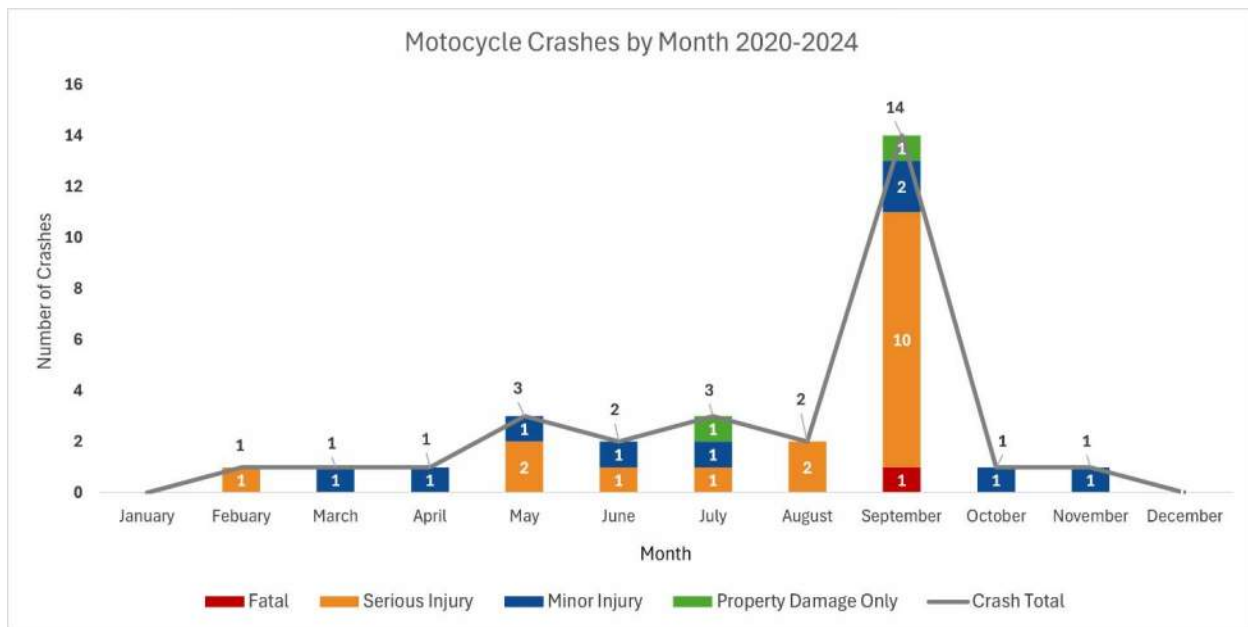


Figure 10 - Motorcycle Crashes by Month 2020-2024

48% of the motorcycle crashes in Osage Beach happen in the month of September.

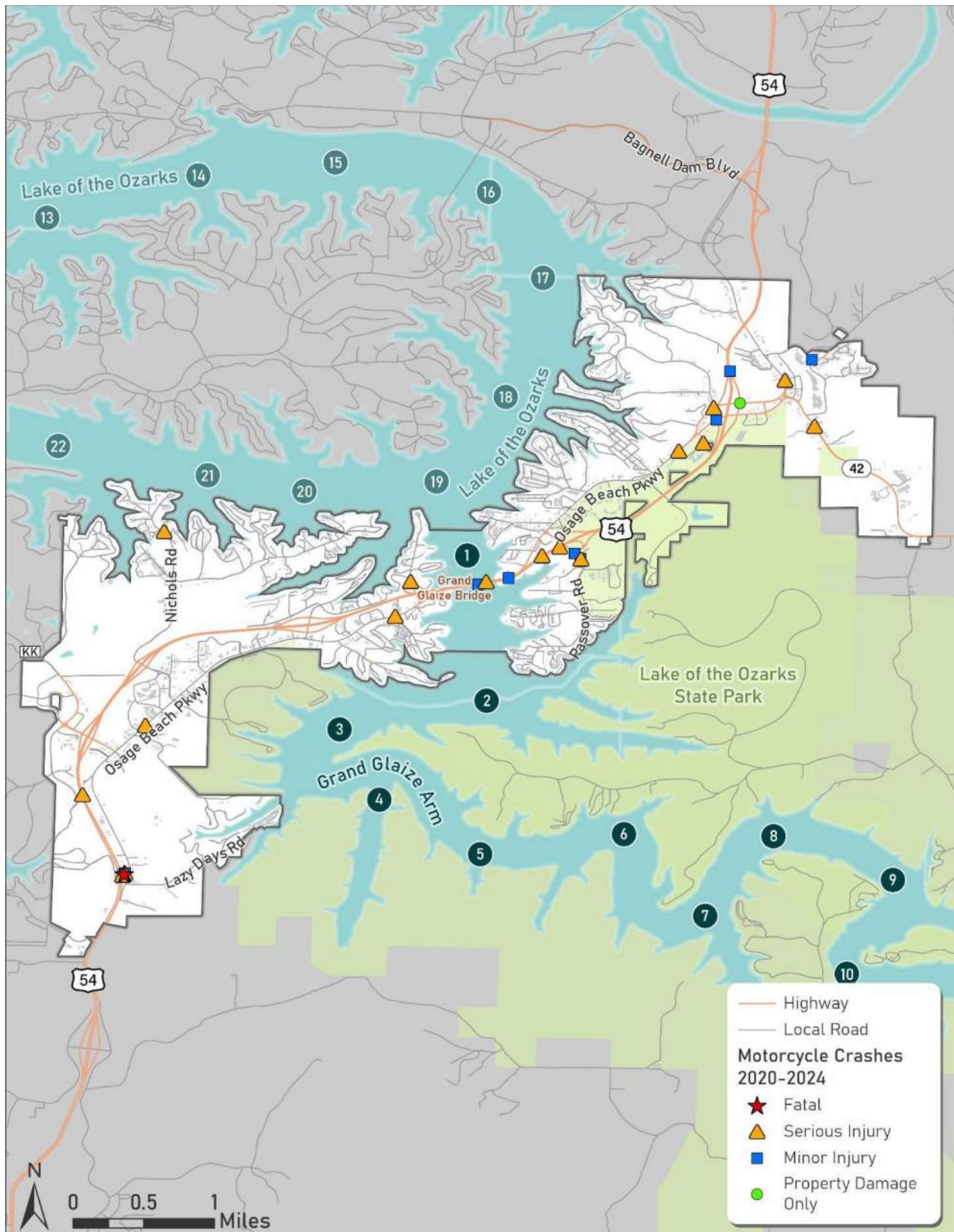


Figure 11 - Motorcycle Crashes 2020-2024



Figure 12 - Motorcycle Crashes Zoomed in to Key Largo Rd 2020-2024

Fatal and Serious Injury Crashes by Month (2020-2024)

An analysis of crashes by month from 2020 to 2024 indicates that higher numbers of crashes generally occur during periods of increased activity in Osage Beach. In particular, the months between Memorial Day and Labor Day when seasonal visitation is typically higher show elevated crash frequencies, with September recording the highest number of fatal and serious injury crashes (13). While seasonal travel appears to influence crash patterns, elevated crash counts in winter months such as January and December suggest that multiple factors, beyond visitor activity alone, contribute to crash occurrence.

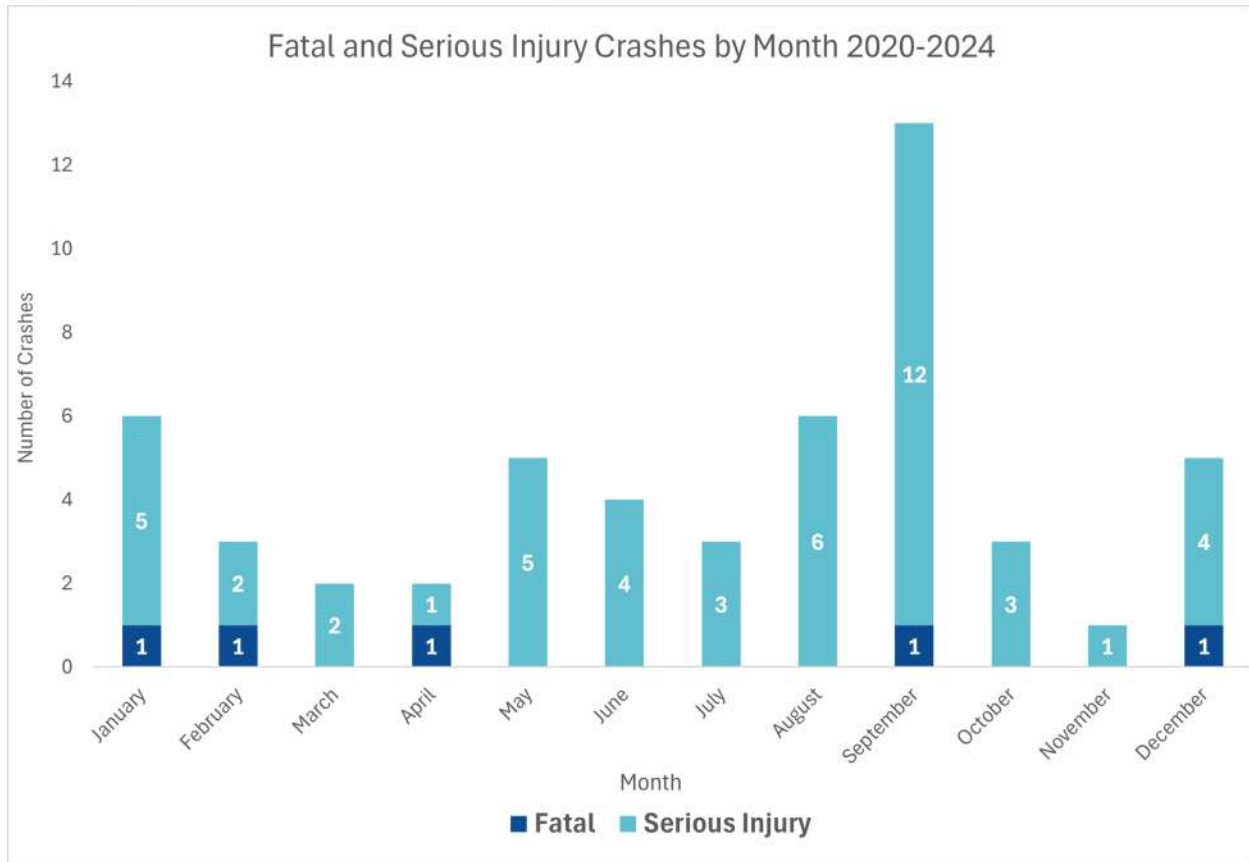


Figure 13 - Fatal and Serious Injury Crashes by Month 2020-2024

What is a HIN + HRN

High Injury Network (HIN)

The **HIN** is developed using crash data to identify the specific streets or intersections where the highest concentrations of fatal and serious injury crashes occurred over a five-year period (2020 to 2024). It helps focus resources on the small percentage of roadways that account for a disproportionate share of severe traffic injuries and fatalities.

The formula used to determine the HIN calculated the total number of crashes at each intersection and roadway in Osage Beach, with a specific emphasis on fatal and serious injury crashes. Each crash was assigned a severity score that weighted fatal and serious injury crashes more heavily than minor or property damage only crashes, resulting in high-injury areas rising to the top of the analysis. Through this approach, the network highlights the locations where targeted safety investments can have the greatest impact on reducing severe injuries and fatalities.

The HIN covers **9%** of roads in Osage Beach.

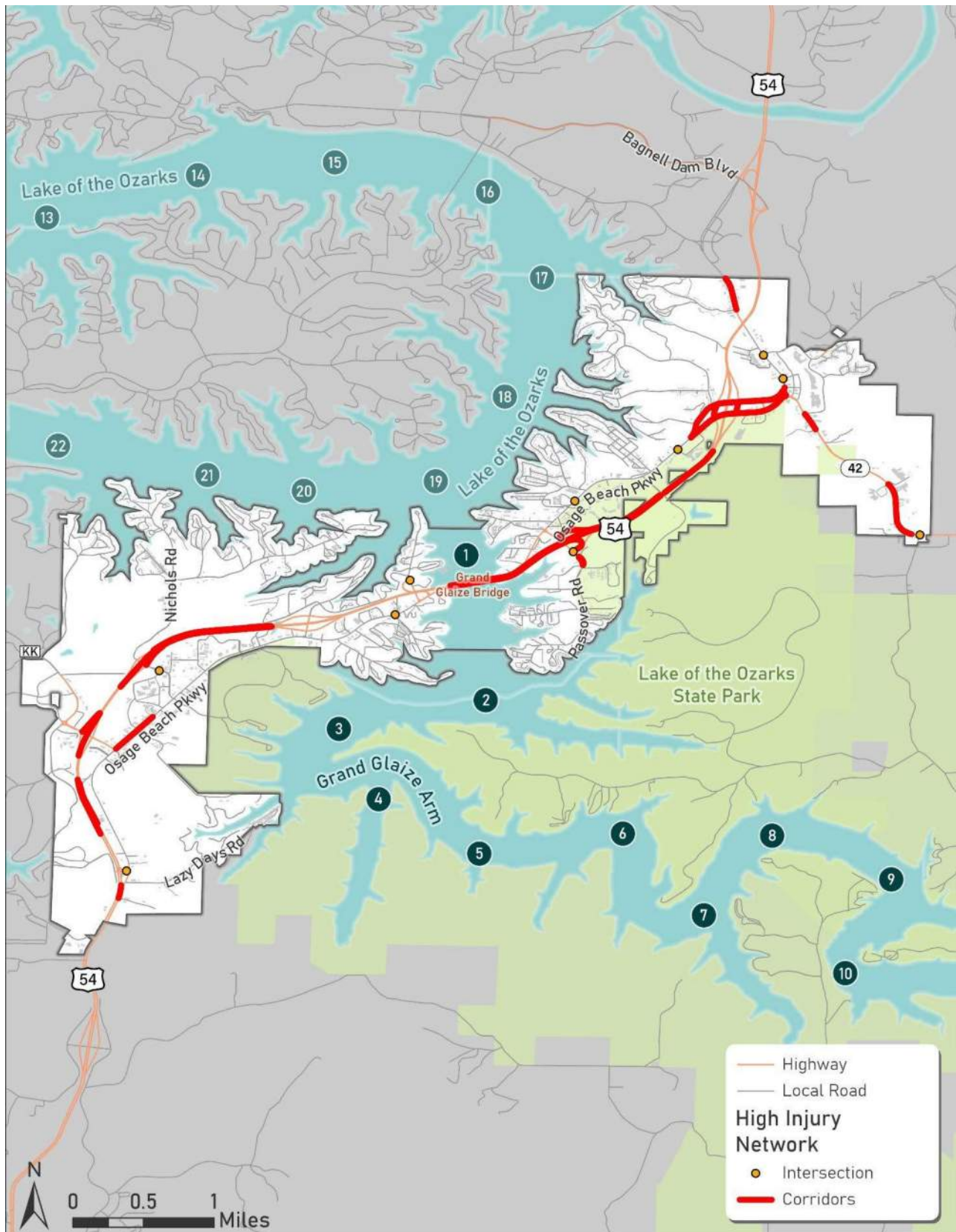


Figure 14 - High Injury Network (HIN) State and Local Roads

High Risk Network (HRN)

A **HRN** includes roadways or corridors that exhibit characteristics associated with a high likelihood of severe crashes, even if incidents have not yet occurred at a high frequency.

These networks are identified based on factors such as:

- Number of roadway travel lanes
- Speed limits
- Pedestrian accommodations
- Roadway classifications
- Annual Average Daily Traffic (AADT)
- Proximity to schools/activity centers/ parks
- Driveways per lane mile

The HRN covers **10%** of roads in Osage Beach.

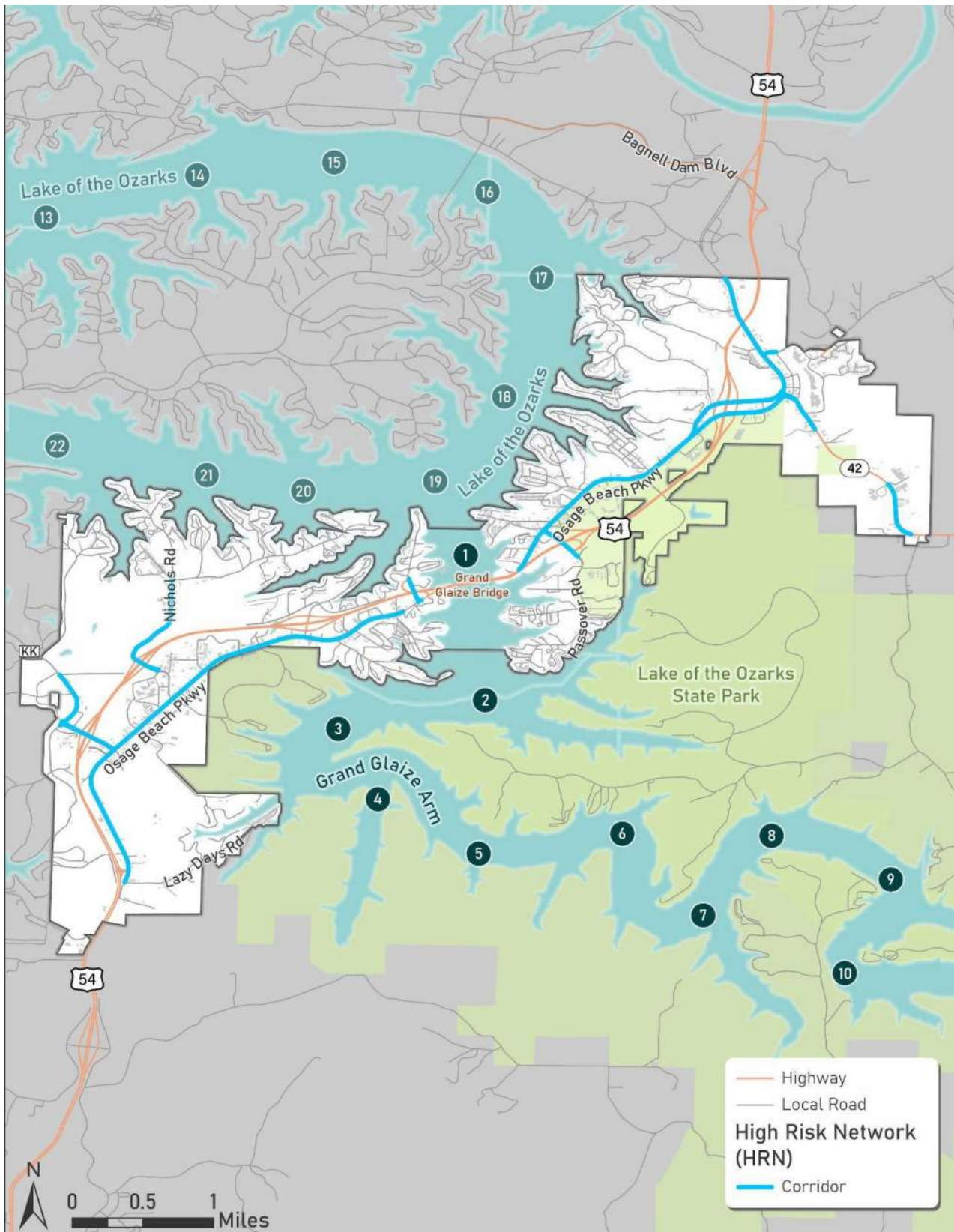


Figure 15 - High Risk Network (HRN) State and Local Roads

State Roads

HIN – State Roads

Separating state roadways within the HIN is important because these facilities are owned and operated by the Missouri Department of Transportation (MoDOT) and are designed to support regional and through traffic. While crashes on state routes significantly impact safety outcomes in Osage Beach, the City has limited authority over roadway design, operations, and maintenance on these corridors. Identifying state-controlled high-injury locations separately allows the City to document safety improvements, support coordination with MoDOT, and pursue collaborative solutions where feasible.

MoDOT owns **4** out of the **10** HIN intersections.

Roads included on the state HIN are:

- Osage Beach Parkway
- U.S. 54
- Route 42

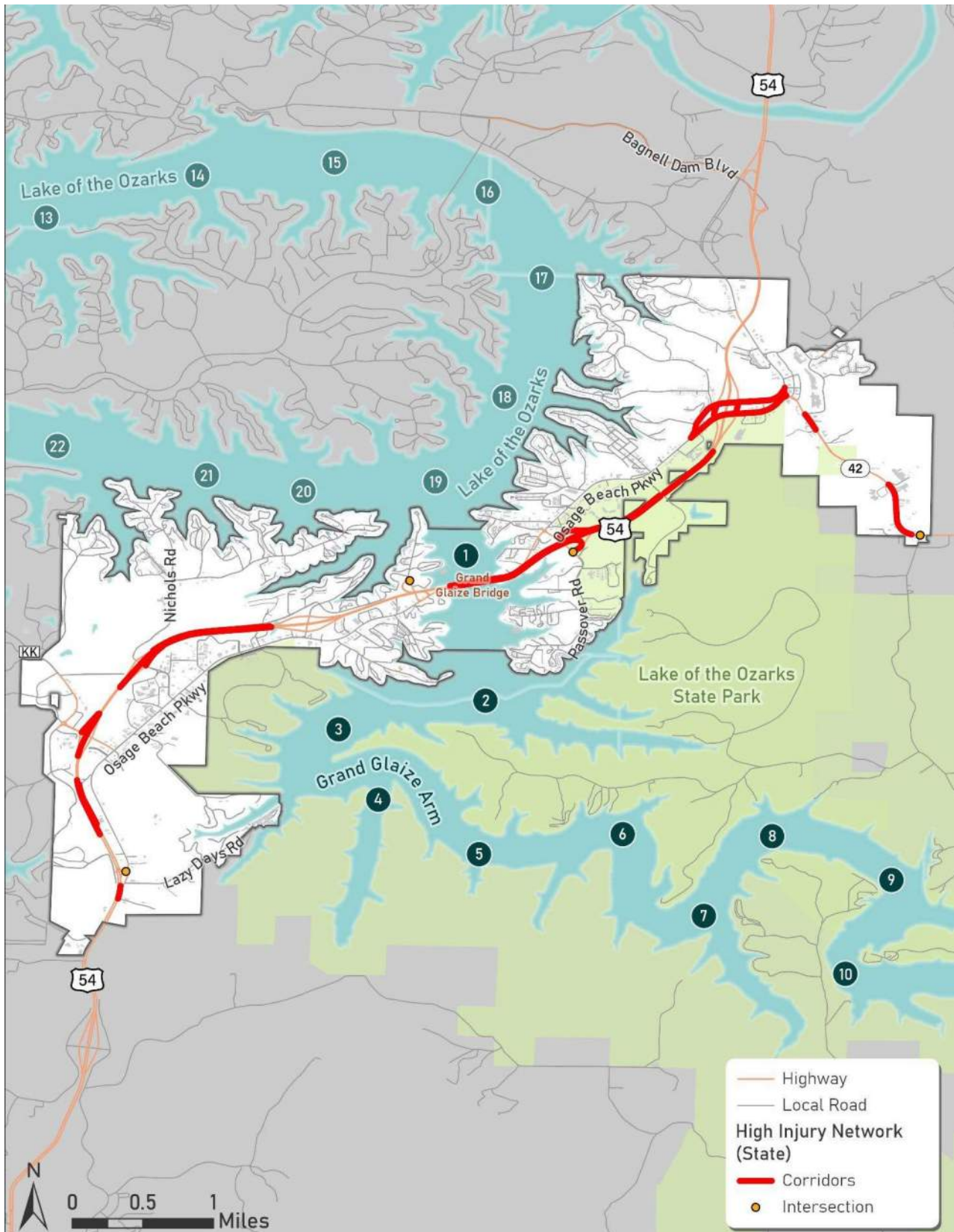


Figure 16 - High Injury Network - State Roads

HRN – State Roads

The HRN on state roadways accounts for approximately **4%** of the total 12 miles identified as the HRN.

Roads included on the state HRN are:

- Osage Beach Parkway
- Route KK
- Nichols Road
- Jefferies Road
- Passover Road
- Route 42

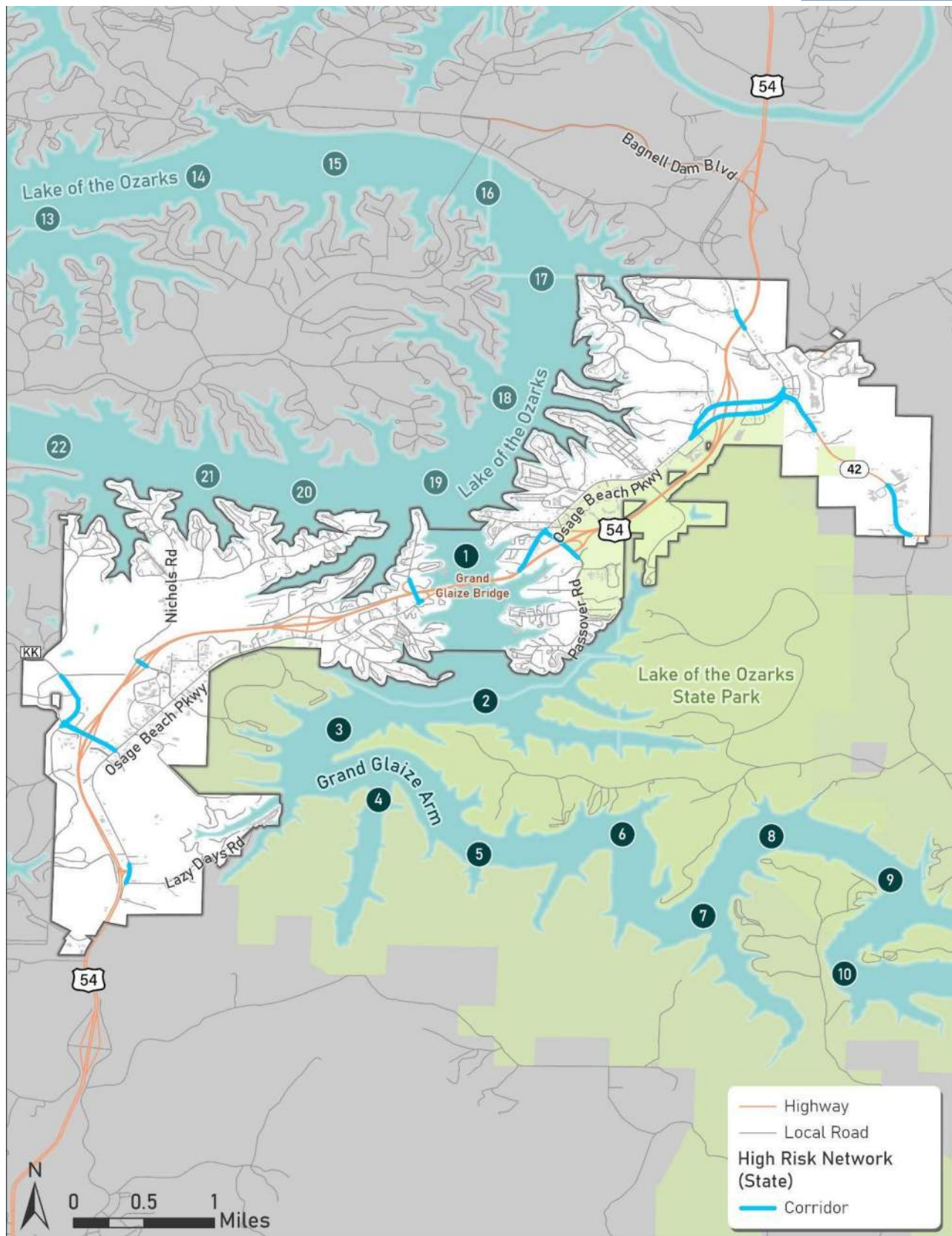


Figure 17 - High Risk Network - State

Grand Glaize Bridge

The Grand Glaize Bridge is the primary connection between the eastern and western portions of Osage Beach, making it critical to local connectivity and safety considerations. The Grand Glaize Bridge accounts for **9%** of fatal and serious injury crashes in Osage Beach.

- **1** fatal
- **4** serious injury
- **8** minor injuries
- **40** property damage only crashes



Figure 18 - Grand Glaize Bridge Aerial with Fatal and Serious Injury Crashes 2020-2024



Figure 19 - Grand Glaize Bridge Facing Westbound

HIN – Local Roads

Separating local roadways within the HIN allows the City of Osage Beach to focus on corridors and intersections where it has direct control over design, operations, and maintenance decisions. This approach helps identify locations that can be addressed through infrastructure improvements, policy changes, and targeted safety investments. By prioritizing local streets independently, the City can more effectively implement safety solutions for all users and advance the goals of the Vision Zero Action Plan.

The HIN makes up 1% of all local roads in Osage Beach

Roads included on the local HIN are:

- Osage Beach Parkway
- Passover Road

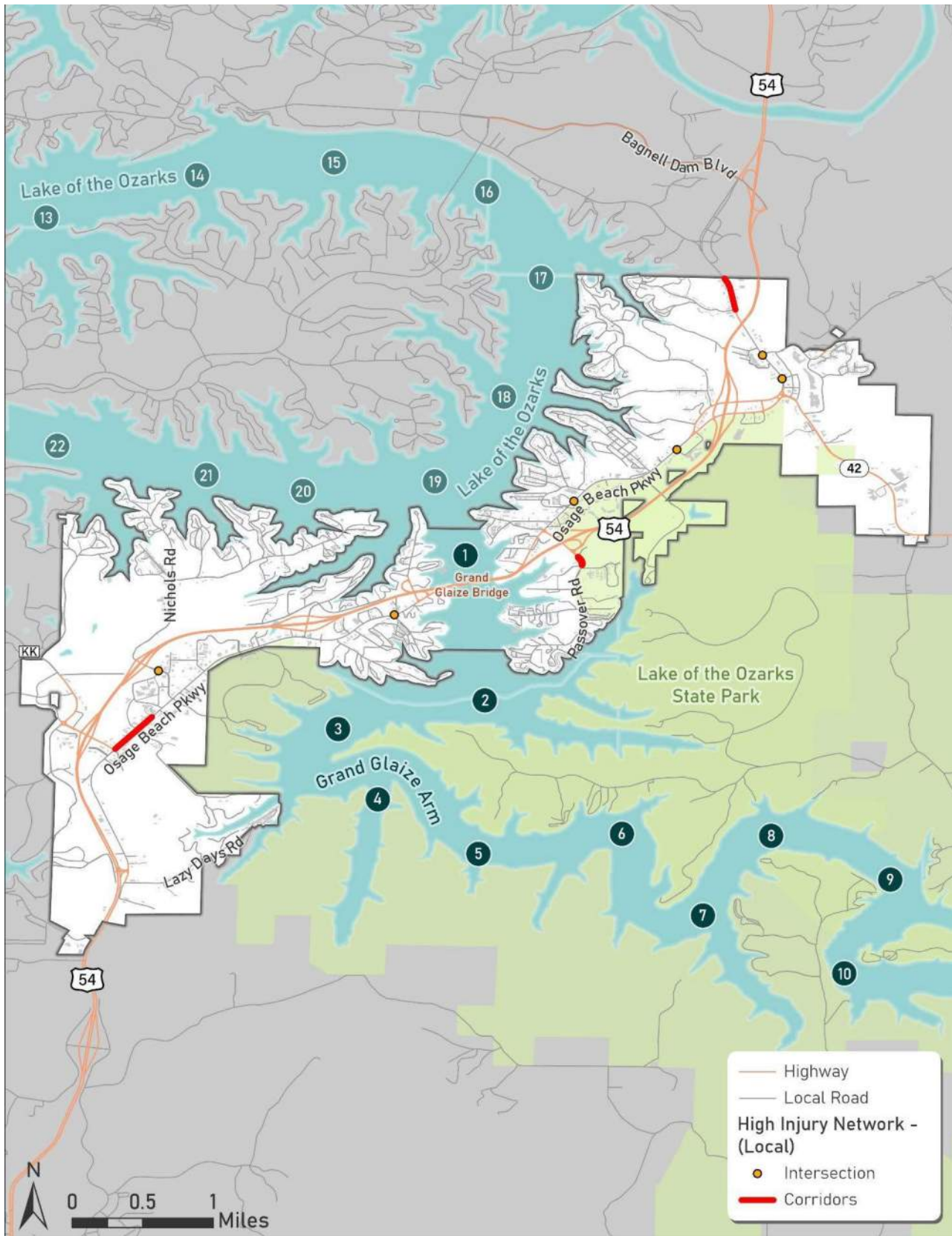


Figure 20 - High Injury Network - Local Roads

HRN – Local Roads

The HRN makes up 5% of all local roads in Osage Beach

Roads included on the local HRN are:

- Osage Beach Parkway
- Nichols Road
- Barry Prewitt Memorial Drive

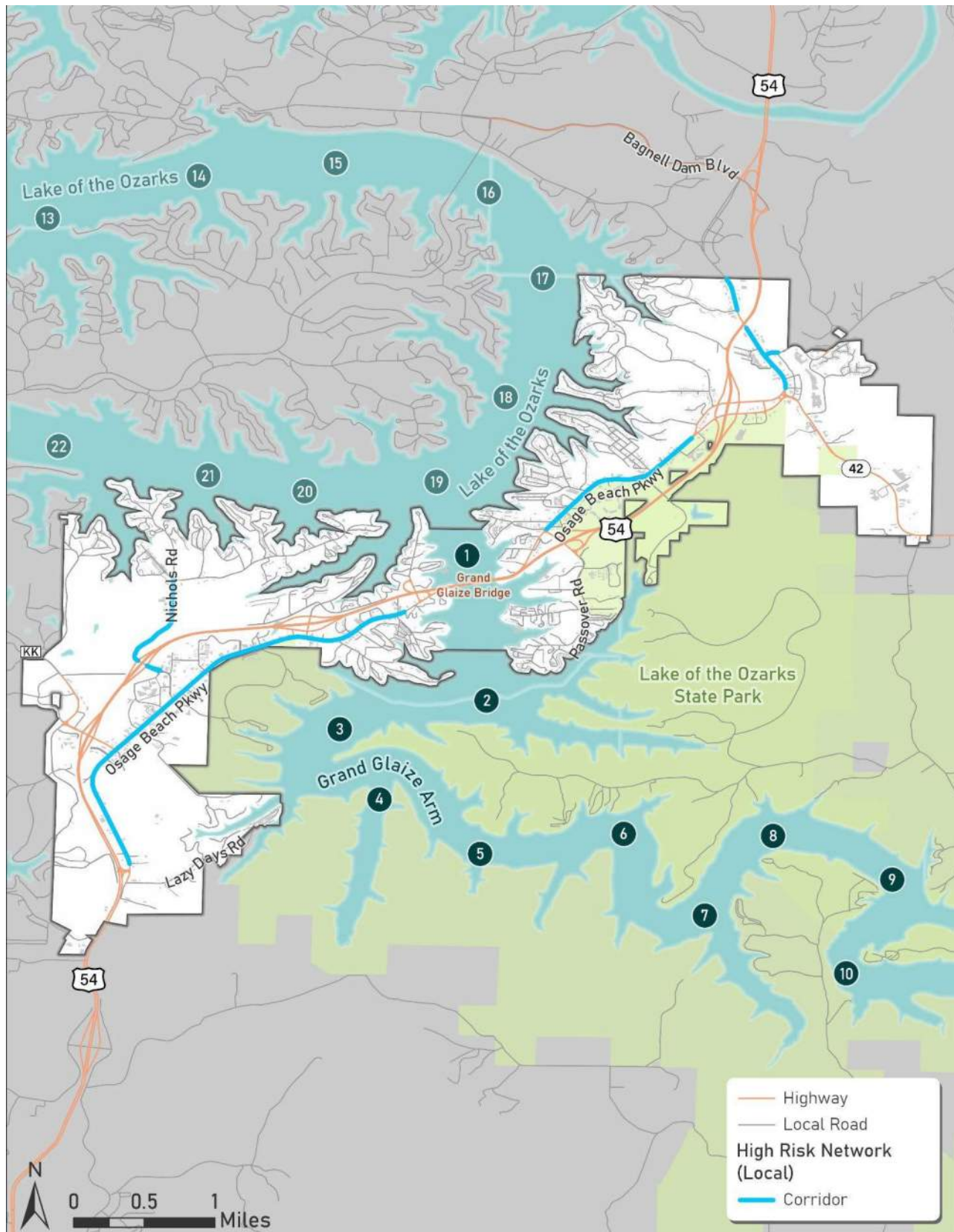


Figure 21 - High Risk Network - Local

Emphasis Areas

The emphasis areas outlined in this plan are derived from the [Missouri Strategic Highway Safety Plan \(SHSP\)](#) and have been tailored to address the specific safety challenges within the City of Osage Beach. These focus areas were selected based on an analysis of fatal and serious injury crashes over a five-year period (2020–2024) in Osage Beach. Together, these six emphasis areas will guide the development of actionable recommendations and infrastructure improvements throughout the Vision Zero Action Plan.

Intersections

Intersections concentrate multiple travel movements including vehicles, pedestrians, and cyclists into a single location, increasing the potential for conflicts. Rear end collisions, often caused by distracted driving or sudden stops, are particularly common in these areas. In Osage Beach, **26%** of fatal and serious injury crashes occurred at intersections, with red-light running and left turn crashes being the most common intersection related crash types.

Speeding and aggressive driving

Speed and aggressive driving directly influence crash severity. Higher speeds reduce reaction time, increase stopping distance, and raise the likelihood of fatal or serious injuries. Speeding and aggressive driving contributed to at least **17%** of fatal and serious injury crashes in Osage Beach.

Roadway departure

Roadway departure crashes often result in severe outcomes due to loss of control, head-on conflicts, or fixed-object impacts. These crashes are frequently linked to roadway design and make up **49%** of fatal and serious injury crashes in Osage Beach.

Impaired driving

Impaired driving undermines a driver's ability to safely operate a vehicle and is a known contributor to high-severity crashes. Impairment may result from the use of alcohol, marijuana, prescription medications, or other drugs that affect reaction time, judgment, and motor skills. Addressing impaired driving supports a Safe System approach by reducing high-risk behaviors that lead to serious injuries and fatalities. In Osage Beach, impaired driving accounts for **26%** of fatal and serious injury crashes.

Vulnerable Road Users (VRU)

Although VRU's make up only 1% of all crashes in Osage Beach, **Half** of those crashes resulted in a fatal or serious injury crash. This highlights the opportunity to prioritize their safety in this plan.

Motorcycles

Motorcyclists are exposed road users with limited physical protection and are more susceptible to fatal and severe injury in crashes. Motorcycle crashes make up 3% of all crashes in Osage Beach Missouri from 2020-2024, but make up **34%** of Fatal and Serious injury crashes.



Figure 22 - Emphasis Areas

Next Steps

The priority safety corridors and spot locations for the Vision Zero Action Plan will be finalized using crash data, task force input, and public feedback. This analysis will help understand the core issues and causes behind crashes and guide the selection of effective safety countermeasures. The process will build on the HIN and HRN analysis. Public engagement will play a key role in prioritizing safety improvements in Osage Beach.

Crash Profiles

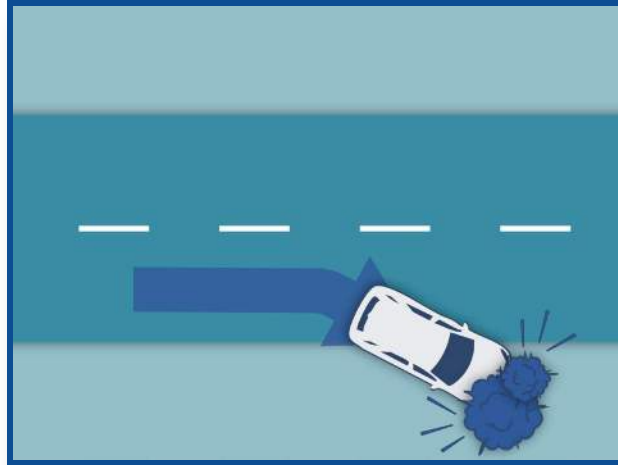
A crash profile is a summarized report of a specific crash type used to help understand crash patterns, identify safety issues, and guide improvements.

Four crash profiles were identified in Osage Beach that represent the most common crash types that result in fatal and severe injury crashes. Collectively these four crash types represent 71% of severe crashes that occurred in Osage Beach from 2020-2024.

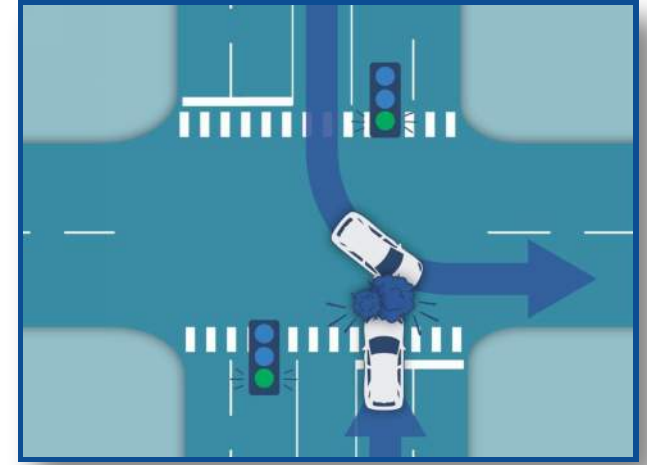
Identifying these crash profiles helps determine the most effective safety interventions for locations that have experienced or may experience these types of crashes. Each crash profile includes a list of proven safety countermeasures that could be applied to help mitigate the crash type.

The crash profiles on the following pages are listed in order from the most common crash type that occurred in Osage Beach between 2020-2024 to the lowest. Please note that this list does not include all crash types, just the most commonly occurring ones within Osage Beach during the study period.

Roadway Departure



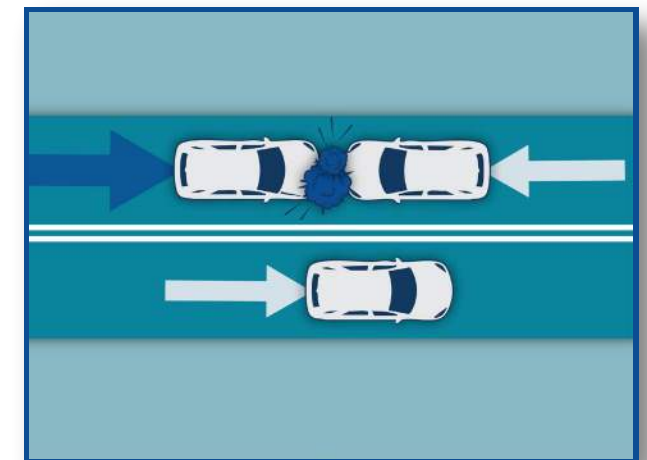
Left Turn at Signalized Intersection



Red Light Running



Wrong Way



Crash Profile: Roadway Departure

Vehicle(s) left the roadway and struck a fixed object, overturned, or exited the travel way

Potential Countermeasures



Pavement Friction Management



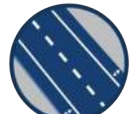
Appropriate Speed Limits



Road Diets



Wider Edge Lines



Shoulders



Lighting



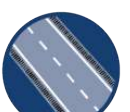
Enhanced Delineation for Horizontal Curves



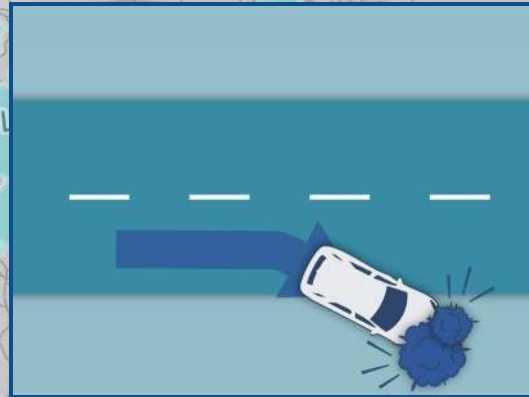
Corridor Access Management



Corner Radii

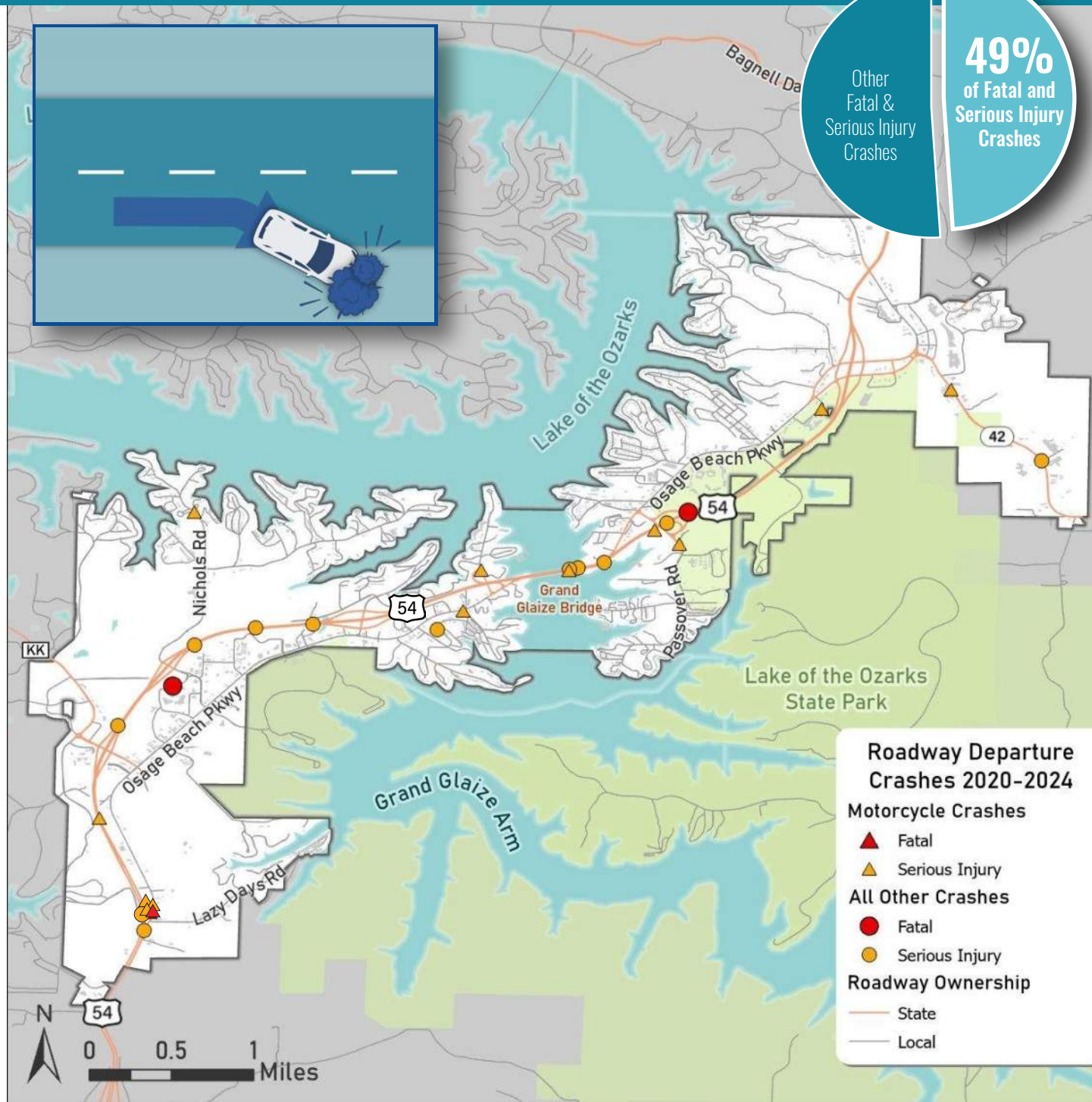


Rumble Strips



Other
Fatal &
Serious Injury
Crashes

49%
of Fatal and
Serious Injury
Crashes



Crash Profile: Left Turn at Signalized Intersection

A vehicle turning left at a signalized intersection struck by an oncoming through vehicle

Potential Countermeasures



Backplates with Retroreflective Borders



Alternative Intersections



Signal Operations Evaluation



Dedicated Left- and Right-Turn Lanes at Intersections



Lighting



Appropriate Speed Limits

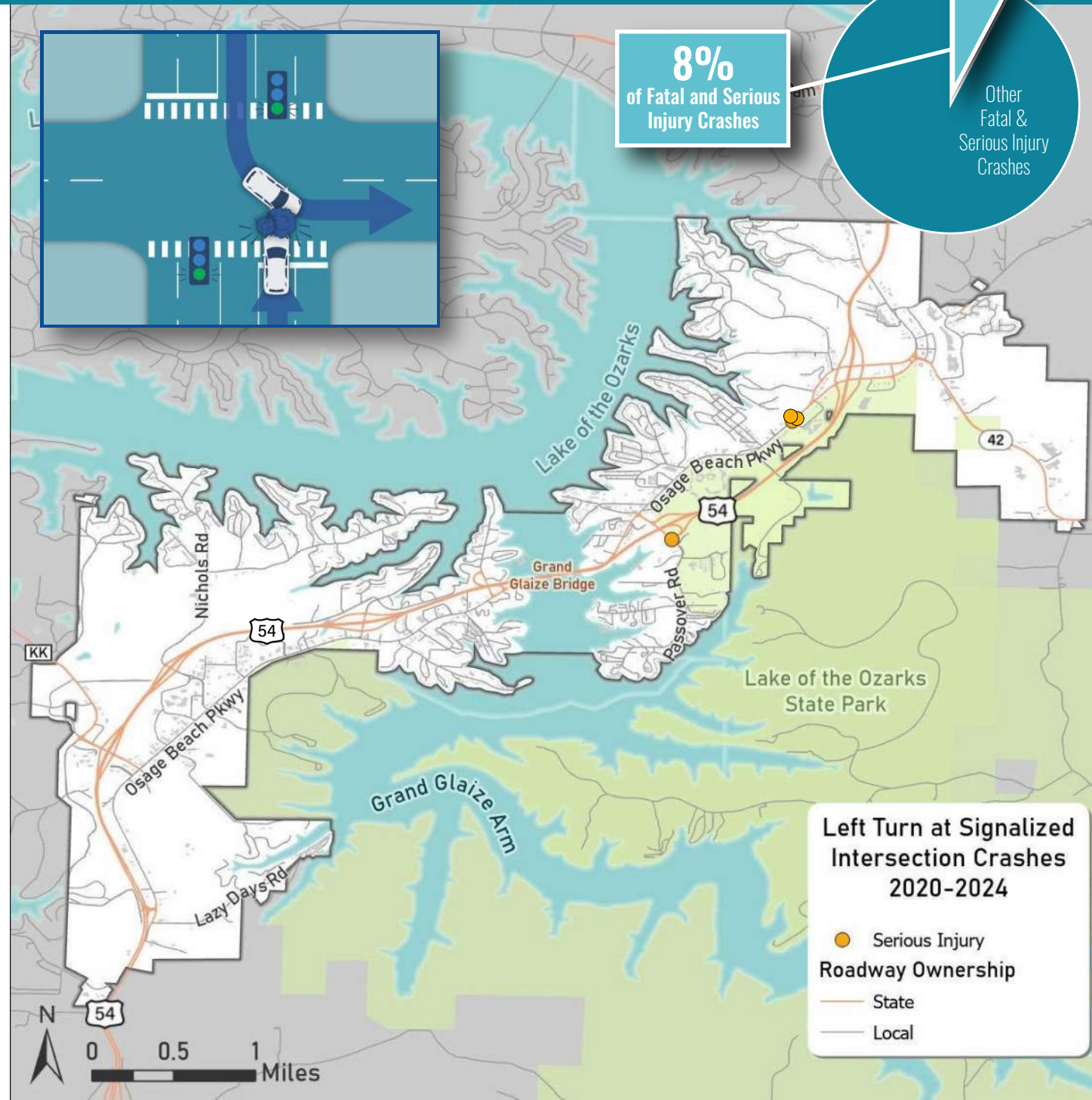


Corridor Access Management



8%
of Fatal and Serious
Injury Crashes

Other
Fatal &
Serious Injury
Crashes



Crash Profile: Red Light Running

A driver entered an intersection after the signal turned red and collided with a vehicle proceeding on a green signal

Potential Countermeasures



Backplates with Retroreflective Borders



Appropriate Speed Limits



Signal Operations Evaluation



Road Diets



Alternative Intersections



Lighting

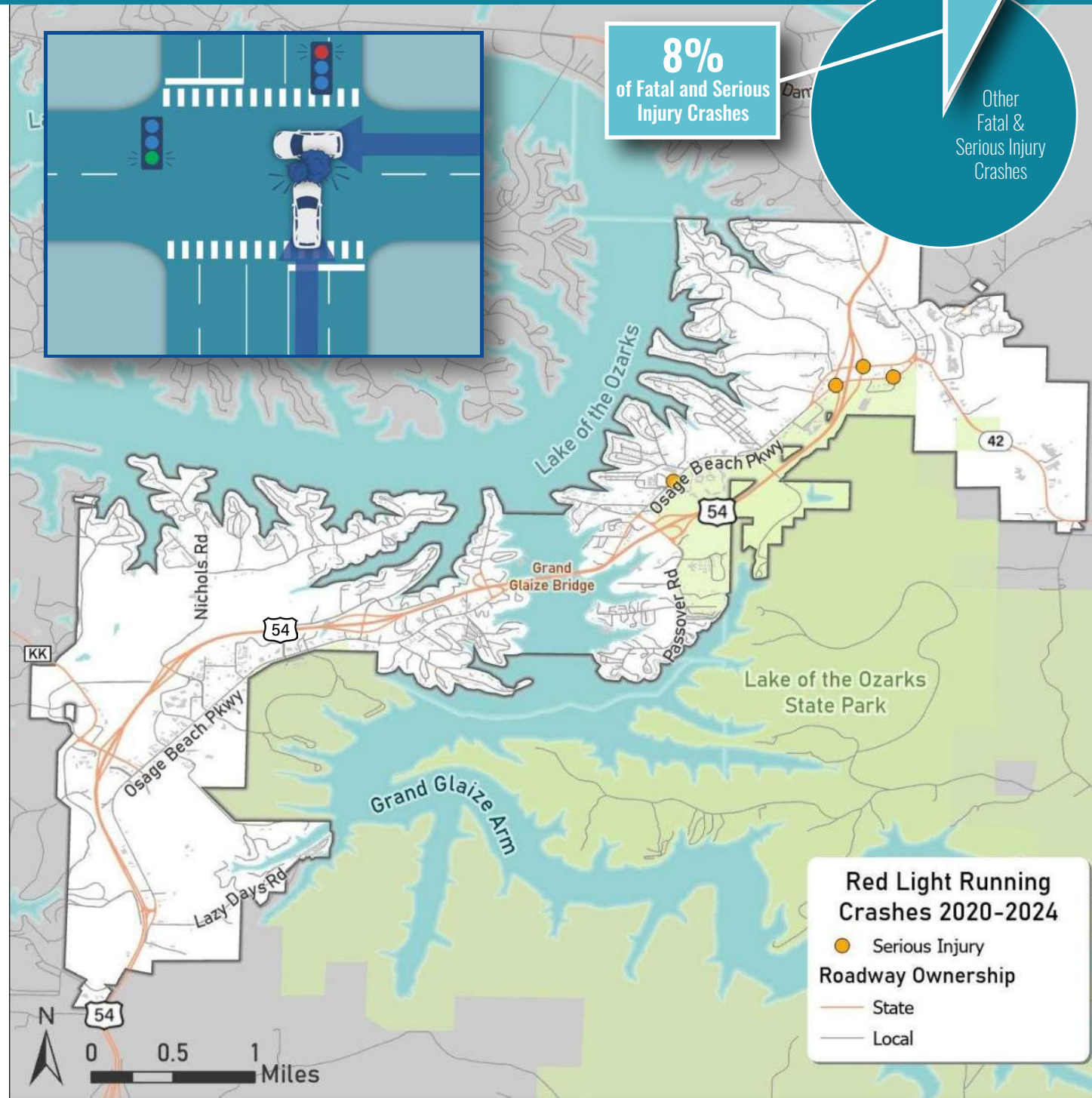


Corridor Access Management



8%
of Fatal and Serious
Injury Crashes

Other
Fatal &
Serious Injury
Crashes



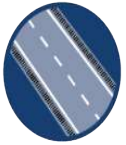
Crash Profile: Wrong Way

Vehicle traveling on the wrong side of a roadway struck by an oncoming vehicle going the correct way

Potential Countermeasures



Multiple Low-Cost Countermeasures at SCIs



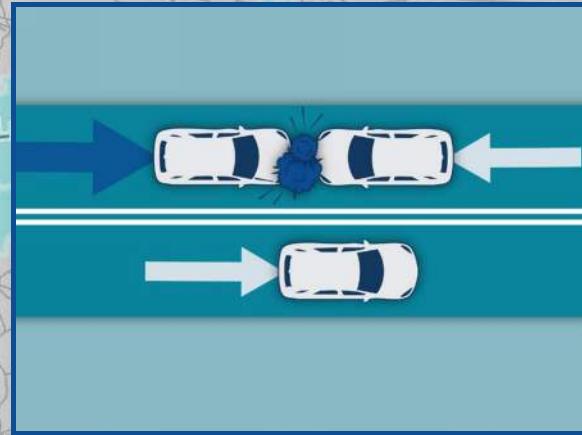
Rumble Strips



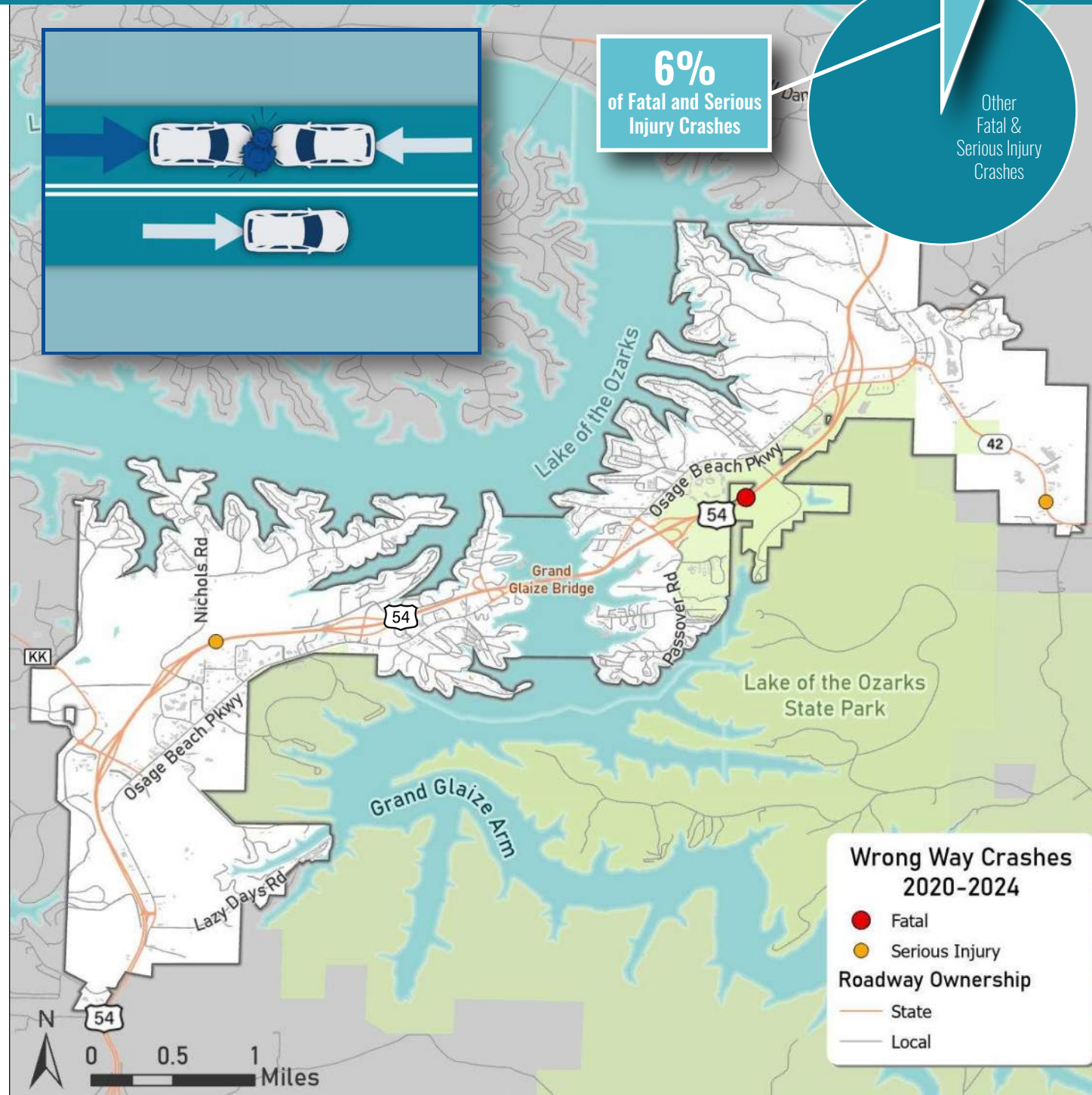
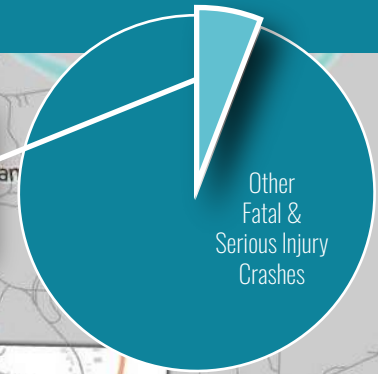
Corridor Access Management



Lighting



6%
of Fatal and Serious
Injury Crashes



VRU Crash Profiles

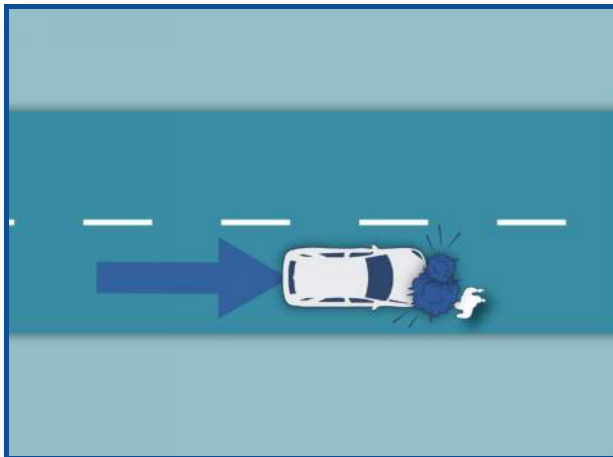
A VRU crash profile is a summarized report of a specific crash type involving Vulnerable Road Users that is used to help understand crash patterns, identify safety issues, and guide improvements.

Three crash types accounted for all VRU-involved crashes in Osage Beach between 2020-2024. 50% of these crashes resulted in fatal or serious injuries.

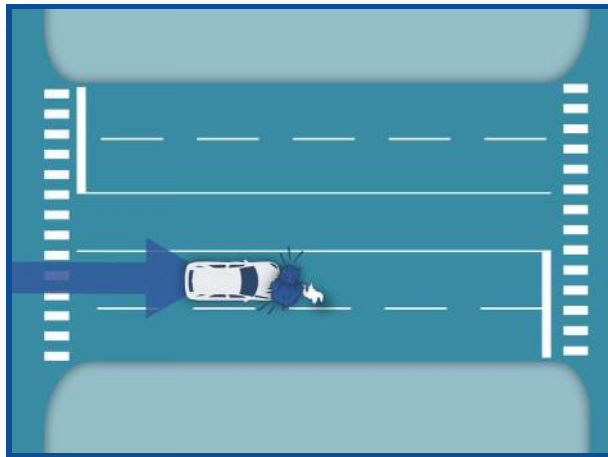
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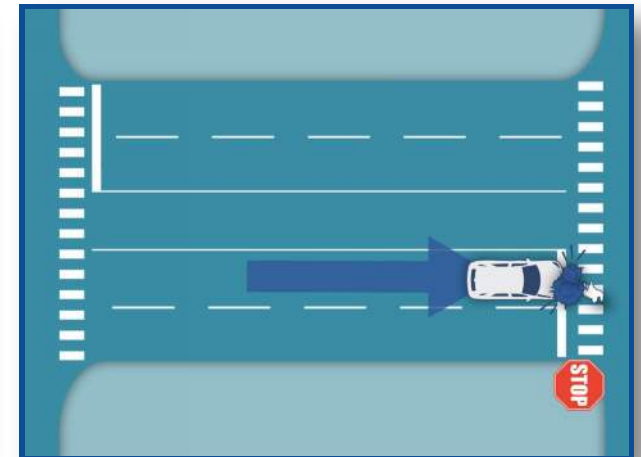
Pedestrian Walking in Roadway



Pedestrian Crossing Mid-Block



Pedestrian Crossing at Marked, Unsignalized Crosswalk



Crash Profile: Pedestrian Walking in Roadway

A pedestrian walking in the roadway struck by a vehicle

Potential Countermeasures



Walkways



Shared Use Path



Crosswalk Visibility Enhancements



Medians and Pedestrian Refuge Islands



Corridor Access Management



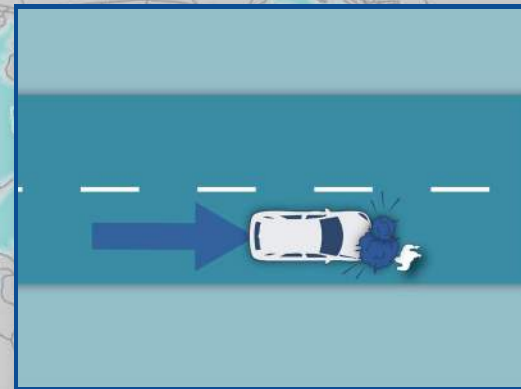
Pedestrian Signals



Lighting

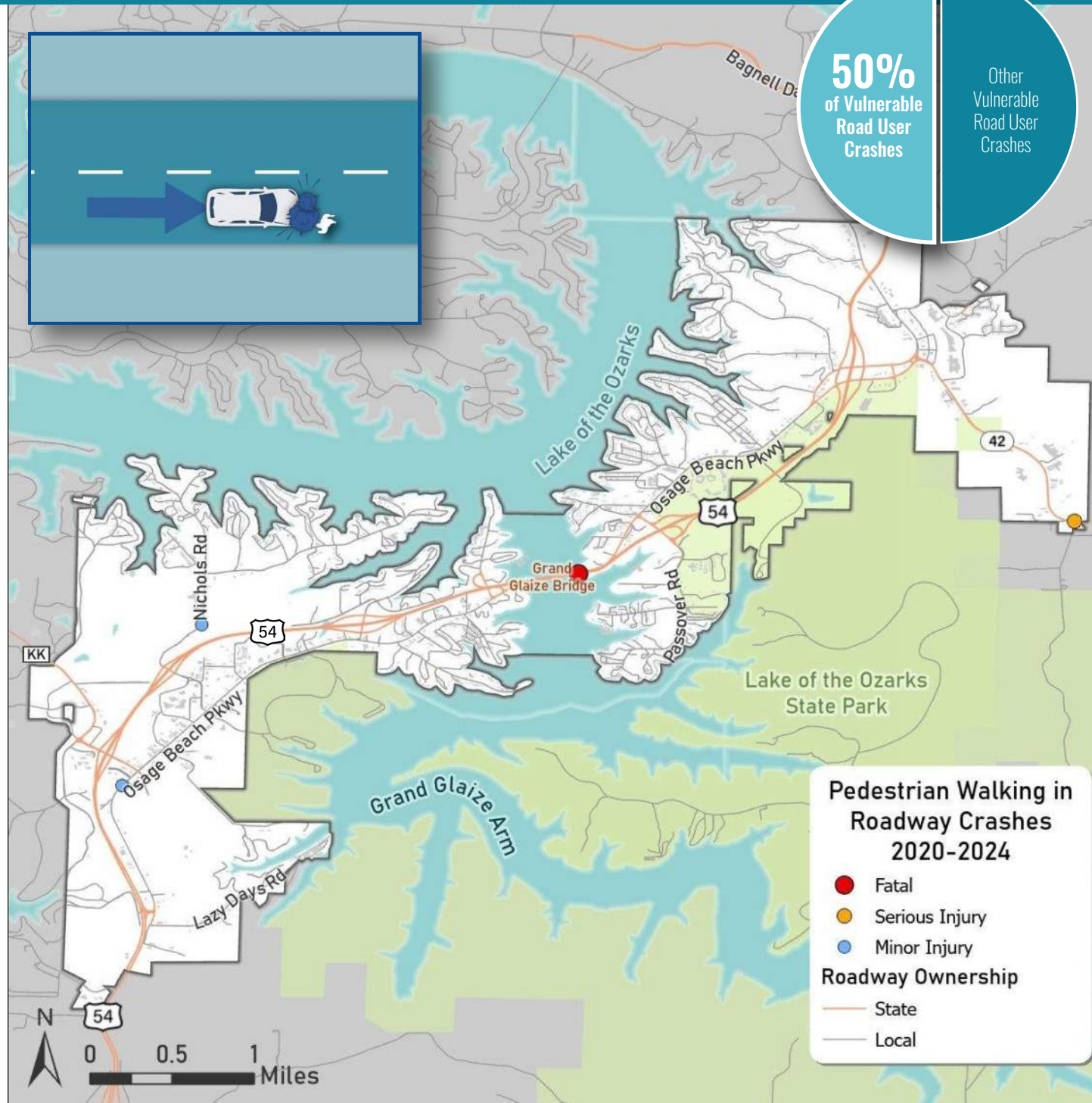


Appropriate Speed Limits



50%
of Vulnerable
Road User
Crashes

Other
Vulnerable
Road User
Crashes



Crash Profile: Pedestrian Crossing Mid-Block

A pedestrian crossing a roadway away from an intersection struck by a vehicle

Potential Countermeasures



Walkways



Shared Use Path



Crosswalk Visibility Enhancements



Medians and Pedestrian Refuge Islands



Corridor Access Management



Pedestrian Signals



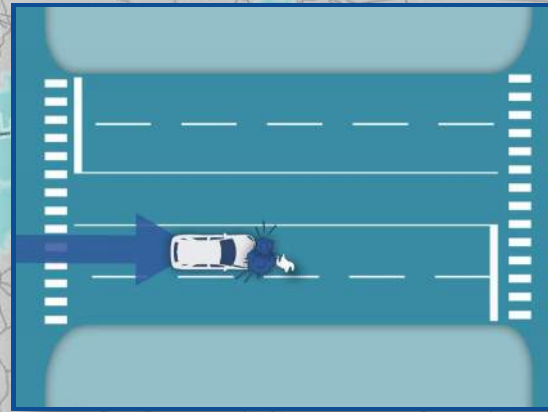
Lighting



Appropriate Speed Limits

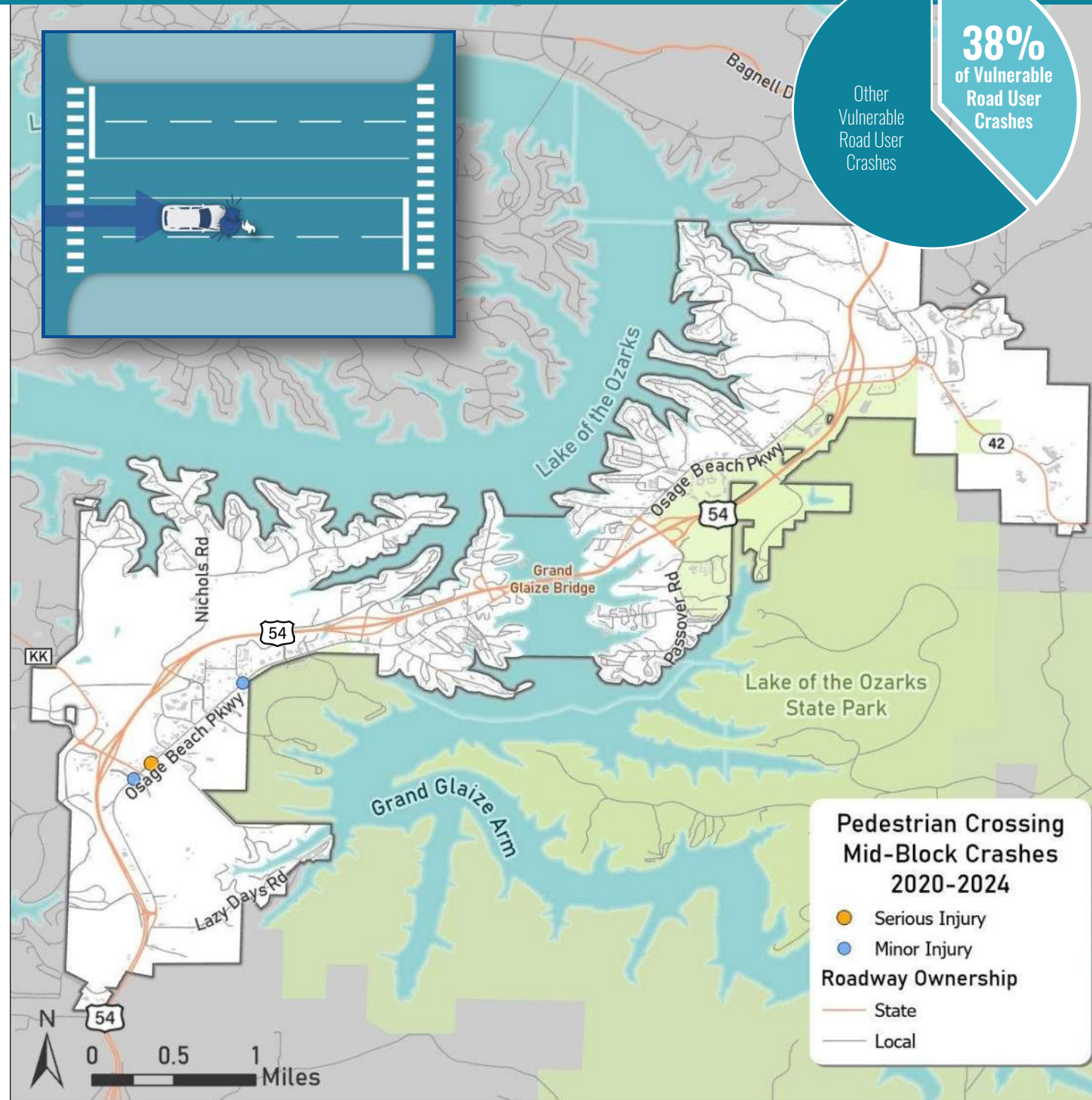


Road Diets



38%
of Vulnerable
Road User
Crashes

Other
Vulnerable
Road User
Crashes



Crash Profile: Pedestrian Crossing at an Unsignalized Crosswalk

A pedestrian crossing at a marked but unsignalized crosswalk struck by a vehicle that failed to yield to the pedestrian

Potential Countermeasures



Walkways



Shared Use Path



Crosswalk Visibility Enhancements



Medians and Pedestrian Refuge Islands



Corridor Access Management



Pedestrian Signals



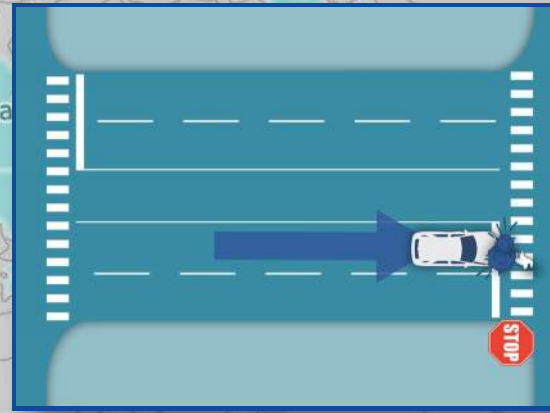
Lighting



Appropriate Speed Limits

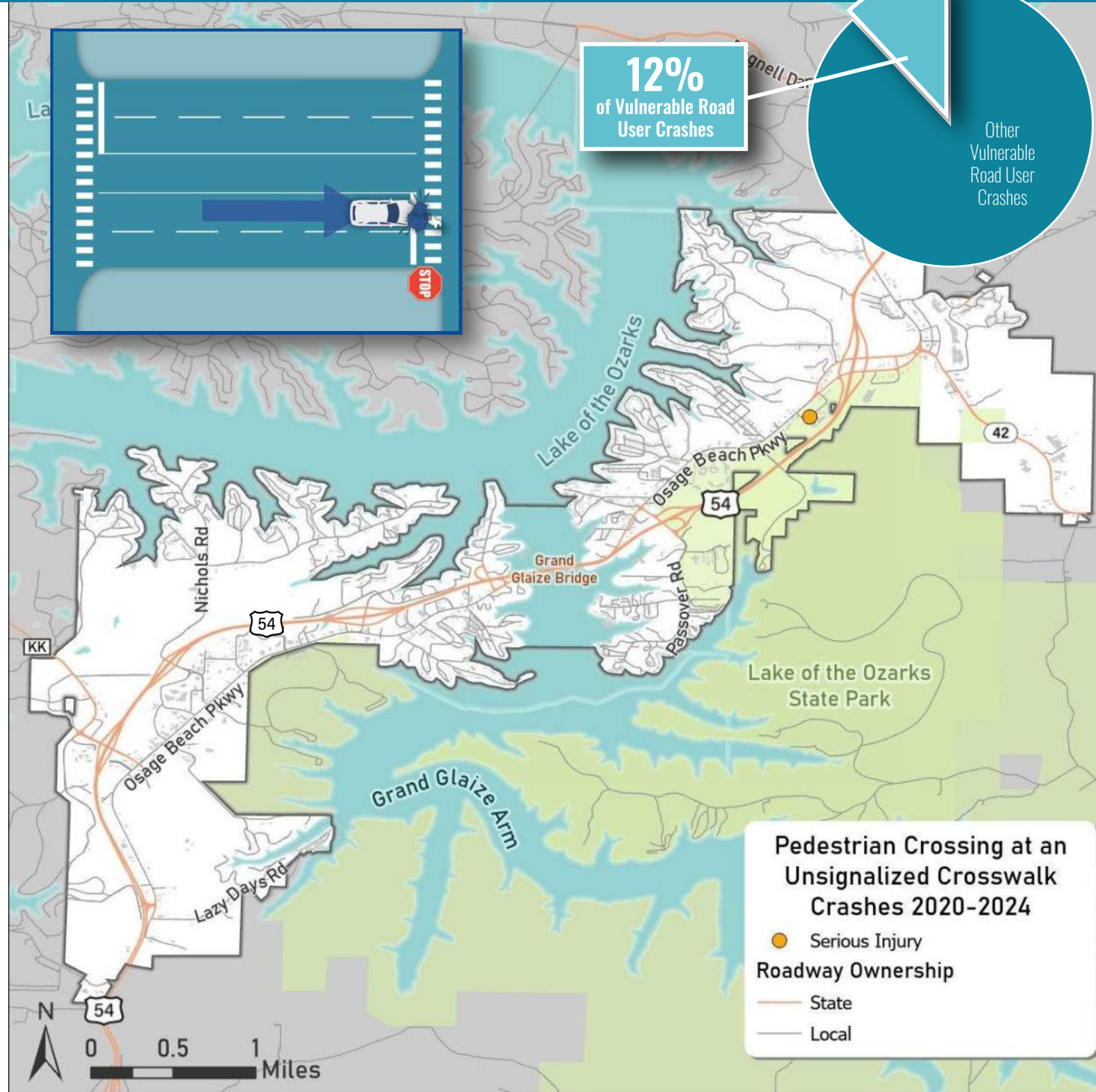


Road Diets



12%
of Vulnerable Road
User Crashes

Other
Vulnerable
Road User
Crashes



OSAGE BEACH

VISION ZERO ACTION PLAN

Countermeasure Toolbox

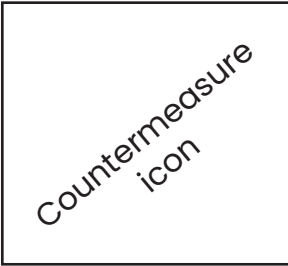
Toolbox Guide

Roadway Corridor

Intersection

Pedestrian/Bicyclist

Countermeasure Name



Countermeasure
Description

Crash Types Addressed

- Types of crashes this countermeasure is expected to reduce

Application Guidance:

- Circumstances in which this countermeasure should be applied to be most effective

Anticipated Crash Reduction: expected % reduction in crashes

Estimated Cost: \$ - Less than \$100,000
\$\$ - \$100,000 to \$250,000
\$\$\$ - More than \$250,000

Definitions

A countermeasure is an action, strategy, or physical improvement implemented to reduce the risk of crashes and other safety hazards for all roadway users.

Vulnerable Road Users (VRUs) are people traveling on or near roadways without the protection of a motor vehicle. This includes pedestrians, bicyclists, and individuals using wheelchairs, scooters, or other non-motorized transportation options. Motorcycles are not included in this definition.

Roadway Corridor Countermeasures

Appropriate Speed Limits



Vehicle speeds are an important factor in the severity of crashes. Adjust roadway speed limits to better reflect existing characteristics

Crash Types Addressed

- All

Application Guidance:

- Consider VRU activity, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds¹
- Includes both setting speed limits and new road designs/traffic calming measures

Anticipated Crash Reduction: varies¹

Estimated Cost: \$¹

1. Federal Highway Administration. (2021). Appropriate speed limits for all road users (FHWA-SA-21-034). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/appropriate-speed-limits-all-road-users>

Corridor Access Management



Manages and consolidates the number and location of driveways, intersections, and access points along a roadway reducing conflict points and turning movements

Crash Types Addressed

- Left Turn
- Angle
- Red Light Running
- VRU
- Wrong Way

Application Guidance:

- Various methods including right-in/right-out treatment, raised medians, and driveway consolidation¹

Anticipated Crash Reduction: 5–31%¹

Estimated Cost: \$²

1. Federal Highway Administration. (2021). Corridor access management (FHWA-SA-21-035). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Enhanced Delineation for Horizontal Curves



Increases visibility and driver awareness through signage, pavement markings, and reflectors, reducing crash risk

Crash Types Addressed

- Roadway Departure

Application Guidance:

- Roadways with curves¹

Anticipated Crash Reduction: 18–38%¹

Estimated Cost: \$²

1. Federal Highway Administration. (2021). Enhanced delineation for horizontal curves (FHWA-SA-21-036). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/enhanced-delineation-horizontal-curves>

2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Roadway Corridor Countermeasures

Lighting



Enhances visibility for all road users, reducing nighttime crashes, and making pedestrians, cyclists, and vehicles more noticeable.

Crash Types Addressed

- All

Application Guidance:

- Place far enough from the roadway to reduce fixed-object crashes¹
- Consider lighting that more adequately illuminates pedestrians and pedestrian crossings

Anticipated Crash Reduction: 28–42%¹

Estimated Cost: \$²

1. Federal Highway Administration. (2021). Lighting (FHWA-SA-21-037). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/lighting>

2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Pavement Friction Management



Improves traction and reduces crash risk by monitoring and enhancing surface friction in high-risk or high-speed areas

Crash Types Addressed

- Roadway Departure
- Rear End
- VRU

Application Guidance:

- Curves, ramps, and at intersections¹
- Locations with a history of weather-related crashes¹

Anticipated Crash Reduction: 20–63%¹

Estimated Cost: \$²

1. Federal Highway Administration. (2021). Pavement friction management (FHWA-SA-21-038). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/pavement-friction-management>

2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Road Diets



Reduces the number of travel lanes, reallocating space for pedestrians, cyclists, and transit, calming traffic, and decreasing crash risks

Crash Types Addressed

- Roadway Departure
- Red Light Running
- Head On
- Angle
- VRU
- Sideswipe

Application Guidance:

- Current or Future AADT < 25,000¹

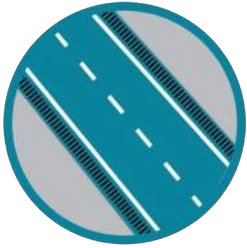
Anticipated Crash Reduction: 19–47%¹

Estimated Cost: \$¹

1. Federal Highway Administration. (2021). Road diets (roadway reconfiguration) (FHWA-SA-21-039). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration>

Roadway Corridor Countermeasures

Rumble Strips



Alerts drivers through vibration and noise when they veer out of their lane or off the road, reducing the risk of run-off road crashes

Anticipated Crash Reduction: 13–64%¹

Estimated Cost: \$¹

1. Federal Highway Administration. (2021). Longitudinal rumble strips and stripes on two-lane roads (FHWA-SA-21-040). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads>

Crash Types Addressed

- Roadway Departure
- Wrong Way
- Fixed object

Application Guidance:

- Shoulder, edge line, or median placement on two-lane roadways¹

Wider Edge Lines



Clearly defining the edge of the roadway, reducing the risk of vehicles veering off the road, especially in low visibility conditions

Anticipated Crash Reduction: 37%¹

Estimated Cost: \$¹

1. Federal Highway Administration. (2021). Wider edge lines (FHWA-SA-21-042). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/wider-edge-lines>

Crash Types Addressed

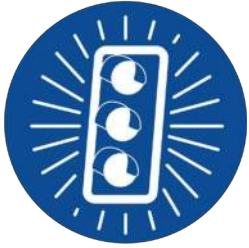
- Roadway Departure

Application Guidance:

- Prioritize locations based on roadway departure crash risk factors¹

Intersection Countermeasures

Backplates with Retroreflective Borders



Enhance signal visibility by improving contrast and reflecting light, making traffic signals more noticeable, especially at night or in low-light conditions

Anticipated Crash Reduction: 15%¹

Estimated Cost: \$¹

1. Federal Highway Administration. (2021). Backplates with retroreflective borders (FHWA-SA-21-039). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/backplates-retroreflective-borders>

Crash Types Addressed

- Angle
- Red Light Running

Application Guidance:

- Locations with low lighting
- Adopt as standard treatment ¹

Tighten Corner Radii/Remove Right Turn Slip Lane



Tighten corners to slow turning speeds and shorten crossing distances, improving safety for pedestrians at intersections and reducing crash risk

Anticipated Crash Reduction: N/A

Estimated Cost: \$

1. National Association of City Transportation Officials. (2013). Urban street design guide. Washington, DC: Island Press. <https://nacto.org/publication/urban-street-design-guide/intersections/corner-radii>

Crash Types Addressed

- Angle
- VRU

Application Guidance:

- Intersections with pedestrian traffic¹

Dedicated Left- and Right-Turn Lanes at Intersections



Separates turning vehicles from through traffic, reducing congestion and the risk of crashes

Anticipated Crash Reduction: 14–48%¹

Estimated Cost: \$\$–\$\$\$²

1. Federal Highway Administration. (2021). Dedicated left- and right-turn lanes at intersections (FHWA-SA-21-043). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/dedicated-left-and-right-turn-lanes-intersections>

2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Crash Types Addressed

- Angle
- Red Light Running

Application Guidance:

- Major road approaches at intersections
- Intersections with significant turning volumes or history of turn-related crashes²

Intersection Countermeasures

Multiple Low-Cost Countermeasures at Stop Controlled Intersections (SCIs)



Address common crash risks through enhanced signage, pavement markings, lighting, and visibility improvements

Anticipated Crash Reduction: 10–20%¹

Estimated Cost: \$¹

1. Federal Highway Administration. (2021). Systemic application of multiple low-cost countermeasures at stop-controlled intersections (FHWA-SA-21-044). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/stop-controlled-intersections>
2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Crash Types Addressed

- Angle
- Rear End
- Roadway Departure
- Head On

Application Guidance:

- All stop-controlled intersections with crash issues²

Roundabouts



Reduces conflict points, lowers vehicle speeds, and eliminates the need for left-turn movements, significantly reducing severe crashes

Anticipated Crash Reduction: 82%¹

Estimated Cost: \$\$\$²

1. Federal Highway Administration. (2010). Roundabouts (FHWA-RD-00-067). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>
2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Crash Types Addressed

- Angle
- Red Light Running
- Head On
- Rear End

Application Guidance:

- Can replace signals and stop-control
- Effective option for managing speed and transitioning traffic¹

Signal Operations Evaluation



Adjustments/Evaluation to signal timing using countermeasures such as yellow change intervals, optimized/coordinated signal timing, left-turn phasing, and all-red clearance intervals

Anticipated Crash Reduction: 20%–77%^{2, 3}

Estimated Cost: \$¹

1. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>
2. Fitch, J.W., Shafizadeh, K., Zhao, W., & Crowl, W.D. (2011). A Rational Method for Setting All-Red Clearance Intervals. U.S. Department of Transportation. https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=257
3. Chen, L., Chen, C., & Ewing, R. (2012). Left-turn phase: Permissive, protected, or both? Transportation Research Board, 91st Annual Meeting, Washington, DC. https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=284

Crash Types Addressed

- Angle
- Rear End
- Red Light Running

Application Guidance:

- Intersections where traffic frequently queues for extended distances¹

Pedestrian/Bicyclist Countermeasures

Crosswalk Visibility Enhancements



Increases driver awareness through high-visibility markings, better lighting, and signage

Crash Types Addressed

- VRU

Application Guidance:

- Multi lane roadways with AADT > 10,000¹

Anticipated Crash Reduction: 25–42%¹

Estimated Cost: \$²

1. Federal Highway Administration. (2021). Crosswalk visibility enhancements (FHWA-SA-21-045). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>
2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Medians and Pedestrian Refuge Islands



Providing a protected space for pedestrians to pause while crossing wide roads, reducing exposure to traffic and enhancing visibility

Crash Types Addressed

- VRU

Application Guidance:

- Multi lane roadways
- 35 mph or greater
- AADT > 9,000¹

Anticipated Crash Reduction: 46–56%¹

Estimated Cost: \$\$\$²

1. Federal Highway Administration. (2021). Medians and pedestrian refuge islands in urban and suburban areas (FHWA-SA-21-046). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-refuge-islands>
2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Pedestrian Hybrid Beacons



Provides a high-visibility, signalized crossing that stops traffic only when activated, reducing pedestrian-vehicle conflicts

Crash Types Addressed

- VRU

Application Guidance:

- Mid-block crossings
- Locations with 3+ lanes and speeds >35 mph
- AADT > 9,000¹

Anticipated Crash Reduction: 55%¹

Estimated Cost: \$\$²

1. Federal Highway Administration. (2021). Pedestrian hybrid beacons (FHWA-SA-21-047). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons>
2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

Pedestrian/Bicyclist Countermeasures

Shared Use Path



Provides safe, off-street routes for pedestrians, bicyclists, and other non-motorized users, promoting active transportation and reducing conflicts with vehicles

Crash Types Addressed

- VRU

Application Guidance:

- Requires wide sidewalks (10+ ft)¹

Anticipated Crash Reduction: 45%²

Estimated Cost: \$\$¹

1. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>
2. Avelar, R., Kutela, B., & Li, X. (2023). Developing Crash Modification Factors for Bicycle Treatments at Intersections (Report No. FHWA-HRT-23-020). Federal Highway Administration. https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stud=686

Walkways



Providing dedicated spaces for walking, reducing conflicts with vehicles, and encouraging active transportation

Crash Types Addressed

- VRU

Application Guidance:

- Locations with sidewalk gaps
- Upgrade existing narrow asphalt paths

Anticipated Crash Reduction: 65–89%¹

Estimated Cost: \$\$\$²

1. Federal Highway Administration. (2021). Walkways (FHWA-SA-21-048). U.S. Department of Transportation. <https://highways.dot.gov/safety/proven-safety-countermeasures/walkways>
2. Wasatch Front Regional Council. (2024, April). Appendix F: Safety countermeasures toolbox. <https://wfrc.org/wp-content/uploads/2024/04/Appendix-F.pdf>

City of OSAGE BEACH Road Safety Audit

February 2026

Prepared By Wilson & Company

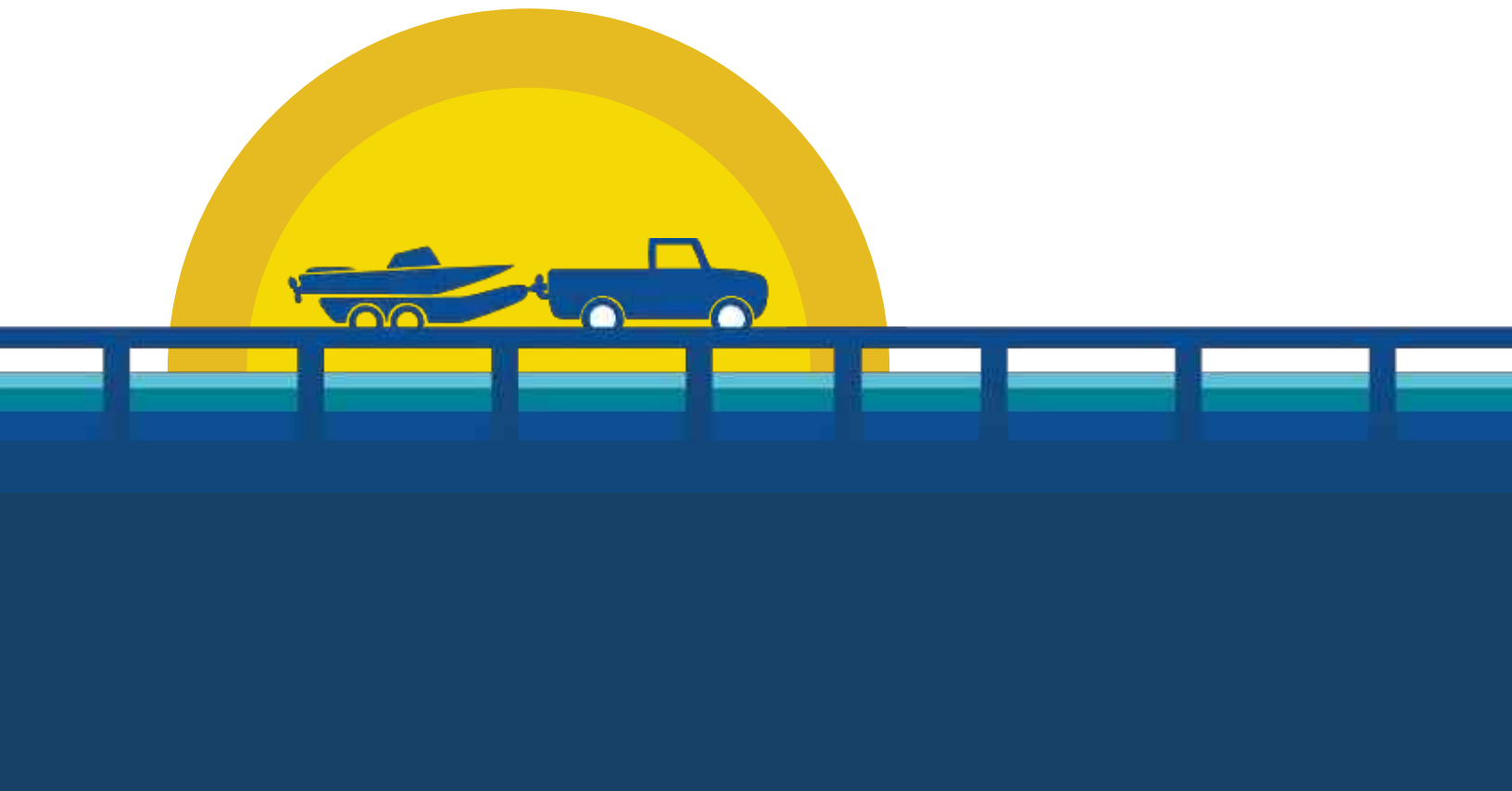


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List of Acronyms

<u>Acronym</u>	<u>Full Term</u>
AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
CVD	Connected Vehicle Data
CIP	Capital Improvement Plan
FHWA	Federal Highway Administration
GPS	Global Positioning System
HAWK	High-Intensity Activated Crosswalk
HRN	High Risk Network
LBS	Location-Based Services
LOS	Level of Service
MoDOT	Missouri Department of Transportation
MUTCD	Manual on Uniform Traffic Control Devices
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
RRFB	Rectangular Rapid Flashing Beacon
RSA	Road Safety Audit
SR ₂ S	Safe Routes to School
SRO	Safety Resource Officer
SSI	Suspected Serious Injury
3D	Three-Dimensional
VRU	Vulnerable Road User

Introduction

Road Safety Audits (RSAs) are a foundational tool used to evaluate roadway safety from a multidisciplinary perspective. Conducted by independent teams of engineers, traffic specialists, and planners, RSAs provide qualitative assessments of potential safety issues and identify opportunities for improvements that benefit all road users, including older drivers, younger drivers, off-highway vehicles, cyclists, and pedestrians.

The RSA process involves:

- Reviewing crash data from local agencies and state departments (e.g., Missouri Department of Transportation [MoDOT]);
- Conducting field observations during various times of day (peak and non-peak hours); and
- Using community input to identify any safety issues and inform recommendations.

RSAs were conducted for the following areas in Osage Beach as shown in Figure 1:

- Osage Beach Parkway (from Key Largo Road to Mace Road) & the Grand Glaize Bridge
- Route 42 around the School of the Osage High School, Middle School, and Upper Elementary School
- Nichols Road around Osage Beach Elementary School

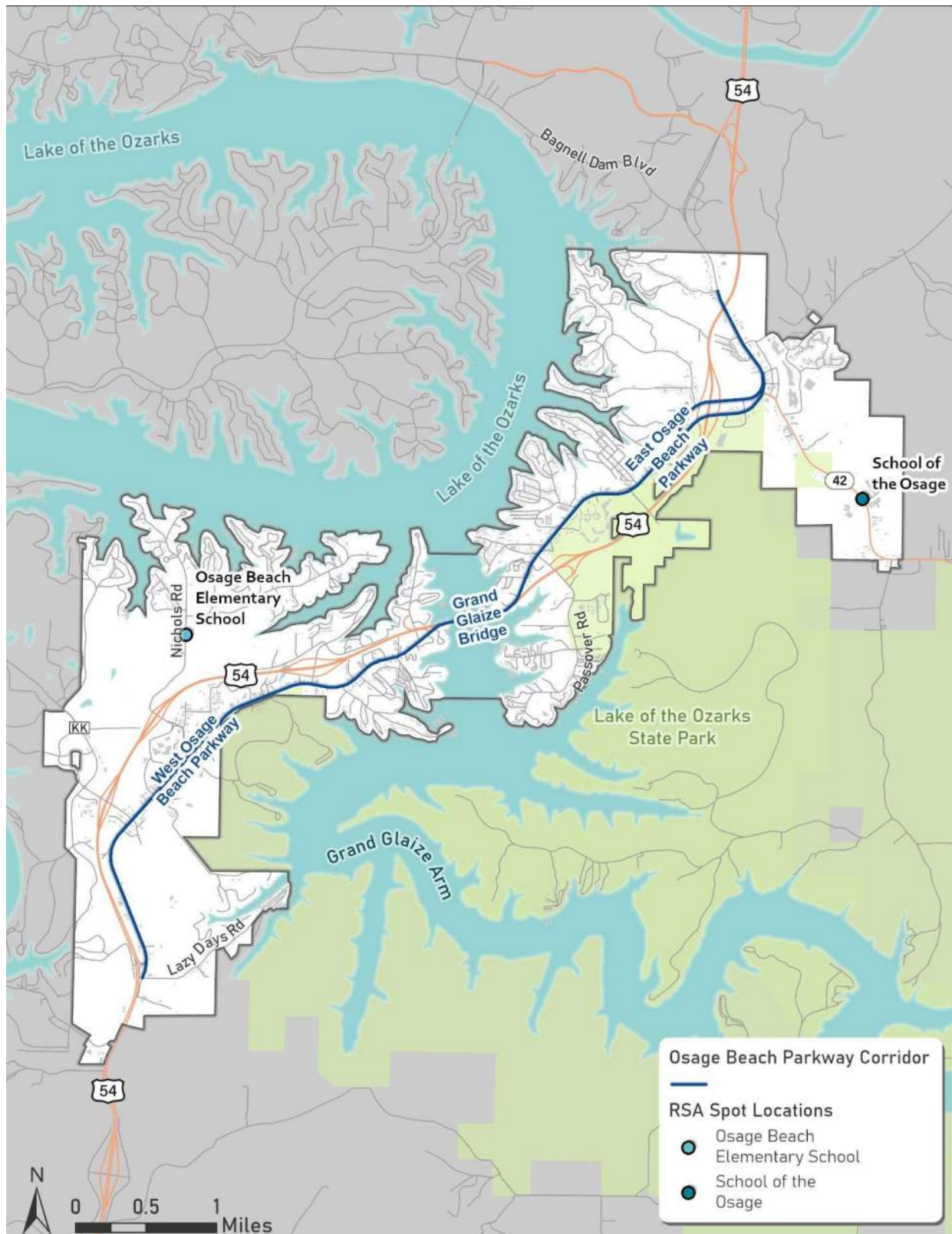


Figure 1 - RSA Locations and Osage Beach Parkway RSA Corridor

Field Visit Details

In-person field visits of the RSA locations were conducted across multiple weeks in Osage Beach during Fall 2025. These field visits built an understanding of existing conditions including road user behavior, traffic signal operations, curb ramp and sidewalk conditions, sign visibility, obstructions, design deficiencies, vehicle speed observations and traffic data collection. Prior to each of the field visits, virtual meetings and a desktop review of available data occurred to inform the team in order to make better conclusions while in the field. During the field visits for the school-related RSAs, the team met with school resource officers (SROs) to gain a better understanding of traffic operations in and around the schools, especially during peak student pick-up/drop-off times. Table 1 summarizes the two field visits to Osage Beach.

Table 1 - Field Observation Summary

Field Observation Summary	
Date and Time	Summary of Visit
Friday, October 10th, 2025 – 1pm to 6:30pm	The planning team observed Osage Beach Parkway existing conditions. The planners crossed each intersection visited, assessed pedestrian accommodations, and observed traffic behavior. Traffic counts and turning movement counts were also conducted at select locations along Osage Beach Parkway and Route 42. At the time of this field visit, the City of Osage Beach had recently completed resurfacing the Parkway and had not yet begun restriping. This may have affected some of the road user behavior.
Wednesday, October 29th, 2025 – 3pm to 5pm	This visit included a team of 11 participants representing a wide range of disciplines and agencies including planning, engineering, law enforcement, education, and maintenance. The team visited eight locations in Osage Beach – six along Osage Beach Parkway and one at each of the school locations. Half of the locations were only observation based while the other half also involved walking up to and around the intersection. The team observed existing conditions and discussed potential solutions and countermeasures to address issues.

Participants in the RSA team are listed in Table 2.

Table 2 - RSA Team Participants

RSA Team Participants	
Name	Organization/Title
Ashley Winchell, AICP	Wilson & Company – Planning Manager, Facilitator
Dorothy Halbrook, PE	Wilson & Company – Engineer, Facilitator
Joseph Ortiz	Wilson & Company – Planner, Facilitator
Ryan Deeken	Wilson & Company – Planner

John Delany	City of Osage Beach
Jeff Fisher	City of Osage Beach Public Works Director
Julie Stotlemeyer, PE	Federal Highway Administration (FHWA) – Safety Engineer
Officer Taylor	City of Osage Beach Police Department
Officer Phillips	City of Osage Beach Police Department
Officer Leyva	City of Osage Beach Police Department
Dave Stark	School of the Osage Resource Officer

Osage Beach Parkway & Grand Glaize Bridge RSA

The following sections provide background information, observations, and recommendations for the Osage Beach Parkway corridor. This assessment evaluates intersection and interchange geometry, traffic operations, user behavior, signal control, and multimodal infrastructure to identify factors contributing to crash risk and reduced accessibility. The analysis highlights several recurring patterns that inform the recommended countermeasures for short and long-term corridor strategies.

Key findings from the corridor analysis include:

- **Higher crash concentrations in high-volume commercial areas**, where frequent access points, turning movements, and congestion increase the likelihood of conflicts.
- **Limited and discontinuous pedestrian infrastructure throughout the corridor**, which restricts safe connectivity between destinations and increases exposure for people walking.
- **Complex interchange and intersection geometries**, particularly at major junctions, that contribute to driver confusion and are associated with a higher proportion of fatal and serious injury crashes.

Osage Beach Parkway

Osage Beach is bisected by the Lake of the Ozarks. Osage Beach Parkway serves as the primary commercial corridor through Osage Beach and, via the Grand Glaize Bridge, provides a key east-west connection across the lake, providing direct access to many of the city's commercial destinations. Over the past 20 years, the parkway has undergone many changes following the construction of U.S. 54. When U.S. 54 opened in 2011, it became the primary highway function previously served by the parkway. As a result, traffic volumes and overall corridor activity have declined in recent years, creating an opportunity to reevaluate how Osage Beach Parkway functions and is configured.

Traffic volumes along the corridor are impacted by seasonal visitors, with peak conditions occurring during the summer months due to lake-related travel. Looking towards the future, upcoming developments within the city may prompt an overall increase in traffic levels throughout the year.

Figure 2 and Figure 3 display the typical roadway cross section for Osage Beach Parkway. For most of the corridor, Osage Beach Parkway has two through lanes in each direction and a two-way left turn lane in the center. For approximately one mile west of Route KK, Osage Beach Parkway transitions into one lane in each direction and a center turn left lane, but no sidewalks. The sidewalk configuration east of Route KK includes a 5-foot-wide concrete sidewalk on the north side of the parkway, while the south side consists of a narrower 3-foot-wide asphalt path.

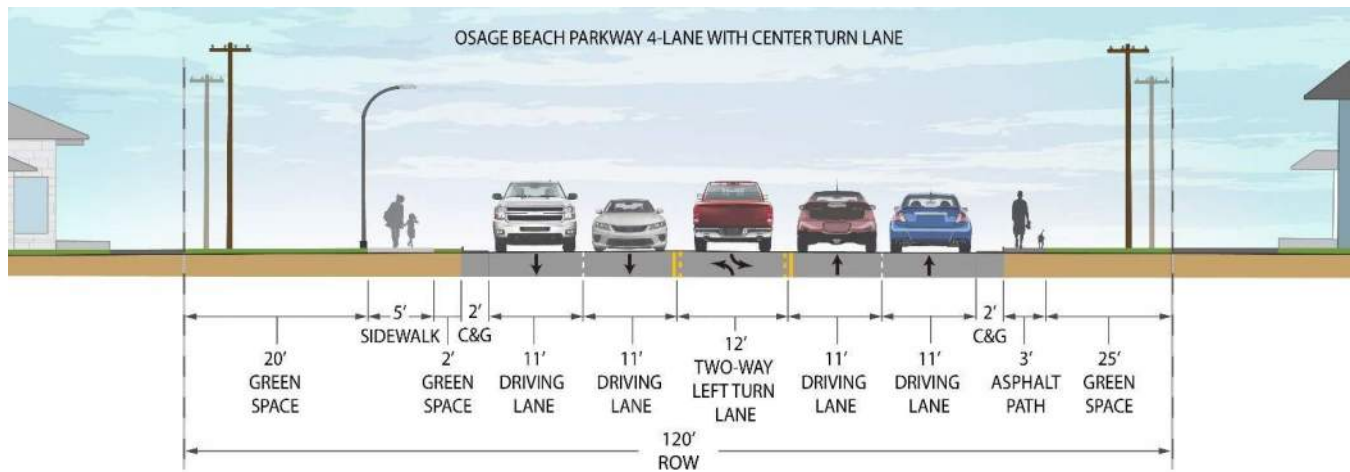


Figure 2 - Typical roadway cross section for Osage Beach Parkway east of Route KK

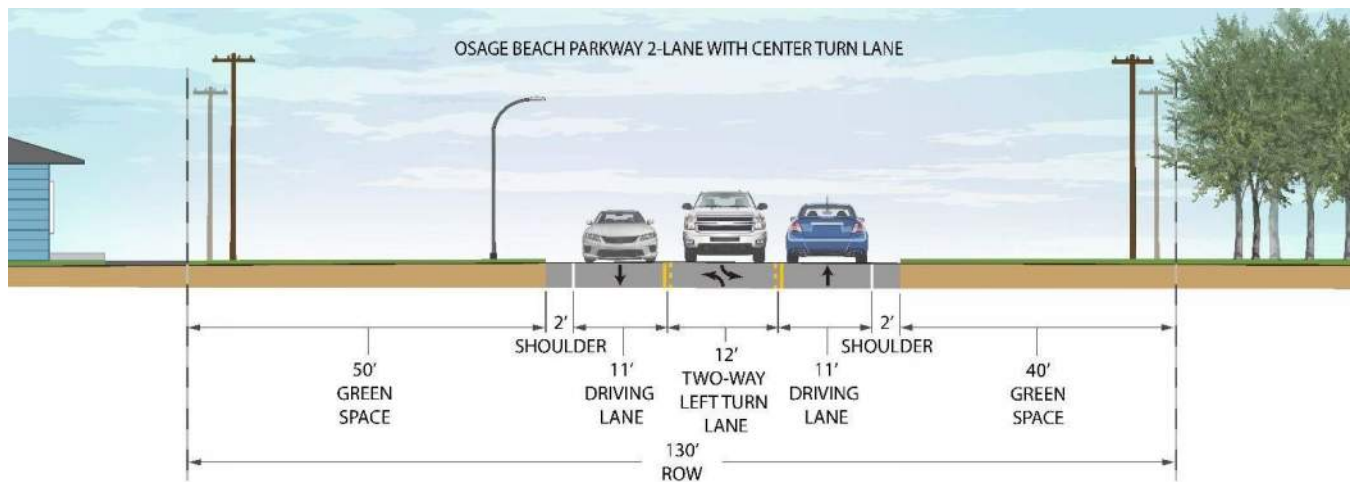


Figure 3 - Typical roadway cross section for Osage Beach Parkway east of Executive Drive and west of Route KK.

Grand Glaize Bridge

The Grand Glaize Bridge serves as the primary connection between the eastern and western portions of Osage Beach, making it critical to local connectivity and safety. Currently, there are no facilities that allow non-motorized users to safely cross the bridge. Between 2020 and 2024, the bridge accounted for 9% of fatal and serious injury crashes in Osage Beach, including one crash involving a pedestrian.



Figure 4 - Westbound Grand Glaize Bridge (02.11.2026)

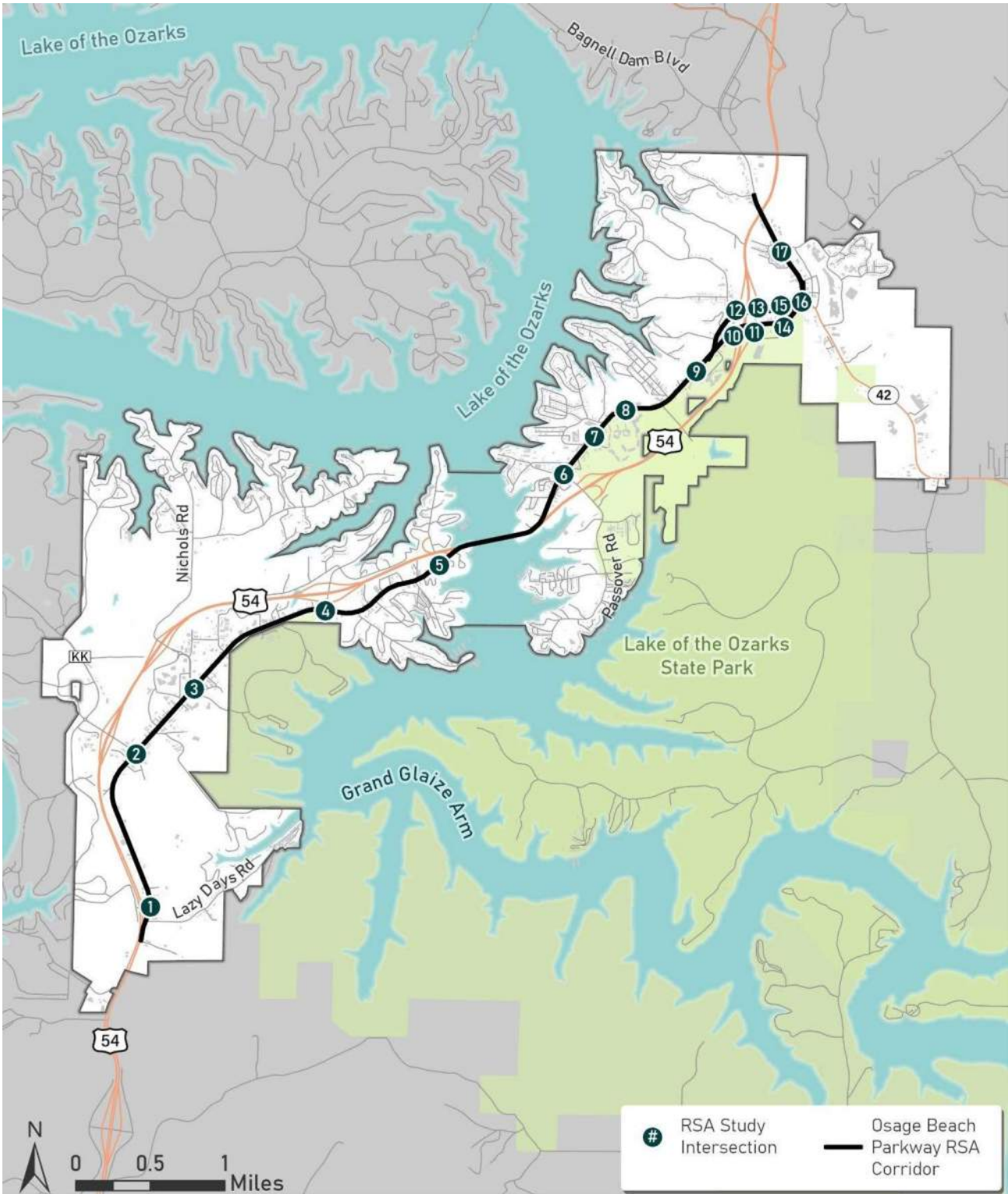


Figure 5 - Osage Beach Parkway RSA Intersection Location

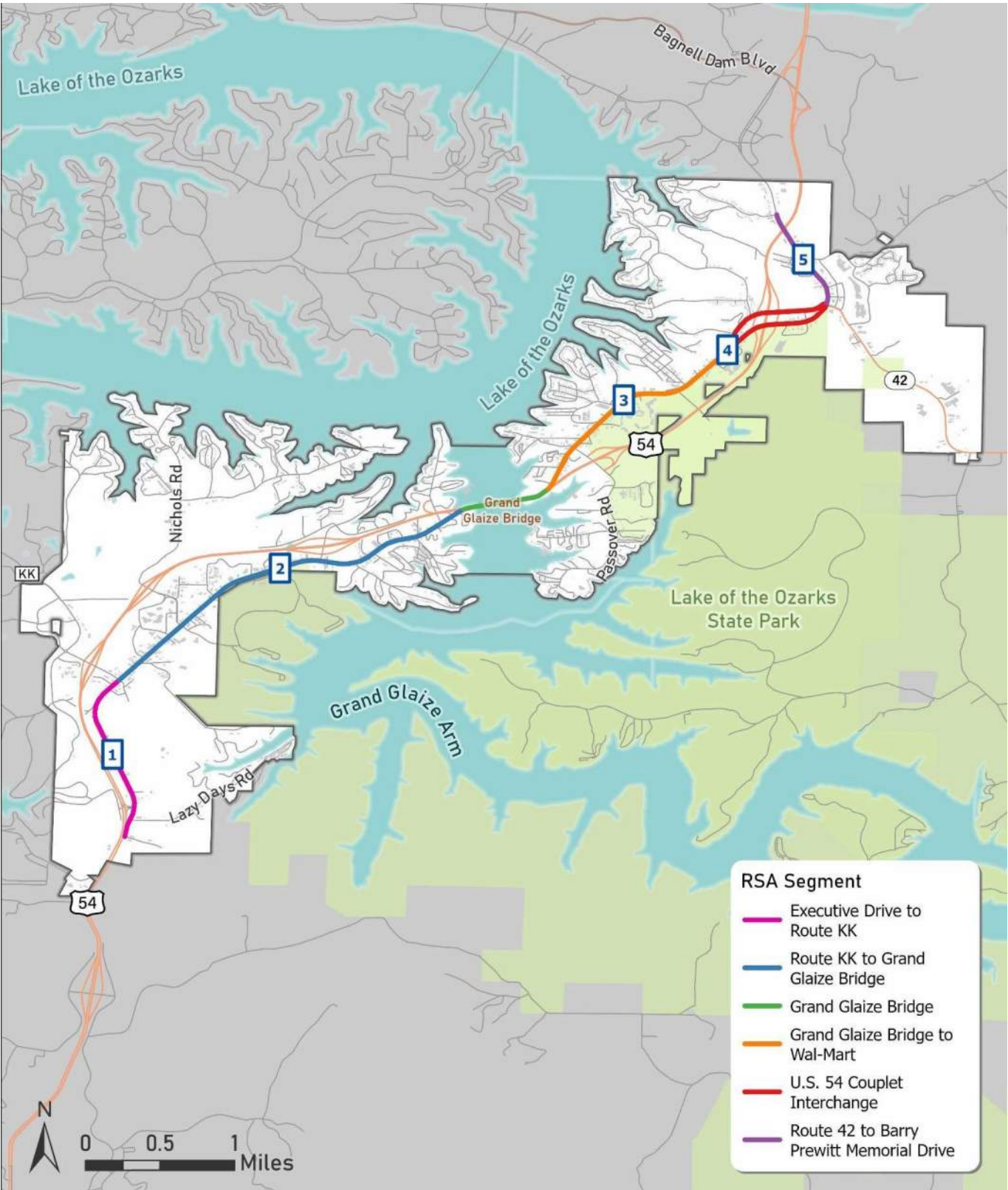


Figure 6 - Osage Beach Parkway RSA Segments Map

Existing Land Use and Zoning Review

Osage Beach Parkway is a predominantly commercial corridor, supporting a variety of retail, service, and hospitality uses. Figure 7 shows zoning and major trip generators along the corridor including Target, Wal-Mart, Dierbergs, the Osage Beach Premium Outlet Mall (proposed to be redeveloped as a Bass Pro Shop), Lake Regional Hospital and The Oasis at Lakeport (future amusement park and conference center). Scattered throughout the corridor are single-family, multi-family residential, and commercial zoning. This mix of land uses creates an environment that attracts a broad spectrum of users to Osage Beach Parkway. The difference in developments along Osage Beach Parkway between the east and west sides contributes to significantly more activity and traffic volumes on the east side compared to the west side. Osage Beach Parkway is auto-oriented with most of the developments along the roadway setback behind a parking lot as well as many automobile and boat-oriented uses such as car washes, gas stations, car and boat dealerships, and auto and boat repair shops. This concentration of commercial uses combined with future developments could increase turning movements, access frequency, and traffic volumes, which elevates the potential for crashes along the parkway.

Osage Beach Parkway provides access to local collectors and local roads that serve adjacent commercial developments and residential neighborhoods simultaneously. These local connectors introduce frequent turning movements and access points along the corridor. Osage Beach Parkway also provides a connection to Lake of the Ozarks State Park and other recreational destinations. Recreational travel contributes to seasonal traffic fluctuations and a higher proportion of unfamiliar drivers, which can increase decision making errors at access points, interchanges, and merge locations. The Parkway also functions as a feeder to U.S. 54, which carries traffic onto the Grand Glaize Bridge. The bridge provides the only direct connection between the eastern and western sides of Osage Beach. The merge between Grand Glaize bridge and Osage Beach Parkway represents a significant transition point where traffic volumes, speeds, and roadway function change. This location combines commercial access traffic with through movements and recreational travel.

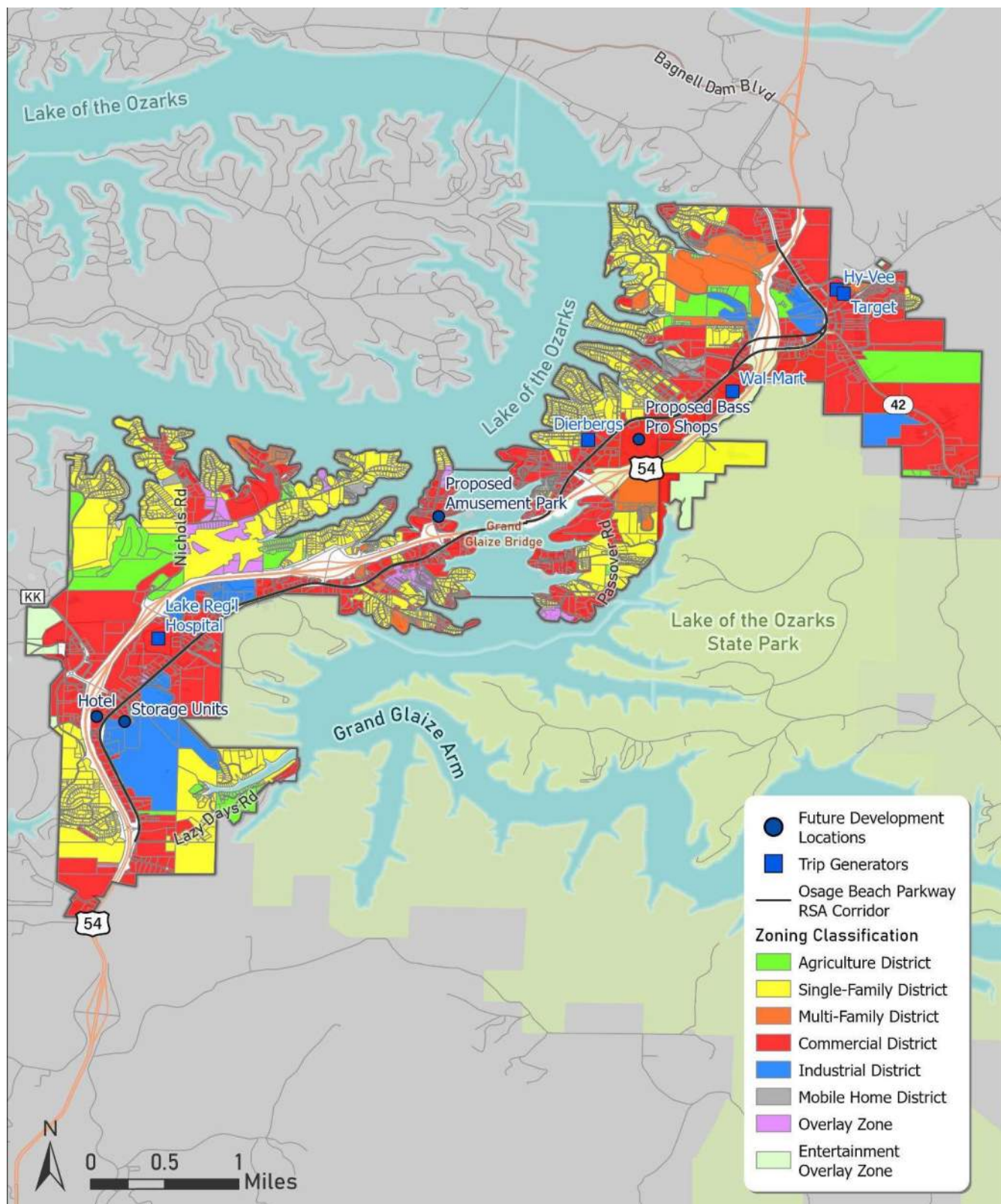


Figure 7 - Osage Beach City Zoning, High Traffic Locations, and Future Developments

Traffic Summary

Traffic volumes and speeds were collected using a Black Cat II Radar along Osage Beach Parkway in between Route KK and Nichols and at the eastbound on-ramp onto the Grand Glaize Bridge on October 10, 2025. Turning movement counts were collected at Osage Beach Parkway intersections with Route KK, Nichols Road, and Passover Road. Traffic collection was taken during the off season of Osage Beach, traffic counts may show lower than peak seasonal time. Additional traffic counts will be conducted in the summer of 2026.

Traffic data was also obtained from StreetLight, which is a mobility analytics platform that collects data from mobile devices, connected vehicles, and other sources to generate transportation insights based on its collection of Big Data.

Traffic Volumes

The Average Annual Daily Traffic (AADT) refers to the expected traffic volume during any given day on the roadway segment. Table 3 below summarizes the annual average traffic conditions along Osage Beach Parkway, including corresponding short-term traffic counts collected by the Wilson and Company team between Route KK and Nichols Road. These values are also illustrated graphically in Figure 8.

It should be noted that AADT values represent annual average conditions and may underrepresent peak seasonal traffic volumes along Osage Beach Parkway; short-term traffic counts collected in October may similarly be influenced by seasonal travel patterns, and higher volumes are expected during peak tourist months. The segment between Route KK and Nichols Road is expected to experience increased seasonal demand, while moderate seasonal variation is anticipated between Passover Road to Route 42. Barry Prewitt Memorial Drive area, as a major activity node, is also expected to have an above annual average during peak season as well.

Table 3 - Osage Beach Parkway AADT and Observed Volume

Osage Beach Parkway AADT		
Segment	AADT	Observed October Volume
West: Route KK – Nichols Road	≤ 7,500	5,900 in both directions
East: Passover Road to Route 42	7,500 – 15,000	—
East: Barry Prewitt Memorial Drive Area	15,000 – 24,000	—

The area east of the U.S. 54 and Osage Beach Parkway interchange includes Prewitt's Point Shopping Center and Stone Crest Mall. These developments host a Hy-Vee, Target, Home Depot and Lowes in addition to several smaller stores and local and chain restaurants.

The area west of the U.S. 54 and Osage Beach Parkway interchange includes a Walmart, Dierbergs, and the Osage Beach Outlet Marketplace. The Osage Beach Outlet Marketplace is largely vacant and proposed to be redeveloped as a Bass Pro Shop. This future development could increase traffic to match pre-existing levels when the outlet mall generated more trips.

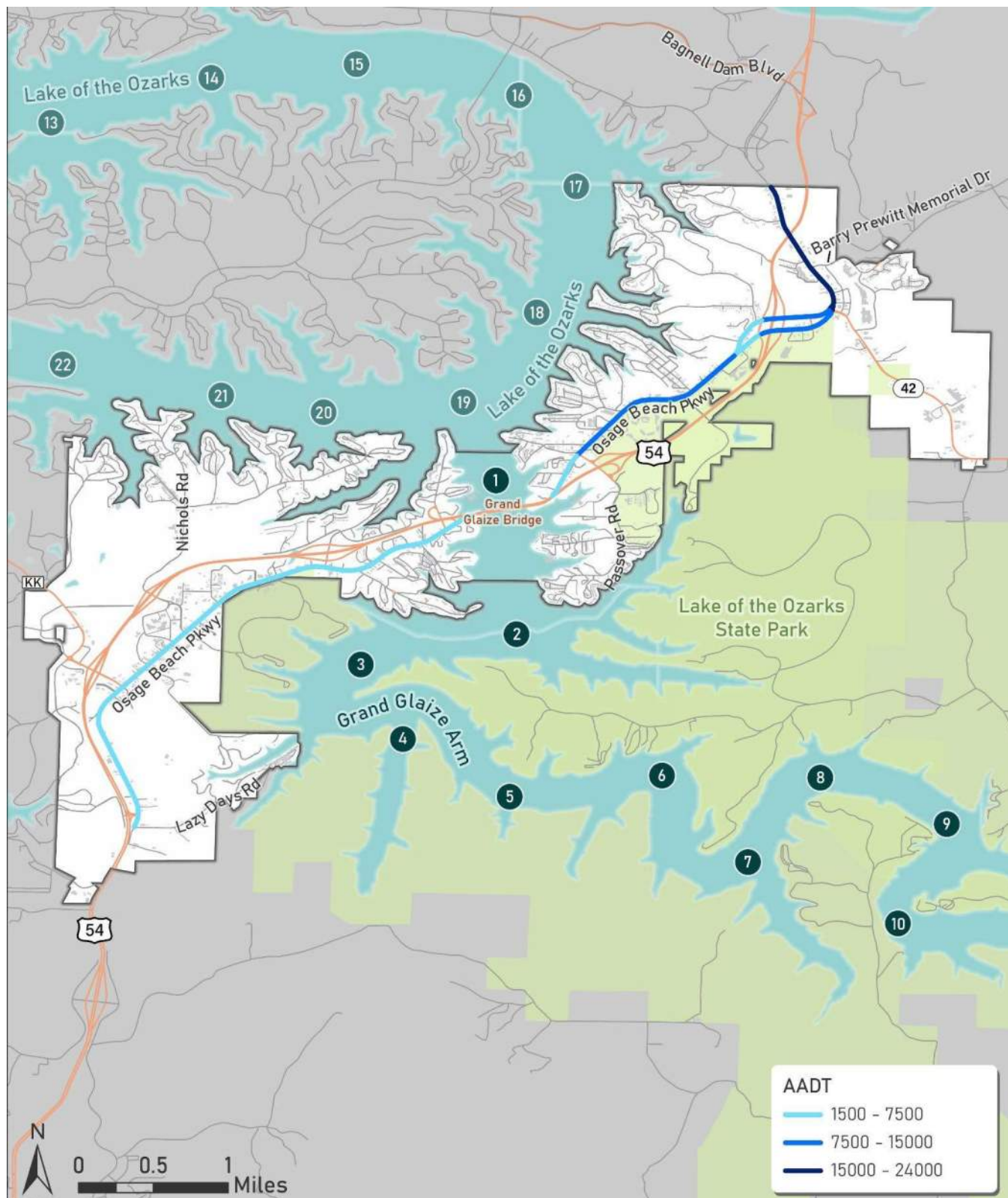


Figure 8 - AADT of Osage Beach Parkway (Source: MoDOT)

Speed Limits and Analysis

The posted speed limit along Osage Beach Parkway is 45 mph for the entire length of the corridor, while the speed limit is 65 mph where Osage Beach Parkway merges with U.S. 54 at the Grand Glaize Bridge. Vehicle speeds on Osage Beach Parkway were collected using radar equipment located just east of the intersection with Route KK. The observed 85th percentile speeds were 37 mph in the westbound direction and 41 mph in the eastbound direction. These speeds are approximately four and eight miles per hour below the posted speed limit, despite observed free-flow traffic conditions and the five-lane roadway configuration.

Figure 9 presents a map of the 85th percentile speeds along Osage Beach Parkway derived from StreetLight data using peak AM and PM periods. StreetLight calculates 85th percentile speeds by analyzing anonymized location data from multiple sources, including Location-Based Services (LBS), Connected Vehicle Data (CVD), and aggregated Global Positioning System (GPS) data, which collectively provide detailed information on vehicle trips and speeds across roadway segments. The map indicates that vehicle speeds along most of the corridor are generally at or slightly above the posted 45 mph speed limit, typically ranging from 1 to 4 mph over. Locations where speeds exceed the posted speed limit by more than 5 mph are primarily associated with merge areas onto U.S. 54.

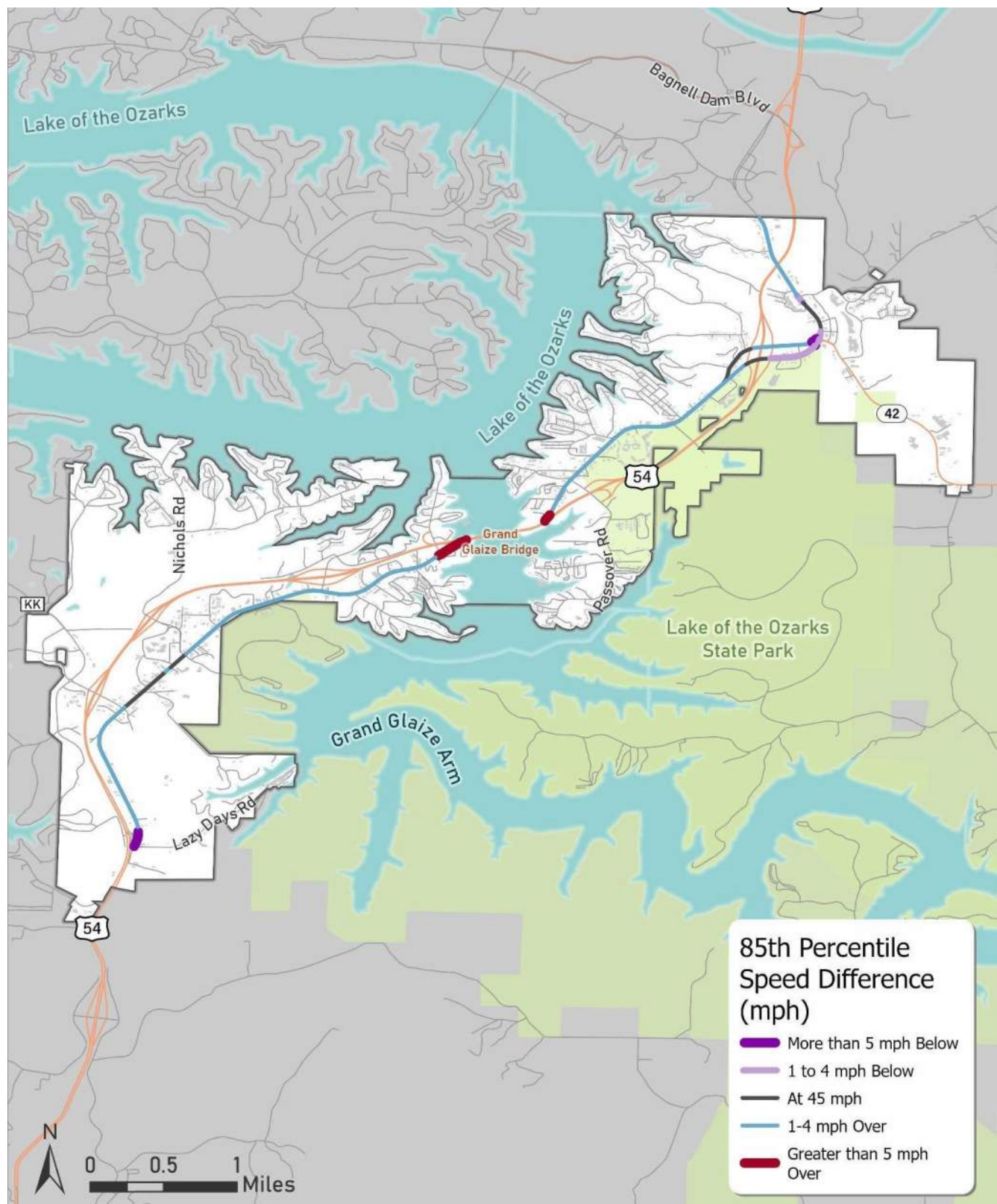


Figure 9 - Osage Beach Parkway 85th Percentile Speeds (Source: Streetlight)

Crash Safety Summary

From 2020 to 2024, there were 579 recorded crashes on Osage Beach Parkway, excluding the Grand Glaize Bridge. This accounts for about one third of all crashes in Osage Beach over the same period. Table 4 summarizes the crash severity over time on Osage Beach Parkway and shows that there was one fatal injury crash and 21 suspected serious injury (SSI) crashes. 2020 saw the lowest number of total crashes and non-injury crashes most likely a result of fewer vehicles on the road due to the Covid-19 shutdown; however, the number of SSI crashes matched that of subsequent years.

Table 4 - Crash Severity Summary for Osage Beach Parkway (2020-2024)

Crash Severity Summary for Osage Beach Parkway (2020-2024)						
Crash Severity	2020	2021	2022	2023	2024	Grand Total
Fatal	0	1	0	0	0	1
SSI	4	5	6	2	4	21
Minor Injury	18	21	21	27	27	114
PDO (Property Damage Only)	62	99	92	90	100	443
Grand Total	84	126	119	119	131	579

Table 5 summarizes the crash severity over time on Grand Glaize Bridge and shows that there was one fatal injury crash and four suspected serious injury (SSI) crashes. 2022 saw the lowest number of total crashes, followed closely by 2020.

Table 5 - Crash Severity Summary for Grand Glaize Bridge (2020-2024)

Crash Severity Summary for Grand Glaize Bridge (2020-2024)						
Crash Severity	2020	2021	2022	2023	2024	Grand Total
Fatal	0	0	0	0	1	1
SSI	0	0	1	0	3	4
Minor Injury	2	1	2	3	0	8
PDO	6	11	4	11	10	42
Grand Total	8	12	7	14	14	55

Figure 10 displays the location of fatal and SSI crashes along Osage Beach Parkway and on the Grand Glaize Bridge. There were two fatal injury crashes, one occurred at the southern U.S. 54 interchange and involved a motorcycle losing control while exiting U.S. 54 onto Osage Beach Parkway. The other fatal crash occurred on the Grand Glaize Bridge and involved a pedestrian.

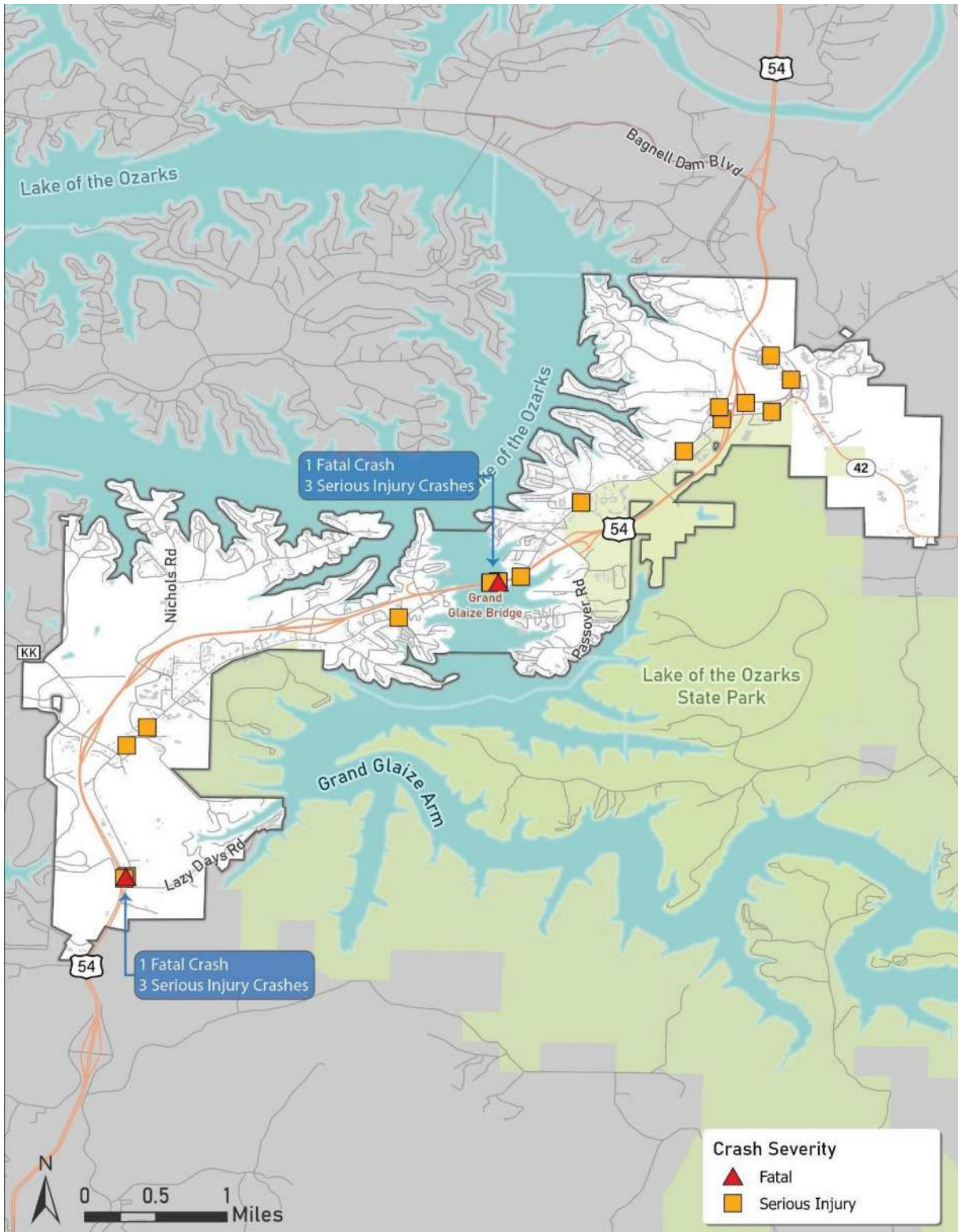


Figure 10 - Fatal and Serious Injury Crashes on Osage Beach Parkway

While the fatal crashes occurred along the southwest of Osage Beach Parkway and the Grand Glaize Bridge, most of the SSI crashes are on the eastern side.

Table 6 summarizes crashes by severity at each of the major intersections of Osage Beach Parkway, most of which are signalized. The southernmost interchange of U.S. 54 and Osage Beach Parkway, located between Lazy Days Road and Commercial Ln, is the only unsignalized intersection in the table and the only intersection where a fatal crash took place. The four intersections associated with the northern couplet interchange with U.S. 54 (Figure 11) account for about a third of all major intersection crashes and three SSI crashes. The intersection of Route 42 and Osage Beach Parkway had the highest total of crashes at 47 with no SSI crashes. However, Barry Prewitt Memorial was a close second at 43 with one SSI crash. More in-depth analysis about each of these intersections is provided in the Intersection Specific Analysis section.

Table 6 - Major Intersection Crash Summary

Major Intersection Crash Summary						
#	Major Intersection	Fatal	SSI	Minor Injury	No Injury	Grand Total
1	South Interchange with U.S. 54	1	3	3	8	15
2	Route KK	0	0	3	2	5
3	Nichols Road	0	0	3	2	5
4	Case Road	0	0	1	5	6
5	Jeffries Road	0	0	1	2	3
6	Passover Road	0	0	3	10	13
7	Lakeview Pointe Drive	0	3	2	6	11
8	Osage Beach Premium Outlets	0	0	1	1	2
9	Walmart Signal	0	3	6	17	26
10	SB U.S. 54 and EB Osage Beach Parkway	0	2	6	19	27
11	NB U.S. 54 and EB Osage Beach Parkway	0	0	2	37	39
12	SB U.S. 54 and WB Osage Beach Parkway	0	0	8	14	22
13	NB U.S. 54 and WB Osage Beach Parkway	0	1	9	16	26
14	Fort Osage Lane and EB Osage Beach Parkway	0	1	8	12	21
15	Fort Osage Lane and WB Osage Beach Parkway	0	0	0	15	15
16	Route 42	0	0	8	39	47
17	Barry Prewitt Memorial	0	1	4	38	43
Grand Total		1	14	68	243	326



Figure 11 - Northern couplet interchange with U.S. 54 where a majority of crashes on Osage Beach Parkway occur

Figure 12 summarizes the types of crashes occurring at major intersections. The most common crash type was rear ends, which made up 43.9% of all major intersection crashes. The most common crash types in injury related crashes were right-angle (44.6% of injury crashes), left turn (24% of injury crashes), and rear end (21.7% of injury crashes). No major intersections saw bicycle or pedestrian related crashes.

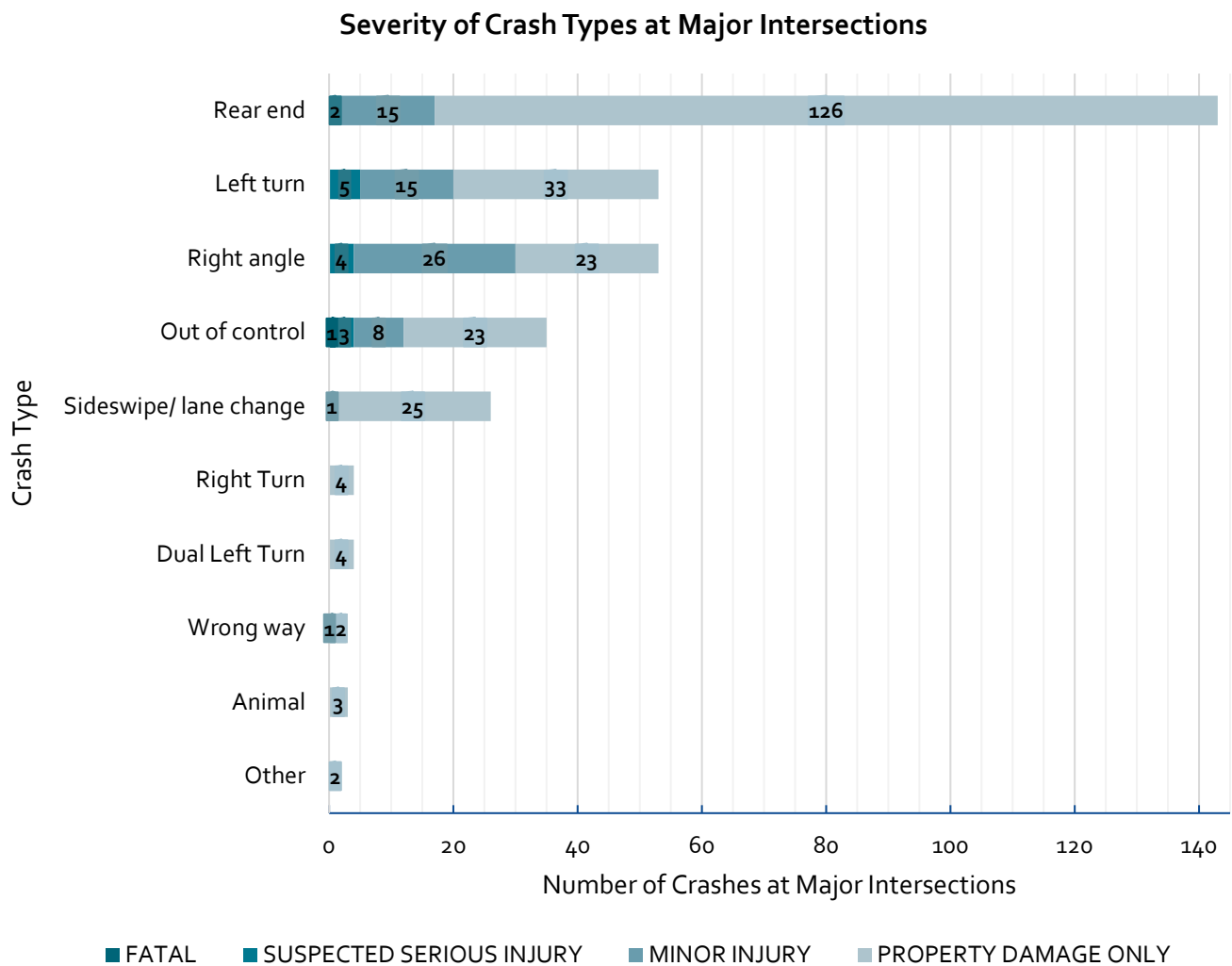


Figure 12 - Crash Type Severity at Major Intersections

Figure 13 summarizes crash types at locations that do not include major intersections, such as stop-controlled intersections, driveways, and non-intersection related crashes. The most common crash types include sideswipe (28.1%) and left turn (25.3%) most likely related to driveways. Right-angle crashes resulted in the highest number of SSI crashes and were also commonly associated with driveways and stop-controlled intersections.

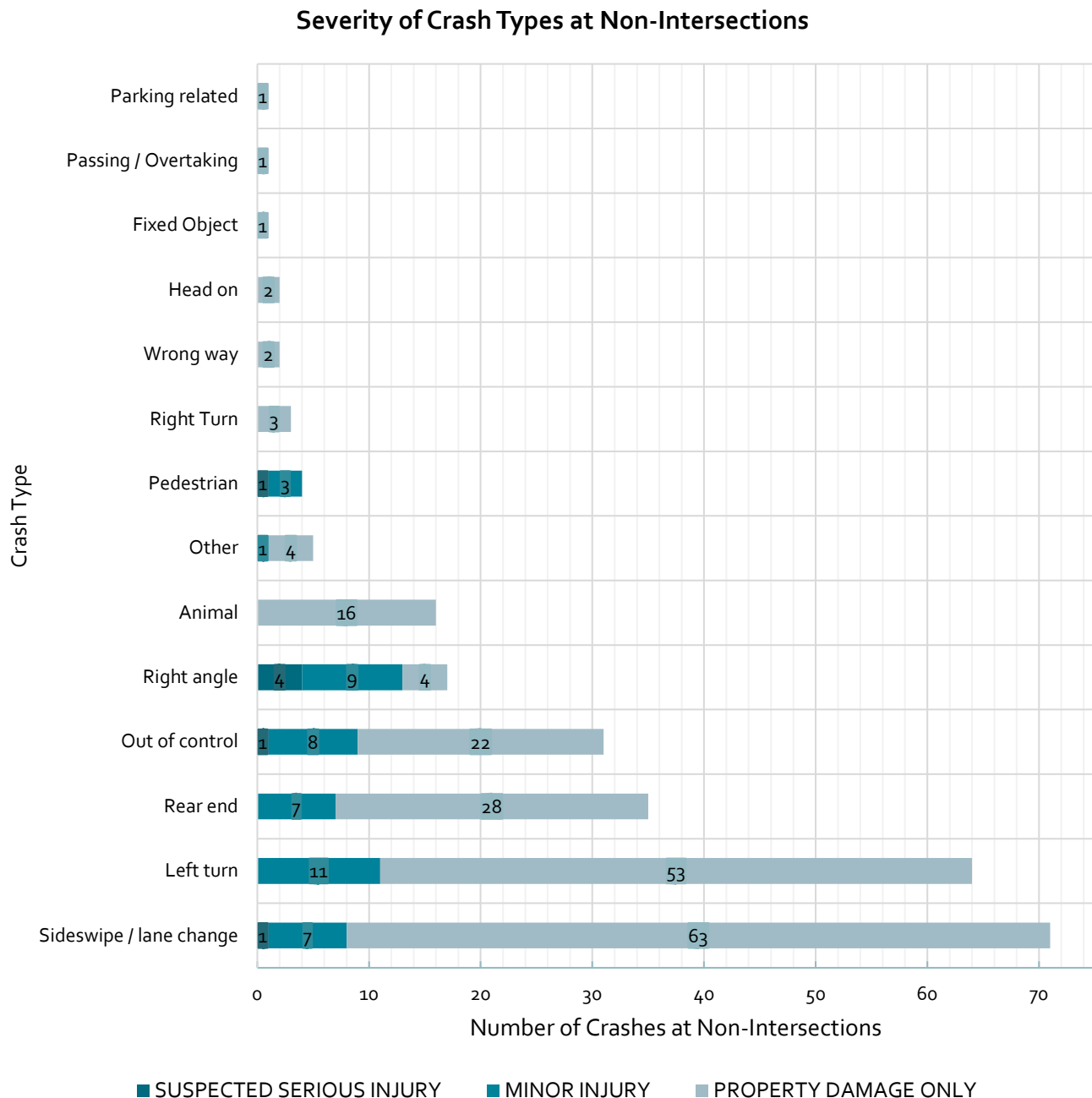


Figure 13 - Crash Type Severity at Non-Intersections

There were four crashes involving pedestrians crossing Osage Beach Parkway, all of which occurred outside of a signalized intersection. Figure 14 displays the locations of these crashes along Osage Beach Parkway, three of which occurred near the intersection with Route KK. In each case, the pedestrian was crossing Osage Beach Parkway, typically to access a nearby business such as a gas station or Dollar General.



Figure 14 - Pedestrian Crash Locations on Osage Beach Parkway (2020 to 2024)

Pedestrian and Bicycle Connectivity Summary

Pedestrian infrastructure along Osage Beach Parkway is fragmented and inconsistent, with notable gaps in accessibility and connectivity. From Executive Drive to Route KK, there are no pedestrian paths on either side of the parkway. Between Route KK and Jeffries Road, the north side has concrete sidewalks, but there are frequent interruptions due to numerous driveways and access points, resulting in a broken and discontinuous path. On the south side, pedestrian accommodation consists mainly of narrow asphalt paths that are not Americans with Disabilities Act (ADA) compliant, mixed with short segments of concrete sidewalks. From Jeffries Road across the Grand Glaize Bridge to Passover Road, pedestrian infrastructure is entirely absent.

East of Passover Road, the north side features concrete sidewalks through Beach Drive. The south side has concrete sidewalks between Chef Street and Hatchery Street, followed by a mix of narrow asphalt shoulders and concrete sections through the southwest U.S. 54 southbound on-ramp. Between the U.S. 54 ramp terminals and Goldie Pearl Boulevard, sidewalks are absent on both sides of the parkway. From Goldie Pearl Boulevard to Barry Prewitt Memorial Drive, a concrete sidewalk runs along the east side and switches to the west side from Barry Prewitt Memorial Drive to the bridge over U.S. 54. There is no designated bicycle infrastructure along the entire corridor.



Figure 15 - Concrete Sidewalk



Figure 16 - Asphalt Path

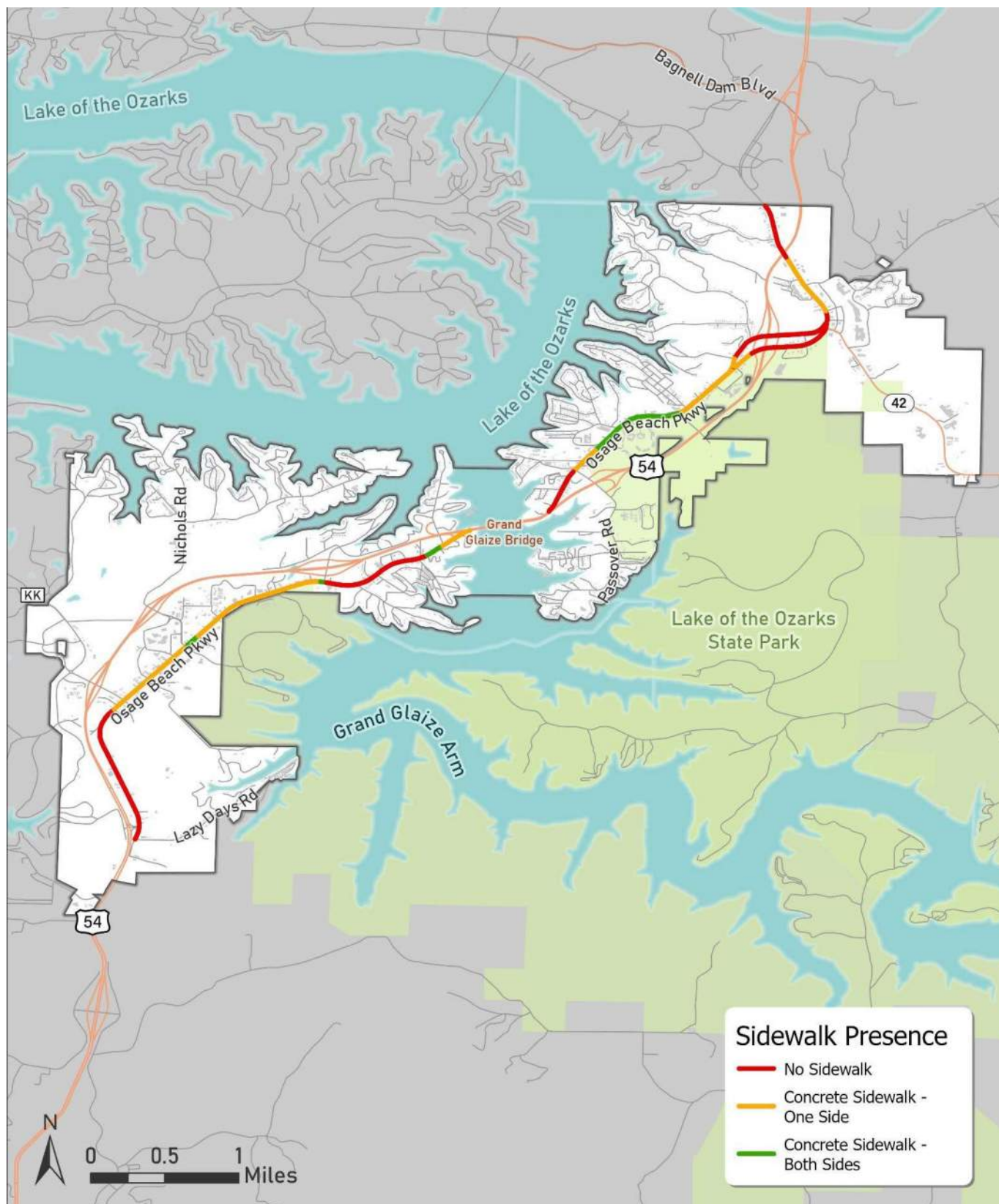


Figure 17 - Sidewalk Presence on Osage Beach Parkway

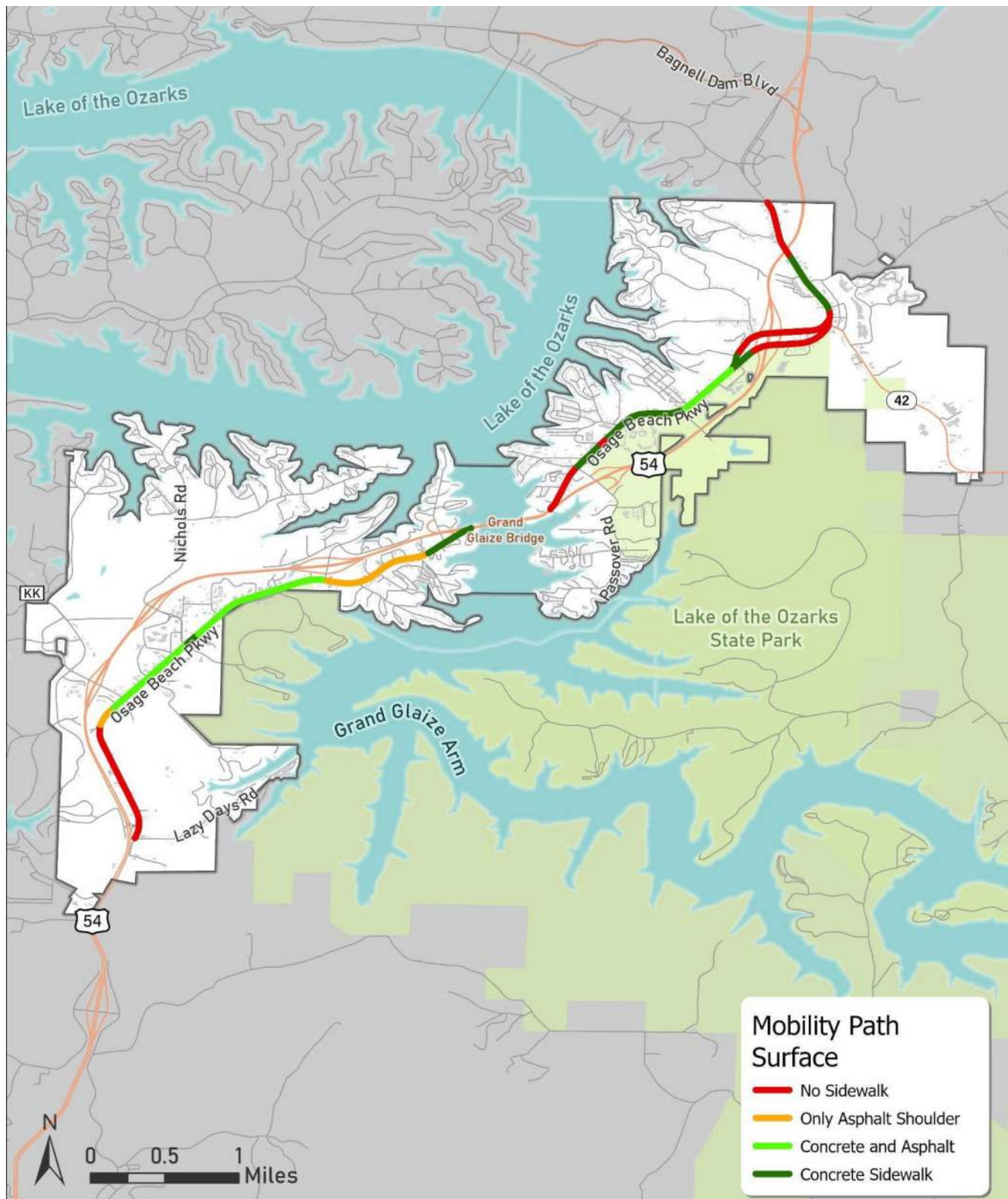


Figure 18 - Osage Beach Parkway Mobility Path Surface Map

Intersection Specific Analysis – Osage Beach Parkway

This section provides a more detailed analysis of major intersections of the Osage Beach Parkway RSA corridor. The following sections provide discussion on the intersection including general characteristics, surrounding land uses, pedestrian infrastructure, traffic volumes, crash history, field visit observations, and specific recommendations. In the *crash history* section, “significant crash patterns,” are crash types that exceed at least five total crashes in five years, resulted in a fatal or SSI (because deaths and serious injuries are unacceptable), or involved a vulnerable road user (VRU). A VRU is someone walking, biking, rolling, or otherwise traveling outside of a motor vehicle.

Intersection 1: Osage Beach Parkway & South U.S. 54 Interchange

Overview

The Osage Beach Parkway & South U.S. 54 interchange is situated in a predominantly commercial corridor, with institutional and commercial uses to the south, including Lake of the Ozarks Harley-Davidson and Gina’s DayCare Learning Academy, and additional commercial development to the north.

The interchange is unsignalized and represents the southern boundary of the Osage Beach Parkway RSA.

The west leg of the intersection consists of a one lane on-ramp to northbound U.S. 54 and a combined off-ramp serving both northbound and southbound U.S. 54. The northbound left-turn from the U.S. 54 off-ramp is stop-controlled, while the right-turn must yield to southbound traffic. The north leg of the intersection consists of a right-turn ramp to northbound U.S. 54, one through lane in each direction, a center two-way left turn lane. The radius of the horizontal curve angle of the off-ramp creates sight line and speed issues. The south leg of the intersection consists of a center two-way left turn lane, one through lane in each direction, and a short merge lane from northbound U.S. 54.

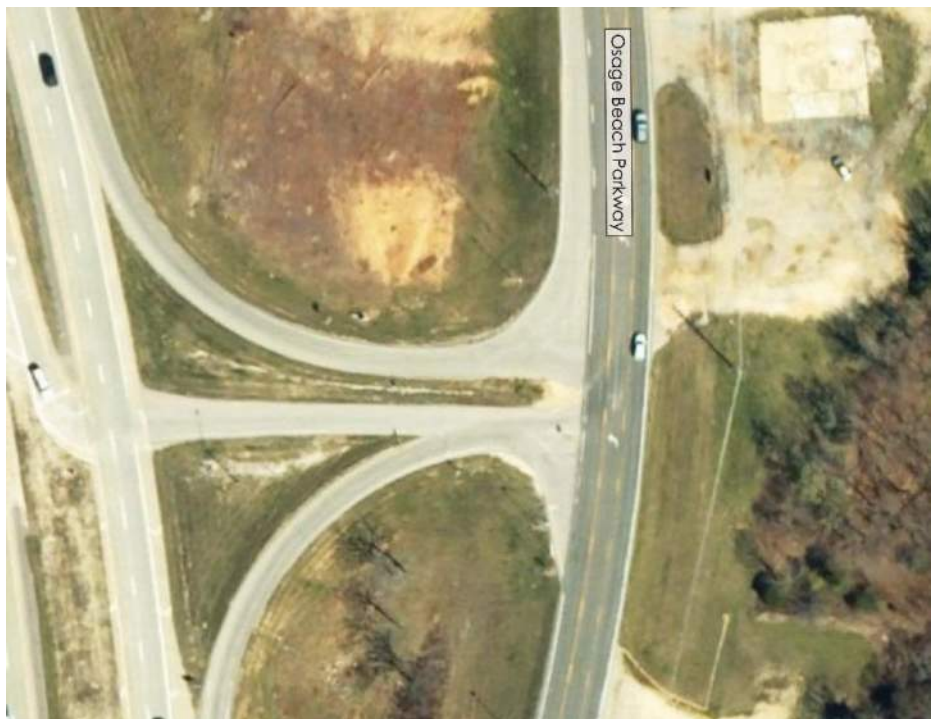


Figure 19 - Aerial image of the Osage Beach Parkway & Southbound U.S. 54 intersection

Pedestrian Accommodations

There are no existing sidewalks or pedestrian crossing infrastructure at the intersection with the U.S. 54 interchange.

Conflict Point Summary

Figure 20 illustrates the 10 conflict points that exist at this intersection. The eastbound leg experiences the most conflict point exposure due to the weaving movement at the two off-ramps.

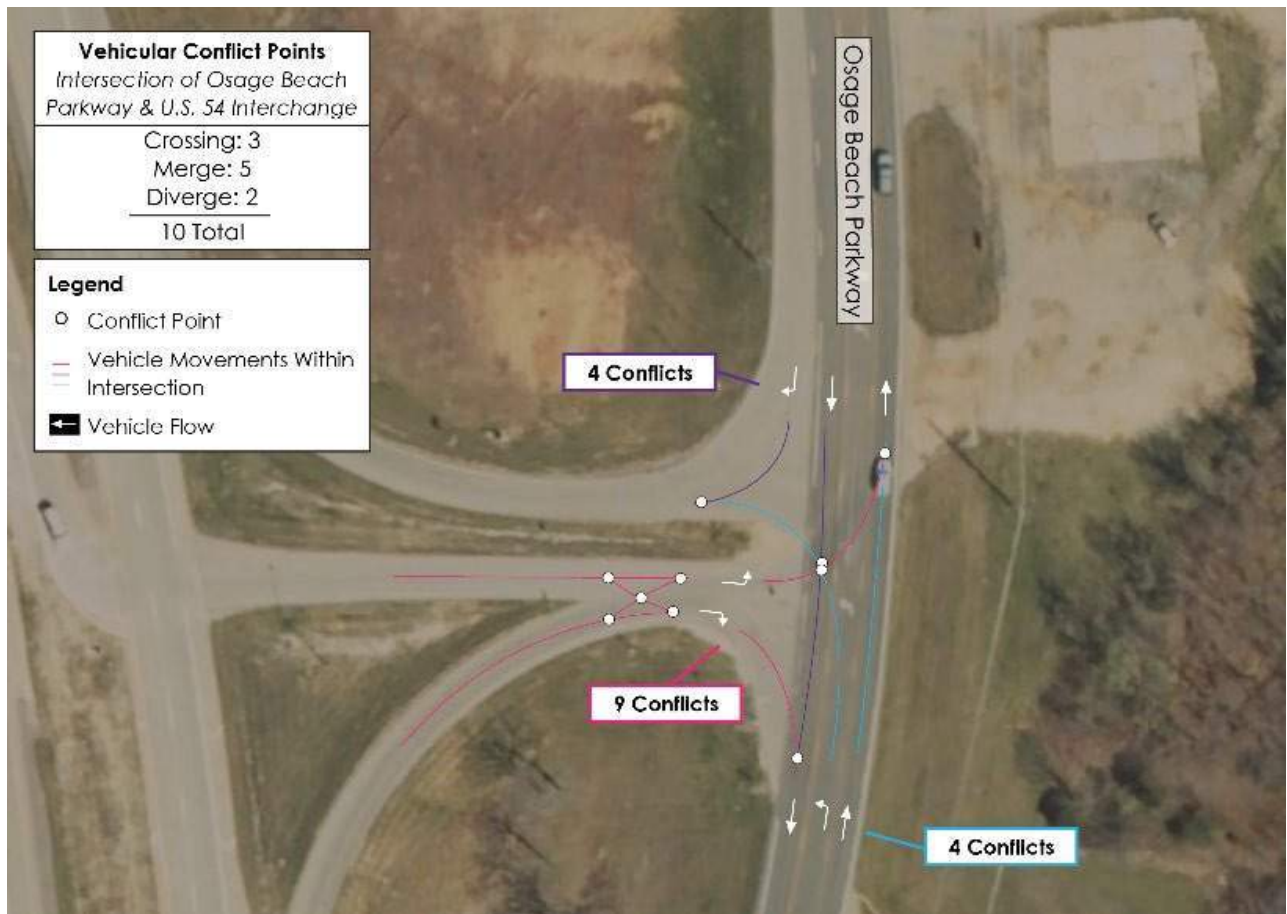


Figure 20 - Conflict Point Diagram of Osage Beach Parkway & South U.S. 54 Interchange

Crash History

Table 7 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and the South U.S. 54 Interchange.

Significant Crash Pattern: Out of Control.

Table 7 - Osage Beach Parkway & South U.S. 54 Interchange Crash Summary

Osage Beach Parkway & South U.S. 54 Interchange Crash Summary										
Crash Type	Fatal		SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Out of Control	1	7%	3	20%	3	20%	6	40%	13	97%
Rear End	0	0%	0	0%	0	0%	1	7%	1	7%
Fixed Object	0	0%	0	0%	0	0%	1	7%	1	7%
Grand Total	1	7%	3	20%	3	20%	8	53%	15	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Out of Control Crash Analysis: There were 13 Out of Control crashes (1 fatal, 3 SSI). Motorcycles were involved in six of these out of control crashes; the fatal crash and two of the SSI crashes. Vehicle speed was a significant factor, with eight crashes attributed to traveling too fast for conditions. Weather conditions also played a role, as four crashes occurred when the roadway was wet. Motorcycles are at a higher risk of fatality or serious injury due to less vehicular protection for the rider and a greater physical impact when a crash occurs.

RSA Field Visit Observations

The RSA team made the following intersection observations during field reviews:

- There is a lack of lighting in the area.
- The painted yield lines for the on- and off-ramps are faded.
- There are visibility and speed issues associated with the northbound exit ramp.

Recommendations

Specific recommendations at the intersection of interchange include short and long-term:

Short-term:

- Repaint stop line and yield line at intersection.
- Install chevrons and enhance horizontal curve delineation.
- Implement speed management strategies at the off-ramp that reduce speeds such as transverse and shoulder rumble strips.
- Add speed advisory signs.
- Regrade offramp curve with superelevation.

Long-term:

- Explore alternative off-ramp designs including grade separation or geometric improvements that lessen the horizontal curve radius and reduce the number of conflict points.
- Consider eliminating interchange access to redirect traffic to a safer location.

Intersection 2: Osage Beach Parkway & Route KK

Overview

The intersection of Osage Beach Parkway and Route KK serves a mixture of commercial and institutional land uses, including restaurants, hotels, offices, the Linn Creek-Grand Glaize Memorial Airport and Lake of the Ozarks Convention and Visitor Bureau, primarily located to the east and south.

The intersection is signalized with four approaches. The southwest leg of Osage Beach Parkway consists of two through lanes in each direction, a dedicated left-turn lane, and a channelized right-turn lane. The northeast leg of Osage Beach Parkway consists of two through lanes in each direction and a dedicated left-turn lane. The northwest and southeast legs consist of two dedicated left-turn lanes and a through lane in each direction. Right turns for the northwest, northeast, and southeast legs must be made from the right shared through lane. The southwest and northeast approaches operate with protected-permissive left-run phasing, while the northwest and southeast approaches have protected left-turn phasing only.

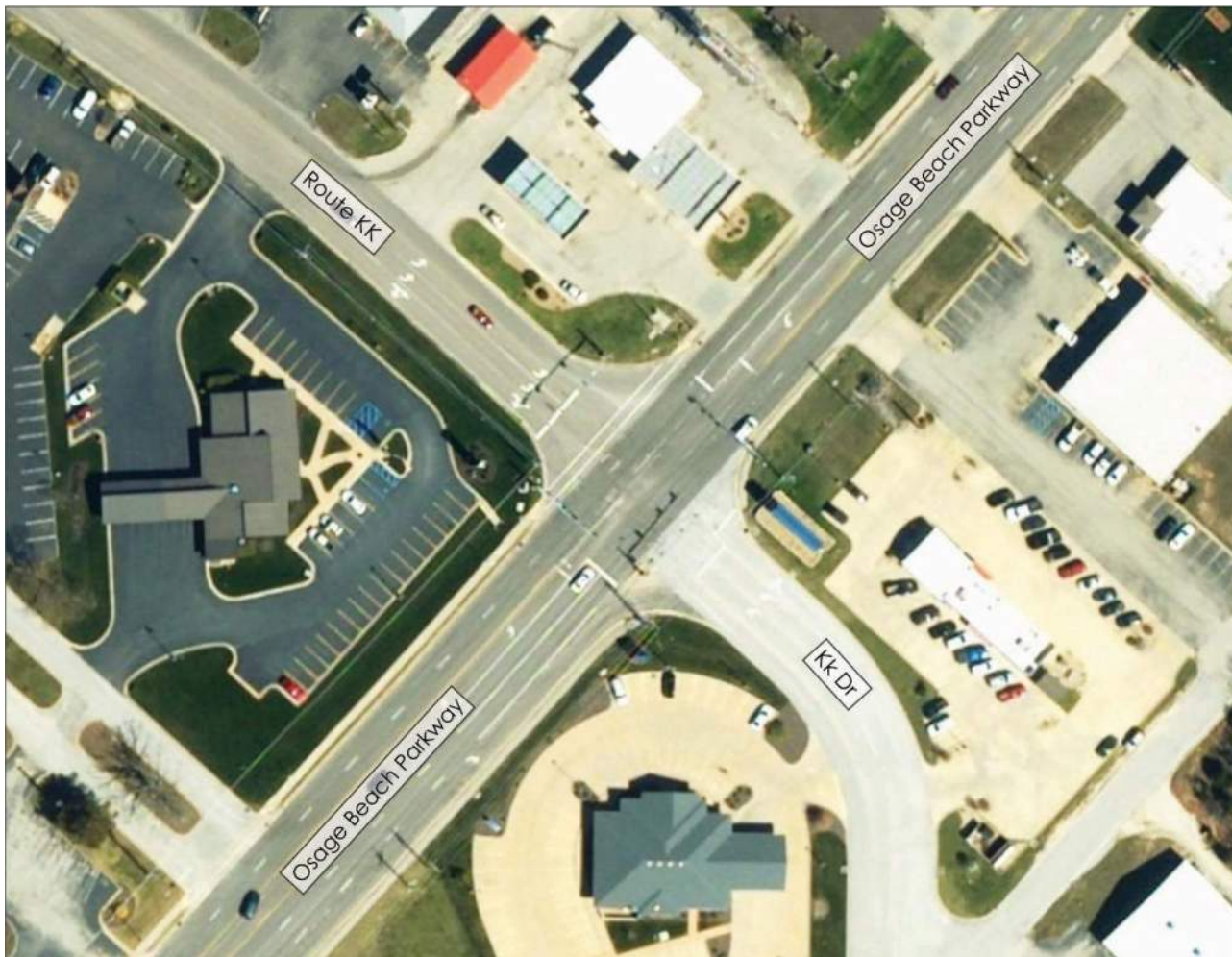


Figure 21 - Aerial image of the Osage Beach Parkway Route KK

Pedestrian Accommodation

Along the northeast and southwest legs, a detached sidewalk runs along the north side, and a narrow asphalt shoulder runs along the south side. No pedestrian facilities exist on Route KK. Only one crosswalk exists at this intersection, located on the northwest side across Route KK. The crosswalk is equipped with an audible push button and a countdown timer. In addition, there is no ADA compliant infrastructure along the northeast and southwest legs.



Figure 22 - Pedestrian Accommodation Osage Beach Parkway & Route KK (02.11.2026)

Northwest Leg

Sidewalk Presence and Condition: No Sidewalk.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer. Crosswalk is faded.

ADA Features: Audible push button and truncated domes.



Figure 23 - Northwest Leg Pedestrian Accommodation Osage Beach Parkway & Route KK (10.10.2025)

Southwest Leg

Sidewalk Presence and Condition: Detached concrete sidewalk on west side in good condition.

Crosswalk Presence and Condition: No Crosswalk.

ADA Features: Truncated dome on the west side.



Figure 24 - Southwest Leg Pedestrian Accommodation Osage Beach Parkway & Route KK (10.10.2025)

Northeast Leg

Sidewalk Presence and Condition: Detached concrete sidewalk on north side in good condition.

Crosswalk Presence and Condition: No Crosswalk.

ADA Features: Not ADA-compliant.



Figure 25 - Northeast Leg Pedestrian Accommodation Osage Beach Parkway & Route KK (10.10.2025)

Southeast Leg

Sidewalk Presence and Condition: No Sidewalk.

Crosswalk Presence and Condition: No Crosswalk.

ADA Features: Not ADA-compliant.



Figure 26 - Southeast Leg Pedestrian Accommodation Osage Beach Parkway & Route KK (10.10.2025)

Traffic Volume Summary

Figure 27 shows the PM peak hour turning movement counts at the Route KK intersection. Given these traffic counts, the intersection is operating at a level of service (LOS) A and is experiencing very little vehicle delay. See Table 8 below for an overview of LOS scale.

Table 8 - Roadway LOS Overview

LOS Overview	
LOS	Condition
A	Free flow (best)
B	—Stable flow, slight delays
C	—Stable, noticeable delays
D	Approaching unstable
E	At capacity
F	Breakdown/congested

The turning movements experiencing the highest volumes are the southwest-bound right turn and southeast-bound left turn.



Figure 27 - PM Peak Hour Turning Movement Counts at Route KK

Conflict Points Overview

Figure 28 illustrates the 42 potential conflict points that exist at this intersection, underscoring a significant risk of crashes. Each approach experiences a similar number of conflict points. The KK Eagle Stop gas station has three access points, two on Osage Beach Parkway and one on Route KK. The westernmost access point is closer to the intersection than recommended, which can increase crash risk.

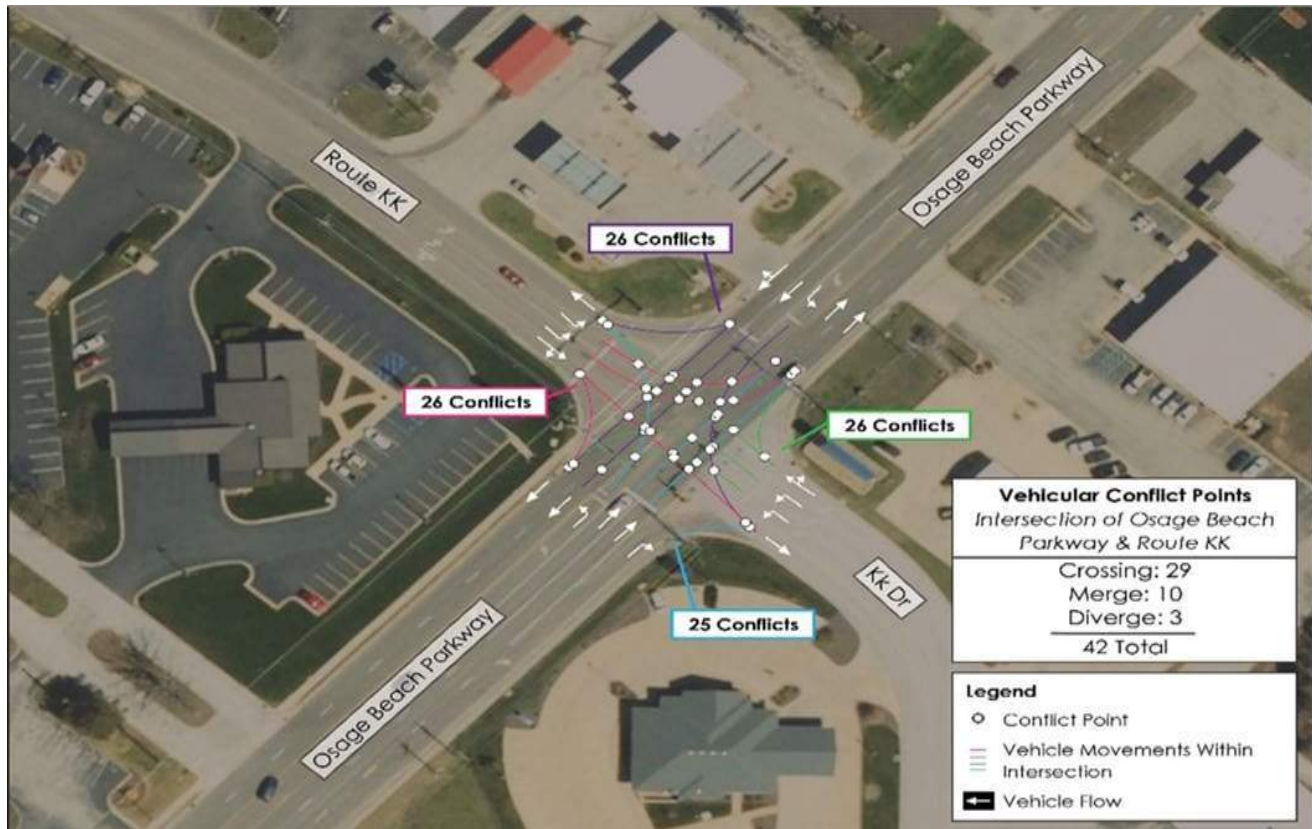


Figure 28 - Conflict Point Osage Beach Parkway & Route KK

Crash History

Table 9 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and Route KK.

Significant Crash Pattern: None.

Table 9 - Osage Beach Parkway & Route KK Intersection Crash Summary

Osage Beach Parkway & Route KK Intersection Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Left Turn	2	40%	1	20%	3	60%
Sideswipe	0	0%	1	20%	1	20%
Rear End	1	20%	0	0%	1	20%
Grand Total	3	60%	2	40%	5	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- There is only one pedestrian crossing and signal head located on the northwest side of Route KK. The crossing has an audible push button but only provides about 15 seconds to cross. The markings are also starting to fade.
- Sidewalk conditions are generally smooth and free of major cracks, heaving, or obstructions along the north side of the Osage Beach Parkway approaches. The south side of Osage Beach Parkway has narrow asphalt shoulders that do not comply with ADA standards.
- Apartments to the north generate pedestrian traffic to Dollar General and the KK Eagle Stop gas station. The KK Eagle Stop has three access driveways; the closest access driveway is located less than 100 feet from the intersection, measured centerline to centerline. This driveway's location near the intersection presents potential operational and safety concerns.
- Review of the 2020–2024 five-year crash data identified two reported pedestrian-involved crashes within 500 feet of the Route KK intersection.
- Access management is an issue near this intersection.

Recommendations

Specific recommendations at the intersection of Osage Beach Parkway and Route KK include:

Short-term:

- Repaint crosswalk for enhanced visibility.
- Evaluate and adjust crosswalk timing.
- Remove right turn slip lane on the northeast-bound approach.
- Reconfigure Route KK approach lanes. Remove the first left turn lane on the southeast-bound approach.
- Evaluate tightening the curbs on each side of the intersection.

Long-term:

- Install pedestrian crossing infrastructure on the other three legs of the intersection.
- Explore removing the KK Eagle Stop driveway closest to the intersection on the southwest-bound approach.

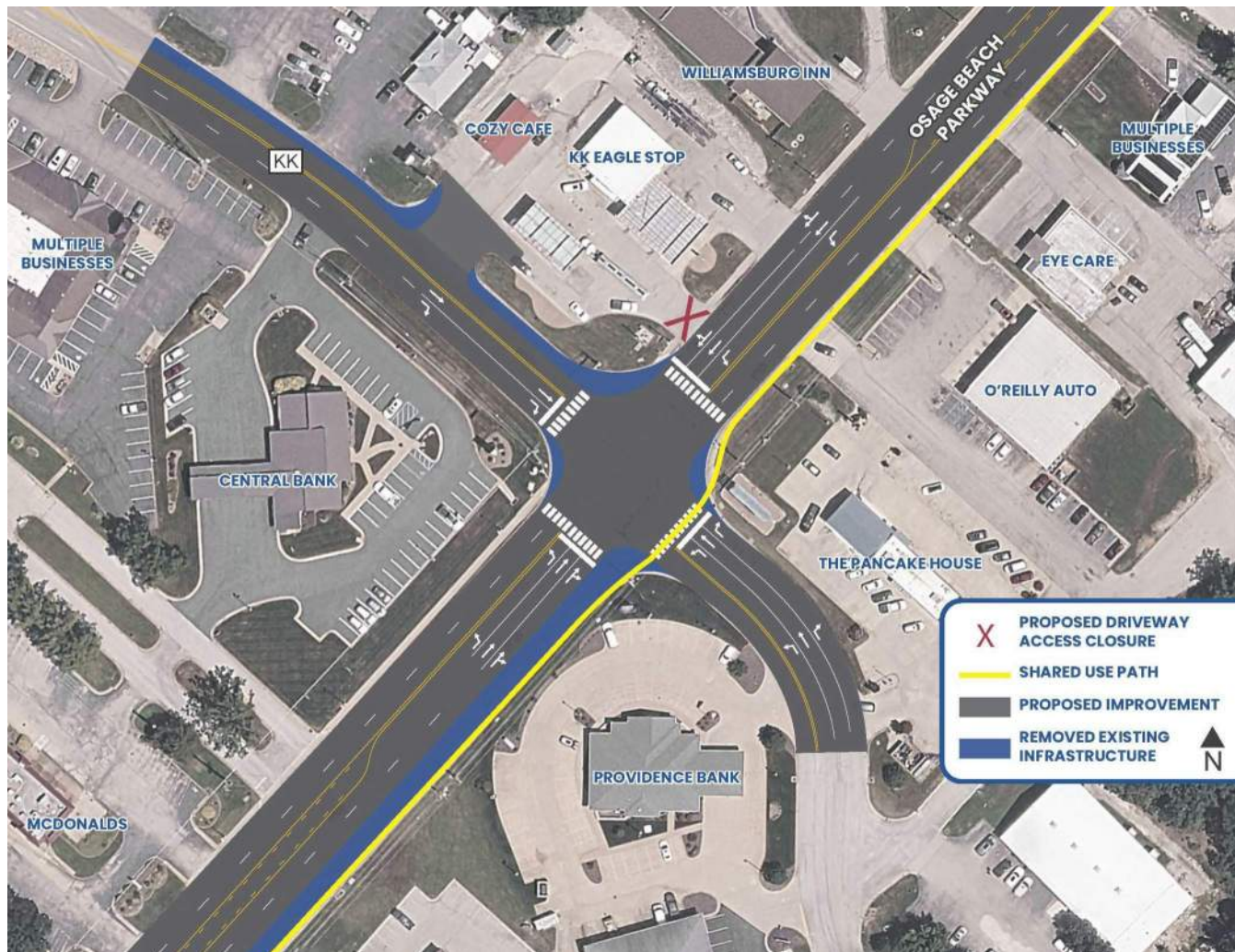


Figure 29 - Conceptual design showing recommended improvements at the Route KK & Osage Beach Parkway intersection

Intersection 3: Osage Beach Parkway & Nichols Road

Overview

The intersection of Osage Beach Parkway and Nichols Road provides key access to major commercial and institutional destinations, including Lake Regional Hospital, located directly northwest of the intersection, as well as additional medical, retail, and commercial uses to the north, west, and south. To the southeast, the intersection connects to Lake of the Ozarks State Park and other institutional and light commercial developments.

The intersection is signalized with four approaches. The southwest and northeast legs of Osage Beach Parkway both consist of two through lanes in each direction and a dedicated left-turn lane. The northeast and southwest legs of Nichols Road/Old State Park Road both consist of one through lane in each direction and a dedicated left-turn lane. Right turns must be made from the right shared through lane on all approaches. The southwest, northwest, and northeast approaches operate with protected-permissive left-turn phasing, while the southeast approach has protected left-turn phasing only.

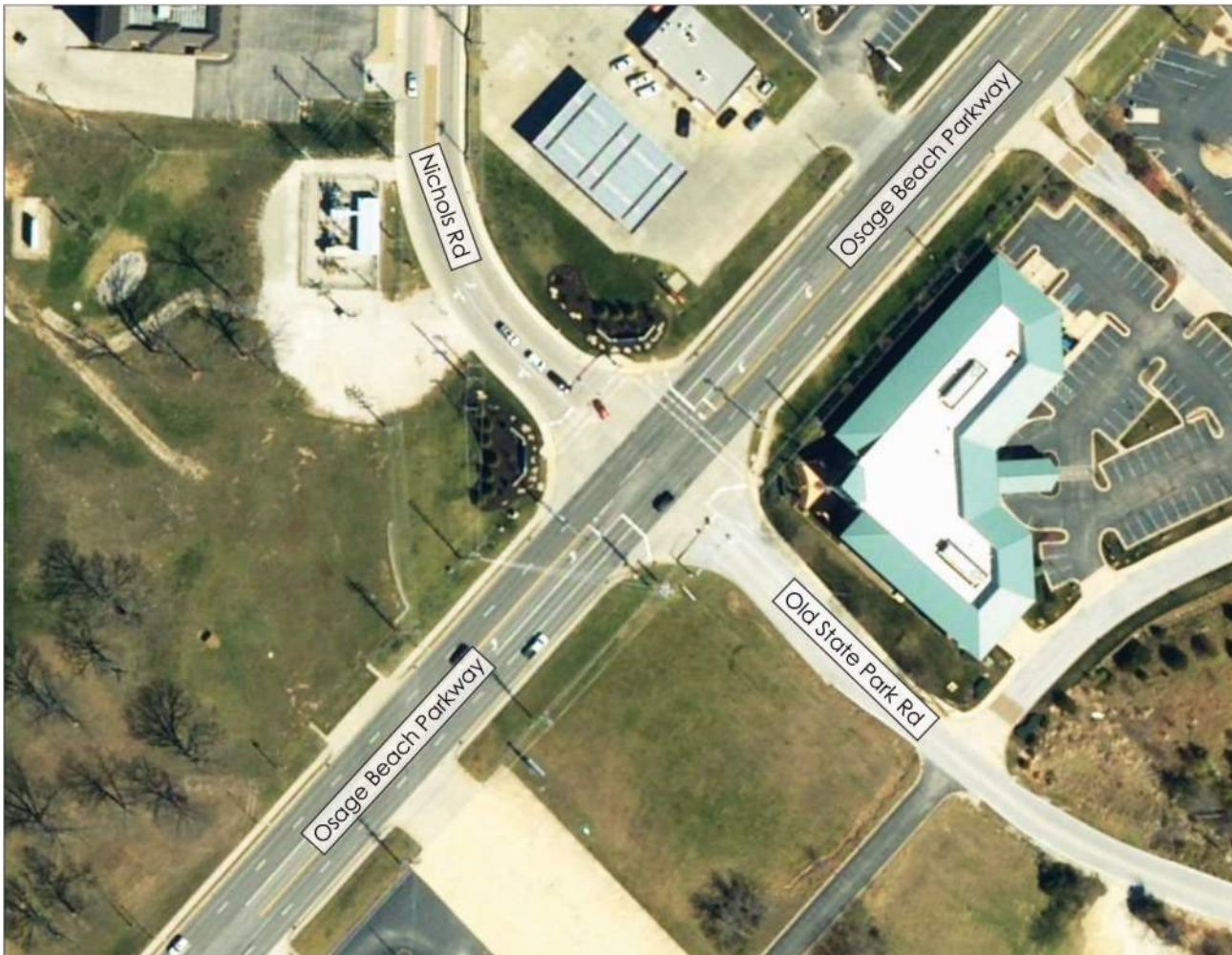


Figure 30 - Aerial image of the Osage Beach Parkway & Nichols Road

Pedestrian Accommodations

Detached sidewalks are present along the northeast, southwest, and northwest legs of the intersection. Pedestrian facilities include two marked crosswalks, including one located on the northeast leg crossing Osage Beach Parkway and one on the northwest leg crossing Nichols Road. The crosswalks are equipped with audible push buttons and countdown pedestrian signal timers. ADA-compliant infrastructure is provided on all legs except the southeast leg of Old State Park Road.



Figure 31 - Pedestrian Accommodation Osage Beach Parkway & Nichols Road (02.11.2026)

Northwest Leg

Sidewalk Presence and Condition: Detached concrete sidewalk in good condition.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer.

ADA Features: Audible push button and truncated domes.

Southwest Leg

Sidewalk Presence and Condition: Detached concrete sidewalk on the south side in good condition.

Crosswalk Presence and Condition: No Crosswalk.

ADA Features: No ADA-compliant infrastructure.

Northeast Leg

Sidewalk Presence and Condition: Detached concrete sidewalk in good condition.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer.

ADA Features: Audible push button and truncated domes.

Southeast Leg

Sidewalk Presence and Condition: Sidewalk only on east side.

Crosswalk Presence and Condition: No crosswalk.

ADA Features: No ADA-compliant infrastructure.

Traffic Volume Overview

Figure 32 shows the PM peak hour turning movement counts at the Nichols Road intersection. Given these traffic counts, the intersection operates at a LOS A and is experiencing very little vehicle delay. The turning movements experiencing the highest volumes are the through movements on Osage Beach Parkway.



Figure 32 - PM Peak Hour Turning Movement Count at Nichols Road

Conflict Points Overview

Figure 33 illustrates potential conflict points at this intersection. The Osage Beach Parkway approaches experience the most conflict points.

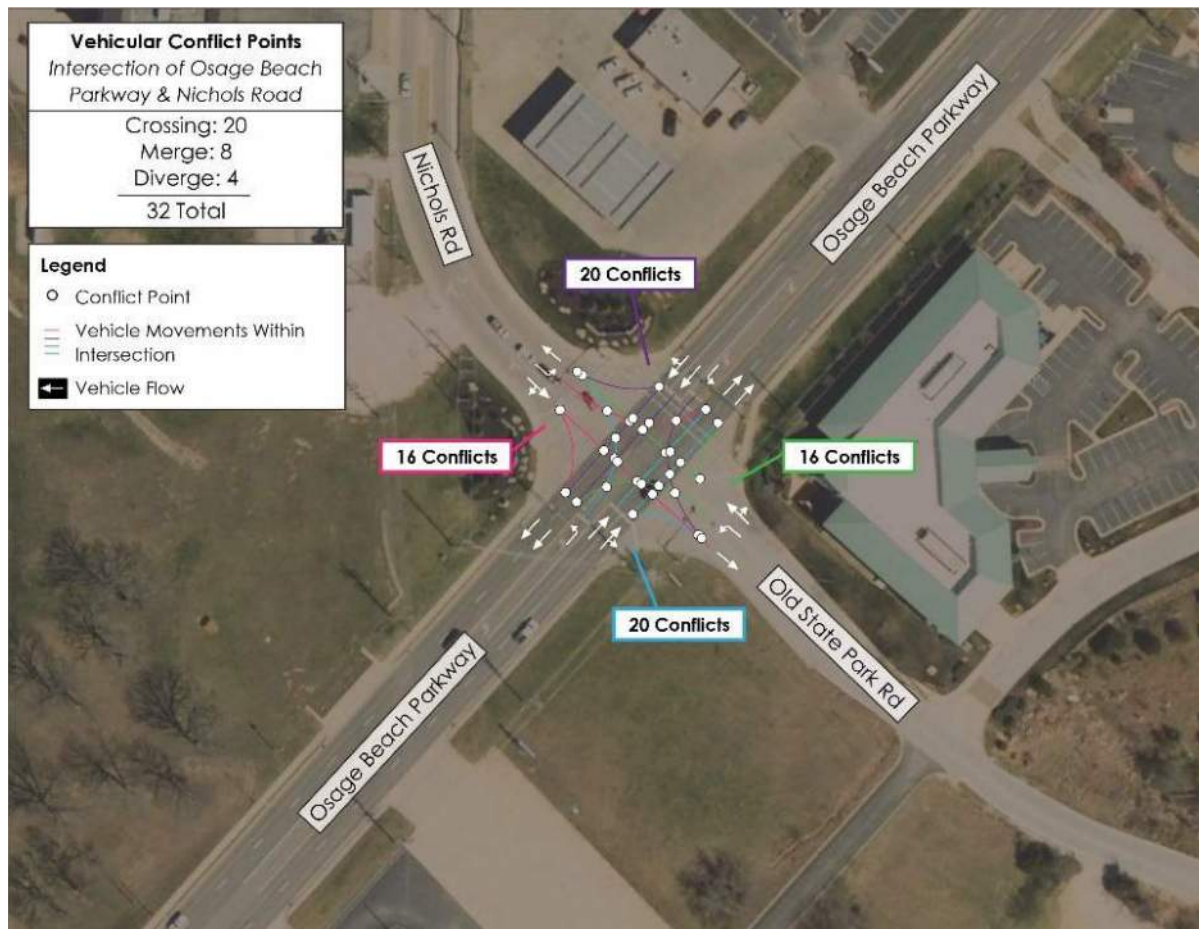


Figure 33 - Conflict Point Diagram of Osage Beach Parkway & Nichols Road Intersection

Crash History

Table 10 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and Nichols Road.

Significant Crash Pattern: None.

Table 10 - Osage Beach Parkway & Nichols Road Intersection Crash Summary

Osage Beach Parkway & Nichols Road Intersection Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Left Turn	2	40%	0	0%	2	40%
Rear End	1	20%	0	0%	1	20%
Out of Control	0	0%	1	20%	1	20%
Animal	0	0%	1	20%	1	20%
Grand Total	3	60%	2	40%	5	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- No pedestrian crossings on the southwest and southeast approaches.
- The northeast and northwest approaches have crosswalks and signal heads that provide adequate time to cross the intersection.
- A 3D crosswalk under development to connect the gas station to the hospital on Nichols Road.

Recommendations

Specific recommendations at Intersection #3 of Osage Beach Parkway and Nichols Road include:

Short-term:

- Evaluate the turning radii on each corner of the intersection.
- Paint high visibility crosswalks on each leg of the intersection.
- Develop a sharrow on the Old State Park Road.

Long-term:

- Install pedestrian crossing infrastructure on the northeast-bound and northwest-bound approaches.

Intersection 4: Osage Beach Parkway & Case Road

Overview

The intersection of Osage Beach Parkway and Case Road provides access to U.S. 54 and serves a mix of residential and commercial development in the surrounding area. Residential neighborhoods are located to the north and east, while commercial and civic destinations, including restaurants, medical offices, recreational businesses, City Hall, and a U.S. Postal Service facility, are located to the west.

The intersection is signalized with four approaches. The west and east legs of Osage Beach Parkway both consist of two through lanes in each direction and a dedicated left-turn lane. Right-turns from Osage Beach Parkway must be made from the right shared through lane. The north leg of Case Road consists of a shared through or left-turn lane, a channelized right-turn lane, and one northbound receiving lane. The south leg serves as the access point for the Scottish Inns hotel and consists of one lane in each direction, all turn movements must be made from the shared through lane. All four approaches operate with protected-permissive left-turn phasing.



Figure 34 - Aerial image of the Osage Beach Parkway & Case Road

Pedestrian Accommodation

Pedestrian accommodations are provided on three of the four approaches to the intersection. Concrete sidewalks in serviceable condition are present on the east and west legs, while no sidewalks are provided on the north or south legs. Marked crosswalks are present on the north, east, and west legs; the north leg crosswalk is faded, while the east and west leg crosswalks are in good condition and equipped with countdown pedestrian signal timers. ADA features, including audible pedestrian pushbuttons and truncated domes, are provided on all approaches; however, sidewalk connectivity is limited on the north and south legs.



Figure 35 - Pedestrian Accommodation Osage Beach Parkway & Case Road (02.11.2026)

North Leg

Sidewalk Presence and Condition: No Sidewalk.

Crosswalk Presence and Condition: Standard crosswalk that is faded with countdown timers.

ADA Features: Audible pushbutton and truncated domes.

South Leg

Sidewalk Presence and Condition: No sidewalk.

Crosswalk Presence and Condition: No crosswalk.

ADA Features: Audible pushbuttons and truncated domes.

East Leg

Sidewalk Presence and Condition: Concrete sidewalk in good condition.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer in good condition.

ADA Features: Audible pushbuttons and truncated domes.

West Leg

Sidewalk Presence and Condition: Concrete sidewalk in good condition.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer in good condition.

ADA Features: Audible pushbuttons and truncated domes.

Conflict Points Overview

Figure 36 illustrates the 32 potential conflict points that exist at this intersection. The approaches on Osage Beach Parkway experience the most conflict point exposure.

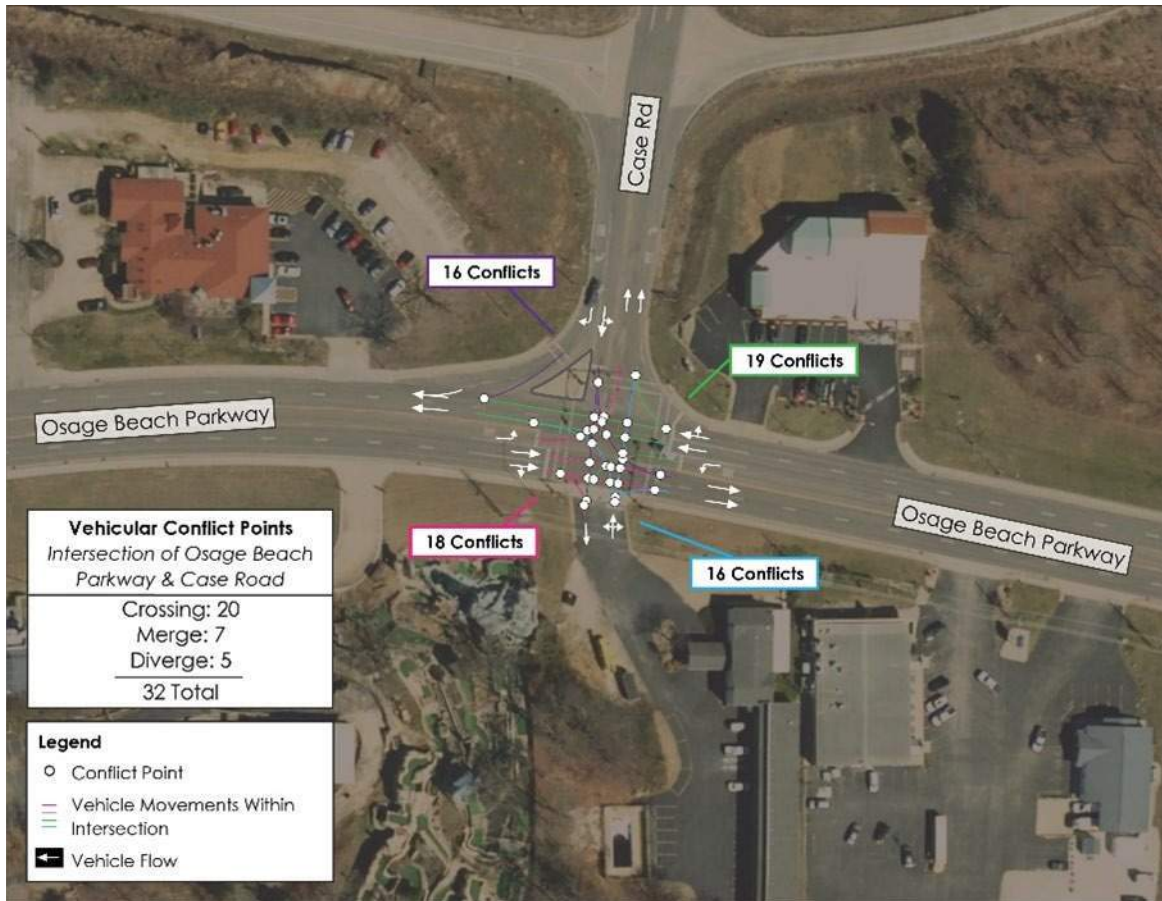


Figure 36 - Conflict Point Diagram of Osage Beach Parkway & Case Road Intersection

Crash History

Table 11 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and Case Road.

Significant Crash Pattern: None.

Table 11 - Osage Beach Parkway & Case Road Intersection Crash Summary

Osage Beach Parkway & Case Road Intersection Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Rear End	0	0%	5	80%	5	80%
Out of Control	1	20%	0	0%	1	20%
Grand Total	1	20%	5	80%	6	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- No yield lines on the southbound right turn slip lane coming from Case Road.
- The northern leg of the intersection has a faded standard crosswalk.
- The western and eastern legs of the intersection has bright and visible standard crosswalks.
- There are audible push buttons and truncated domes on all legs of the intersection.

Recommendations

Specific recommendations at Intersection #4 of Osage Beach Parkway and Case Road include:

Short-term:

- Paint yield lines on the southbound right turn slip lane.
- Repaint crosswalk for enhanced visibility on south and north leg.

Long-term:

- Consider removing the right turn slip lane altogether and adjusting the intersection to accommodate right turns.

Intersection 5: Osage Beach Parkway & Jeffries Road

Overview

The intersection of Osage Beach Parkway and Jeffries Road provides direct access to U.S. 54 and serves a mix of residential and commercial uses. Development to the south includes single-family homes, restaurants, hotels, and The Moorings at Malibu Marina, while the north side includes boat rentals, restaurants, condominiums, hotels, and additional single-family residential.

The intersection is signalized with three approaches. The west leg of Osage Beach Parkway consists of two through lanes in each direction and a dedicated left-turn lane. The east leg of Osage Beach Parkway consists of two through lanes in each direction and a channelized right-turn lane. The north leg of Jeffries Road consists of dedicated left- and right-turn lanes and one northbound receiving lane. The north leg operates on protected left-turn phasing only, while the west leg operates on protected-permissive phasing.



Figure 37 - Aerial image of the Osage Beach Parkway & Jeffries Road

Pedestrian Accommodation

Pedestrian facilities at the intersection are limited and vary by approach. No sidewalks, crosswalks, or ADA-compliant infrastructure are provided on the north leg. The west leg includes concrete sidewalks in serviceable condition and a marked high-visibility crosswalk equipped with audible pedestrian pushbuttons and truncated domes. On the east leg, a concrete sidewalk is present along the south side of the roadway; however, no marked crosswalks or ADA-compliant pedestrian features are provided.



Figure 38 - Pedestrian Accommodation Osage Beach Parkway & Jeffries Road (02.11.2026)

North Leg

Sidewalk Presence and Condition: No Sidewalk.

Crosswalk Presence and Condition: No crosswalk.

ADA Features: No ADA-compliant infrastructure.

West Leg

Sidewalk Presence and Condition: Concrete sidewalks in good condition.

Crosswalk Presence and Condition: Standard crosswalk in good high visibility condition.

ADA Features: Audible pushbuttons and truncated domes.

East Leg

Sidewalk Presence and Condition: Concrete sidewalk on south side of road in good condition.

Crosswalk Presence and Condition: No crosswalk.

ADA Features: No ADA-compliant infrastructure.

Conflict Points Overview

Figure 39 illustrates the 9 potential conflict points that exist at this intersection. The southwest-bound approach experiences the most the most conflict exposure due to the right turn slip lane.

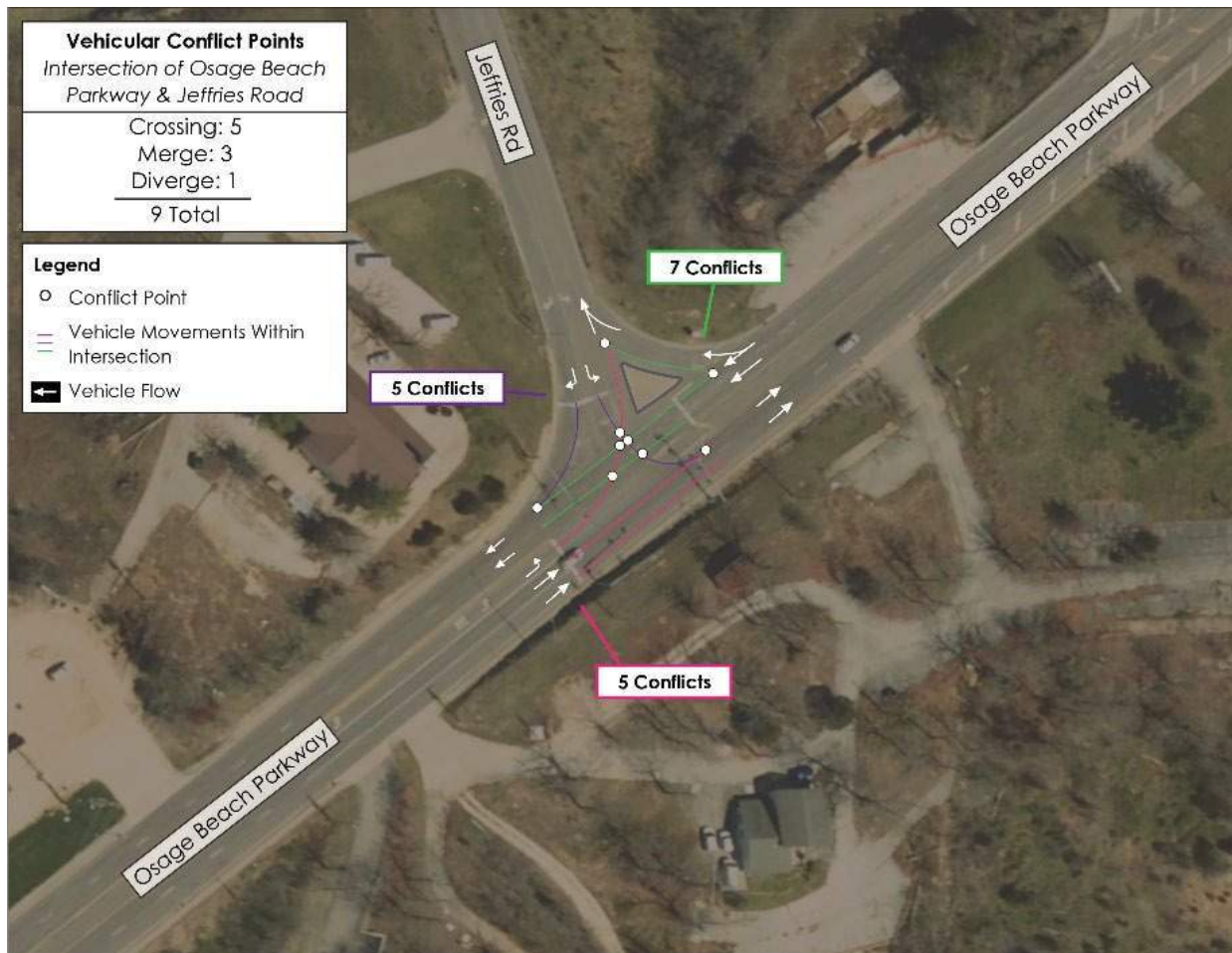


Figure 39 - Conflict Point Diagram of Osage Beach Parkway & Jeffries Road Intersection

Crash History

Table 12 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and Jeffries Road.

Significant Crash Pattern: None.

Table 12 - Osage Beach Parkway & Jeffries Road Intersection Crash Summary

Osage Beach Parkway & Jeffries Road Intersection Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Rear End	1	33%	1	33%	2	67%
Out of Control	0	%	1	33%	1	33%
Grand Total	1	33%	2	67%	3	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- Intersection looks recently refreshed – new pedestrian crossing is being built to cross the western leg of the intersection.
- New standard crosswalk is painted on western leg of intersection.
- Truncated domes and pushbutton signals are present on western leg of the intersection.
- The Oasis Amusement Park is being developed to the north along Jeffries Road.
- Vehicles have been observed heading the wrong way on the WB U.S. 54 off-ramp. There is currently no WB U.S. 54 connection from Jeffries Road.

Recommendations

Below are the recommendations for the Jeffries Intersection:

Short-term:

- Review existing signage for size and reflectivity.
- Improve wrong way signage on Jeffries Road off ramp.

Long-term:

- Explore adding a WB U.S. 54 on-ramp from Jeffries Road and/or developing a frontage road using Sycamore Lane to connect to existing interchange at Case Road.
- Explore a potential pedestrian connection along Jeffries Road from the proposed Amusement Park to Osage Beach Parkway and across the Grand Glaize Bridge.
- Install wrong way vehicle detection system.



Figure 40 - Potential pedestrian connection along Jeffries Road

Intersection 6: Osage Beach Parkway & Passover Road

Overview

The intersection of Osage Beach Parkway and Passover Road serves a mix of residential, commercial, and institutional development in the surrounding area. Development to the west includes restaurants, hotels, small businesses, and lakeside condominiums, while the southeast includes Yacht Club Powersports, Osage Beach Rehab & Health Care Center, and multifamily residential.

The intersection is signalized with four approaches. The southwest leg of Osage Beach Parkway consists of two through lanes in each direction, a dedicated left-turn lane, and a channelized right-turn lane. The northeast leg of Osage Beach Parkway consists of two through lanes in each direction and a dedicated left-hand turn lane. Right-turns from the northeast leg must be made from the right shared through lane. The northwest leg of Passover Road consists of a dedicated left-turn lane, a shared through or right-turn lane, and one northwest-bound receiving lane. The southeast leg of Passover Road consists of one through lane, a dedicated left-turn lane, two southeast-bound receiving lanes, and two channelized right-turn lanes. The southwest and northeast legs of Osage Beach Parkway operate on protected-permissive left-turn phasing, while the northwest and southeast legs of Passover Road operate on protected left-turn phasing only.



Figure 41 - Aerial image of the Osage Beach Parkway & Passover Road

Pedestrian Accommodation

Pedestrian accommodations at the intersection are limited. A concrete sidewalk is present only along the north side of the northeast leg. No sidewalks are provided on the northwest, southwest, or southeast legs. No marked crosswalks are present at the intersection. ADA features are minimal and consist of a truncated dome located on the north side of the northeast leg; no other ADA-compliant pedestrian infrastructure is provided.



Figure 42 - Pedestrian Accommodation Osage Beach Parkway & Passover Road (02.11.2026)

Northwest Leg

Sidewalk Presence and Condition: No sidewalk.

Crosswalk Presence and Condition: No crosswalk.

ADA Features: No ADA-compliant infrastructure.

Southwest Leg

Sidewalk Presence and Condition: No sidewalk.

Crosswalk Presence and Condition: No crosswalk.

ADA Features: No ADA-compliant infrastructure.

Northeast Leg

Sidewalk Presence and Condition: Concrete sidewalk on north side of road in good condition.

Crosswalk Presence and Condition: No crosswalk.

ADA Features: Truncated dome on north side of intersection.

Southeast Leg

Sidewalk Presence and Condition: No sidewalk.

Crosswalk Presence and Condition: No crosswalk.

ADA Features: No ADA-compliant infrastructure.

Traffic Volume Summary

Figure 43 displays the PM peak hour turning movement counts at Passover Road and Osage Beach Parkway. The highest turning movement volumes are the westbound right turn and southbound through on Osage Beach Parkway. Given these turning movement volumes, the traffic at this intersection operates at an LOS of B and is considered stable flow. The northwest-bound left turn is the movement that experiences the most delay during the PM peak hour with a LOS D, which is considered stable vehicle flow with volume near capacity.



Figure 43 - PM Peak Hour Turning Movement Counts at Passover Road

Conflict Points Overview

Figure 44 illustrates the 32 potential conflict points that exist at this intersection.

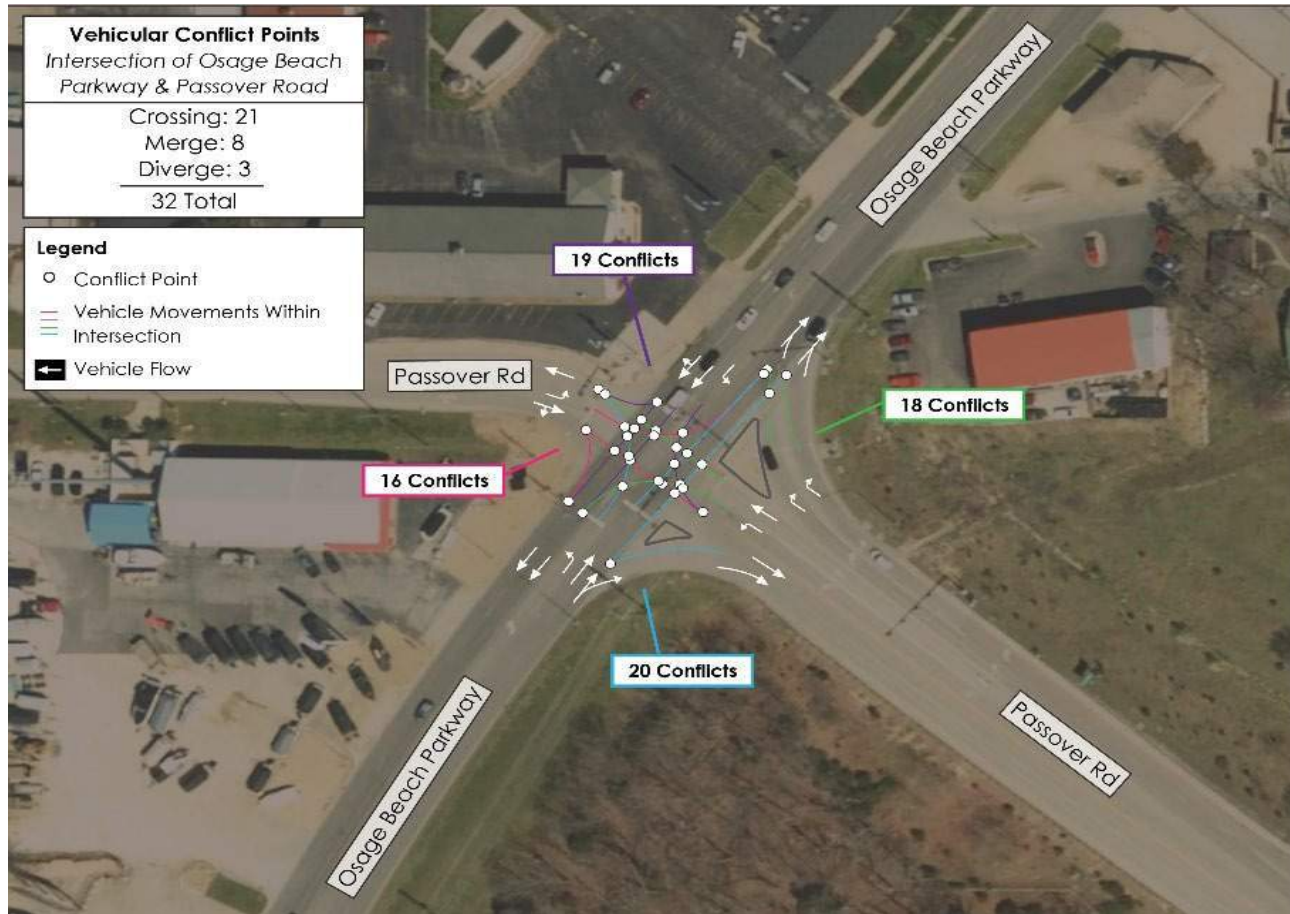


Figure 44 - Conflict Point Diagram of Osage Beach Parkway & Passover Road Intersection

Crash History

Table 13 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and Passover Road.

Significant Crash Pattern: Rear End.

Table 13 - Osage Beach Parkway & Passover Road Intersection Crash Summary

Osage Beach Parkway & Passover Road Intersection Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Rear End	1	8%	4	31%	5	38%
Left Turn	1	8%	2	15%	3	23%
Out of Control	1	8%	1	15%	2	15%
Sideswipe	0	0%	2	15%	2	15%
Right Turn	0	0%	1	8%	1	8%
Grand Total	3	23%	10	77%	13	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Rear End Crash Analysis: Five rear end crashes occurred at this intersection, primarily caused by drivers following too closely and failing to stop in time.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- No pedestrian accommodations at this intersection but there are VRUs often – people crossing to reach hotel, Casey's, Dierbergs Supermarket, Andy's Frozen Custard.
- Access management is an issue near this intersection.
- Potential future increase in traffic related to redevelopment of outlet mall to a Bass Pro Shop. Changes to the double-right turn should consider traffic generated by Bass Pro.
- Police stated that people often fail to yield at this intersection.

Recommendations

Specific recommendations at the intersection of Osage Beach Parkway and Passover Road include:

Short-term:

- Install retroreflective backplates on signal heads.
- Re-evaluate traffic signal timing and operations.

Long-term:

- Study the right turn lanes for possible reconfiguration.
- Construct pedestrian crossing infrastructure across the intersection.
- Explore redesigning the intersection.
- Construct a shared-use path along the south side of Passover Road.

Intersection 7: Osage Beach Parkway & Lakeview Pointe Drive

Overview

The intersection of Osage Beach Parkway and Lakeview Pointe Drive serves adjacent commercial development, including restaurants, the Marine Corps Recruiting Center, and major retail destinations such as Hobby Lobby, Dierbergs Markets at Lakeview Pointe, and the Osage Beach Outlet Marketplace, as well as additional clothing and specialty retail outlets.

The intersection is signalized with four approaches. The southwest leg of Osage Beach Parkway consists of two through lanes in each direction and a dedicated left-turn lane. Right-turns from this approach must be made from the right shared through lane. The northeast leg of Osage Beach Parkway consists of two through lanes in each direction, a dedicated left-turn lane, and a channelized right-turn lane. The northwest leg of Lakeview Pointe Drive consists of a dedicated left-turn lane, a shared through or left-turn lane, a channelized right-turn lane, and two northwest-bound receiving lanes. The southeast leg serves as the access drive for Quail's Nest hotel and consists of a shared through/left-/right-turn lane and one southeast-bound receiving lane. Left-turn phasing is protected from the northwest approach and protected-permissive on all other approaches.



Figure 45 - Aerial image of the Osage Beach Parkway & Lakeview Pointe Drive

Pedestrian Accommodations

Pedestrian accommodations are provided on select approaches at the intersection. Detached concrete sidewalks are present on the southwest and northeast legs, while no sidewalks are provided on the northwest or southeast legs. Marked crosswalks equipped with countdown pedestrian signal timers are provided on the northwest, southwest, and southeast legs; no marked crosswalk is provided on the northeast leg. ADA features, including audible pedestrian pushbuttons and truncated domes, are present at the northwest, southwest, and southeast legs. No ADA-compliant pedestrian infrastructure is provided on the northeast leg.

Northwest Leg

Sidewalk Presence and Condition: No sidewalk.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer.

ADA Features: Audible push buttons with truncated domes.



Figure 46 - Pedestrian Accommodation Osage Beach Parkway & Lakeview Pointe Drive

Southwest Leg

Sidewalk Presence and Condition: Detached concrete sidewalk.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer.

ADA Features: Audible push buttons with truncated domes.

Northeast Leg

Sidewalk Presence and Condition: Detached concrete sidewalk.

Crosswalk Presence and Condition: No crosswalk.

ADA Features: No ADA-compliant infrastructure.

Southeast Leg

Sidewalk Presence and Condition: No sidewalk.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer.

ADA Features: Audible push buttons with truncated domes.



Figure 47 - Pedestrian Accommodation Osage Beach Parkway & Lakeview Pointe Drive

Conflict Points Overview

Figure 48 illustrates the 36 potential conflict points that exist at this intersection.

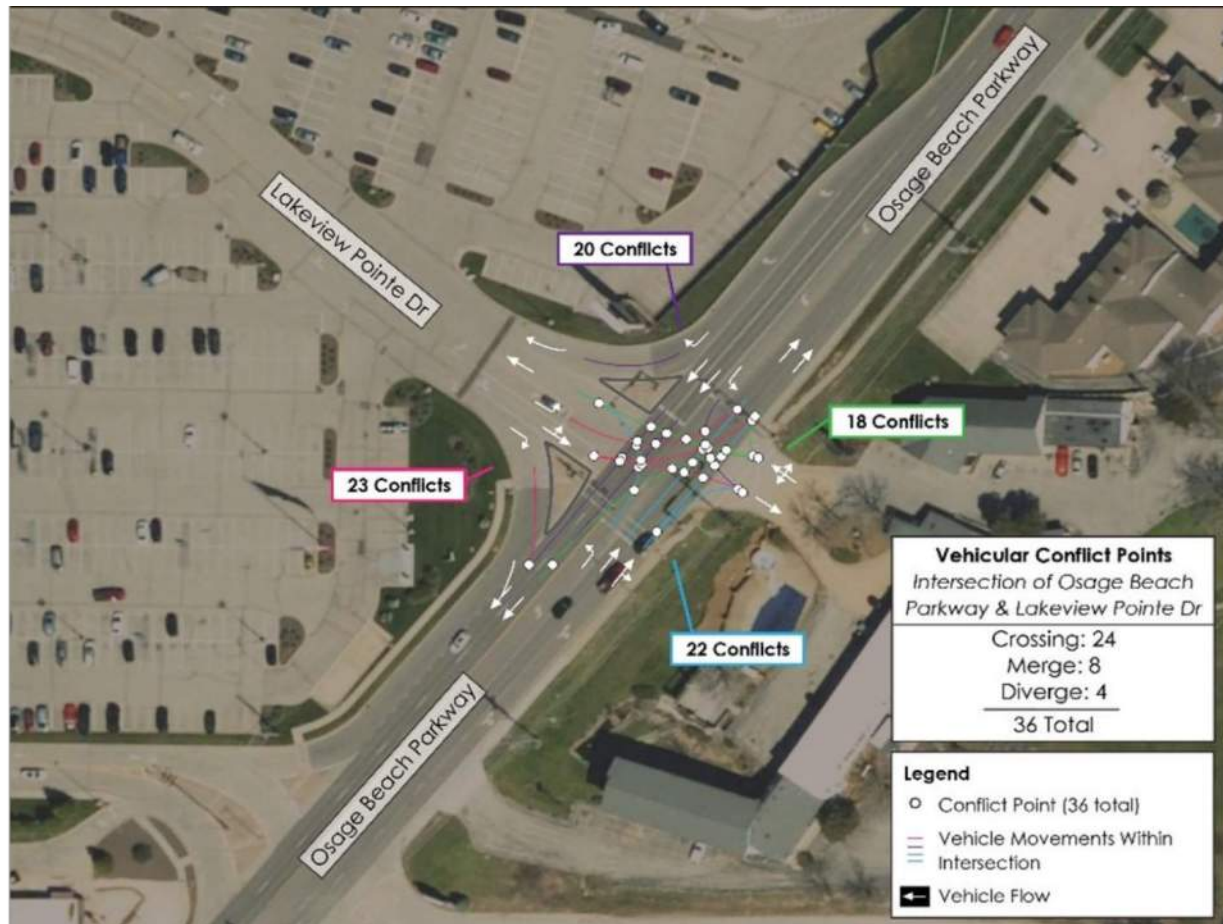


Figure 48 - Conflict Point Diagram Osage Beach Parkway & Lakeview Pointe Drive

Crash History

Table 14 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and Lakeview Pointe Drive.

Significant Crash Pattern: Rear End and Left Turn at Signalized Intersection.

Table 14 - Osage Beach Parkway & Lakeview Pointe Drive Intersection Crash Summary

Osage Beach Parkway & Lakeview Pointe Drive Intersection Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Rear End	2	18%	0	0%	4	36%	6	55%
Left Turn	1	9%	1	9%	1	9%	3	27%
Out of Control	0	0%	1	9%	1	9%	2	18%
Grand Total	3	27%	2	18%	6	55%	11	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Rear End Crash Analysis: Six rear end crashes occurred at this intersection. Four were caused by drivers following too close, while the other two were attributed to distracted or inattentive driving. Rear end crashes are typically the result of distracted driving, traffic congestion, and adverse road conditions.

One of the rear end crashes that resulted in an SSI occurred in December 2022 around 5:30pm. A vehicle stopped at a red light when a second vehicle also heading southbound collided with the stopped vehicle. The vehicle appeared to not even slow down as it approached the stopped vehicle.

The other SSI rear end crash occurred in December 2023 around 6:30pm. A vehicle stopped at a red light when a second vehicle also heading southbound collided with the stopped vehicle. The driver was distracted before colliding with the vehicle and did not slow down in time.

Left Turn at Signalized Intersection Crash Analysis: Three left-turn crashes occurred at this intersection, all resulting from signal violations. One involved a driver running a red light, while the other two were caused by a failure to yield to oncoming traffic.

The left turn crash that resulted in an SSI occurred in July 2022 around 1pm. A vehicle was southbound on Osage Beach Parkway when it ran a red light and struck a northbound, left turning vehicle.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- 3 out of 4 approaches have working audible pedestrian signal heads, truncated domes, and standard crosswalk markings. The northeast leg does not have pedestrian accommodations.
- Countdown timers for the crosswalks are short, approximately 15 seconds.
- This grocery store serves a lot of people in the area and attracts pedestrian activity.
- There is another unsignalized intersection about 250 feet to the west.



Figure 49 - Aerial image of Lakeview Pointe Drive and the nearby driveway

Recommendations

Specific recommendations at the intersection of Osage Beach Parkway and Lakeview Pointe Drive include:

Short-term:

- Install retroreflective backplates on signal heads.
- Install Advanced Warning System for signalized intersection on Osage Beach for the southbound approach.
- Adjust signal timings and lengthen the pedestrian crossing timing.
- Repaint crosswalk markings for high visibility on northeast and southeast legs.

Long-term:

- Install pedestrian crossing infrastructure on the north leg of the intersection.
- Reconfigure the driveway to the southwest of the intersection and study the need for the southwest-bound right turn lane into that driveway.

Intersection 8: Osage Beach Parkway & Osage Beach Premium Outlets Access Drive

Overview

The intersection of Osage Beach Parkway and Osage Beach Premium Outlets access drive serves a mix of commercial and office uses. To the north, development includes the indoor family amusement center Miner Mike's, a hotel, a boat retail business, and a vacation home rental agency. To the south, the area includes legal and financial offices and various clothing and jewelry outlet stores.

The intersection is signalized with four approaches. The west leg of Osage Beach Parkway consists of two through lanes in each direction, a dedicated left-turn lane, and a dedicated right-turn lane. The east leg of Osage Beach Parkway consists of two through lanes in each direction and a dedicated left-turn lane. Right-turns from this approach must be made from the right shared through lane. The north leg serves as the access point for MarineMax and consists of a shared through or left-turn lane, a dedicated right-turn lane, and one northbound receiving lane. The south leg provides access to the Osage Beach Premium Outlets and consists of a shared through or left-turn lane, a dedicated right-turn lane, and one southbound receiving lane. The east approach operates on protected-permissive left-turn phasing, while the north, south, and west approaches operate on permissive left-turn phasing.



Figure 50 - Aerial image of the Osage Beach Parkway & Osage Beach Premium Outlets Access Drive

Pedestrian Accommodation

Detached concrete sidewalks are present along both legs of Osage Beach Parkway, except for the south side of the west leg, which features a narrow asphalt path. No pedestrian accommodation exists on the north and south legs of the intersection. Painted crosswalks with push buttons and countdown timers exist on the east and south sides of the intersection. The sidewalk on the north side continues across the MarineMax access point, serving as an unsignalized crosswalk. No crosswalk exists along the west side of the intersection.



Figure 51 - Pedestrian Accommodation Osage Beach Parkway & Osage Beach Premium Outlets Access Drive (02.11.2026)

North Leg

Sidewalk Presence and Condition: There are no sidewalks present.

Crosswalk Presence and Condition: This leg has a standard crosswalk.

ADA Features: No ADA-compliant infrastructure.

South Leg

Sidewalk Presence and Condition: There are no sidewalks present.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer.

ADA Features: Audible push button and truncated domes.

East Leg

Sidewalk Presence and Condition: There are detached sidewalks along both sides of Osage Beach Parkway that appear to be in good condition.

Crosswalk Presence and Condition: Standard crosswalk equipped with countdown timer.

ADA Features: Audible push button and truncated domes.

West Leg

Sidewalk Presence and Condition: There are detached sidewalks along both sides of Osage Beach Parkway that appear to be in good condition.

Crosswalk Presence and Condition: There is no crosswalk present.

ADA Features: No ADA-compliant infrastructure.

Conflict Points Overview

Figure 52 illustrates the 33 potential conflict points that exist at this intersection.



Figure 52 - Conflict Point Diagram of Osage Beach Parkway & Osage Beach Premium Outlets Intersection

Crash History

Table 15 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and Osage Beach Premium Outlets.

Significant Crash Pattern: None.

Table 15 - Osage Beach Parkway & Osage Beach Premium Outlets Intersection Crash Summary

Osage Beach Parkway & Osage Beach Premium Outlets Intersection Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Left Turn	1	50%	0	0%	1	50%
Rear End	0	0%	1	50%	1	50%
Grand Total	1	50%	1	50%	2	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- There are no crosswalks on the west and north sides of the intersection.
- Standard crosswalks and audible signal heads on the east and south sides of the intersection.
- There will be a new 75,000 square feet Bass Pro Shop built in the Osage Beach Outlet Mall.

Recommendations

Specific recommendations at the intersection of Osage Beach Parkway and the Osage Beach Premium Outlets include:

Short-term:

- Require Bass Pro Shops to conduct a new traffic impact study to determine if upgrades are needed to the intersection and surrounding transportation network to improve safety.

Intersection 9: Osage Beach Parkway & Wal-Mart Access Drive

Overview

The intersection of Osage Beach Parkway and Wal-Mart access drive provides access to anchor store, Walmart Supercenter, Dugan's Paint & Flooring Center and PPG Paints paint store, and is located near various restaurants, and retail establishments on either side of the commercial corridor.

The intersection is signalized with four approaches. The southwest leg of Osage Beach Parkway consists of two through lanes in each direction and dedicated left- and right-turn lanes. The northeast leg of Osage Beach Parkway consists of two through lanes in each direction and a dedicated left-turn lane; right-turns must be made from the right shared through lane. The northwest leg serves as the access point for Village Marina and consists of a shared through/left-/right-turn lane and a northwest-bound receiving lane. The southeast leg serves as the Wal-Mart access drive and consists of a dedicated left-turn lane, a shared through or right-turn lane, and one southeast bound receiving lane. The southwest and northeast approaches operate on protected-permissive left-turn phasing, while the northwest and southeast approaches operate on permissive left-turn phasing.

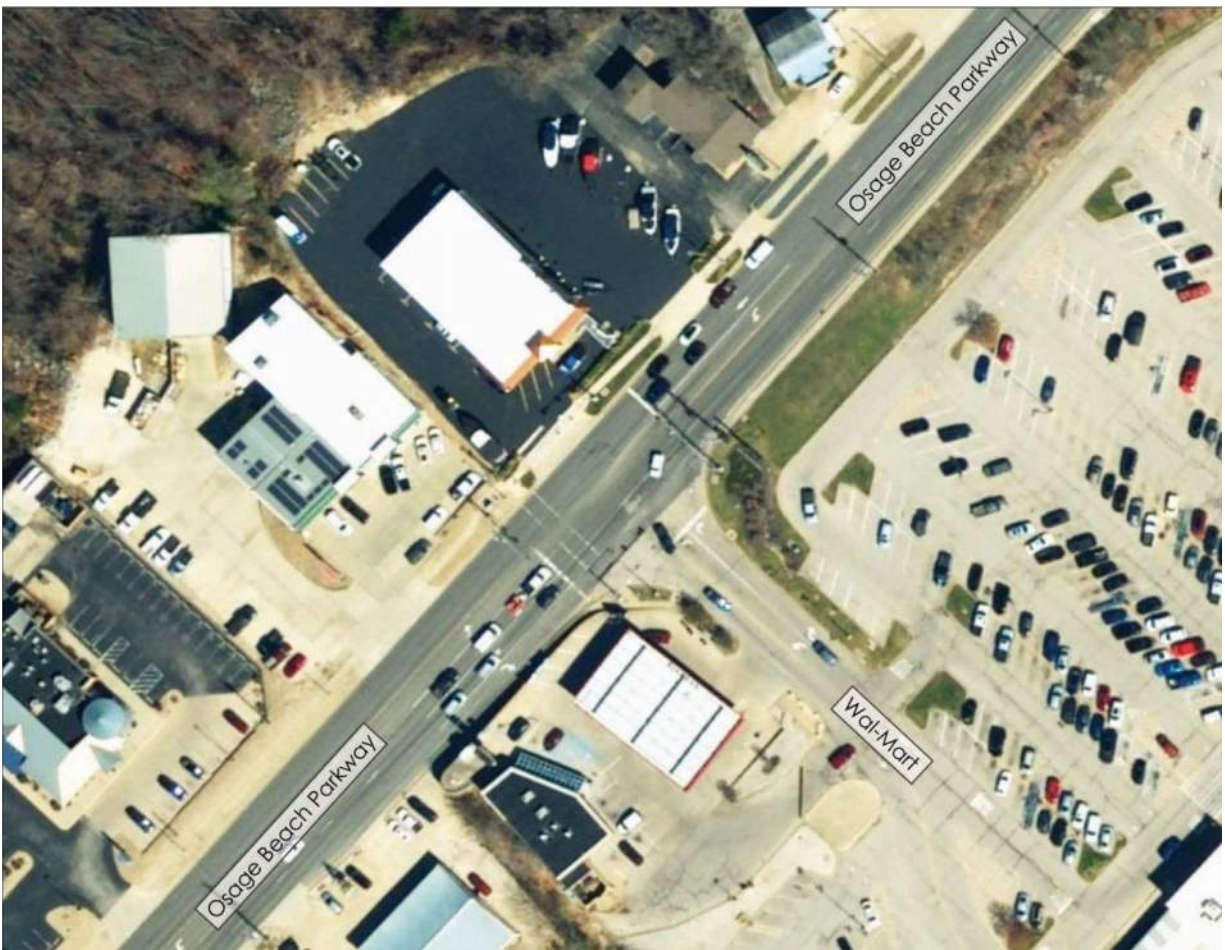


Figure 53 - Aerial image of the Osage Beach Parkway & Wal-Mart Access Drive

Pedestrian Accommodation

Both legs of Osage Beach Parkway have pedestrian paths approaching the intersection. The north side has a detached concrete sidewalk, while the south side has an attached narrow asphalt path. The northwest and southeast approaches do not have any existing pedestrian paths. Painted crosswalks with push buttons and countdown timers exist on the southwest and northwest sides of the intersection. No crosswalks exist on the northeast and southeast approaches.



Figure 54 - Pedestrian Accommodation Osage Beach Parkway & Wal-Mart (02.11.2026)

Northwest Leg

Sidewalk Presence and Condition: There is sidewalk present in both directions that appears to be in good condition.

Crosswalk Presence and Condition: There is a longitudinal crosswalk on this access.

ADA Features: Truncated domes, audible push buttons, and countdown timers are present.

Southwest Leg

Sidewalk Presence and Condition: There is a detached sidewalk along the north side of the southwest leg and an attached asphalt path along the south side. The detached sidewalk appears to be in good condition, however the asphalt path is in need of maintenance.

Crosswalk Presence and Condition: There is a longitudinal crosswalk along this leg that may need to have the paint refreshed.

ADA Features: Truncated domes, audible push buttons, and countdown timers are present.

Northeast Leg

Sidewalk Presence and Condition: There is a detached sidewalk along the north side of this leg that appears to be in good condition. Along the south side is an attached asphalt path that is in need of maintenance.

Crosswalk Presence and Condition: No crosswalk present.

ADA Features: There are truncated domes, audible push buttons, and countdown timers to head to the south by crossing the northwest leg.

Southeast Leg

Sidewalk Presence and Condition: There is a short stretch of sidewalk on the south side of this leg to the Murphy Express, however the sidewalk does not continue though to Wal-Mart. There is no sidewalk along the north side of this leg.

Crosswalk Presence and Condition: No crosswalk present.

ADA Features: There are truncated domes, audible push buttons, and countdown timers to head to the west by crossing the southwest leg.

Conflict Points Overview

Figure 55 illustrates the 32 potential conflict points that exist at this intersection.

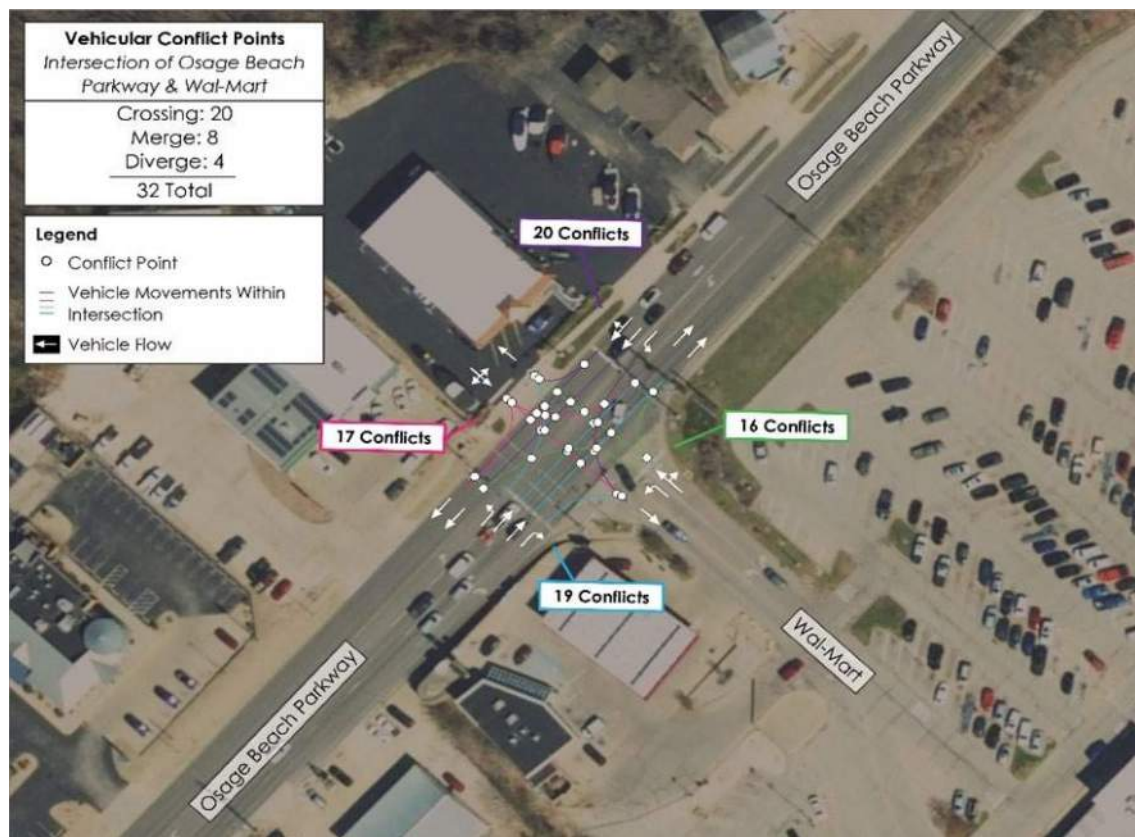


Figure 55 - Conflict Point Diagram of Osage Beach Parkway & Wal-Mart Intersection

Crash History

Table 16 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and the southern Wal-Mart access drive.

Significant Crash Pattern: Left Turn at Signalized Intersection.

Table 16 - Osage Beach Parkway & Wal-Mart Intersection Crash Summary

Osage Beach Parkway & Wal-Mart Intersection Crash Summary								
Crash Types	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Left Turn	3	12%	6	23%	11	41%	20	76%
Rear End	0	0%	0	0%	3	12%	3	12%
Right Turn	0	0%	0	0%	3	12%	3	12%
Grand Total	3	12%	6	23%	17	65%	26	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Left Turn at Signalized Intersection Crash Analysis: 20 left-turn crashes occurred at this intersection, all resulting from signal violations. 16 were caused by a failure to yield to oncoming traffic while turning, and the other four involved a driver running a red light.

All three of the left turn crashes that resulted in a SSI involved a vehicle heading southwest-bound on Osage Beach Parkway, attempting to turn left into the Wal-Mart parking lot, and collided with a northeast-bound vehicle. In these crashes, the left turning vehicle failed to yield to oncoming traffic.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- Westbound vehicles on Osage Beach Parkway pick up speed due to driving downhill.
- The left turn into Wal-Mart could be confusing – people may think they have the right of way on the yield.
- There are standard pedestrian crossings with audible signal heads on the southwest and northwest approaches of the intersection.
 - The signal head button on the northwest side was not working during the field visit.
- No pedestrian accommodation on the southeast and northeast sides.

Recommendations

Specific recommendations at Intersection #9 of Osage Beach Parkway and Wal-Mart include:

Short-term:

- Install retroreflective backplates on signal heads.
- Convert southbound left turn signal phasing from passive/protected to protected only.
- Implement speed management strategies on the southwest-bound approach to the intersection.
- Conduct a signal timing study.

Long-term:

- Construct pedestrian crossing infrastructure on each of the intersection legs.

Intersections 10 - 13: U.S. 54 Ramp Terminals & Osage Beach Parkway

Intersections 10–13 consist of four closely spaced U.S. 54 ramp terminal intersections that function together as a single interchange system north of the Grand Glaize Bridge. The intersections form a couplet that accommodates all movements between U.S. 54 and Osage Beach Parkway, with traffic exiting U.S. 54 distributed through signalized ramp terminals and traffic from Osage Beach Parkway accessing U.S. 54 via adjacent on-ramps. Due to the close spacing, operations at each intersection directly influence conditions at the others. As a result, recommended improvements should be considered collectively to ensure consistent operations and avoid shifting congestion or safety concerns between intersections.

The U.S. 54 couplet serves major commercial development in Osage Beach, including the East Shopping Center and surrounding restaurants and retail on the east side, and Walmart Supercenter, the Osage Beach Outlet Marketplace, and additional commercial uses on the west side.



Figure 56 - Northern couplet interchange with U.S. 54 where a majority of crashes on Osage Beach Parkway occur

Intersection 10: EB Osage Beach Parkway & SB U.S. 54 Ramp Terminals

Overview

The intersection of EB Osage Beach Parkway and the SB U.S. 54 Ramp Terminals is signalized with two approaches. The southwest leg consists of two northeast-bound through lanes and dual channelized right-turn lanes, with the inside right-turn lane also functioning as a northeast-bound through lane. Left-turn movements are prohibited from this approach. The north leg consists of a southbound through lane and dual channelized left-turn lanes, with the inside left-turn lane also serving as a southbound through lane. Right-turn movements are prohibited from this approach.

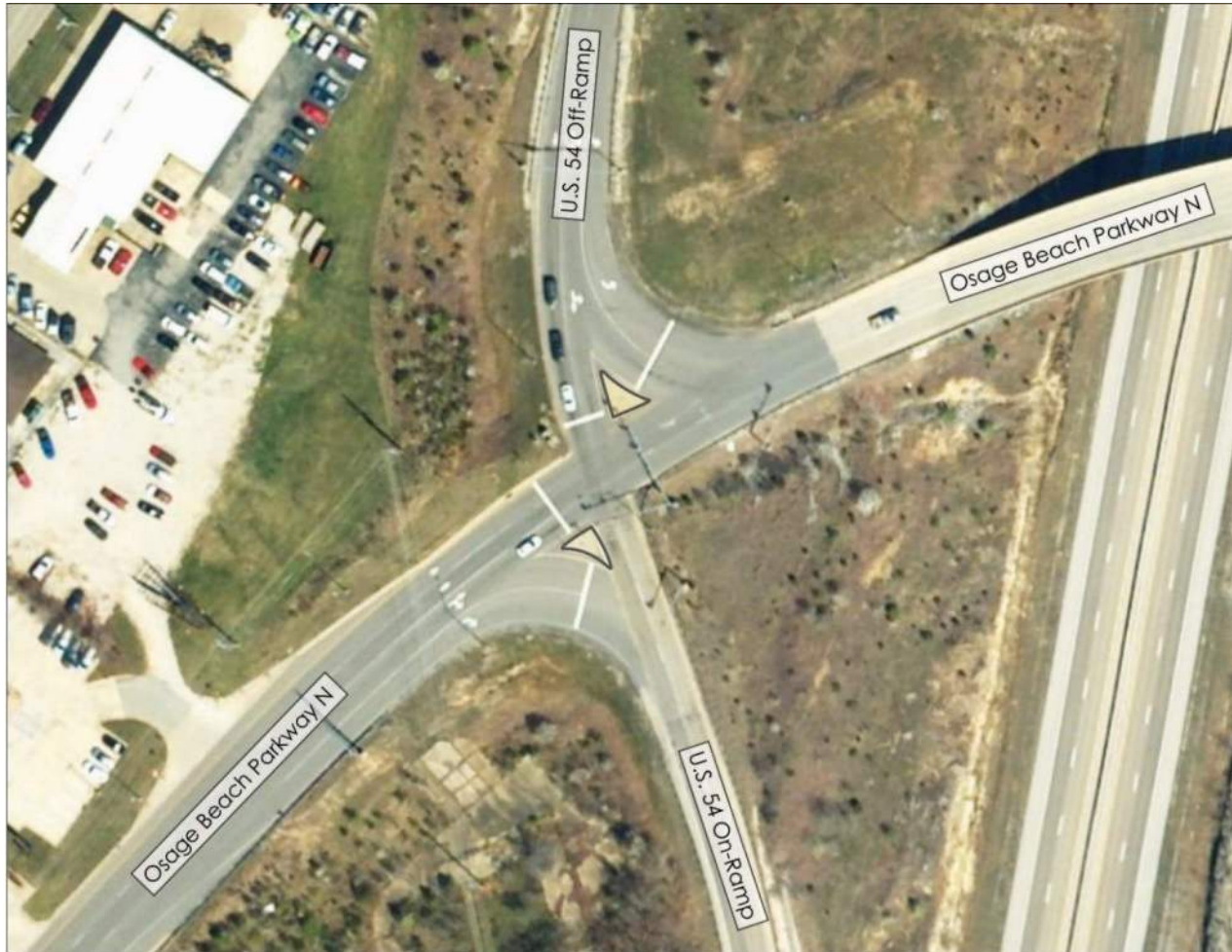


Figure 57 - Aerial image of the Osage Beach Parkway & SB U.S. 54 Ramp Terminals

Pedestrian Accommodation

There are no pedestrian accommodations at this intersection.



Figure 58 - Pedestrian Accommodation EB Osage Beach Parkway SB U.S. 54 Ramp Terminal (02.11.2026)

Traffic Volume Summary

Figure 59 displays the PM peak hour turning movement counts at the SB U.S. 54 ramps. The two through movements are the dominate movements through the intersection. Given the turning movement counts, the intersection is operating at an LOS A and is experiencing free flow traffic.



Figure 59 - Turning Movement Counts at EB Osage Parkway & SB U.S. 54

Conflict Points Overview

Figure 60 illustrates the 13 potential conflict points that exist at this intersection.



Figure 60 - Conflict Point Diagram of EB Osage Beach Parkway & SB U.S. 54 Ramp Terminals Intersection

Crash History

Table 17 summarizes the crashes that occurred at the intersection of EB Osage Beach Parkway and SB U.S. 54 Ramp Terminals.

Significant Crash Pattern: Right-angle.

Table 17 - EB Osage Beach Parkway & SB U.S. 54 Ramp Terminals Intersection Crash Summary

EB Osage Beach Parkway & SB U.S. 54 Ramp Terminals Intersection Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Right-Angle	2	7%	6	22%	7	26%	15	55%
Out of Control	0	0%	0	0%	5	18%	5	18%
Rear End	0	0%	0	0%	3	11%	3	11%
Wrong Way	0	0%	0	0%	1	4%	1	4%
Sideswipe	0	0%	0	0%	1	4%	1	4%
Left Turn	0	0%	0	0%	1	4%	1	4%
Other	0	0%	0	0%	1	4%	1	4%
Grand Total	2	7%	6	22%	19	71%	27	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Right-Angle Significant Crash Pattern Analysis: 15 right-angle crashes occurred at this intersection with 2 resulting in a SSI and 6 resulting in a minor injury. In 60% of the right-angle crashes, the vehicle traveling eastbound on Osage Beach Parkway failed to yield and collided with the southbound vehicle. In both of the right-angle crashes that resulted in a SSI, a vehicle traveling eastbound collided with a southbound vehicle after failing to stop for the red light. Distracted driving was not marked as a contributing factor.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- Osage Beach staff has observed red light running and wrong way driving at this intersection.

Recommendations

Specific recommendations at the intersection of EB Osage Beach Parkway and SB U.S. 54 Ramp Terminals include:

Short-term:

- Install an Advanced Warning System to alert drivers to the signal and when it turns red.

Long-term:

- Explore intersection improvements, including a roundabout.
- Install wrong way vehicle detection system.
- Construct pedestrian crossing infrastructure on each of the intersection legs.

Intersection 11: EB Osage Beach Parkway & NB U.S. 54 Ramp Terminals

Overview

The intersection of EB Osage Beach Parkway and the NB U.S. 54 Ramp Terminals is signalized with two approaches. The west leg consists of two east-bound through lanes and dual left-turn lanes, with the inside left-turn lane also functioning as an eastbound through lane. Right-turn movements are prohibited from this approach. The south leg consists of a northbound through lane and dual right-turn lanes, with the inside right-turn lane also serving as a northbound through lane. Left-turn movements are prohibited from this approach.



Figure 61 - Aerial image of the EB Osage Beach Parkway & NB U.S. 54 Ramp Terminals

Pedestrian Accommodation

There are no pedestrian accommodations at this intersection.



Figure 62 - Pedestrian Accommodation EB Osage Beach Parkway NB U.S. 54 Ramp Terminal (02.11.2026)

Traffic Volume Summary

Figure 63 shows the PM peak hour turning movement counts at the NB U.S. 54 ramps. The eastbound through and northbound right turn are the dominant movements at the intersection. Given these turning movement counts the intersection operates at LOS A and is experiencing free flow traffic.



Figure 63 - Turning movement counts at NB U.S. 54 ramps

Conflict Points Overview

Figure 64 illustrates the 14 potential conflict points that exist at this intersection.



Figure 64 - Conflict point diagram at EB Osage Beach Parkway & NB U.S. 54 Ramps

Crash History

Table 18 summarizes the crashes that occurred at the intersection of EB Osage Beach Parkway and NB U.S. 54 Ramp Terminals.

Total Crashes: 39 crashes.

Significant Crash Pattern: Rear end.

Table 18 - EB Osage Beach Parkway & NB U.S. 54 Ramp Terminals Intersection Crash Summary

EB Osage Beach Parkway & NB U.S. 54 Ramp Terminals Intersection Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Rear End	1	2.5%	33	84.5%	34	87%
Sideswipe	0	0%	1	2.5%	1	2.5%
Wrong Way	0	0%	1	2.5%	1	2.5%
Left Turn	0	0%	1	2.5%	1	2.5%
Right-Angle	1	2.5%	0	0%	1	2.5%
Other	0	0%	1	2%	1	2%
Grand Total	2	5%	37	95%	39	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Rear End Significant Crash Pattern: There were 34 rear end crashes at this intersection, one of which resulted in a minor injury. All but one of the crashes occurred in the northbound right turn direction. In most of the crashes, the driver did not expect the first vehicle to stop or assumed that the first vehicle was moving when they were not. There is an existing traffic sign on the west side of the intersection facing the oncoming Osage Beach Parkway traffic, this sign may be causing sight distance issues for northbound right turning traffic.

RSA Field Observations

The RSA team made the following intersection observations during field reviews:

- There is a sign on the west side of the intersection that may be blocking the view northbound right turning vehicles.

Recommendations

Specific recommendations at Intersection # 11 intersection of EB Osage Beach Parkway and NB U.S. 54 Ramp Terminals include:

Short-term:

- Conduct a sight distance study for the eastbound right turning vehicles looking to the west. Consider moving the sign west of the intersection out of the way.

Long-term:

- Explore intersection improvements, including a roundabout.
- Install wrong way vehicle detection system.
- Construct pedestrian crossing infrastructure on each of the intersection legs.

Intersection 12: WB Osage Beach Parkway & SB U.S. 54 Ramp Terminals

Overview

The intersection of WB Osage Beach Parkway and the SB U.S. 54 Ramp Terminals is signalized with two approaches. The east leg consists of two westbound through lanes and dual left-turn lanes, with the inside left-turn lane also functioning as a westbound through lane. Right-turn movements are prohibited from this approach. The north leg consists of a southbound through lane and dual right-turn lanes, with the inside right-turn lane also serving as a southbound through lane. Left-turn movements are prohibited from this approach.



Figure 65 - Aerial image of the Osage Beach Parkway & WB U.S. 54 Ramp Terminals

Pedestrian Accommodation

There are no pedestrian accommodations at this intersection.



Figure 66 - Pedestrian Accommodation WB Osage Beach Parkway & SB U.S. 54 Ramp Terminal (10.2025)

Traffic Volume Summary

Figure 67 displays the PM peak hour turning movement counts at WB Osage Beach Parkway and SB U.S. 54. The two dominant turning movements by volume are both on Osage Beach Parkway with about a third of westbound traffic turning left mostly to head onto southbound U.S. 54. Given the traffic volumes, the intersection operates at LOS A and is experiencing free flow traffic with little delay.



Figure 67 - Turning movement counts for the PM peak hour at WB Osage Beach Parkway & SB U.S. 54 ramps

Conflict Points Overview

Figure 68 illustrates the 13 potential conflict points that exist at this intersection.



Figure 68 - Conflict Point Diagram of WB Osage Beach Parkway and SB U.S. 54 Ramp Terminals Intersection

Crash History

Table 19 summarizes the crashes that occurred at the intersection of WB Osage Beach Parkway and SB U.S. 54 Ramp Terminals.

Total Crashes: 22 crashes.

Significant Crash Pattern: Rear End and Right-Angle.

Table 19 - WB Osage Beach Parkway & SB U.S. 54 Ramp Terminals Intersection Crash Summary

WB Osage Beach Parkway & SB U.S. 54 Ramp Terminals Intersection Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Rear End	1	4.5%	7	32%	8	36.5%
Right-Angle	5	23%	3	13.5%	8	36.5%
Sideswipe	0	0%	2	9%	2	9%
Left Turn	1	4.5%	1	4.5%	2	9%
Animal	0	0%	1	4.5%	1	4.5%
Out of Control	1	4.5%	0	0%	1	4.5%
Grand Total	8	36.5%	14	63.5%	22	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Right-Angle Significant Crash Pattern Analysis: There were 8 right-angle crashes, 5 of which resulted in minor injuries. The crash occurred either when a westbound vehicle (6) or a southbound vehicle (2) ran a red light and collided with perpendicular traffic.

RSA Field Visit Observations

The RSA team made the following intersection observations during field reviews:

- Wrong way drivers have been observed here when exiting businesses, but most realize and turn around before a crash occurs.

Recommendations

Specific recommendations at Intersection #12 of WB Osage Beach Parkway and SB U.S. 54 Ramp Terminals include:

Short-term:

- Install retroreflective backplates on signal heads.
- Improve wrong way signage.

Long-term:

- Explore intersection improvements, including a roundabout.
- Construct pedestrian crossing infrastructure on each of the intersection legs.
- Install wrong way vehicle detection system.

Intersection 13: WB Osage Beach Parkway & NB U.S. 54 Ramp Terminal

Overview

The intersection of WB Osage Beach Parkway and the NB U.S. 54 Ramp Terminal is signalized with two approaches. The east leg consists of three westbound through lanes and a channelized right-turn lane. Left-turn movements are prohibited from this approach. The south leg consists of a northbound through lane and dual left-turn lanes, with the inside left-turn lane also serving as a northbound through lane. Right-turn movements are prohibited from this approach.



Figure 69 - Aerial image of the WB Osage Beach Parkway & NB U.S. 54 Ramp Terminals

Pedestrian Accommodation

No pedestrian accommodations exist at this intersection.



Figure 70 - WB Osage Beach Parkway & NB U.S. 54 Ramp Terminal (02.11.2026)

Traffic Volume Summary

Figure 71 displays the turning movement counts at the intersection. The main movement are the westbound through vehicles. With dedicated lanes for both the left and right turning vehicles, the intersection is operating at a LOS A and is experiencing free flow traffic.

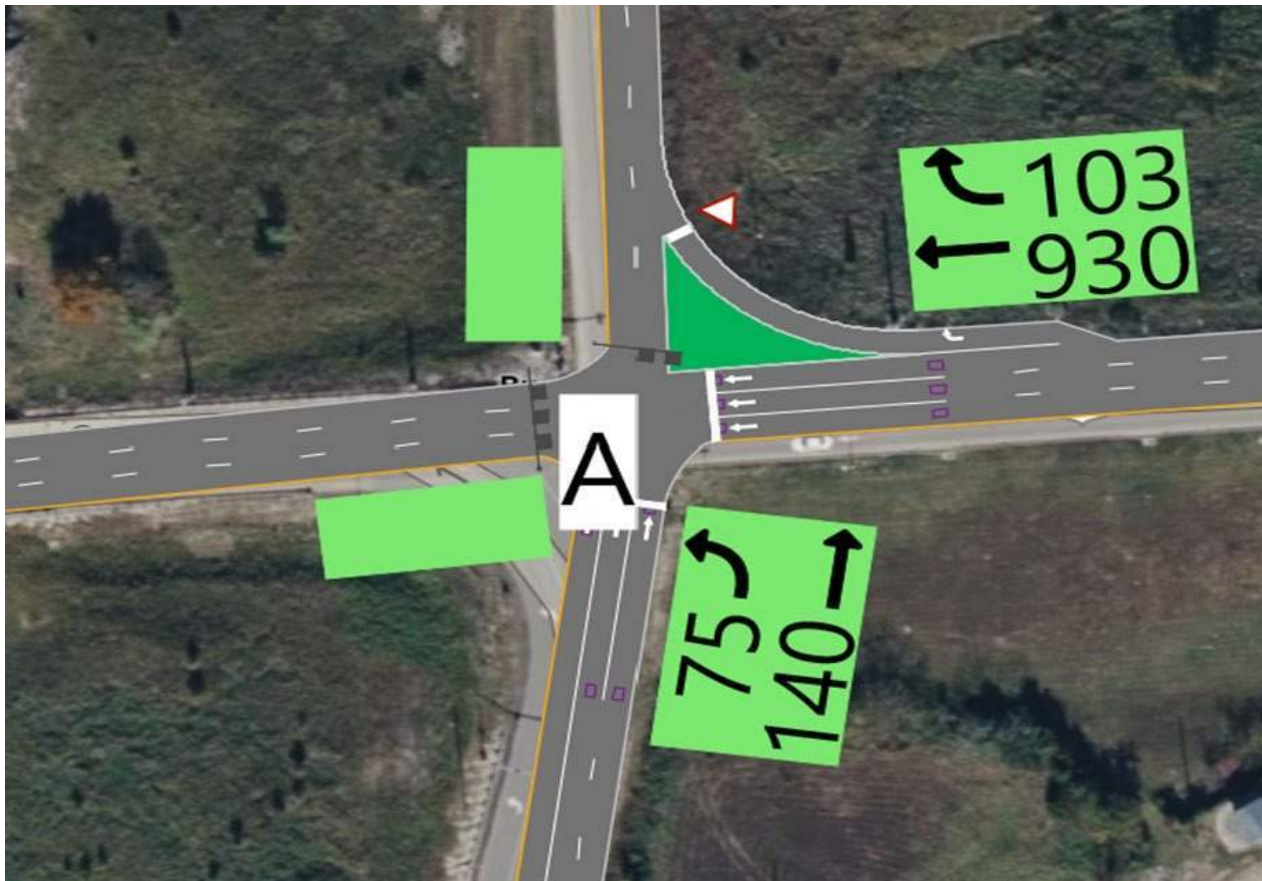


Figure 71 - Peak PM hour turning movement counts at NB U.S. 54 Ramp

Conflict Point Summary

Figure 72 illustrates the 12 potential conflict points that exist at this intersection.



Figure 72 - Conflict Point Diagram of WB Osage Beach Parkway & NB U.S. 54 Ramp Terminals Intersection

Crash History

Table 20 summarizes the crashes that occurred at the intersection of WB Osage Beach Parkway and NB U.S. 54 Ramp Terminals.

Total Crashes: 26 crashes.

Significant Crash Pattern: Right-Angle.

Table 20 - WB Osage Beach Parkway & NB U.S. 54 Ramp Terminals Intersection Crash Summary

WB Osage Beach Parkway & NB U.S. 54 Ramp Terminals Intersection Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Right-Angle	1	4%	7	27%	7	27%	15	58%
Rear End	0	0%	1	4%	4	15.5%	5	19.5%
Left Turn	0	0%	0	0%	3	11.5%	3	11.5%
Wrong Way	0	0%	1	4%	0	0%	1	4%
Animal	0	0%	0	0%	1	4%	1	4%
Out of Control	0	0%	0	0%	1	4%	1	4%
Grand Total	1	4%	9	34.5%	16	61.5%	26	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Right-Angle Crash Analysis: 15 right-angle crashes occurred at this intersection, with seven resulting in minor injuries, and one a SSI. The right-angle crashes occurred when a vehicle either was heading northbound and ran a red light (6, including 1 SSI) or was heading westbound and ran a red light.

RSA Field Visit Observations

The RSA team made the following intersection observations during field reviews:

- Wrong way drivers have been observed here when exiting businesses, but most realize and turn around before a major crash occurs.

Recommendations

Specific recommendations at Intersection #13 of WB Osage Beach Parkway and NB U.S. 54 Ramp Terminals include:

Short-term:

- Install retroreflective backplates on the signal heads.
- Paint yield lines for the westbound right turn lane.
- Implement Advanced Warning System on westbound approach to intersection.

Long-term:

- Explore intersection improvements, including a roundabout.
- Construct pedestrian crossing infrastructure on each of the intersection legs.
- Install wrong way vehicle detection system.

Intersection 14: Eastbound Osage Beach Parkway & Fort Osage Lane

Overview

The intersection of Eastbound Osage Beach Parkway and Fort Osage Lane serves retail and commercial uses, including Lake Ozark Brazilian Jiu Jitsu, Duncan Diamonds and Fine Jewelry, AutoZone, AT&T, and Aria Beach Spa, with The Home Depot located to the south and access to the East Shopping Center to the northeast.

The intersection is signalized with three approaches. The west leg of Osage Beach Parkway consists of two through lanes, a shared through or left-turn lane, and a channelized right-turn lane. The north leg of Fort Osage Lane consists of a shared through or left-turn lane and two northbound receiving lanes. No right turns are permitted from this approach. The south leg of Fort Osage Lane consists of two through lanes, a dedicated right-turn lane, and a southbound receiving lane. No left-turns are permitted from this approach. The north and west approaches operate on protected-permissive left-turn signal phasing.



Figure 73 - Aerial image of the Eastbound Osage Beach Parkway & Fort Osage Lane

Pedestrian Accommodation

There is a ramp without truncated domes along the east side of the south leg. The ramp does not connect to sidewalk and is approximately 20 feet behind the stop bar. There are no other pedestrian facilities at this intersection.



Figure 74 - Pedestrian Accommodation Eastbound Osage Beach Parkway & Fort Osage Lane (02.11.2026)



Figure 75 - Pedestrian Accommodation Eastbound Osage Beach Parkway & Fort Osage Lane (02.11.2026)

Conflict Points Overview

Figure 76 illustrates the 18 potential conflict points that exist at this intersection. The eastbound approach experiences the most conflict point exposure with four approach lanes.



Figure 76 - Conflict Point Diagram of Eastbound Osage Beach Parkway & Fort Osage Lane Intersection

Crash History

Table 21 summarizes the crashes that occurred at the intersection of Eastbound Osage Beach Parkway and Fort Osage Lane.

Significant Crash Pattern: Right-Angle.

Table 21 - Eastbound Osage Beach Parkway & Fort Osage Lane Intersection Crash Summary

Eastbound Osage Beach Parkway & Fort Osage Lane Intersection Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Right-Angle	1	5%	6	28%	3	14%	10	47%
Rear End	0	0%	1	5%	4	19%	5	24%
Sideswipe	0	0%	1	5%	3	14%	4	19%
Out of Control	0	0%	0	0%	2	10%	2	10%
Grand Total	1	5%	8	38%	12	57%	21	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Right-Angle Crash Analysis: There were 10 right-angle crashes that resulted in 1 SSI and 6 minor injuries. All right-angle crashes occurred with an eastbound vehicle running the red light and colliding with a perpendicular vehicle that had a green light.

RSA Field Visit Observations

The RSA team made the following intersection observations during field reviews:

- N/A

Recommendations

Specific recommendations at Intersection #14 of Eastbound Osage Beach Parkway & Fort Osage Lane include:

Short-term:

- Install retroreflective backplates on the signal heads.
- Paint yield lines on the eastbound right turn lane.
- Implement an Advanced Warning System for eastbound vehicles approaching the intersection and warn them of an upcoming red light.

Long-term:

- Explore intersection improvements, including a roundabout.
- Construct pedestrian crossing infrastructure on each of the intersection legs.

Intersection 15: Westbound Osage Beach Parkway & Fort Osage Lane

Overview

The intersection of westbound Osage Beach Parkway and Fort Osage Beach Lane serves adjacent commercial development. To the south, uses include The Home Depot, restaurants, professional and fitness services, and retail establishments. The intersection also provides connectivity to additional retail and dining destinations, including Super Walmart, to the southwest.

The intersection is signalized with two approaches. The east leg of Osage Beach Parkway consists of two westbound through lanes and a shared through or left-turn lane. The south leg of Fort Osage Lane consists of dual left-turn lanes and one southbound receiving lane. No right-turns are permitted at this intersection. Both approaches operate on protected left-turn phasing.



Figure 77 - Aerial image of the Westbound Osage Beach Parkway & Fort Osage Lane

Pedestrian Accommodation

There are no pedestrian accommodations at this intersection.



Figure 78 - Pedestrian Accommodation Westbound Osage Beach Parkway & Fort Osage Lane (02.11.2026)

Conflict Points Overview

Figure 79 illustrates the 6 potential conflict points that exist at this intersection.

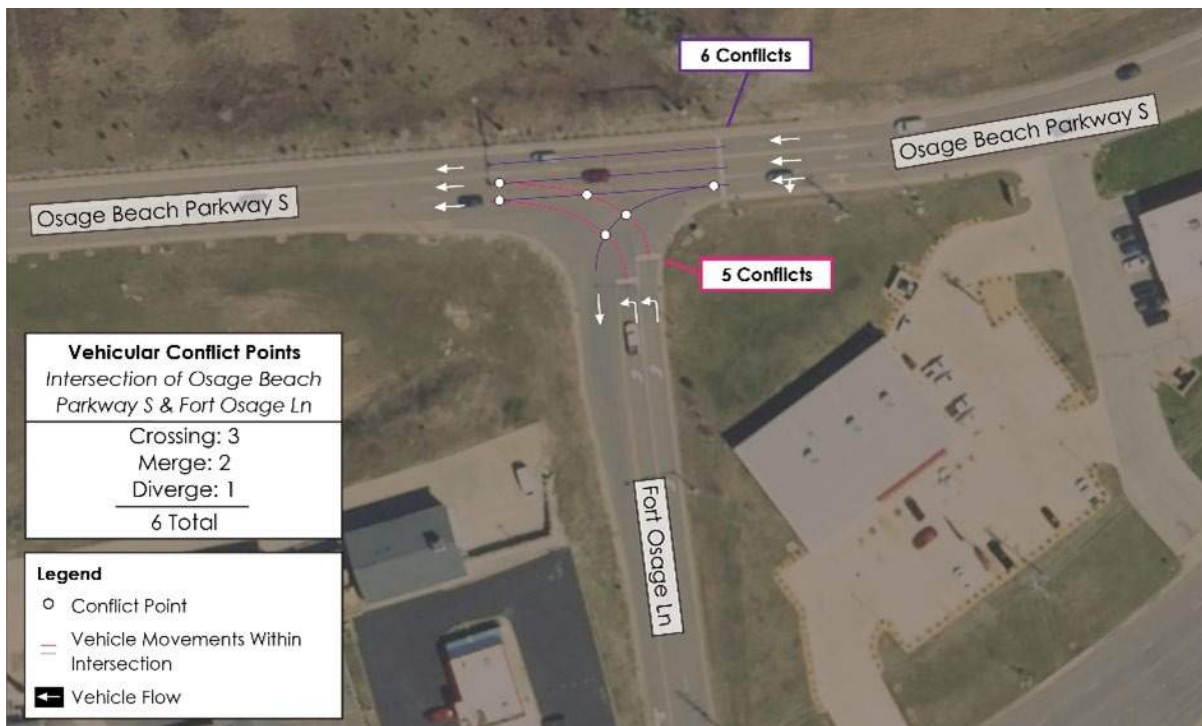


Figure 79 - Conflict Point Diagram of Westbound Osage Beach Parkway & Fort Osage Lane Intersection

Crash History

Table 22 summarizes the crashes that occurred at the intersection of Westbound Osage Beach Parkway Fort Osage Lane.

Significant Crash Pattern: None.

Table 22 - Westbound Osage Beach Parkway & Fort Osage Lane Intersection Crash Summary

Westbound Osage Beach Parkway & Fort Osage Lane Intersection Crash Summary				
Crash Type	PDO		Grand Total	
	Crashes	%	Crashes	%
Left Turn	5	33%	5	33%
Sideswipe	5	33%	5	33%
Rear End	5	33%	5	33%
Grand Total	15	100%	15	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

RSA Field Visit Observations

The RSA team made the following intersection observations during field reviews:

- There are businesses with frontage only onto eastbound Osage Beach Parkway which creates access issues for westbound Osage Beach Parkway traffic.



Figure 8o - Osage Beach Parkway businesses with frontage only onto eastbound Osage Beach Parkway.

Recommendations

Specific recommendations at Intersection #15 of Westbound Osage Beach & Parkway Fort Osage Lane include:

Short-term:

- Connect westbound Osage Beach Parkway traffic to businesses in between the couplet.

Long-term:

- Redesign intersection to reduce crossing conflict points, consider a roundabout among other designs.

Intersection 16: Osage Beach Parkway & Route 42

Overview

The intersection of Osage Beach Parkway and Route 42 serves as a key connection point for commercial, institutional, and recreational uses in the area. To the southeast are Bear Creek Valley Golf Club, Osage Beach RV Park, Peanick Park, and the School of the Osage elementary, middle, and high school campuses. Residential and retail establishments, including the East Shopping Center, are located to the northwest, while additional commercial and restaurant businesses are located to the southwest. The intersection is signalized with three approaches. The south leg of Osage Beach Parkway consists of two northbound through lanes and dual channelized right-turn lanes; no left-turns are permitted from this approach. The north leg of Osage Beach Parkway consists of two through lanes in each direction and dual left-turn lanes. The east leg of the intersection consists of two left-turn lanes, a channelized right-turn lane, and two eastbound receiving lanes.

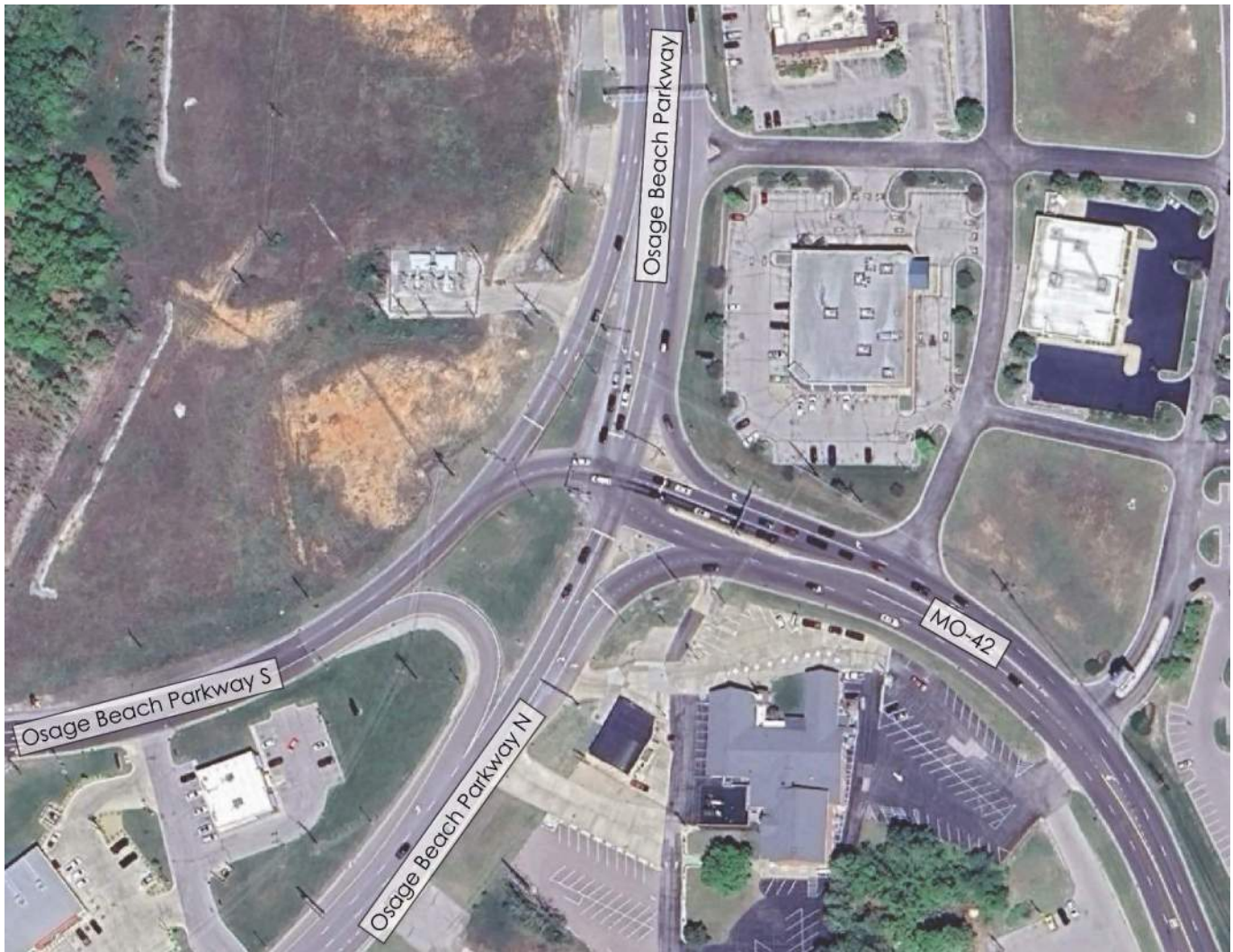


Figure 81 - Osage Beach Parkway & Route 42

Pedestrian Accommodation

There are no sidewalks or crosswalks present at the intersection. The east leg has two refuge islands, but they do not lead to ramps or sidewalks on either side of the intersection. These islands do not have additional ADA features such as truncated domes, audible push buttons, or countdown timers.



Figure 82 - Pedestrian Accommodation Osage Beach Parkway & Route 42 (02.11.2026)



Figure 83 - Pedestrian Accommodation Osage Beach Parkway & Route 42 (08.2023)

Conflict Points Overview

Figure 84 illustrates the 17 potential conflict points that exist at this intersection.

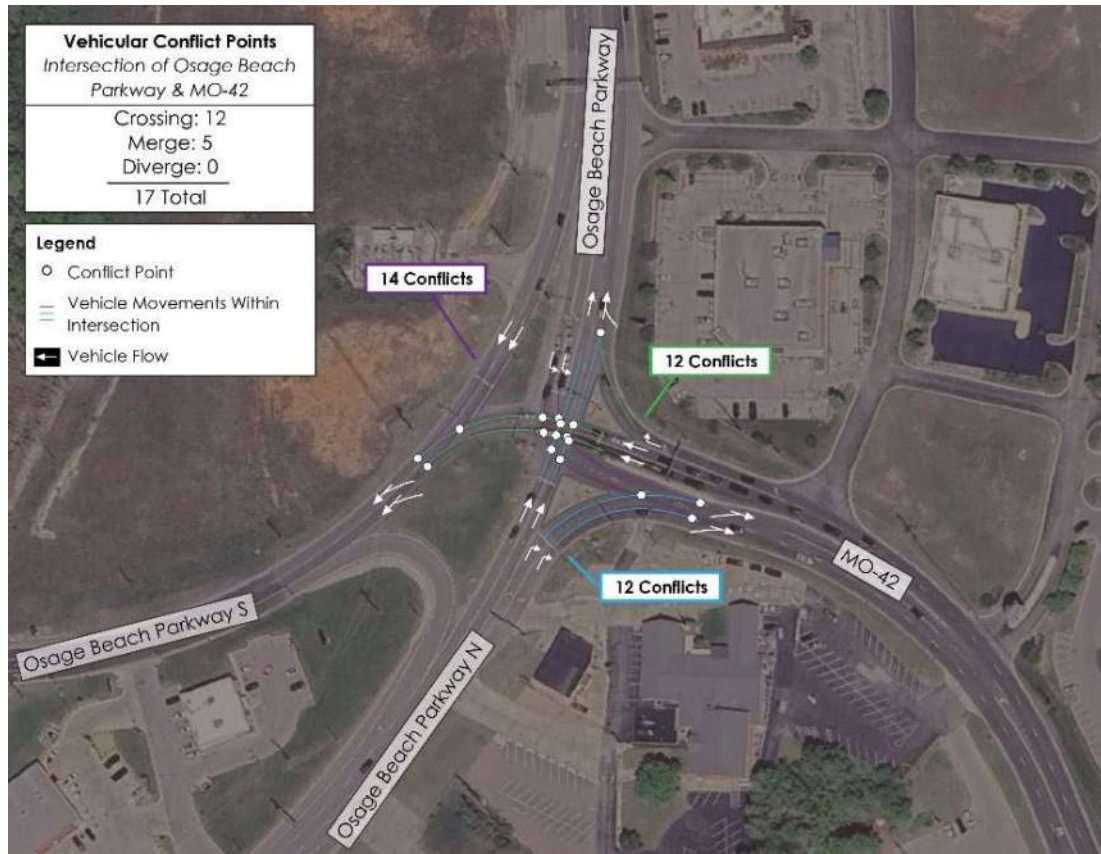


Figure 84 - Conflict Point Diagram of Osage Beach Parkway & Route 42 Intersection

Crash History

Table 23 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and Route 42.

Significant Crash Pattern: Rear End and Sideswipe.

Table 23 - Osage Beach Parkway & Route 42 Intersection Crash Summary

Osage Beach Parkway & Route 42 Intersection Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Rear end	6	13%	23	49%	29	62%
Sideswipe	0	0%	8	17%	8	17%
Out of Control	1	2%	3	6%	4	9%
Left Turn	0	0%	3	6%	3	6%
Right-Angle	1	2%	1	2%	2	4%
Dual Left Turn	0	0%	1	2%	1	2%
Grand Total	8	17%	39	83%	47	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Rear End at Signalized Intersection Crash Analysis: There were 29 rear end crashes, 6 of which resulted in a minor injury. Rear end crashes occurred in the westbound (17), northbound (2), and southbound (10) approaches. 24% of the rear end crashes occurred around the AM peak hours (7am to 9am) and 38% of the rear end crashes occurred around the PM peak hours (3pm to 5pm). Rear end crashes are typically the result of traffic congestion, sight distance issues, and distracted driving. Some of the westbound rear end

RSA Field Visit Observations

The RSA team made the following intersection observations during field reviews:

- Access management issues on the south corner for the Subway/Riverview Church.
- Westbound right turn lane yield markings are missing.

Recommendations

Specific recommendations at Intersection #16 of Osage Beach Parkway and Route 42 include:

Short-term:

- Implement an advanced warning system for westbound traffic approaching the intersection.
- Evaluate the westbound right turn lane to determine whether it should remain a yield approach or if conversion to a free right turn lane is appropriate.

Long-term:

- Install pedestrian crossing infrastructure across Route 42.
- Explore intersection improvements, including a roundabout.

Intersection 17: Osage Beach Parkway & Barry Prewitt Memorial Drive

Overview

The intersection of Osage Beach Parkway and Barry Prewitt Memorial Drive provides access to surrounding commercial development. To the southwest is Stone Crest Shopping Mall, while the intersection also connects directly to the East Shopping Center, including Hy-Vee, Target, and other clothing retailers. Additional commercial uses along Osage Beach Parkway, including financial services such as Central Bank and various restaurants, are located to the northwest and southeast.

The intersection is signalized with four approaches. The north and south legs of Osage Beach Parkway both consist of two through lanes in each direction, a dedicated left-turn lane, and a channelized right-turn lane. The west leg of Barry Prewitt Memorial Drive consists of a dedicated left-turn lane, a share through or right-turn lane, and one westbound receiving lane. The east leg of Barry Prewitt Memorial Drive consists of two dedicated left-turn lanes, a westbound through lane, two eastbound receiving lanes, and a channelized right-turn lane. All four approaches operate on protected left-turn phasing.



Figure 85 - Aerial image of the Osage Beach Parkway & Barry Prewitt Memorial Drive

Pedestrian Accommodation

There are sidewalks in good condition along the northeast, southeast, and northwest legs on one side of the roadway. The refuge islands are in good condition and have audible push buttons and countdown timers. Longitudinal crosswalks connect each leg of the intersection.



Figure 86 - Pedestrian Accommodation Osage Beach Parkway & Barry Prewitt Memorial Drive



Figure 87 - Pedestrian Accommodation Osage Beach Parkway & Barry Prewitt Memorial Drive

Northwest Leg

Sidewalk Presence and Condition: Sidewalk is present within the refuge island and follows the parking lot along the SB side of the northwest leg. There are no sidewalks present on the NB side headed north. Sidewalks appear to be in good condition.

Crosswalk Presence and Condition: Longitudinal crosswalks are present to cross Osage Beach Parkway and the SB right turn lane.

ADA Features: There are truncated domes at each street access and push buttons are present.

Southwest Leg

Sidewalk Presence and Condition: Sidewalks are present to connect the crosswalks crossing Barry Prewitt Memorial Drive as well as Osage Beach Parkway. They do not continue SB along the Osage Beach Parkway. Sidewalks appear to be in good condition.

Crosswalk Presence and Condition: Longitudinal crosswalks are present to cross Barry Prewitt Memorial Drive.

ADA Features: There are truncated domes at each street access and push buttons are present.

Northeast Leg

Sidewalk Presence and Condition: There are sidewalks present in the refuge islands and to the north and south. The northern sidewalk follows Barry Prewitt Memorial Drive and around the rear of Hy-Vee. The southern sidewalk does not connect to the Hy-Vee Gas Station but does follow Osage Beach Parkway to the south. Sidewalks appear to be in good condition.

Crosswalk Presence and Condition: Longitudinal crosswalks are present to cross Barry Prewitt Memorial Drive and the NB right turn lane.

ADA Features: There are truncated domes at each street access and push buttons are present.

Southeast Leg

Sidewalk Presence and Condition: Sidewalks are present at the refuge island as well as headed south along the NB side of Osage Beach Parkway. Sidewalks appear to be in good condition.

Crosswalk Presence and Condition: Longitudinal crosswalks are present to cross Osage Beach Parkway and the EB right turn lane.

ADA Features: There are truncated domes at each street access and push buttons are present.

Conflict Points Overview

Figure 88 illustrates the 41 potential conflict points that exist at this intersection.

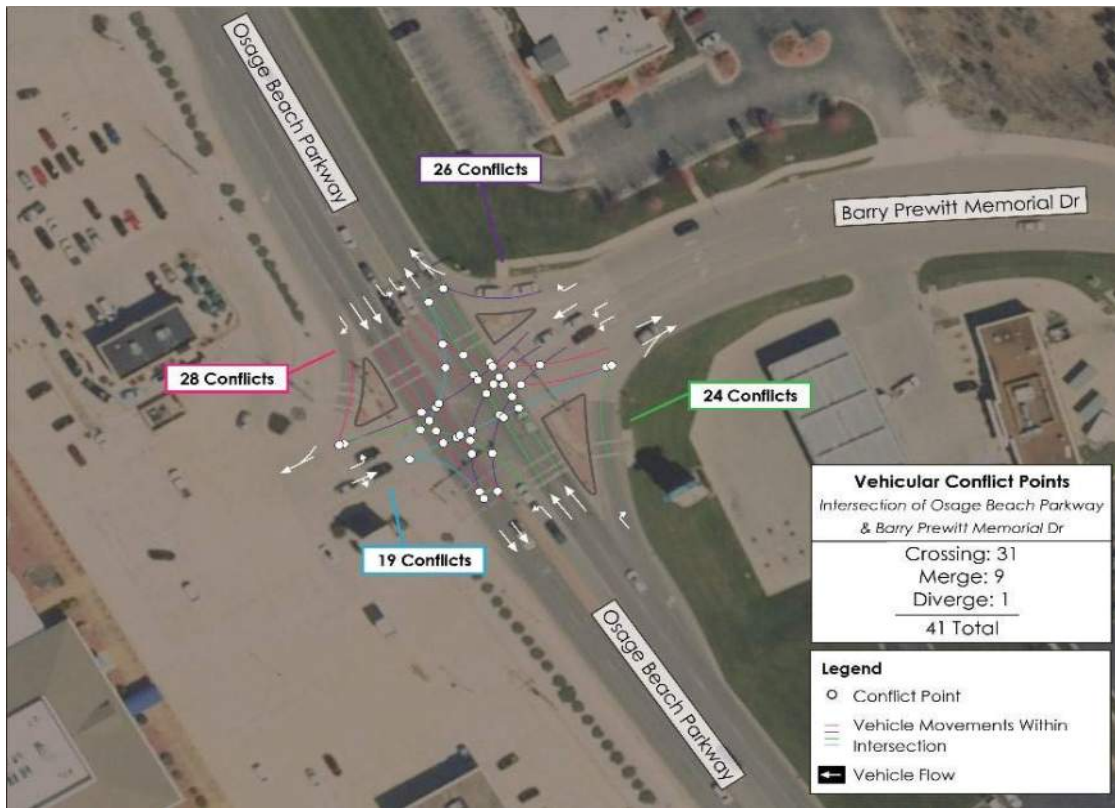


Figure 88 - Conflict Point Diagram of Osage Beach Parkway & Barry Prewitt Memorial Drive Intersection

Crash History

Table 24 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and Barry Prewitt Memorial Drive.

Significant Crash Pattern: Left Turn at Signalized Intersection and Rear End.

Table 24 - Osage Beach Parkway & Barry Prewitt Memorial Drive Intersection Crash Summary

Osage Beach Parkway & Barry Prewitt Memorial Drive Intersection Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Rear End	0	0%	2	5%	27	63%	29	67%
Left Turn	1	2%	1	2%	4	9%	6	14%
Dual Left Turn	0	0%	0	0%	3	7%	3	7%
Right-Angle	0	0%	1	2%	1	2%	2	5%
Sideswipe/Lane Change	0	0%	0	0%	2	5%	5	5%
Out of Control	0	0%	0	0%	1	2%	1	2%
Grand Total	1	2%	4	9%	38	88%	43	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Rear End Crash Analysis: 29 rear end crashes occurred at this intersection, with two resulting in minor injuries. Rear end crashes occurred in the southbound (9 crashes), westbound (7 crashes), and northbound (13 crashes) approaches. Rear end crashes typically occur as the result of traffic congestion and distracted driving.

Left Turn at Signalized Intersection Crash Analysis: Six left-turn crashes occurred at this intersection. Five of these crashes were caused by drivers running a red light, while the other one involved a driver turning into the wrong lane. All but one of the left turn crashes occurred when a southbound vehicle attempted to turn left and collided with a northbound vehicle. In the crash that resulted in a SSI, a southbound vehicle approached the intersection, attempted to apply brakes but the brakes failed and collided with a northbound vehicle.

RSA Field Relevant Observations

The RSA team made the following intersection observations during field reviews:

- Access management is an issue here.
- The pedestrian signal phase length was noticeably short, about 15 seconds.

Recommendations

Specific recommendations at Intersection #17 of Osage Beach Parkway and Barry Prewitt Memorial Drive include:

Short-term:

- Install retroreflective backplates on signal heads.
- Extend the pedestrian signal phase length. Consider implementing a leading pedestrian interval.
- Conduct a signal warrant to see if the second southbound left turn lane is necessary.
- Repaint yield lines at the westbound, southbound, and northbound right turn lanes.
- Paint high visibility continental crosswalks at each of the intersection legs.

Segment Specific Analysis – Osage Beach Parkway

This section provides a more detailed analysis of segments of the Osage Beach Parkway RSA corridor. These segments are segmented by unique characteristics such as lane geometry, location in the city, and barriers. The following sections provide discussion on the segment including general characteristics, unsignalized intersections along the segment, surrounding land uses, pedestrian infrastructure, traffic volumes, crash history, field visit observations, and specific recommendations. In the *crash history* section, “significant crash patterns,” are crash types that exceed at least five total crashes in five years, resulted in a fatal or serious injury, or involved a VRU.

Segment 1: Executive Drive to Route KK

Overview

The Osage Beach Parkway segment from Executive Drive to Route KK is a three-lane road with a center turn lane and is 1.35 miles long, as shown in Figure 89. The land surrounding this segment is mostly commercial and vacant land. Some of the major commercial locations include the Harley Davidson dealership at Lazy Days Road, PMP Park at Executive Drive, and Slumberland Furniture. There are residential uses off Lazy Days Road further to the east. There are two planned developments, a hotel on the northwest side of the corridor and a storage unit facility off Route KK and Osage Beach Parkway.

There are six unsignalized intersections along this segment including the intersection with the U.S. 54 on and off ramps. There are 51 driveways connected to this segment and about 37 driveways per mile, or about 3.6 driveways per 500 feet.



Figure 89 - Aerial image of Osage Beach Parkway Segment 1: Executive Drive to Route KK

Pedestrian Accommodations

There are sidewalks and asphalt shoulders on this segment for about 400 feet and run just west of Route KK. The rest of the segment has no sidewalks or pedestrian crossings. There is no pedestrian crossing infrastructure across Osage Beach Parkway at Route KK.

Traffic Volume Summary

Based on data obtained from StreetLight, the estimated AADT on this segment is about 3,000. This segment has the lowest traffic volume compared to the rest of the Osage Beach Parkway corridor.



Figure 90 - Photo of asphalt shoulder on southeast side of Osage Beach Parkway just west of Route KK.

SOURCE: WILSON & COMPANY (OCTOBER 2025).

Crash History

Table 25 summarizes the crashes that occurred at the intersection of Osage Beach Parkway and the South U.S. 54 Interchange.

Significant Crash Pattern: Out of Control and Pedestrian.

Table 25 - Osage Beach Parkway from Executive Drive to Route KK Crash Summary

Osage Beach Parkway from Executive Drive to Route KK Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Out of Control	3	21%	6	43%	9	64%
Animal	0	0%	2	14%	2	14%
Pedestrian	2	14%	0	0%	2	14%
Head On	0	0%	1	7%	1	7%
Grand Total	5	36%	9	64%	14	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Out of Control Crash Analysis: There were eight out of control crashes, 33% of which resulted in minor injuries. About 67% of the out of control crashes involved a fixed object. 22% of the out of control crashes had distracted driving as a contributing circumstance and another 22% involved alcohol. About 33% of out of control crashes occurred at night. Out of control crashes can be the result of different factors including distracted driving, excessive vehicle speeds, and weather/roadway conditions.

Pedestrian-involved Crash Analysis: There were two pedestrian-involved crashes, both resulting in minor injuries. Both of these crashes occurred on the north side of the segment near the intersection with Route KK. In one of the crashes, a pedestrian in a wheelchair was traveling down the center turn lane and was struck by a vehicle turning out of the Dollar General. The pedestrian stated that there were no sidewalks in the area for them to travel on. The other pedestrian crash occurred while a pedestrian was crossing Osage Beach Parkway from south to north when a car turning left out of Palisades Boulevard struck them.

Figure 91 summarizes the crash location of crashes on segment 1. The majority of crashes on segment 1 occurred at non-intersection related locations and just 14% of the crashes occurred at an unsignalized intersection.

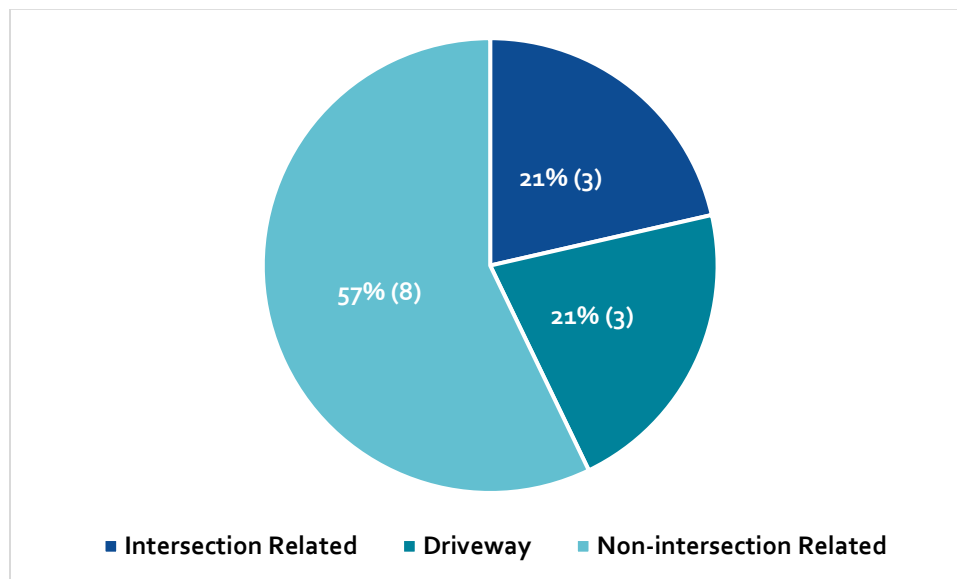


Figure 91 - Summary of Crash Location on Segment 1: Executive Drive to Route KK

Figure 92 displays the number and severity of crashes by the intersection that it occurred at on segment 1. There were two intersections where recorded crashes occurred, Palisades Boulevard (2 crashes) and Lazy Days Road (1 crash).

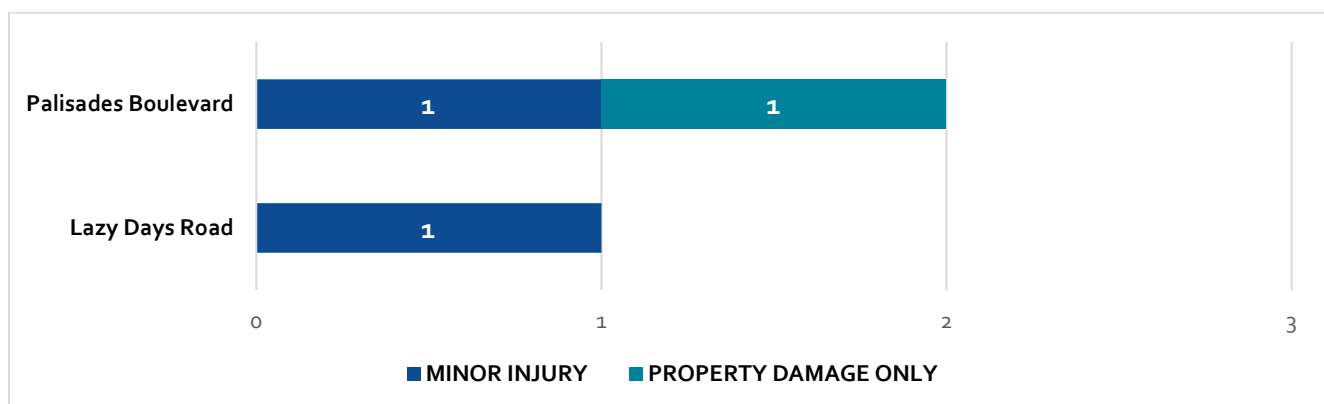


Figure 92 - Crashes at unsignalized intersections between Executive Drive and Route KK

Recommendations

Short-term:

- Construct a sidewalk connecting the existing sidewalk to the Dollar General store.
- If a pedestrian crossing at the Route KK signal is not constructed, add a mid-block pedestrian crossing at the Dollar General.

Segment 2: Route KK to Grand Glaize Bridge

Overview

The Osage Beach Parkway segment from Executive Drive to Route KK is a five-lane road with a center turn lane and is 2.5 miles long, as shown in Figure 93. The land surrounding this segment consists of commercial uses, institutional uses, and the state park. There are some residential land uses, including apartments, directly off Osage Beach Parkway. Some of the major trip generators include the Lake Regional Hospital off Nichols Road, the YMCA off Airport Road, and the Grand Glaize Shopping Center near Winn Road. There is a planned amusement park, hotel, and conference center on Jeffries Road on the north side of U.S. 54.

There are eight unsignalized intersections along this segment and four signalized intersections that connect to interchanges. There are 188 driveways along this segment and about 75 driveways per mile, or about 4.5 driveways per 500 feet.

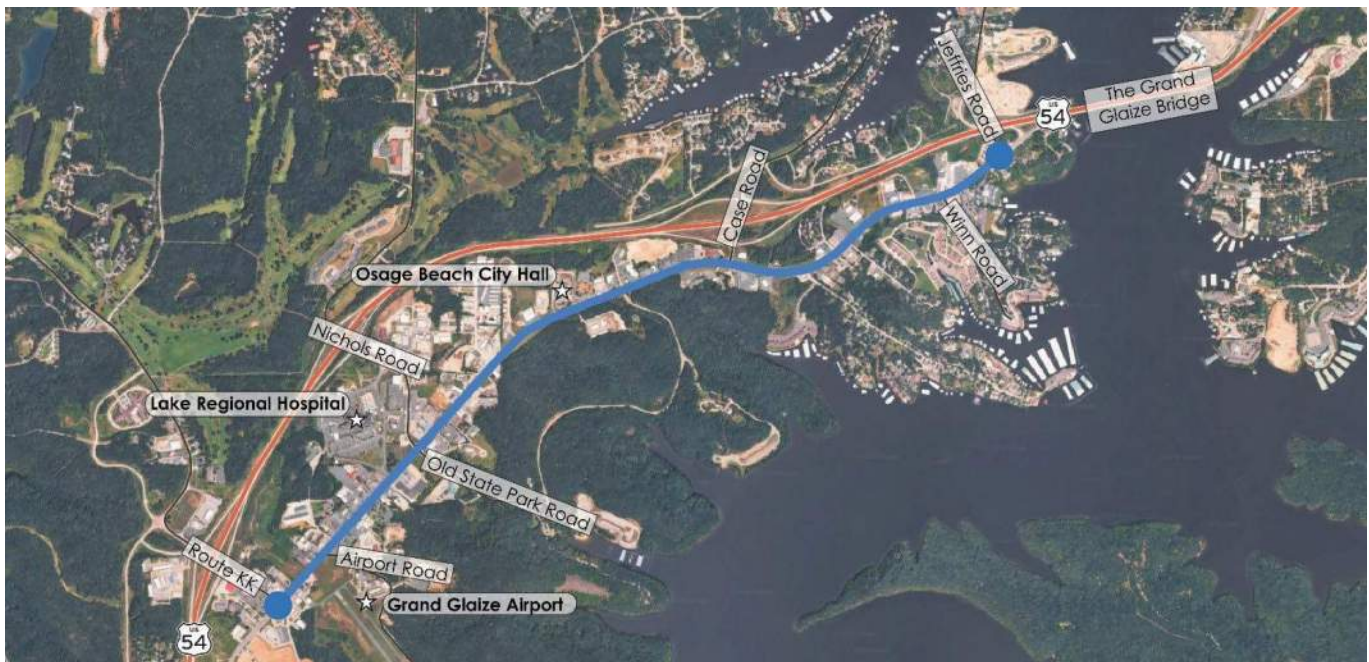


Figure 93 - Aerial image of Osage Beach Parkway Segment 2: Route KK to Jeffries Road and the Grand Glaize Bridge

Pedestrian Accommodations

There are sidewalks on the north side of this segment from Route KK to Jeffries Road and an asphalt shoulder on the south side. There are signalized pedestrian crossings across Osage Beach Parkway at Nichols Road, Case Road, and Jeffries Road.

Traffic Volume Summary

Traffic radars were set up on Osage Beach Parkway near Airport Road and collected vehicle volumes in October 2025. There were about 3,100 vehicles heading eastbound and about 2,800 vehicles heading westbound. The speed limit for this segment is 45 mph and the 85th percentile speed for vehicles traveling on Osage Beach Parkway was about 39 mph near Airport Road.

Crash History

Table 26 summarizes the crashes that occurred on segment 2.

Significant Crash Pattern: Left Turn, Animal, Out of Control, Right-Angle, and Pedestrian.

Table 26 - Osage Beach Parkway from Route KK to Jeffries Road Crash Summary

Osage Beach Parkway from Route KK to Jeffries Road Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Left Turn	0	0%	0	0%	10	27%	10	37%
Animal	0	0%	0	0%	7	20%	7	20%
Out of Control	1	3%	1	3%	4	11%	6	16%
Right-Angle	1	3%	2	5%	0	0%	3	8%
Sideswipe	0	0%	0	0%	3	8%	3	8%
Other	0	0%	0	0%	3	8%	3	8%
Rear End	0	0%	0	0%	2	5%	2	5%
Pedestrian	1	3%	1	3%	0	0%	2	5%
Parked Car	0	0%	0	0%	1	3%	1	3%
Grand Total	3	8%	4	11%	30	81%	37	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Left Turn Crash Analysis: There were 10 left turn crashes on segment 2, none of which resulted in an injury. Half of these left turn crashes occurred at Winn Road, with the other half spread across the segment including 30% at driveways. Vehicles failed to yield to oncoming traffic in at least 40% of the left turn crashes.

Animal Crash Analysis: There were seven crashes involving animals on segment 2, none of which resulted in an injury. About 73% of these animal crashes occurred at night with streetlights on. Most of the animal crashes occurred between City Parkway and Case Road where the State Park borders Osage Beach Parkway.

Out of Control Crash Analysis: There were six out of control crashes on segment 2, one resulted in an SSI and another resulted in a minor injury. About 33% of the out of control crashes occurred at night with the streetlights on. The SSI crash occurred on February 2nd, 2024 around 9pm, when a motorcycle traveling westbound on Osage Beach Parkway overturned and ejected the driver near Winn Road. A patch of gravel in the center turning lane most likely caused the vehicle to overturn.

Right-Angle Crash Analysis: There were three right-angle crashes on segment 2, one resulted in an SSI and two more resulting in minor injuries. The SSI crash occurred on September 17, 2022, around 4:30pm when a pickup truck exiting the Baymont Inn & Suite near Airport Road struck a motorcycle traveling westbound on Osage Beach Parkway. The pickup truck failed to yield to the oncoming motorcycle resulting in the motorcyclist getting ejected. Witnesses said the motorcyclist did not appear to be speeding as they had just turned onto Osage Beach Parkway about 600 feet away.

Pedestrian Crash Analysis: There were two pedestrian involved crashes on segment 2, one resulted in an SSI and another resulted in a minor injury. The SSI pedestrian crash occurred on December 15, 2022, around 12pm, when a vehicle turning left onto Osage Beach Parkway from the Parkway Eagle Stop near Route KK struck a pedestrian crossing the road. The pedestrian was crossing from north to south to access the Eagle Stop. There isn't a marked crosswalk at this location and there is no pedestrian crossing infrastructure at the nearby Route KK signal. The minor injury pedestrian crash occurred on June 24, 2023 around 12pm. A vehicle traveling eastbound on Osage Beach Parkway struck a pedestrian crossing north to south near Industrial Drive.

Figure 94 summarizes the location of crashes on segment 2, showing that crash locations are evenly distributed across intersections, driveways, and non-intersections. Unsignalized intersections are the most common location though where 35% of crashes on segment 2 occurred.

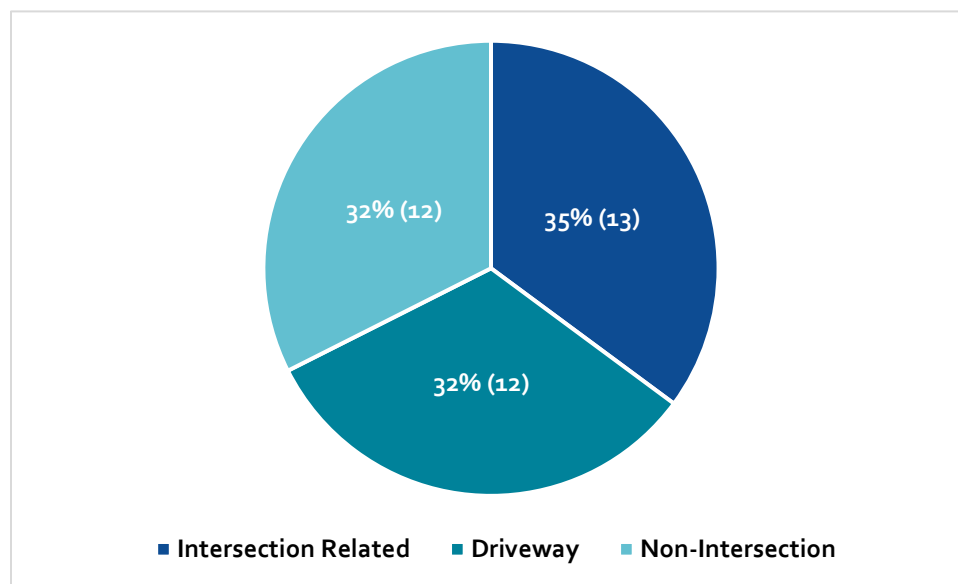


Figure 94 - Summary of Crash Location on Segment 2: Route KK to Jeffries Road

Figure 95 summarizes the crashes at the four unsignalized intersections. Winn Road experienced the most crashes including one SSI. The City is currently planning to remove the left turn lane on Winn Road to create better visibility for Winn Road traffic.

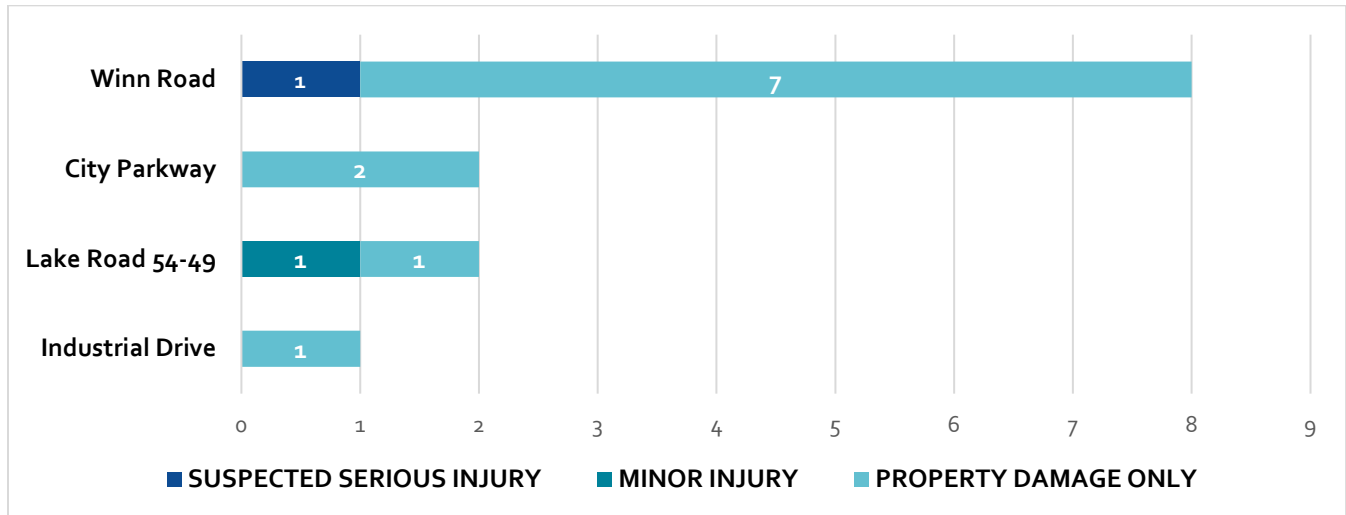


Figure 95 - Crashes at unsignalized intersections between Route KK and Jeffries Road

Recommendations

Short-term:

- Install pedestrian crossings across Osage Beach Parkway at Airport Road, Winn Road, and other active pedestrian areas, utilizing pedestrian crossing treatments like Rectangular Rapid Flashing Beacons (RRFBs), High intensity Activated Crosswalk (HAWK) beacons, and pedestrian refuge islands.
- Install wildlife warning signage on Osage Beach Parkway in the area bordering the State Park.
- Coordinate with the Missouri Department of Conservation to construct wildlife exclusion fencing where the State Park directly borders Osage Beach Parkway.

Long-term:

- Construct a shared-use path on the south side of Osage Beach Parkway, replacing the existing asphalt shoulder.

Grand Glaize Bridge

Overview

The Grand Glaize Bridge is the two parallel girder bridge structure that connects the east and west sides of Osage Beach across the Grand Glaize Arm of the Lake of the Ozarks (). It is a six-lane bridge with three lanes and a six-foot shoulder in both directions for U.S. 54 traffic. It was originally built for U.S. 54 traffic as a part of Osage Beach Parkway, but now Osage Beach Parkway merges onto the bridge from the east and west sides. According to the U.S. Department of Transportation's National Bridge Inventory, one bridge was built in 1995 and the parallel bridge was built in 1983. The bridge received a 'fair' condition rating when it was last surveyed.



Figure 96 - Aerial image of Grand Glaize Bridge

Pedestrian Accommodations

There are no existing pedestrian walkways along the Grand Glaize Bridge.

Traffic Volume Summary

According to MoDOT's Annual Average Daily Traffic map, there are about 47,600 vehicles traveling on the Grand Glaize Bridge daily, with 26,800 vehicles in the westbound direction and 20,800 vehicles in the eastbound direction.

Crash History

Table 27 summarizes the crashes that occurred on U.S. 54 at the Grand Glaize Bridge.

Significant Crash Pattern: Out of Control, Sideswipe, Rear End, and Pedestrian. 'Other' crashes are not analyzed further as they are a sum of crash types that do not have an existing category.

Table 27 - Crash Summary on U.S. 54 at the Grand Glaize Bridge

Crash Summary on U.S. 54 at the Grand Glaize Bridge										
Crash Type	Fatal		SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Out of Control	0	0%	4	8%	5	9%	23	43%	32	60%
Other	0	0%	0	0%	1	2%	6	11%	7	13%
Sideswipe	0	0%	0	0%	0	0%	6	11%	6	11%
Rear End	0	0%	0	0%	1	2%	4	8%	5	9%
Wrong Way	0	0%	0	0%	1	2%	1	2%	2	4%
Pedestrian	1	2%	0	0%	0	0%	0	0%	1	2%
Fixed Object	0	0%	0	0%	0	0%	1	2%	1	2%
Passing	0	0%	0	0%	0	0%	1	2%	1	2%
Grand Total	1	2%	4	8%	8	15%	42	75%	55	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Out of Control Crash Analysis: There were 32 out of control crashes on the Grand Glaize Bridge, four of which resulted in a serious injury. About 22% of the out of control crashes occurred at night, none of which resulted in serious injury. 68% of the out of control crashes occurred with adverse roadway conditions including icy, slushy, snowy, and wet, but all the serious injury crashes occurred with dry roadway conditions. 66% of the out of control crashes occurred in the westbound direction, including three of the four serious injury crashes. 90% of the westbound out of control crashes occurred either approaching or on the east side of the bridge. 'Too Fast for Conditions,' was marked as a contributing circumstance in 68% of the out of control crashes, including one of the serious injury crashes – other contributing circumstances include impaired driving (4), distracted driving (1), and overcorrected (1). Vehicles collided with a fixed object in all but one of the out of control crashes and in some crashes, vehicles collided with multiple fixed objects. These fixed objects include:

- Concrete traffic barrier – 17 crashes, 3 SSI.
- Guardrail face – 10 crashes, 1 SSI.
- Bridge rail – 7 crashes, 2 SSI.
- Embankment/rock bluff – 3 crashes.
- Highway traffic sign post/street light – 2 crashes.

Sideswipe Crash Analysis: There were six sideswipe crashes on the Grand Glaize Bridge, resulting in no apparent injuries. 83% of the sideswipe crashes occurred in the westbound direction. Contributing circumstances included improper lane usage (3 crashes) and failed to yield (2 crashes).

Rear End Crash Analysis: There were five rear end crashes on the Grand Glaize Bridge, resulting in no apparent injuries. 80% of the rear end crashes occurred in the westbound direction. In 80% of the rear end crashes there were contributing traffic conditions including traffic congestion (2 crashes) and an incident ahead (2 crashes).

Pedestrian Crash Analysis: There was one pedestrian involved crash that occurred on the Grand Glaize Bridge. The crash occurred on January 24, 2024 around 4pm in the eastbound direction. A pedestrian was walking along the bridge in the six-foot shoulder and a vehicle pulled over to pick up the pedestrian. As the pedestrian walked around to the driver's side rear door to get into the car, an eastbound vehicle changing lanes into the adjacent lane struck the car and the pedestrian, resulting in a fatal injury for the pedestrian. The oncoming vehicle which was merging into the auxiliary lane to exit at Passover Road did not see the pulled over vehicle or pedestrian until the collision.

Recommendations

Figure 97 and Figure 98 show two potential concepts for providing a pedestrian crossing across the Grand Glaize Bridge.

The first concept involves closing the outside lane of the south side of the Grand Glaize Bridge to construct a concrete barrier and a shared-use path. On the east side of the bridge, the shared-use path would then connect back to east Osage Beach Parkway by going under the bridge and coming back up on the north side.



Figure 97 - Grand Glaize Bridge potential pedestrian crossing on south side of bridge.

The second concept involves a similar closure of the outside lane of the north side of the Grand Glaize Bridge. The shared-use path would connect directly from Jeffries Road on the west side to Osage Beach Parkway on the east side.



Figure 98 - Grand Glaize Bridge potential pedestrian crossing on north side of bridge.

Both concepts recommend extending the shared-use paths to connect west Osage Beach Parkway to Jeffries Road, and east Osage Beach Parkway to Passover Road.

Segment 3: Grand Glaize Bridge to the Wal-Mart Signal

Overview

The Osage Beach Parkway segment from the Grand Glaize Bridge to the Wal-Mart is a five-lane road with a center turn lane and is 1.5 miles long. The land surrounding this segment is a mix of commercial and residential land uses. The largest commercial uses in the area include the Dierbergs grocery store, the Osage Beach Premium Outlet Mall, and Wal-Mart. There are five unsignalized intersections and four unsignalized intersections. Hatchery Road connects to the Osage Beach City Park which hosts city festivals including the Fall Festival in October. Osage Beach Drive connects both residential uses and the Osage Beach Library to Osage Beach Parkway.

There are 68 driveways that connect to Osage Beach Parkway, most of which are for commercial uses. There is about 45 driveways per mile and 4.3 driveways per 500 feet.

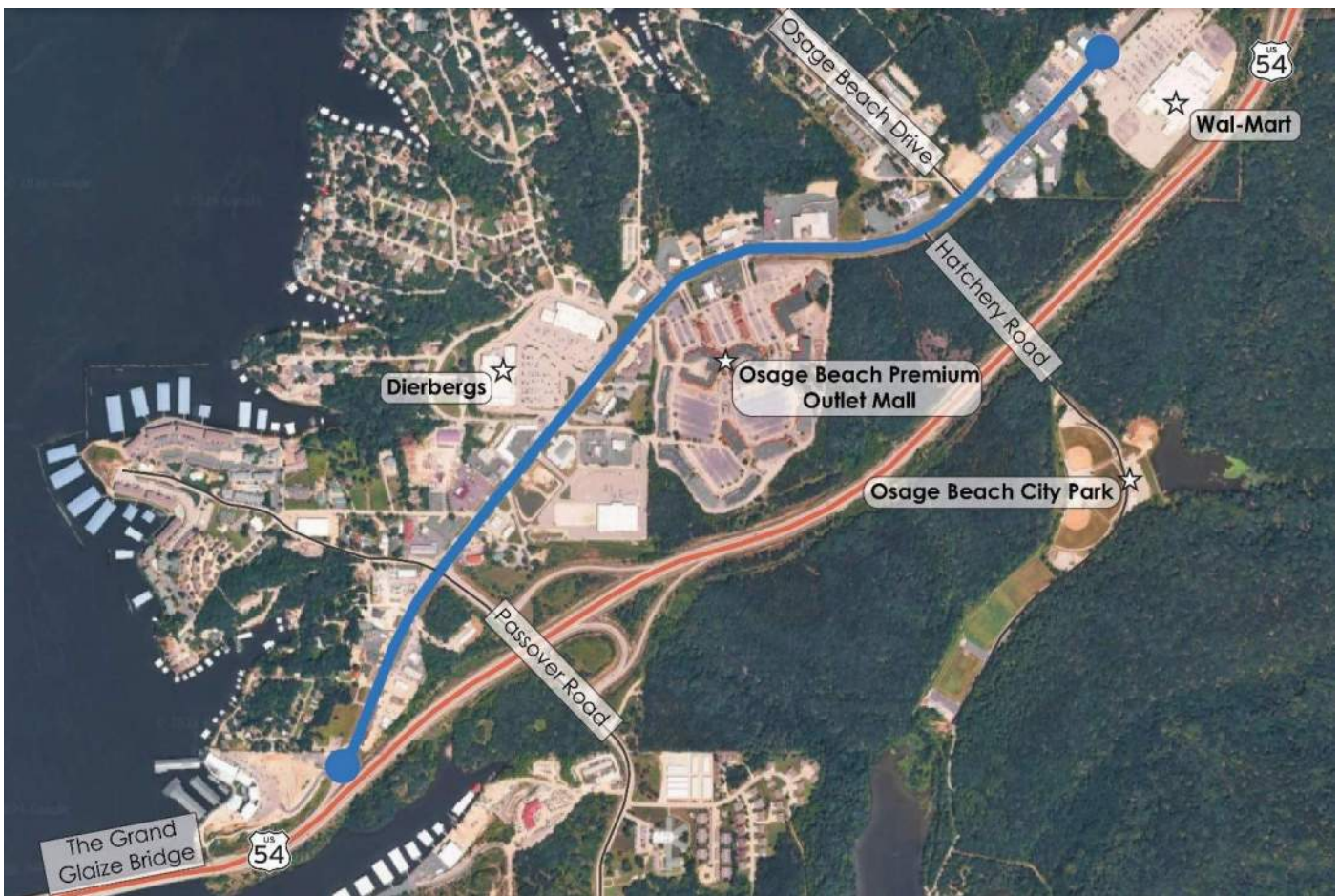


Figure 99 - Aerial image of Osage Beach Parkway Segment 3: Grand Glaize Bridge to Wal-Mart Signal

Pedestrian Accommodations

From Passover Road to Wal-Mart, there is a five-foot sidewalk on the north side of Osage Beach Parkway and from Lakeview Pointe Drive to Hatchery Road there is a sidewalk on the south side of Osage Beach Parkway. There are signalized pedestrian crossings across Osage Beach Parkway at Lakeview Pointe Drive, the Osage Beach Premium Outlet Mall, and the Wal-Mart.

Traffic Volume Summary

According to data obtained from StreetLight, the daily traffic on this segment is around 15,300 vehicles. West of Passover Road approaching the westbound on ramp to U.S. 54, the daily traffic is around 8,000 vehicles.

Crash History

Table 28 summarizes the crash types that occurred along segment 3 and the resulting crash severity.

Significant Crash Pattern: Left Turn, Sideswipe, Out of Control, Animal, and Rear End.

Table 28 - Crash Summary for Segment 3: Grand Glaize Bridge to Wal-Mart

Osage Beach Parkway from Grand Glaize Bridge to Wal-Mart Crash Summary						
Crash Type	Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%
Left Turn	5	10%	10	19%	15	29%
Sideswipe	0	0%	14	27%	14	27%
Out of Control	2	4%	4	8%	6	12%
Animal	0	0%	5	10%	5	10%
Rear End	1	2%	4	8%	5	10%
Right-Angle	1	2%	2	4%	3	6%
Right Turn	0	0%	2	4%	2	4%
Wrong Way	0	0%	1	2%	1	2%
Other	1	2%	0	0%	1	2%
Grand Total	10	19%	42	81%	52	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Left Turn Crash Analysis: There were 15 left turn crashes along segment 3, five of which resulted in minor injuries. 73% of the left turn crashes occurred at driveways and the other 27% of left turn crashes occurred at unsignalized intersections. 60% of the left-turn crashes occurred on a day of the weekend.

Sideswipe Crash Analysis: There were 14 sideswipe crashes along segment 3, resulting in no apparent injuries. 57% of the sideswipe crashes occurred near driveways, while 21% occurred at non-intersection locations. 50% of the sideswipe crashes occurred around the PM peak traffic hours (3pm to 5pm) when there is more likely to be more traffic on Osage Beach Parkway.

Out of Control Crash Analysis: There were six out of control crashes along segment 3, resulting in two minor injury crashes. 67% of the out of control crashes occurred at driveways and 67% of them occurred in the dark with streetlights on. Fixed objects were hit in all the out of control crashes including a curb (50%), a utility pole (33%), and a street light support (17%). 40% of the animal crashes occurred at night

Animal-involved Crash Analysis: Animals were hit in five crashes on segment 3, resulting in no apparent injuries. 80% of the animal-involved crashes occurred near Hatchery Road where the State Park borders Osage Beach Parkway. The other animal-involved crash occurred near the Lakeview Pointe Drive intersection.

Rear End Crash Analysis: There were five rear end crashes along segment 3, one of which resulted in a minor injury. Three of the rear end crashes occurred at a driveway. Three rear end crashes occurred in the PM peak traffic hours around 5pm.

Figure 100 summarizes the location of crashes on segment 3, showing that the majority of crashes occurred near driveways, which typically involved sideswipe crashes, left turn, and right turn crashes. Non-intersection crashes were the second most common location where crashes occurred. Figure 101 summarizes the crashes at the three unsignalized intersections by crash severity, including Red Bud Lane, Jayhawk Street, and Osage Beach Road. No intersection had more than three crashes.

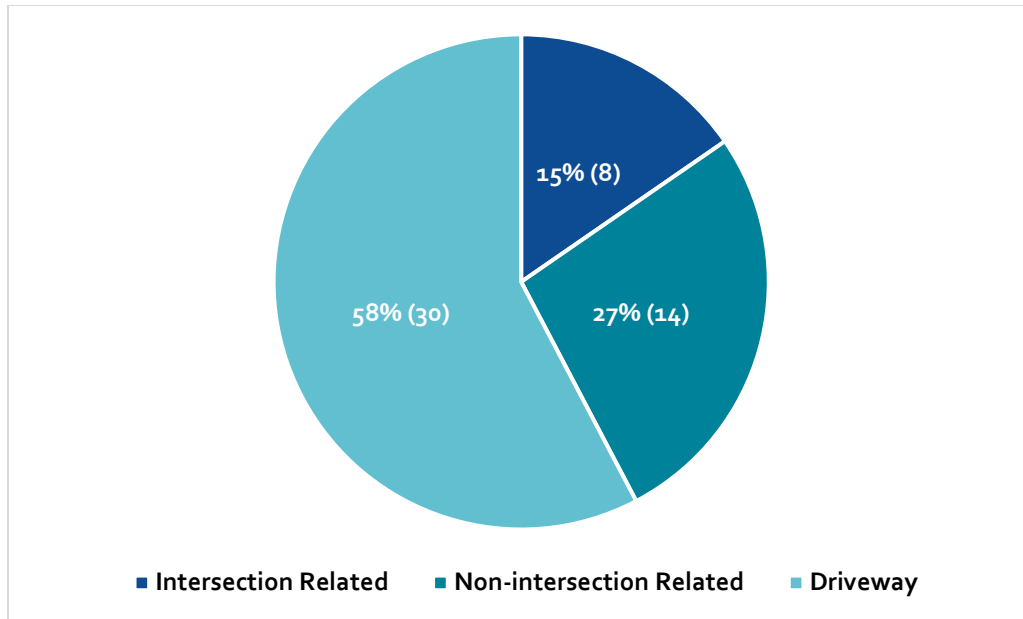


Figure 100 - Summary of Crash Location on Segment 3: Grand Glaize Bridge to Wal-Mart

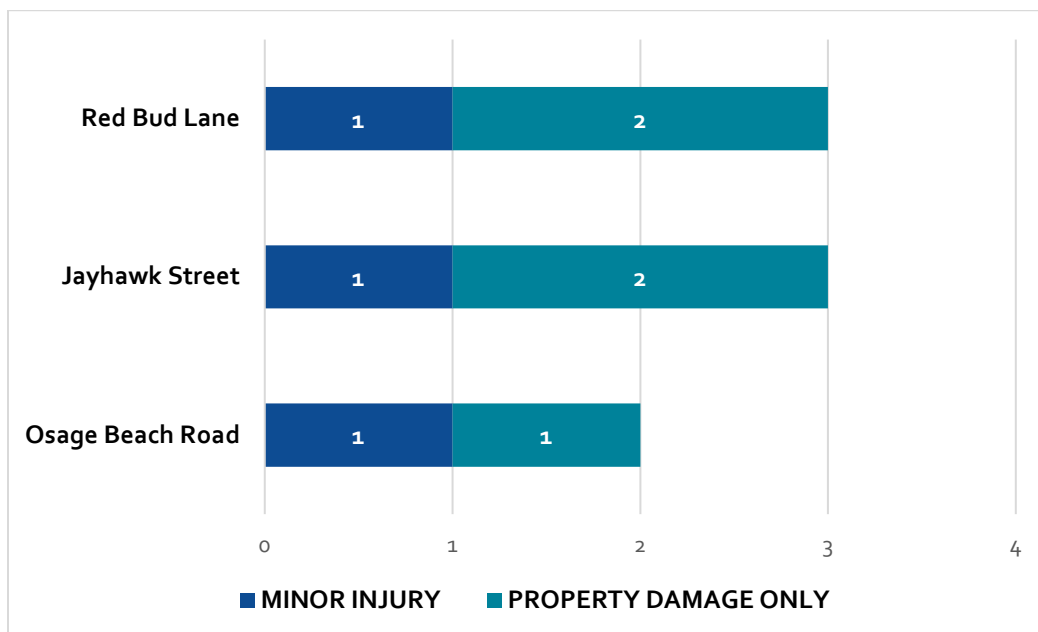


Figure 101 - Crashes at unsignalized intersections between Grand Glaize Bridge and Wal-Mart

Recommendations

Short-term:

- Install pedestrian crossings across Osage Beach Parkway at McField Road and Hatchery Road/Osage Beach Road.
- Install wildlife warning signage on Osage Beach Parkway in the area bordering the State Park near Hatchery Road.
- Coordinate with the Missouri Department of Conservation to construct wildlife exclusion fencing where the State Park directly borders Osage Beach Parkway.

Long-term:

- Construct a shared-use path on the south side of Osage Beach Parkway.

Segment 4: U.S. 54 Couplet Interchange – Wal-Mart to Route 42

Overview

The Osage Beach Parkway segment from Wal-Mart to Route 42 is a couplet roadway, that splits into two separate roadways and is 1.7 miles long. Each of the two roadways are three-lane, one-way roads. This segment of Osage Beach Parkway is owned and maintained by MoDOT. Much of this area is made up of the interchange with U.S. 54, includes eight signalized intersections, and two unsignalized intersections. The majority of segment 4 connects to commercial land uses including Wal-Mart, Home Depot, and the Prewitt's Point Shopping Center.



Figure 102 - Aerial image of Osage Beach Parkway Segment 4: U.S. 54 Couplet Interchange – Wal-Mart to Route 42

Pedestrian Accommodations

There is a five-foot wide sidewalk on the north side of Osage Beach Parkway from the Wal-Mart signal to Beach Drive. On the south side of Osage Beach Parkway, there is about 300 feet of asphalt shoulder starting at the Wal-Mart signal and then a five-foot wide sidewalk up to the “Needful Things” store at 4184 Osage Beach Parkway.

Traffic Volume Summary

According to data obtained from Streetlight, from Wal-Mart to the couplet split there is about 15,300 daily vehicles. In the eastbound direction, there are about 6,000 daily vehicles west of the interchange and about 9,200 daily vehicles east of the interchange. In the westbound direction, there are about 6,500 daily vehicles west of the interchange and about 9,600 daily vehicles east of the interchange.

Crash History

Table 29 summarizes the crashes that occurred on segment 4.

Significant Crash Pattern: Sideswipe, Rear End, Left Turn, and Out of Control.

Table 29 - Osage Beach Parkway from Wal-Mart to Route 42 Crash Summary

Osage Beach Parkway from Wal-Mart to Route 42 Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Sideswipe	1	1%	3	4%	37	49%	41	54%
Rear End	0	0%	4	5%	10	13%	14	18%
Left Turn	0	0%	0	0%	9	12%	9	12%
Out of Control	0	0%	1	1%	5	7%	6	8%
Right-Angle	0	0%	1	1%	1	1%	2	3%
Right Turn	0	0%	0	0%	1	1%	1	1%
Wrong Way	0	0%	0	0%	1	1%	1	1%
Animal	0	0%	0	0%	1	1%	1	1%
Grand Total	1	1%	9	12%	65	87%	75	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Sideswipe Crash Analysis: There were 41 sideswipe crashes on segment 4, one resulting in a serious injury and three resulting in minor injuries. This is the most common crash type on segment 4, making up 54% of the crashes. 61% of sideswipe crashes occurred in the westbound direction. Typically, sideswipe crashes occur unrelated to intersections/driveways, however, 37% of sideswipe crashes on segment 4 occurred near driveways, including three that led to minor injuries. Older drivers were involved in at least 24% of sideswipe crashes as a result of improper lane changes. The crash that resulted in a serious injury, involved a westbound motorcycle near Bluff Drive changing lanes from the middle lane to the outside lane, colliding with a pickup truck.

Rear End Crash Analysis: There were 14 rear end crashes on segment 4, four resulting in minor injuries. A majority of the rear end crashes occurred in the afternoon with 57% occurring from 2pm to 6pm and 64% occurred during the weekend. 57% of rear end crashes were related to driveways. At least 36% of the rear end crashes were related to distracted driving.

Left Turn Crash Analysis: There were nine left turn crashes on segment 4, resulting in no apparent injuries. All of the left turn crashes were associated with a vehicle exiting a driveway and failing to yield to traffic on Osage Beach Parkway

Out of Control Crash Analysis: There were six out of control crashes on segment 4, resulting in one minor injury. 50% of the out of control crashes occurred in relation to a driveway. A fixed object was collided with in all of the out of control crashes, the fixed objects included a curb, a rock bluff, a fence, and a highway traffic sign post. 83% of the out of control crashes occurred in the westbound direction.

Figure 103 summarizes the location of crashes on segment 4, showing that most crashes occurred either near a driveway or not related to an intersection. Figure 104 summarizes the crashes at the two unsignalized intersections by crash severity. Bluff Drive accounts for five of the crashes on segment 4, though it is a right-in/right-out, three-legged intersection.

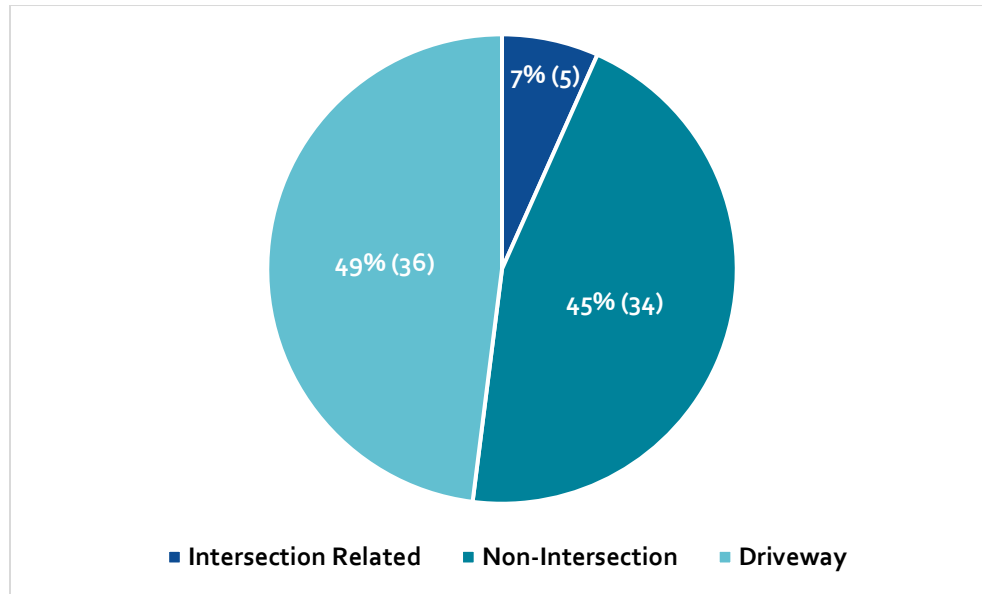


Figure 103 - Summary of crash location on Segment 2

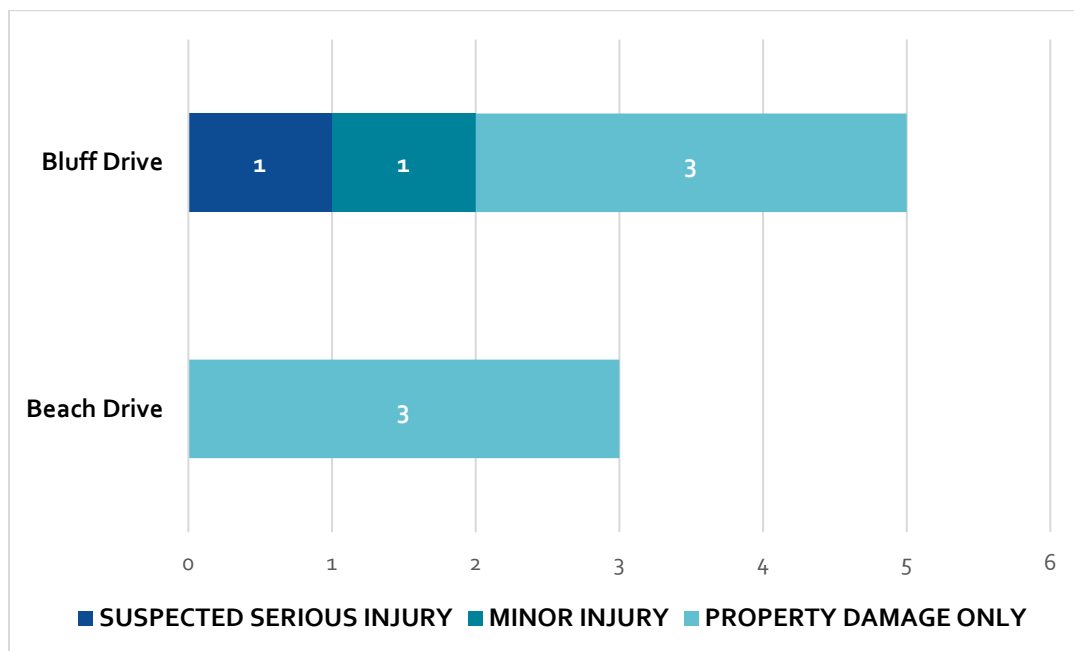


Figure 104 - Crashes at unsignalized intersections between Wal-Mart and Route 42

Recommendations

Short-Term:

- Evaluate potential ways to mitigate wrong way driving on the one-way Osage Beach Parkway sections.
- Evaluate the existing driveways and look for ways to close or consolidate the driveways.

Long-Term:

Figure 105 shows the potential design for the U.S. 54 couplet interchange. This potential design involves converting both existing roadways from one-way to two-way roads. The south side of the couplet could potentially have a four-lane section. The north side of the couplet could have a two-lane section and a proposed shared-use path.

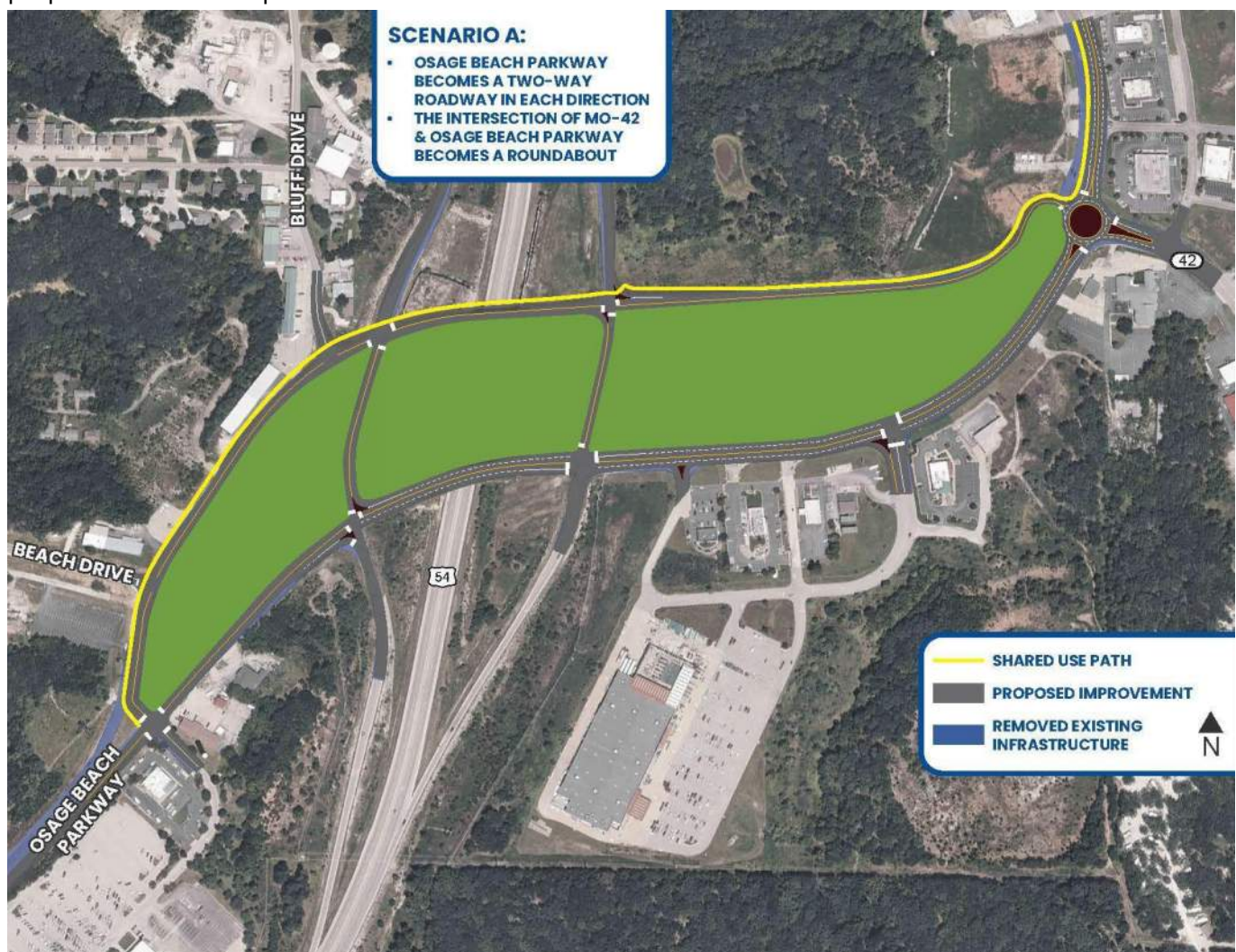


Figure 105 - Graphic showing potential recommendations under option 1 for segment 4

Figure 106 shows the second potential design for the U.S. 54 couplet interchange. The design is similar to the first option, however the south side intersections with the U.S. 54 ramps would be an alternative intersection (e.g., a roundabout).

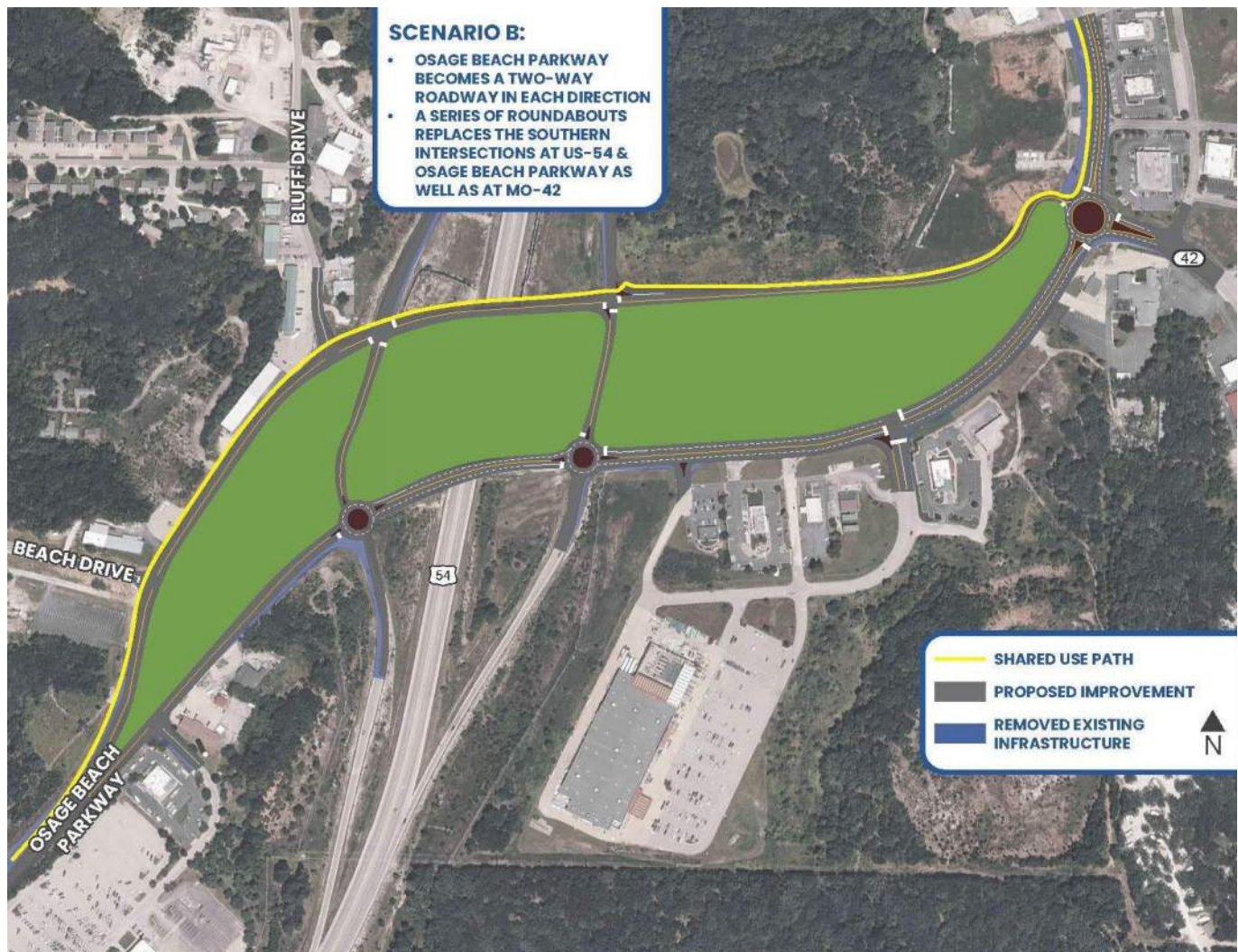


Figure 106 - Graphic showing potential recommendations under option 2 for segment 4

Segment 5: Route 42 to Osage Beach City Limits

Overview

The Osage Beach Parkway segment from Route 42 to Osage Beach City Limits is a five-lane road with a center turn lane and is 1.1 miles long. This segment is mostly surrounded by commercial land uses including Target, Hy-Vee, Stone Crest Mall, and Bell Plaza. There are two unsignalized intersections and two signalized intersections. Mace Road and Barry Prewitt Memorial Drive connect residential areas to Osage Beach Parkway. Route 42 provides access to the School of Osage. Just south of Mace Road, there is a bridge supporting Osage Beach Parkway over U.S. 54.

There are 47 driveways along this segment of Osage Beach Parkway, mostly to commercial uses. There are about 42 driveways per mile and 4.05 driveways per 500 feet.



Figure 107 - Aerial image of Osage Beach Parkway Segment 5: Route 42 to Osage Beach City Limits

Pedestrian Accommodations

From Goldie Pearl Boulevard to Barry Prewitt Memorial Drive, there is a five-foot sidewalk on the east side of the road. Starting at Barry Prewitt Memorial Drive, there is a five-foot sidewalk on the west side of the road that ends just south of the bridge over U.S. 54. There is a signalized pedestrian crossing at Barry Prewitt Memorial Drive.

Traffic Volume Summary

According to data obtained from Streetlight, the daily traffic on this segment is around 25,000 vehicles.

Crash History

Table 30 summarizes crash types that occurred along segment 5 and the resulting crash severity.

Significant Crash Pattern: Left Turn, Rear End, Sideswipe, and Out of Control.

Table 30 – Osage Beach Parkway from Route 42 to Osage Beach City Limits Crash Summary

Osage Beach Parkway from Route 42 to City Limits Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Left Turn	3	4%	11	15%	25	33%	39	52%
Rear End	0	0%	2	3%	12	16%	14	19%
Sideswipe	0	0%	4	5%	9	12%	13	17%
Out of Control	0	0%	1	1%	5	7%	6	8%
Head On	0	0%	0	0%	1	1%	1	1%
Passing	0	0%	0	0%	1	1%	1	1%
Animal	0	0%	0	0%	1	1%	1	1%
Grand Total	3	4%	18	24%	54	27%	75	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Left Turn Crash Analysis: There were 39 left turn crashes on segment 5 resulting in three serious injuries and six minor injuries. 56% of the left turn crashes occurred at a driveway with the other 44% occurring at an unsignalized intersection, mostly Goldie Pearl Boulevard. All three of the serious injury crashes occurred at Goldie Pearl Boulevard. The first serious injury crash occurred on June 22, 2020, around 1pm, when a vehicle turning left from Osage Beach Parkway collided with an oncoming vehicle. The second serious injury crash occurred on August 21, 2020, around 7:30am, when a gray pickup truck turned left out of Goldie Pearl Boulevard in front of a motorcycle. The third serious injury crash occurred on May 5, 2022, around 4pm, when a vehicle turned left out of Goldie Pearl Boulevard and collided with another oncoming vehicle.

Rear End Crash Analysis: There were 14 rear end crashes resulting in two minor injuries. 57% of the rear end crashes occurred in relation to a driveway. 57% of the crashes also occurred in the afternoon from 3pm to 6pm.

Sideswipe Crash Analysis: There were 13 sideswipe crashes resulting in four minor injuries. 61% of the sideswipe crashes occurred near a driveway. 46% of the crashes also occurred in the afternoon from 3pm to 6pm.

Out of Control Crash Analysis: There were six out of control crashes resulting in one minor injury. 83% of the out of control crashes occurred near a driveway. Two out of control crashes occurred with wet roadway conditions.

Recommendations

Short-Term:

- Convert the Goldie Pearl Intersection into a right-in/right-out configuration.

Long-Term:

- Evaluate the existing driveway access on Osage Beach Parkway and consider closing and consolidating some of the driveways.
- Construct a shared-use path from Route 42 to Mace Road.

School of the Osage RSA

The School of the Osage RSA focuses on existing conditions and recommendations for Osage Upper Elementary School, School of the Osage Middle School, School of the Osage High School, and the School of the Osage Alternative School. The areas of analysis include background information, existing geometric conditions and multimodal volume summaries, crash history, field observations from the RSA, and associated recommendations.

The project area for this RSA starts at Duncan Ln and Route 42 north of the school campus and ends at the city limits at 414 Route 42 and Norwood Road (Figure 108). Overall recommendations include engineering, education and encouragement, enforcement, media, and school pick-up and drop-off solution strategies for the study area.



Figure 108 - School of the Osage RSA Project Area

School of the Osage operates on a four-day instructional week totaling 142.5 days, with classes held Tuesday through Friday. The following summarizes total student enrollment by school and grades served across the School of the Osage campus:

- Osage Upper Elementary School serves grades 3–5 with an enrollment of 404 students

- School of the Osage Middle School serves grades 6–8 with an enrollment of 476 students
- Osage High School serves grades 9–12 with an enrollment of 640 students
- School of the Osage Alternative School serves grades 11–12 and is included within the high school's total enrollment of 640 students. School of the Osage Alternative School operates on a part-time instructional schedule, with students attending either an AM or PM learning block

Background

The Osage Middle School campus and Osage Upper Elementary School, Osage High School, and Osage Alternative School campus are separated by Route 42, making traveling between the two campuses difficult for students and teachers. A safety audit field visit was conducted during school hours and recommendations have been developed to improve the intersection of the schools entrance at Route 42 and the surrounding area.

Bicycle and Pedestrian Connectivity Summary

According to SROs, they are not aware of any students who walk or bike to school, likely due to the lack of residential housing in the surrounding area. As a result, most students are transported by bus or driven to school. Apart from the crosswalk and pedestrian infrastructure currently installed at the intersection, there are no sidewalks, crosswalks or bike lanes present along the rest of Route 42. During the first RSA field visit on October 11th, some students were observed walking along route 42 in the direction of Peanick Park.

Marked crosswalks are provided across Route 42 on the south side and across School of the Osage Road on the east side (Figure 109), both equipped with push buttons and countdown timers. The east-side crosswalk connects to the parking lot on the northeast side but does not connect to pedestrian facilities on the southeast side (Figure 110). The south-side crosswalk provides access northward along the southeast side and to a short sidewalk segment that connects to an additional crosswalk across the School of the Osage exit lanes. This crosswalk leads to a sidewalk that runs through the parking lot and continues to the school, with multiple marked crosswalks provided to facilitate safe crossings through the parking areas. During the summer of 2025, minor rehabilitation work was completed at the existing intersection, including curb and sidewalk aesthetic upgrades.



Figure 109 - Route 42 & School of the Osage Intersection



Figure 110 - Facing Southbound on Route 42 (Photo taken 2/11/2026)

Existing Land Use Review

Route 42 is a mixed-use corridor that connects a variety of commercial, recreational, institutional, and light industrial uses. Figure 7 displays zoning and major anchor destinations along the corridor, including Stone Crest Mall, Target, Hy-Vee, Bear Creek Valley Golf Club, and the School of the Osage campuses. While these uses are located outside the study area, they represent potential attractions and employment opportunities for students.

Commercial uses are predominant along this segment of the corridor, with largely vacant industrial zoning located northwest of Osage Middle School. Route 42 is predominantly auto-centric, characterized by frequent business access driveways throughout the corridor. An additional student and community draw is Peanick Park, located northwest of the high school football field, which offers two baseball fields, a tennis court, and a nature walking trail. In terms of regional connectivity, Route 42 connects to Osage Beach Parkway and U.S. 54 to the northwest and, via the local road network, to County Road 42-3 and Blue Ridge Road to the southeast.

Traffic Volume Overview

Traffic volumes and speeds were collected using a Black Cat II Radar along Route 42 after Duncan Ln, before Vagabond Ln on October 10, 2025 (Figure 111). In lieu of turning movement counts not collected, AADT from MoDOT was obtained to compare with the traffic radar.

There were just under 10,000 vehicles counted on the segment of Route 42 between Duncan Ln and Vagabond Ln on October 10th, 2025, about 5,700 vehicles were traveling southbound and 4,200 vehicles were traveling northbound. The AM peak time was 7am to 8am with traffic volume of 1,300 and PM peak time was 3pm to 4pm traffic volume of 1,100. For this same segment between Duncan Ln and Vagabond Ln, MoDOT shows the AADT as about 8,200, with 4,100 in the southbound direction and 4,100 in the northbound direction.



Figure 111 - Route 42 Traffic Radar Location

Speed Limits and Analysis

The speed limit along Route 42 is 45 mph for the length of the corridor study area. Vehicle speeds were collected using radars on Route 42 just south of Duncan Ln. The 85th percentile vehicle speeds collected were 42 mph in both northbound and southbound directions, which is three mph below the posted speed limit.

Conflict Points Overview

Figure 112 illustrates the 24 potential conflict points that exist at this intersection. All four of the approaches to this intersection share the same level of conflict point exposure due to the same number of lanes for each approach. Three of the four intersection approaches have channelized right turn lanes, but the northbound approach does not.

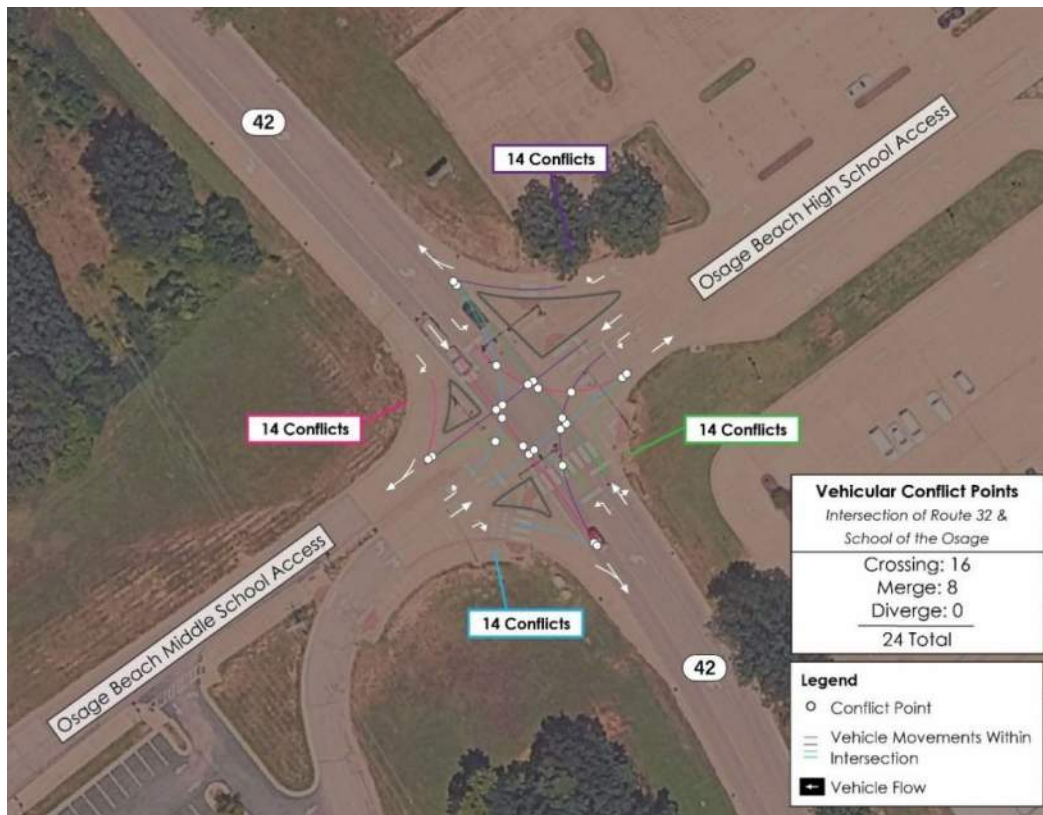


Figure 112 - Conflict Point Diagram for Route 42 and School of the Osage Road

Crash History

Table 31 summarizes the crashes that occurred along Route 42, including the intersection of Route 42 and Osage Beach School Road. All three of the SSI crashes occurred away from the School of the Osage intersection, as shown in Figure 113.

Significant Crash Pattern: Out of Control, Head On, and VRU.

Table 31 – School of the Osage RSA & Route 42 Crash Summary

School of the Osage RSA Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Rear End	0	20%	2	9%	8	20%	10	45%
Out of Control	1	5%	0	0%	2	20%	3	14%
Left Turn	0	0%	0	0%	3	20%	3	14%
Head On	1	5%	0	0%	0	0%	1	5%
VRU	1	5%	0	0%	0	0%	1	5%
Animal	0	0%	0	0%	1	5%	1	5%
Fixed Object	0	0%	0	0%	1	5%	1	5%
Sideswipe	0	0%	0	0%	1	5%	1	5%
Debris	0	0%	0	0%	1	5%	1	5%
Grand Total	3	14%	2	9%	17	77%	22	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

Crash Type Analysis

Out of Control Crash Analysis: Three Out of Control crashes were identified along the corridor (1 SSI, 2 PDO). The SSI crash occurred approximately 160 feet southeast of the Route 42 and Osage Beach School Road intersection. The vehicle was traveling southeast on Route 42 when the driver overcorrected, lost control, and departed the roadway, striking a billboard post. Vehicle speed may have been a contributing factor. The crash occurred in the evening under dark lighting conditions with dry pavement.

Head On Crash Analysis: One Head On SSI crash occurred prior to the curve along Route 42. In this segment, Route 42 curves southbound for approximately a quarter mile before straightening and continuing eastward. The vehicle was traveling southbound on the two-lane state highway when the driver attempted to overtake another vehicle and collided head-on with an Osage High School bus. The driver was impaired by drugs at the time of the crash. The crash occurred at night under dark lighting conditions with dry pavement.

VRU Crash Analysis: One VRU SSI crash occurred on Route 42 just west of County Road 42-3. In this crash, a pedestrian walking in the roadway was struck by a 17-year-old eastbound driver traveling on Route 42 from the City of Osage Beach. The crash occurred at night under dark lighting conditions with dry pavement.

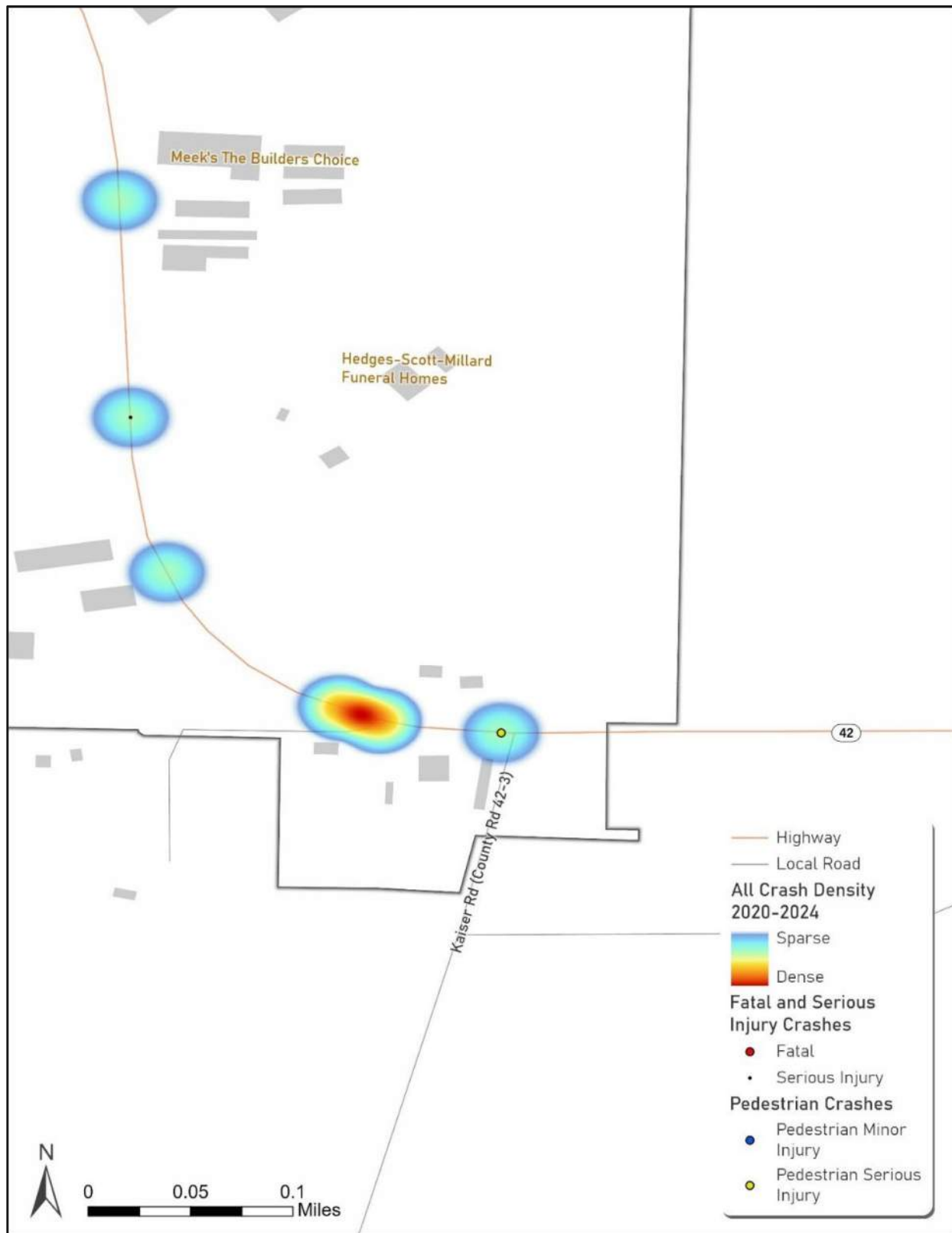


Figure 113 - Route 42 from Meek's to Kaiser Road (County Road 42-3) 2020-2024 (East Osage Beach)

RSA Field Visit

The information below is summarized from the October 29, 2025 site visit and RSA workshop. Figure 114 shows the RSA project team in discussion adjacent to the Route 42 and School of the Osage Road intersection.

To address significant morning congestion on Route 42, the high school SRO proposed developing a driveway behind the football field that would connect to the rear of the high school campus. This new access road would separate bus traffic from the main signalized intersection, which would improve traffic flow for the traveling public in the immediate area. To accomplish this, land behind the football field would need to be purchased from the Department of Natural Resources and State Parks, as the property is currently state-owned.



Figure 114 - RSA project team adjacent to Route 42 & School of the Osage intersection

Recommendations

This section presents the recommendations resulting from the School of the Osage School Safety Audit. Funding from MoDOT has been secured for sidewalk improvements along Route 42. Additional low-cost improvements, such as enhanced signage and pavement striping, are recommended for future implementation. Specific recommendations along Route 42 from Duncan Ln to Norwood Road are summarized below. The following Safe Routes to School (SR2S) education, enforcement and engineering recommendations are from the [Safe Routes to School Engineering Guide](#) (January 2012).

Short-term:

Engineering

- Add chevrons at the curve before the curve for northbound and southbound traffic.
- Add curve advisory sign ahead of the curve for northbound and southbound traffic
- Add intersection warning sign.

Education and Encouragement

- Strategies for reaching all drivers near the school:
 - Sign messages, “Drive 25, Keep Kids Alive” and “Give Our Kids a Brake.”
- Strategies for educating young drivers:
 - Peer-to-peer education programs: [Teen-led](#).
 - National Highway Traffic Safety Administration (NHTSA) produced [Peer-to-Peer Teen Traffic Safety Program Guide](#).
 - One-time instruction (annual event).
 - Teen driver education classes.
- Bolster parent/guardian and other adult involvement:
- School held parent-teen orientation or seminars to provide facilitated guidance, safety education and materials.

Enforcement

- Enforcement (e.g. speed trailers at key school locations).

Media

- Media stories (e.g. local news stories that focus on SR2S key safety messaging).
- Media radio announcements during driving times.

Long-term:

Engineering

- Retro Reflective Backplates at the intersection of School of the Osage and Route 42.
- [Adaptive Traffic Signal Control](#).
 - Using real-time data to adjust traffic-light timing at Route 42 and Osage Beach Road intersection to increase traffic flow and reduce congestion around the school.

- Purchase land behind football field and build access road at school rear for designated bus pick-ups and drop-offs.

Student Drop-off and Pick-up

- Encourage carpooling to reduce congestion.
- [Implement Drop-Off, Pick-Up, and Physical Design Measures.](#)
 - Alternate drop-off and pick-up rules: potential to eliminate peak volume times, reducing congestion.
 - Strategically funnel traffic: reduce congestion at key points by creating alternative parking and pick-up and drop-off locations.
 - Establish curbing and parking zones: reduce congestion in drop-off/pick-up areas. Use crosswalks and crossing guards to ensure student safety in walking to/from parking areas.

Education and Encouragement

- Implement a teen driver's education program as part of [SR2S](#).
- Peer-to-peer traffic safety education programs, for example:
 - [Teens in the Driver Seat](#), traffic safety intervention program for high schoolers with a junior high component.
 - Ford Fund DSFL program, [Ford Driving Skills for Life](#), provides free, hands-on, advanced driver education to newly licensed teen drivers, focusing on key areas of vehicle handling, hazard recognition, and speed and space management.

Osage Beach Elementary School RSA

This RSA was conducted for Osage Beach Elementary School within the Camdenton R-III School District. This RSA focuses on existing conditions and recommendations for Osage Beach Elementary School, providing an overview of the school, geometric conditions, traffic volumes, crash history, field observations from the RSA, and related recommendations.

Osage Beach Elementary School operates on a traditional five-day instructional week, with classes held Monday through Friday. The school serves grades K–4 and has an enrollment of 206 students. In the near future, the school will add two grade levels, Pre-K and 5th grade. Enrollment is anticipated to increase by no more than 100 students with the addition of these grade levels.

The project area for the safety audit at Osage Beach Elementary School extends along Nichols Road from Cobblestone Drive to the north to the terminal ramps of the U.S. 54 interchange to the south (Figure 115). Overall study area recommendations include the addition of sidewalks, high-visibility crosswalk, ADA-compliant ramps, safety signage, and SR25 safety strategy initiatives.

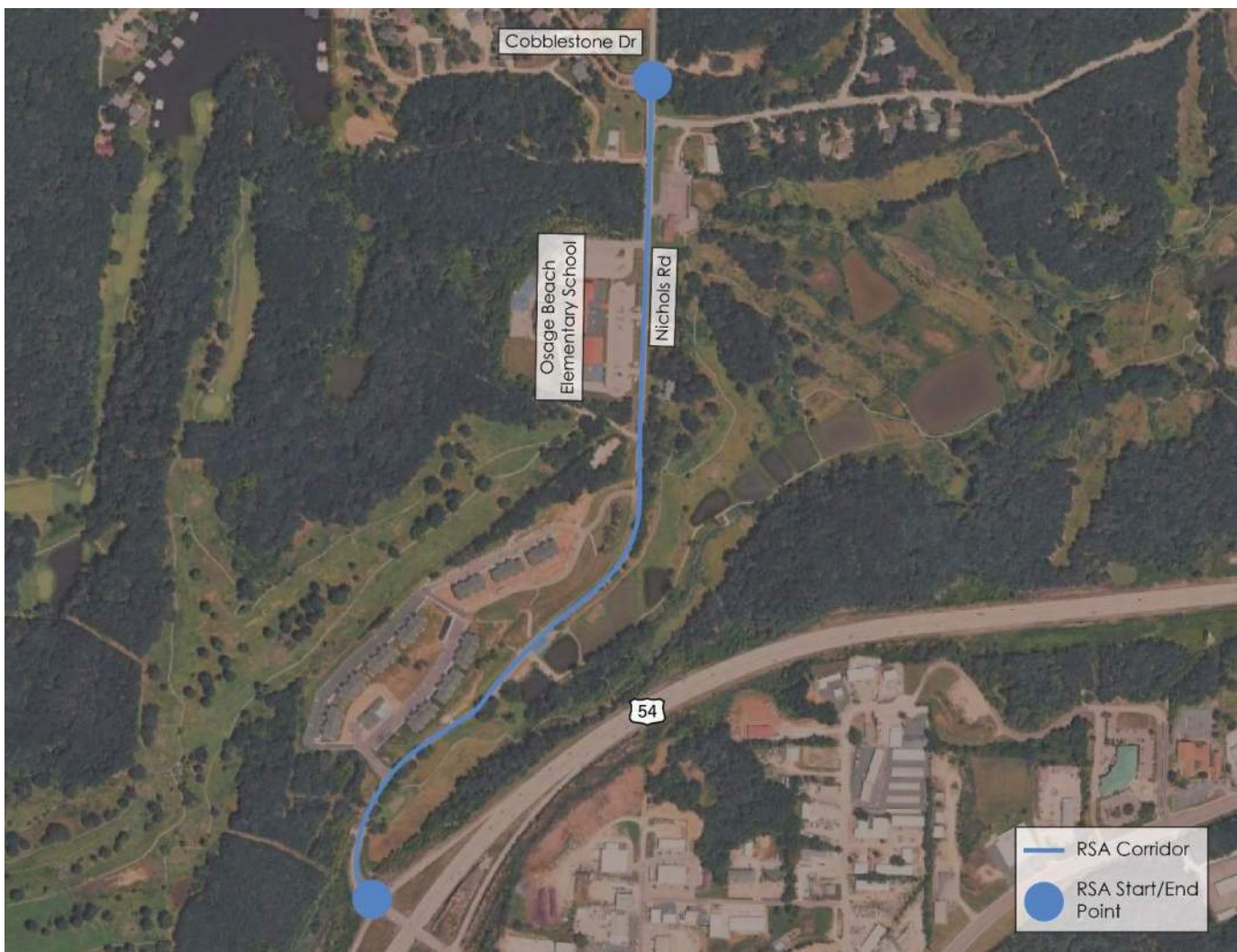


Figure 115 - School of the Osage RSA Project Area

Background

The Osage Beach Elementary School campus is located approximately a quarter mile north of U.S. 54. A safety audit conducted during school hours resulted in recommendations to improve driver awareness, support SR2S safety education, and enhance pedestrian safety with a continuous west-side sidewalk and crosswalk engineering improvements.

Pedestrian Connectivity Summary

Existing sidewalks are located north of the elementary school on the west side of Nichols Road and along Dude Ranch Road, located roughly 200 feet south of Cobblestone Drive (Figure 116). There is a pedestrian crossing with ADA-compliant curb ramps and a pedestrian crossing sign at Dude Ranch Road (Figure 117).



Figure 116 - Sidewalk infrastructure north of Nichols Road (02.11.2026)



Figure 117 - Sidewalk and pedestrian crosswalk at Nichols Road and Dude Ranch Road (02.11.2026)

Existing Land Use Review

Nichols Road connects a diverse range of uses, including residential, commercial, institutional, and recreational (Figure 7). East of the elementary school is the Sycamore Creek Golf Club, which is currently listed for sale and slated for redevelopment. Nichols Road provides access to single-family homes to the north and multi-family housing to the south, including the Preserve at Sycamore Creek apartment complex, which offers 268 workforce housing units. The road also provides direct access to a major trip generator, Lake Regional Hospital, located south of U.S. 54, offering convenient access to regional destinations.

The majority of students, roughly 70 percent, are transported by bus although there are some single family and multi-family residential housing located nearby the school. The elementary school averages 60 parent pick-up and drop-offs each day. There are residential driveways with access to Nichols Road north and south of the school.

Traffic Volume Overview

Traffic volume data obtained from MoDOT estimated AADT volumes at about 6,000 vehicles per day. That breaks down to about 3,040 vehicles in the southbound direction and 2,960 vehicles in the northbound direction.

Speed Limits and Analysis

The speed limit along Nichols Road is set at 30 mph for the length of the corridor study area. Traffic movement counts have not been collected for this site.

Conflict Points Overview

There are 9 potential conflict points that exist at each of the three entrance access driveways of the elementary school, illustrated in Figure 118. The north entrance provides access to the north parking lot and a loading dock for deliveries. The two south entrances provide access to the main parking lot with access to the front of the school.



Figure 118 - Conflict Point Diagram for the Osage Beach Elementary School entrances on Nichols Road

Crash History

This section summarizes crashes that occurred along Nichols Road and at the Osage Beach Elementary School access points by crash type and crash severity. Nichols Road is identified in the High Risk Network (HRN), which includes roadways or corridors with characteristics associated with a high likelihood of severe crashes, even if crash frequencies are currently low. Table 32 and Figure 119 presents the crashes recorded along Nichols Road and at the school entrances.

Two minor injury crashes occurred during the study period, involving a VRU and a right-angle collision. In the VRU crash, a pedestrian was walking southbound on Nichols Road toward Casey's when a vehicle approached from behind. The pedestrian attempted to cross the roadway near the north entrance of the apartment complex and was struck by the vehicle.

The other minor injury crash involved a northbound vehicle that turned wide while making a right turn onto Dude Ranch Road and collided with another northbound vehicle that was passing on the right. Statements indicate that the turning vehicle encroached into the adjacent lane during the turn while the other vehicle attempted to pass.

Table 32 - Nichols Road & Osage Beach Elementary School Access Points Crash Summary

Nichols Road & Osage Beach Elementary School Access Points Crash Summary								
Crash Type	SSI		Minor Injury		PDO		Grand Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Right-Angle	0	20%	1	9%	1	20%	2	45%
Out of Control	0	5%	0	0%	3	20%	3	14%
VRU	0	5%	1	0%	0	0%	1	5%
Sideswipe	0	0%	0	0%	2	5%	2	5%
Grand Total	0	14%	2	9%	6	77%	8	100%

NOTE: DUE TO ROUNDING, PERCENTAGES MAY NOT ADD UP TO EXACTLY 100%.

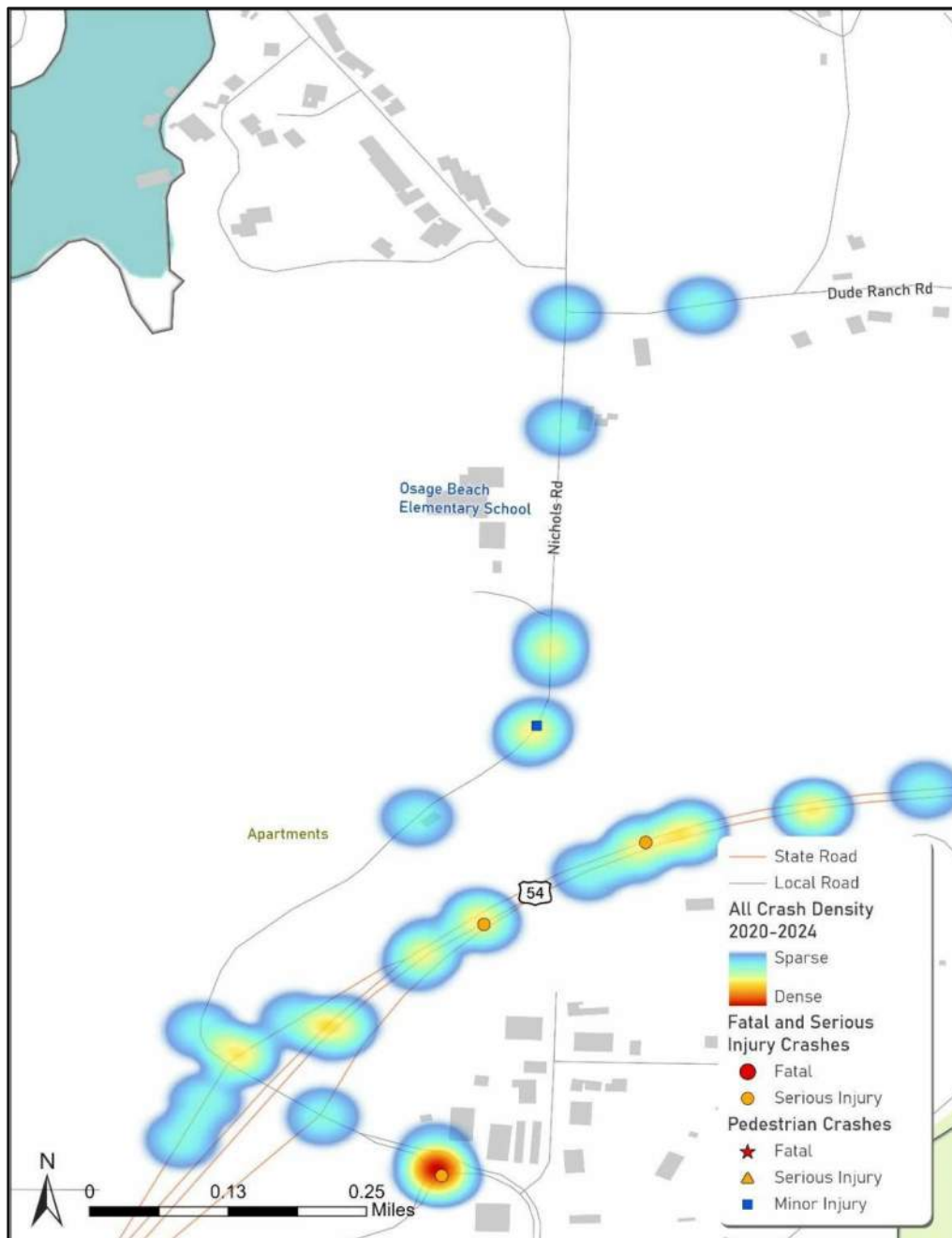


Figure 119 - Nichols Road from Dude Ranch Road to U.S. 54 Westbound exit/on-ramp (West Osage Beach) 2020-2024

RSA Field Visit

The information below is summarized from the October 29, 2025 site visit and RSA workshop. During the RSA workshop, it was noted that a capital improvement project (CIP) is planned for Nichols Road in approximately five years to add sidewalks. The RSA project team's observations of sidewalk infrastructure and the pedestrian safety crossing at Dude Ranch Road suggest pedestrians may use these routes for walking and running through nearby, low volume neighborhoods. The RSA project team was unable to meet with the SRO at the elementary school.

Recommendations

This section summarizes the recommendations for the Osage Beach Elementary School Safety Audit. To build upon the existing sidewalk network and planned CIP sidewalk improvements, it is recommended to extend the sidewalk from north of the school, across the terminal ramps, to connect with existing sidewalk infrastructure near the roundabout at Hospital Drive. Extending the sidewalk on Nichols Road over the highway will most likely require either a reconfiguration of lanes on the bridge or a re-worked bridge with a pedestrian walkway.

Short-term:

Engineering

- Make existing crosswalk at Dude Ranch Road a [high-visibility crosswalk pattern](#), such as a ladder, continental design or diagonal marking (See 2009 Manual on Uniform Traffic Control Devices [MUTCD], page 384).
- Add curve warning signs before and after the northernmost access point of the apartment complex, and after the southernmost access point of the apartment complex.
- Add chevrons before the curve for northbound and southbound traffic.
- Add additional advisory speed signs.
- Add school zone signage in addition to existing flashing school advisory speed signs.
- Add school bus signs.

Education and Encouragement

- Student, parent and all drivers' education as part of SR2S:
 - Strategies for reaching all drivers near the school:
 - Sign messages, "Drive 25, Keep Kids Alive" and "Give Our Kids a Brake."
 - Strategies for educating children:
 - One-time instruction (annual event).
 - Classroom or physical education lessons.
 - Bicycle and pedestrian safety education training.
 - Strategies for reaching parents:
 - Print informational safety materials.
 - Training classes for parents to teach bicycling skills to their children.

Enforcement

- Enforcement (e.g. speed trailers at key school locations).

Media

- Media stories (e.g. local news stories that focus on SR2S key safety messaging).
- Media radio announcements during driving times.

Long-term:

Engineering

- Add sidewalks along Nichols Road with ADA-compliant ramps and infrastructure.
 - 5-6 feet minimum with buffer or 8-10 feet width if no sidewalk buffer.



OSAGE BEACH
MISSOURI

WILSON
& COMPANY
HIGHER RELATIONSHIPS

OSAGE BEACH VISION ZERO ACTION PLAN

PUBLIC ENGAGEMENT REPORT

INTRODUCTION

In August of 2024, the City of Osage Beach was awarded a grant to develop a comprehensive safety action plan through the Safe Streets and Roads for All (SS4A) Grant Program. The SS4A grant program was established through the Infrastructure Investment and Jobs Act (IIJA). SS4A grants are awarded to help prevent roadway fatalities and serious injuries in support of the U.S. Department of Transportation’s National Roadway Safety Strategy.



The Osage Beach Vision Zero Action Plan will provide the city with strategies to reach the goal of zero traffic fatalities and serious injuries.

Osage Beach is a vacation destination with a larger summer population than year-round. Public involvement for this plan will require engaging both the full-time and part-time community members. Our project team has several strategies planned to gather feedback from both groups and ensure that each group is heard and included.

The concept of public participation revolves around the idea that people who are impacted by planning and investment opportunities have a right to be involved throughout the decision-making process. This allows the people who will be impacted to influence the decision and the final plan.

Hearing from a diverse audience will be instrumental in how this plan educates and collects useful feedback from the community in Osage Beach. To be successful, a variety of techniques have been utilized to reach and engage with diverse audiences.

APPROACH

To receive feedback from various stakeholders and diverse voices within the community, several smaller groups of community members were formed. They offered unique perspectives on roadway safety within the community and helped guide recommendations.

SAFETY ACTION COMMITTEE

Osage Beach currently has a Safety Action Committee that was invaluable to the Action Plan and championing the recommendations through adoption and implementation. Four in-person meetings were held throughout the project and covered the following:



- Preliminary Data and Safety Analysis
- Implementation Planning
- Draft Report Review

MEETING 1: PROJECT INTRODUCTION

The goal of the first meeting with the Safety Action Committee was to inform the committee of the project and gather their input on roadway safety concerns within the City of Osage Beach. The following individuals were in attendance on September 22, 2025:

Table 1: Project Team Members at Safety Action Committee Meeting 1

Name	Organization/Title
Ashley Winchell	Wilson & Company - Facilitator
Dorothy Halbrook	Wilson & Company - Facilitator

Table 2: Participants at Safety Action Committee Meeting 1

Name	Organization/Title
Tim Taylor	City of Osage Beach Police Department
Heather Brown	Lake of the Ozarks Convention and Visitors Bureau
Amy Hernandez	Branches for the Lake
Lee Schuman	Alpha Engineering & Surveying
Adam Vanderpool	AVP Strategy
Devin Lake	City of Osage Beach City Administrator
Jeff Fisher	City of Osage Beach Public Works Director

Transportation and safety remain critical priorities for Osage Beach, as community feedback consistently identifies mobility challenges and roadway safety as major weaknesses. Limited transportation options for residents and visitors, coupled with concerns from law enforcement about patrol and traffic safety, underscore the need for improvements. Recent crash data and reports of fatalities highlight the urgency for enhanced safety measures, including evaluation of J-turn effectiveness and other interventions.

The vision for multi-modal connectivity emphasizes expanding trails and sidewalks to reconnect counties, improve regional mobility, and support alternative transportation. Initiatives such as the Magic Dragon Trails project aim to create recreational and commuting opportunities, drawing inspiration from successful trail systems in Arkansas and Colorado. Demonstration projects have focused on progressive trail design, bike lane integration, and “low-hanging fruit” opportunities to gauge community interest.

Planning efforts are ongoing through coordination with TAC, MoDOT prioritization, and RPC involvement. Infrastructure observations include proposed median installations, trail enhancements along Airport Road, and addressing traffic confusion in high-volume areas. Public engagement is concentrated on the east side of the city, while crash incidents remain lower on the west side.

Bicycle and pedestrian considerations favor shared-use paths over dedicated bike lanes, with attention to FHWA hardware upgrades, MoDOT maintenance, signal timing, accessibility, and sidewalk width to accommodate tourism and family use. Potential impacts on adjacent business parking are also under review. Collectively, these strategies aim to improve safety, connectivity, and quality of life for residents and visitors.

MEETING 2

During the second Safety Action Committee meeting, a proposed change to the demonstration project was discussed alongside general project updates. Committee members were supportive of amending the proposed bicycle lane demonstration project to a supplemental planning project that includes an access management plan.

MEETING 3

The third Safety Action Committee meeting reviewed crash data, emphasis areas, public engagement data, the High Injury and High Risk Networks, and potential concepts for the Grand Glaize Bridge. Committee members reported that when heading westbound on the Grand Glaize Bridge via Osage Beach Parkway, the bridge gets tight and can be difficult to merge with traffic on U.S. 54.

One of the many reasons people love and visit Osage Beach is the scenery and the natural environment. The beauty of the area can also negatively impact the safety of the roadways. Motorists and pedestrians alike can be distracted by the beauty, which can become dangerous to everyone involved. Pedestrians are often not

Osage Beach SS4A Action Plan – Public Engagement Report

seen when walking on the shoulders of Osage Beach Parkway and the Grand Glaize Bridge as motorists can look out at the lake and other scenery.

The Committee identified gaps in roadway safety or comfort for pedestrians are below:

- Near Oasis
 - Three lanes across the overpass with no separation for pedestrians
- Nichols Road
- Mace Road to Barry Prewitt Memorial Drive
- Stonecress Mall
- Highway 42 between the high and middle schools
 - Need a pedestrian crossing or a tunnel
 - FEMA Storm Shelter/Concessions Stand
 - Ball Field at MS
 - Students walk from the high school to Peanick Park

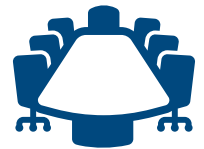
The schools encourage students to avoid walking along Highway 42

MEETING 4

text

BOARD OF ALDERMEN

Coinciding with the four Safety Action Committee meetings, the project team will make presentations to the Board of Aldermen. These updates will keep decision makers informed throughout the project. Key topics of these updates will include.



- Sharing data
- Vetting recommendations
- Receiving feedback

During a Special Meeting of the Board of Aldermen on Thursday, September 23, 2025, the project team showcased a potential demonstration project for Osage Beach Parkway. This included several road diet options for the Aldermen to review and give their input on. While additional information and a public meeting was requested, the Aldermen made a motion to leave Osage Beach Parkway as it is for the time being.

STRATEGIES

The planning process relied on a variety of methods to reach the community. These included both digital and in-person elements to encourage various methods of engagement for the communities.

ROAD SAFETY AUDIT WORKSHOP

The Safety Action Committee, city officials, school resource officers, FHWA, and project team members participated in a workshop to observe and experience eight different sites in Osage Beach. This workshop occurred on Wednesday, October 29, 2025.

Overall, observed traffic on the west side of Osage Beach Parkway generally traveled at or near the posted speed limit, while the east side experienced heavier traffic volumes and faster-moving vehicles. A handful of pedestrians were seen walking along both the east and west sides of the corridor during the workshop.

Osage Beach SS4A Action Plan – Public Engagement Report

Overall improvements that could be made along the Osage Beach Parkway included elements of access management, sidewalk connectivity and ADA compliance, additional pedestrian safety enhancements, and speed management and safety improvements through geometric redesigns.

COMMUNITY SURVEY

To better connect with Osage Beach’s part-time residents, online engagement will be key. We’ll use Social Pinpoint, a user-friendly platform, to host a webpage where community members can share their thoughts on roadway safety.



The site will feature:

- Project Overview
- Key Project Milestones
- Meeting dates and opportunities for in-person engagement
- A **survey** to gather feedback on safety concerns, comfort levels, and hopes for improvement.
- An **interactive map** where users can pinpoint specific areas they feel need attention.
- A **visioning exercise** for participants to post their thoughts or comments and interact with other community members

This input will help shape the vision, goals, and recommendations in the Action Plan.

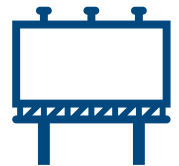
To drive traffic to the site, we’ll run targeted social media ads. Osage Beach’s social media and website will also help keep the community engaged throughout the project.

SHARE THE ROAD CAMPAIGN

A **Share the Road** campaign will launch in late spring and continue through summer 2026. Its purpose is to educate and encourage all road users to stay alert and practice safe, respectful behavior on shared roadways.

The campaign may include:

- Targeted social media ads
- Email outreach
- Billboards and printed materials
- Safety-themed giveaways



These efforts aim to raise awareness and promote safer interactions among all road users.

POP-UP EVENTS

The pop-ups included brief activities to guide project outcomes and can help distribute information about the plan and future engagement events like the Share the Road campaign.



FALL FEST 2025

On Saturday, October 11, 2025, the Osage Beach Fall Festival took place from 10:00 AM to 4:00 PM, attracting hundreds of residents and visitors from surrounding area. The goals of the event are below:

- Gather community input on roadway safety for all users
- Promoting the SS4A project
- Increasing awareness of the “Share the Road” campaign

Osage Beach SS4A Action Plan – Public Engagement Report

- Distributing information and promotional items to raise visibility and support of the project

During the event, the project team distributed promotional items for the project and informational postcards containing a QR code linking to the online survey. Valuable verbal feedback from residents regarding their perceptions of roadway safety in Osage Beach was collected. Many participants stated that there are people who still walk or bike throughout the city, even with the lack of infrastructure. Additionally, the mapping exercise board engaged several participants who identified locations where they have observed roadway safety issues throughout the community. The majority of these dots were near the interchange at US-54 and Osage Beach Parkway as well as the Grand Glaize bridge.

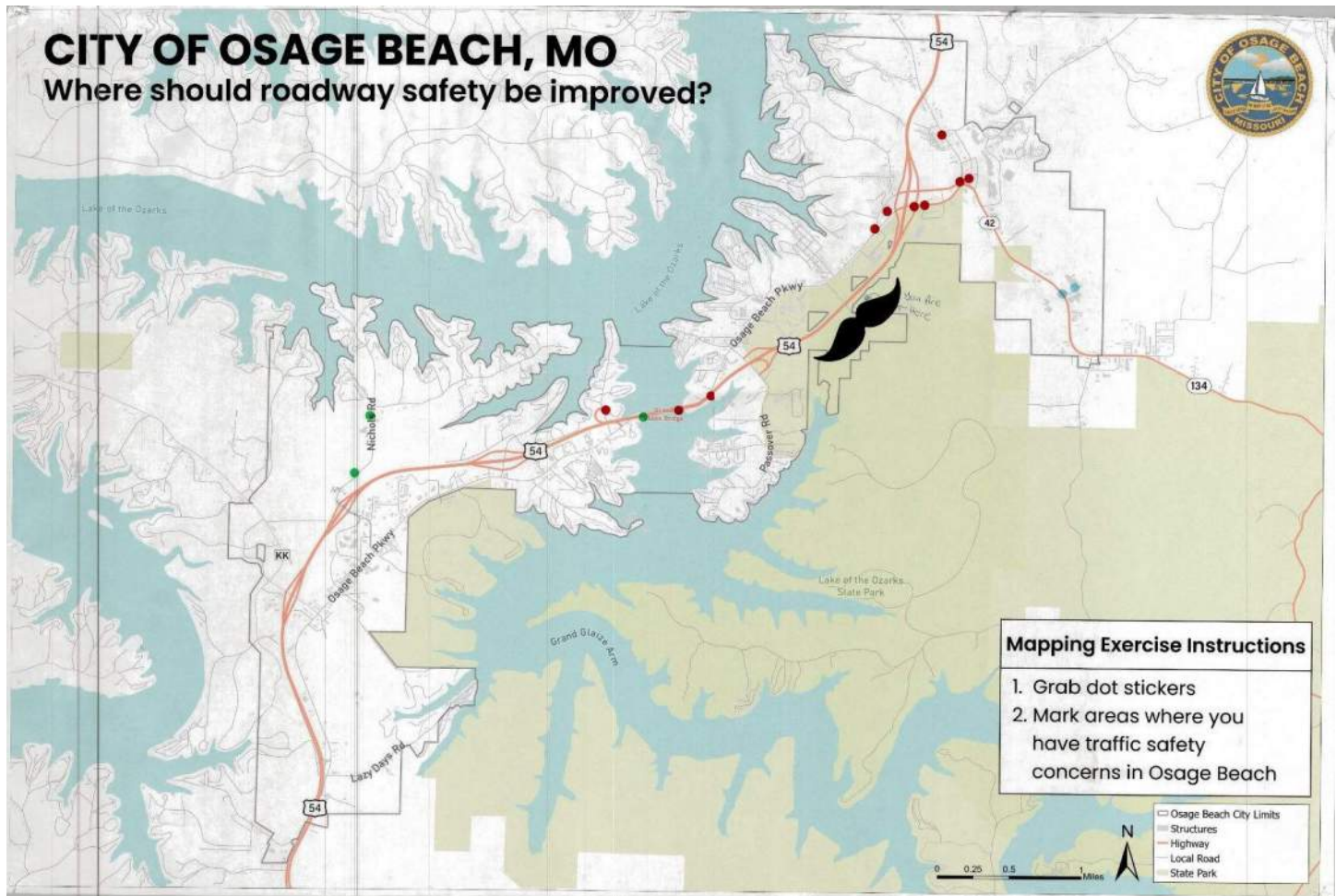


Figure 1: Fall Fest Mapping Exercise Board

REAL LIFE PAW PATROL

On March 7, 2026, the City of Osage Beach held an event for hundreds of families that included meeting first responders and getting to see their safety vehicles up close before a showing of a PAW Patrol movie. At the event, approximately 30-40 parents interacted with a board and voiced their input on Road Safety Audit (RSA) corridor prioritization.

Ranked in order from highest to least priority are the following corridors:

- Corridor 5: U.S. 54 Couplet Interchange
- Corridor 4: Grand Glaize Bridge to Wal-Mart
- Corridor 1: Executive Drive to Route KK
- Corridor 3: Grand Glaize Bridge

Osage Beach SS4A Action Plan – Public Engagement Report

- Corridor 6: Route 42 to Barry Prewitt Memorial Drive
- Corridor 2: Route KK to Grand Glaize Bridge

Although Corridors 1, 2, 3, and 6 did not receive as many votes, community members still voiced concerns about these areas.

- Corridors 1 and 2, noting that traffic volumes increase significantly during Bike Week and that the southern interchange experiences a high volume of motorcycle traffic.
- Corridor 3, where participants noted the lack of pull-off areas if a vehicle were to experience a mechanical issue, such as a flat tire. Community members also highlighted the limited options for safely crossing the lake without a vehicle, referencing a past fatal crash on the bridge.
- Corridor 6, community members described the area as hectic, particularly during the summer months, due to the large number of vehicles entering and exiting nearby driveways simultaneously.

PUBLIC OPEN HOUSE

An in-person public open house will be used to collect feedback on the countermeasures and to help prioritize safety projects and actions that are included in the final Action Plan. We will develop a virtual component to provide the same opportunity to participate for part-time community members and those who may not have been able to attend the open house.



Wilson Co

Form Results Summary

Oct 11, 2025 - Jan 14, 2026

Project: Osage Beach Vision Zero Action Plan

Form: Osage Beach Vision Zero Action Plan Community Survey

Tool Type: Form

Activity ID: 30

Exported: May 27, 2026, 01:01 PM

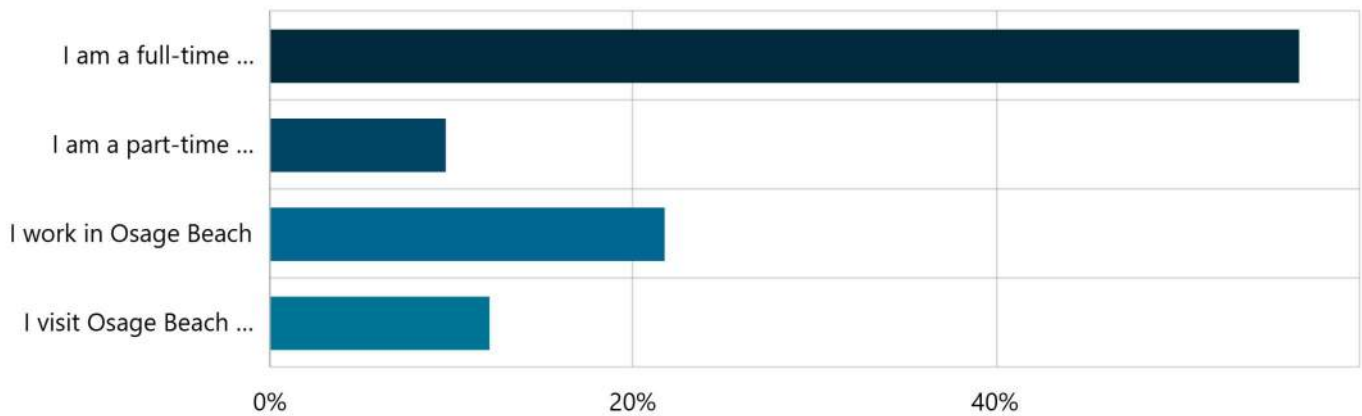
Exported By: KManthei

Filter By: No filters applied.

Contribution Summary

1. Please select which best represents your relationship with Osage Beach. Required

Multi Choice | Skipped: 0 | Answered: 83 (100%)



Answer choices	Percent	Count
I am a full-time resident of Osage Beach	56.63%	47
I am a part-time resident of Osage Beach	9.64%	8
I work in Osage Beach	21.69%	18
I visit Osage Beach often	12.05%	10
Total	100.00%	83

2. Please enter the nearest mile marker to where you live. (Optional)

Short Text | Skipped: 70 | Answered: 13 (15.7%)

Sentiment

No sentiment data

Tags

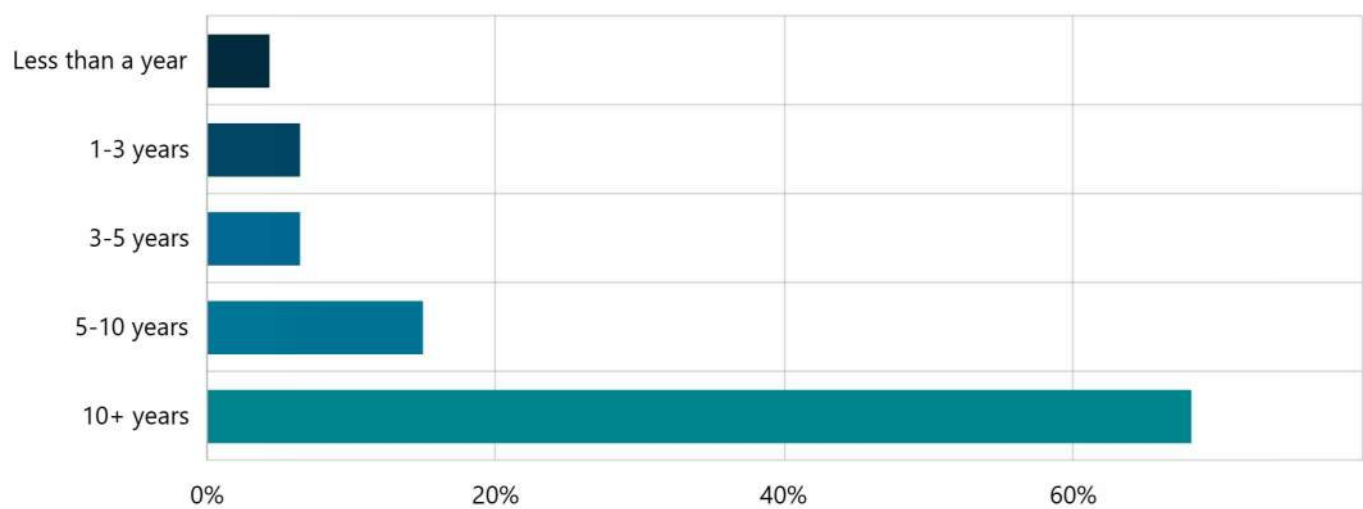
No tag data

Featured Contributions

No featured contributions

3. How long have you lived at Osage Beach? Required

Multi Choice | Skipped: 36 | Answered: 47 (56.6%)



Answer choices	Percent	Count
Less than a year	4.26%	2
1-3 years	6.38%	3
3-5 years	6.38%	3
5-10 years	14.89%	7
10+ years	68.09%	32
Total	100.00%	47

4. Please enter your primary ZIP code.

Short Text | Skipped: 79 | Answered: 4 (4.8%)

Sentiment

No sentiment data

Tags

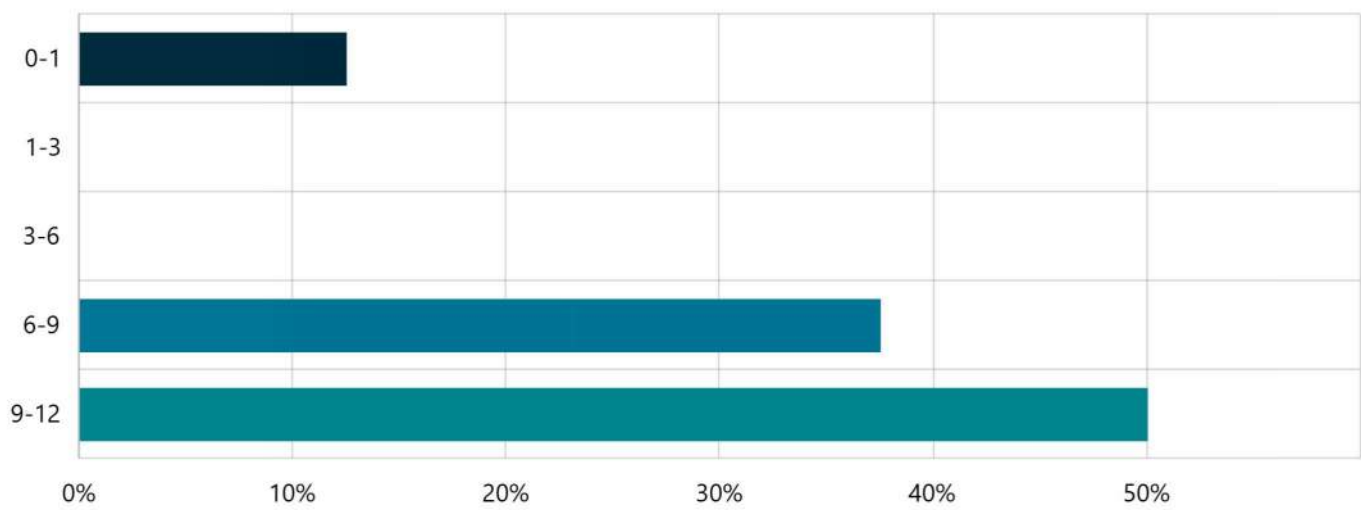
No tag data

Featured Contributions

No featured contributions

5. How many months of the year do you visit or live in Osage Beach? Required

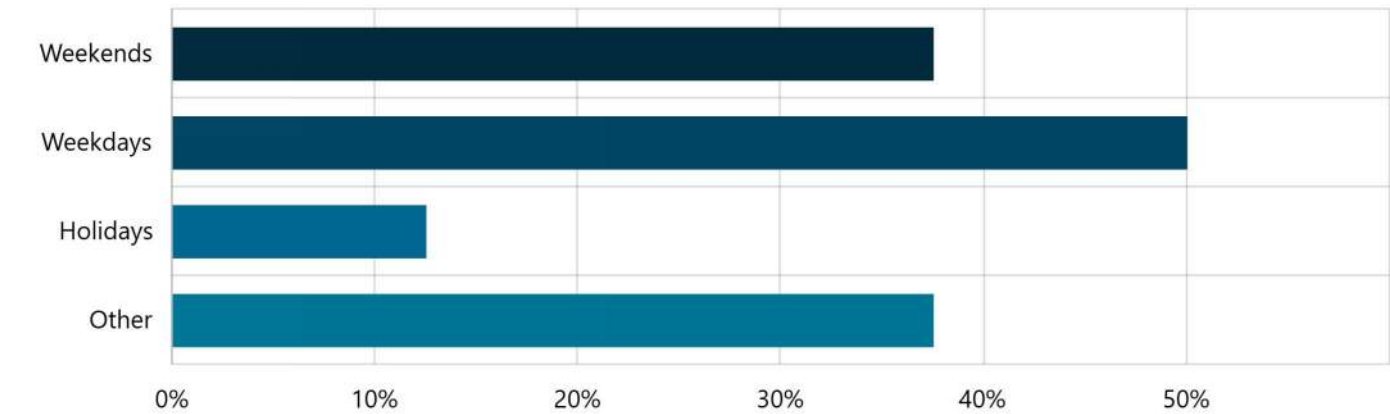
Multi Choice | Skipped: 75 | Answered: 8 (9.6%)



Answer choices	Percent	Count
0-1	12.50%	1
1-3	0%	0
3-6	0%	0
6-9	37.50%	3
9-12	50.00%	4
Total	100.00%	8

6. When do you most often visit or live in Osage Beach? (Please select all that apply) Required

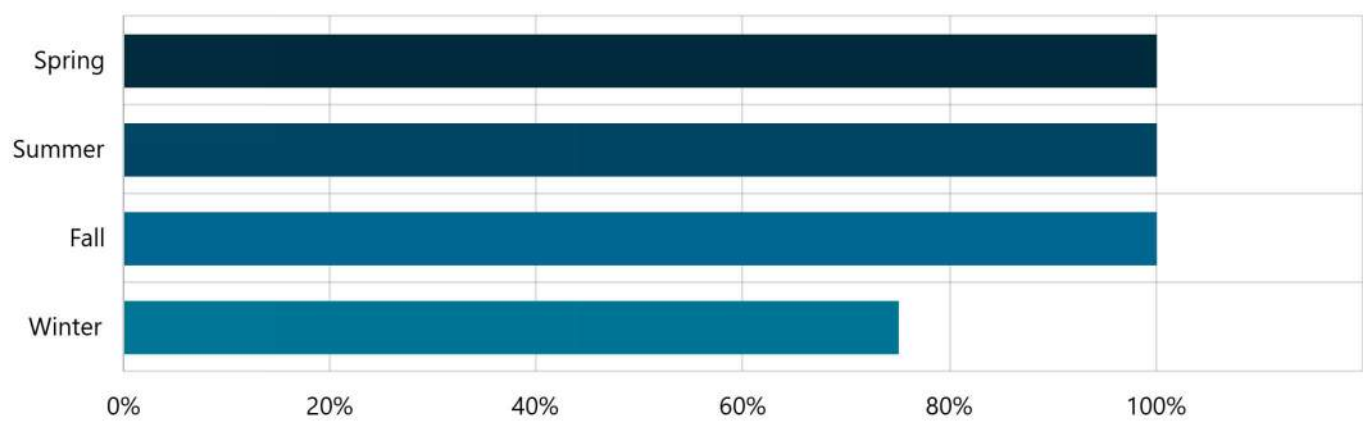
Multi Choice | Skipped: 75 | Answered: 8 (9.6%)



Answer choices	Percent	Count
Weekends	37.50%	3
Weekdays	50.00%	4
Holidays	12.50%	1
Other	37.50%	3

7. What time(s) of the year do you visit or live in Osage Beach? (Please select all that apply) Required

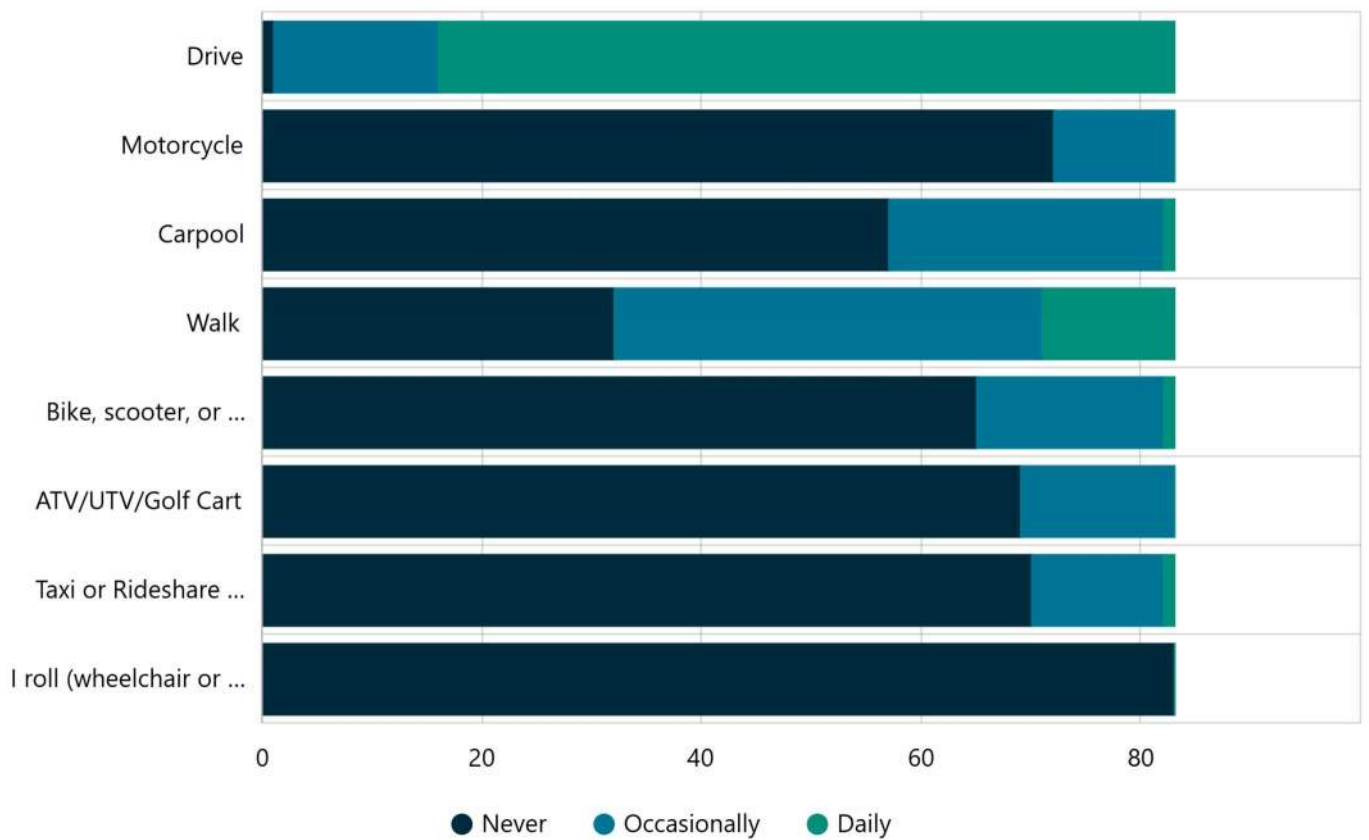
Multi Choice | Skipped: 75 | Answered: 8 (9.6%)



Answer choices	Percent	Count
Spring	100.00%	8
Summer	100.00%	8
Fall	100.00%	8
Winter	75.00%	6

8. In a typical week, how do you usually travel around Osage Beach? (Please rate the following - Never, Occasionally, Daily) Required

Matrix | Skipped: 0 | Answered: 83 (100%)

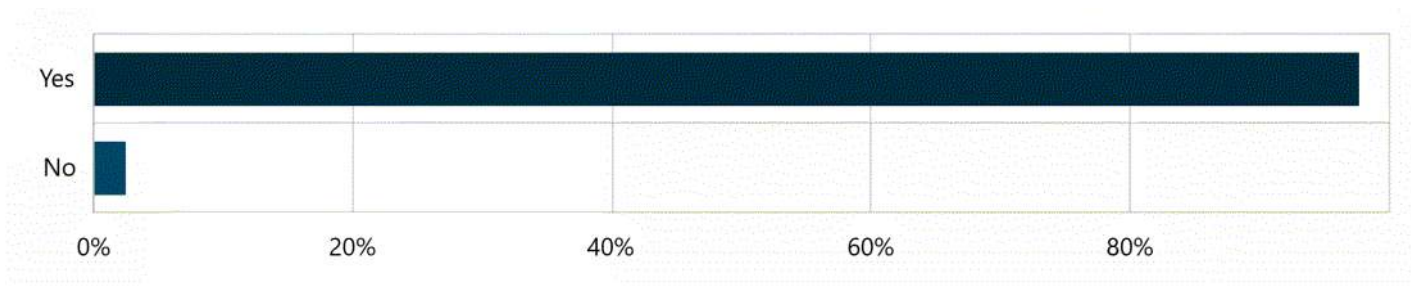


	Never	Occasionally	Daily	Count	Score
Drive	1.20% 1	18.07% 15	80.72% 67	83	2.80
Motorcycle	86.75% 72	13.25% 11	0% 0	83	1.13
Carpool	68.67% 57	30.12% 25	1.20% 1	83	1.33
Walk	38.55% 32	46.99% 39	14.46% 12	83	1.76
Bike, scooter, or other micro- mobility device	78.31% 65	20.48% 17	1.20% 1	83	1.23
ATV/UTV/Golf Cart	83.13% 69	16.87% 14	0% 0	83	1.17
Taxi or Rideshare (Uber, Lyft, etc.)	84.34% 70	14.46% 12	1.20% 1	83	1.17
I roll (wheelchair or other mobility	100.00% 83	0% 0	0% 0	83	1.00

device)

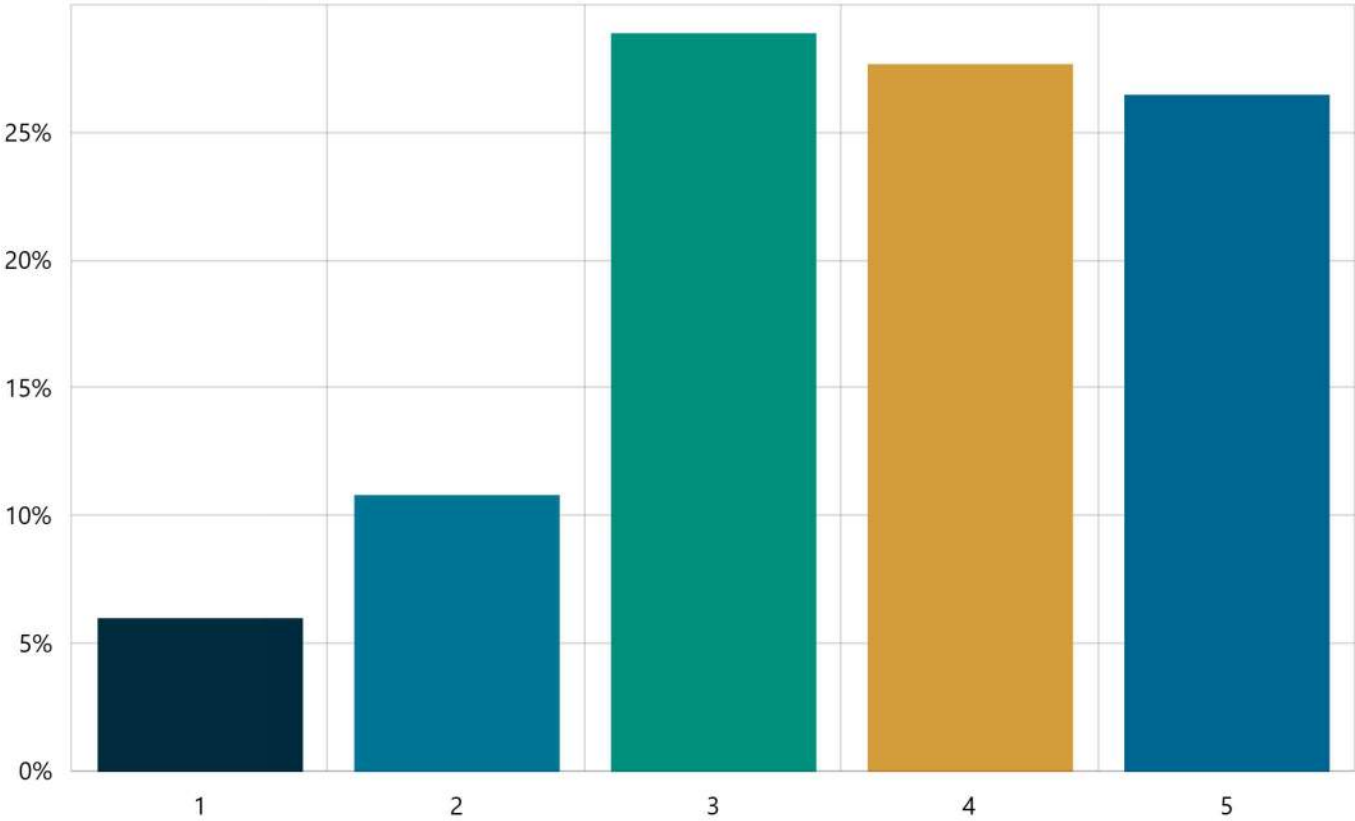
9. Do you or someone in your household own or have access to a reliable vehicle? Required

Multi Choice | Skipped: 0 | Answered: 83 (100%)



Answer choices	Percent	Count
Yes	97.59%	81
No	2.41%	2
Total	100.00%	83

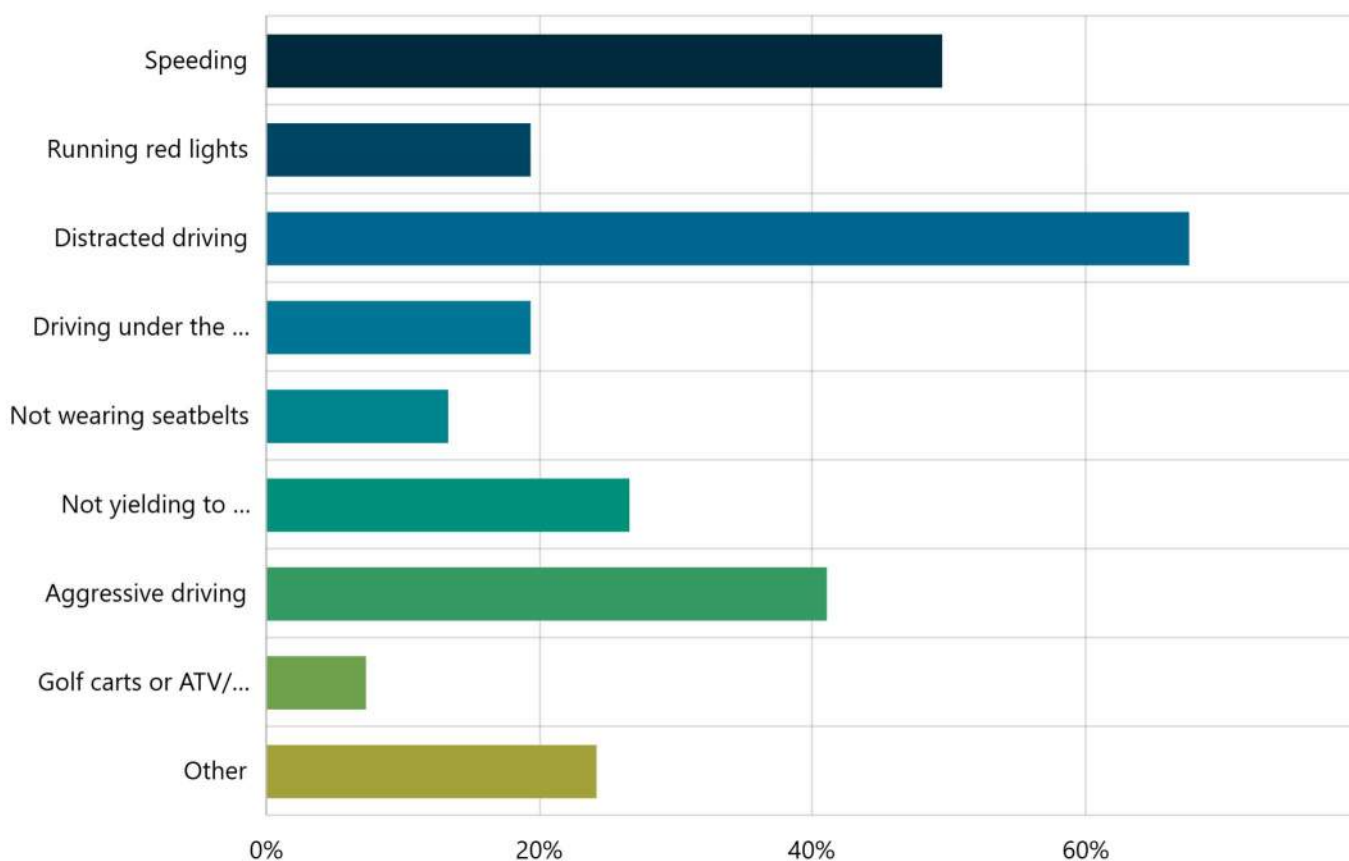
10. Based on your experience, how strongly would you agree with the statement “Osage Beach streets are safe”? (1 star being strongly disagree and 5 stars being strongly agree) Required
 Rating | Skipped: 0 | Answered: 83 (100%)



1	2	3	4	5	Count	Weighted average
6.02% 5	10.84% 9	28.92% 24	27.71% 23	26.51% 22	83	3.58

11. What unsafe behaviors do you observe the most often on Osage Beach streets? Required

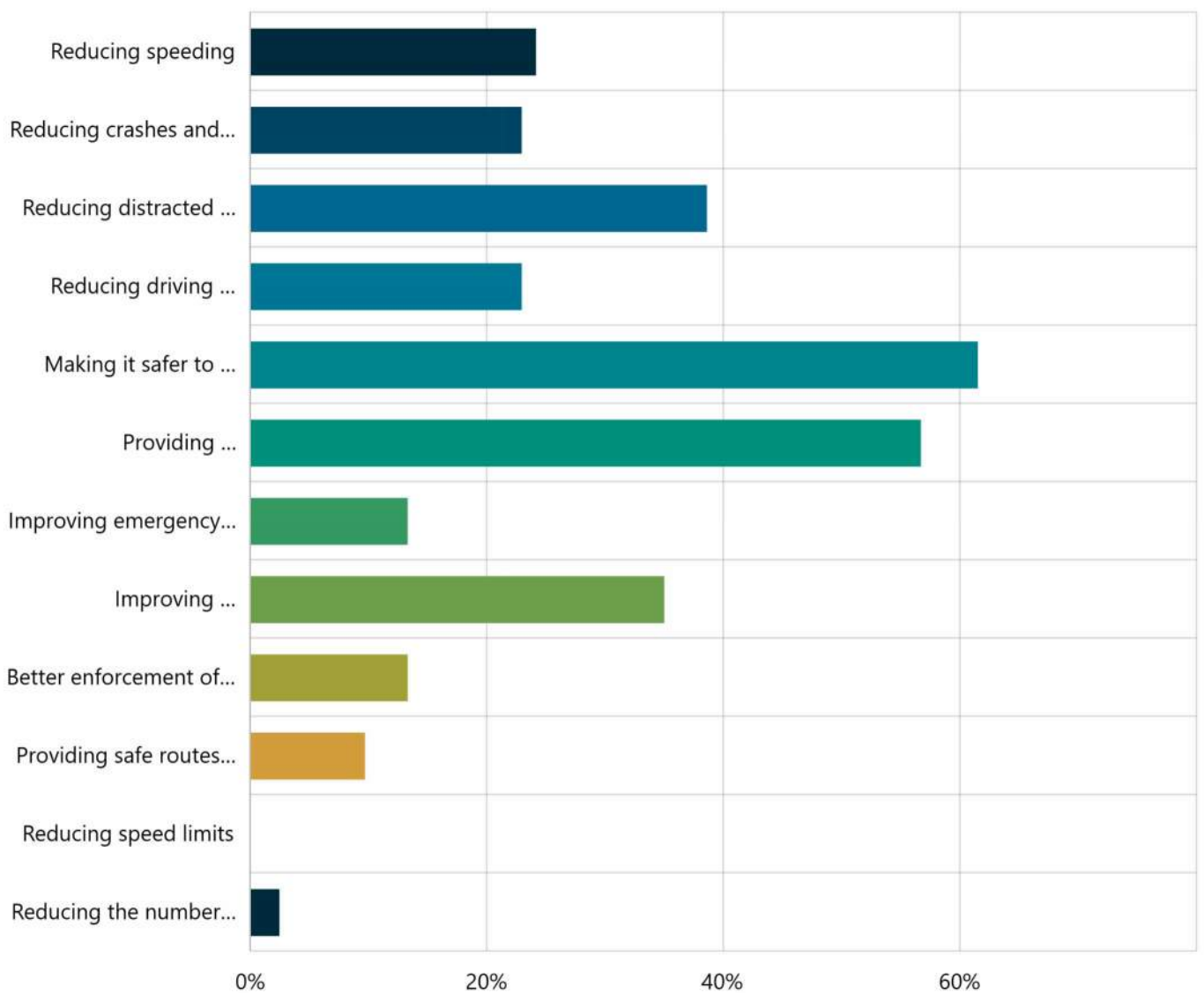
Multi Choice | Skipped: 0 | Answered: 83 (100%)



Answer choices	Percent	Count
Speeding	49.40%	41
Running red lights	19.28%	16
Distracted driving	67.47%	56
Driving under the influence	19.28%	16
Not wearing seatbelts	13.25%	11
Not yielding to pedestrians	26.51%	22
Aggressive driving	40.96%	34
Golf carts or ATV/UTV traveling on a prohibited roadway	7.23%	6
Other	24.10%	20

12. Which transportation safety challenges should Osage Beach prioritize? (Please select your top 3) Required

Multi Choice | Skipped: 0 | Answered: 83 (100%)



Answer choices	Percent	Count
Reducing speeding	24.10%	20
Reducing crashes and injuries	22.89%	19
Reducing distracted driving	38.55%	32
Reducing driving under the influence	22.89%	19
Making it safer to walk or bike	61.45%	51
Providing opportunities to cross the Grand Glaize Bridge by walking or biking	56.63%	47
Improving emergency response capabilities	13.25%	11
Improving maintenance of existing infrastructure	34.94%	29

Better enforcement of current traffic laws	13.25%	11
Providing safe routes to school	9.64%	8
Reducing speed limits	0%	0
Reducing the number of lanes	2.41%	2

13. In your experience, which intersection(s) and/or destination(s) in Osage Beach have the highest traffic safety concern? Required

Long Text | Skipped: 21 | Answered: 62 (74.7%)

Sentiment

No sentiment data

Tags

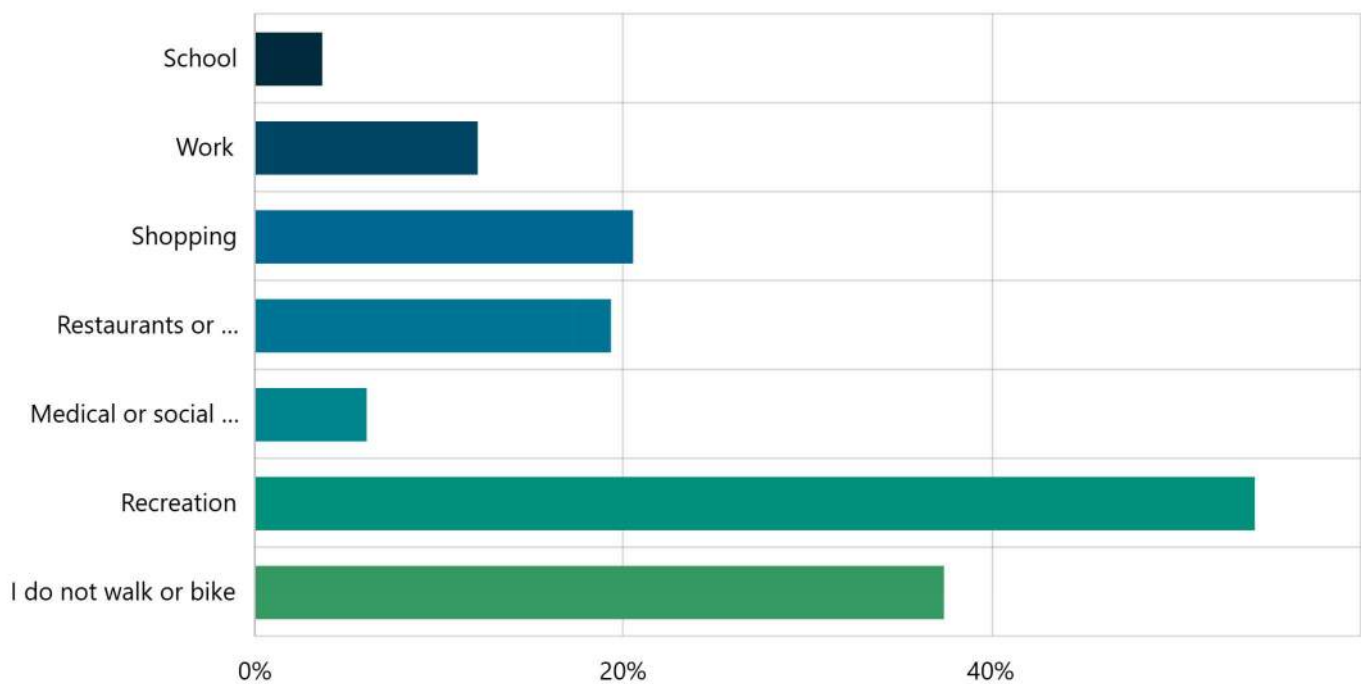
No tag data

Featured Contributions

No featured contributions

14. If you walk or bike in Osage Beach, what is your destination? (Please select all that apply) Required

Multi Choice | Skipped: 0 | Answered: 83 (100%)



Answer choices	Percent	Count
School	3.61%	3
Work	12.05%	10
Shopping	20.48%	17
Restaurants or entertainment	19.28%	16
Medical or social services	6.02%	5
Recreation	54.22%	45
I do not walk or bike	37.35%	31

15. Is there anywhere within Osage Beach that you avoid because of transportation safety concerns? Required
Short Text | Skipped: 44 | Answered: 39 (47%)

Sentiment

No sentiment data

Tags

No tag data

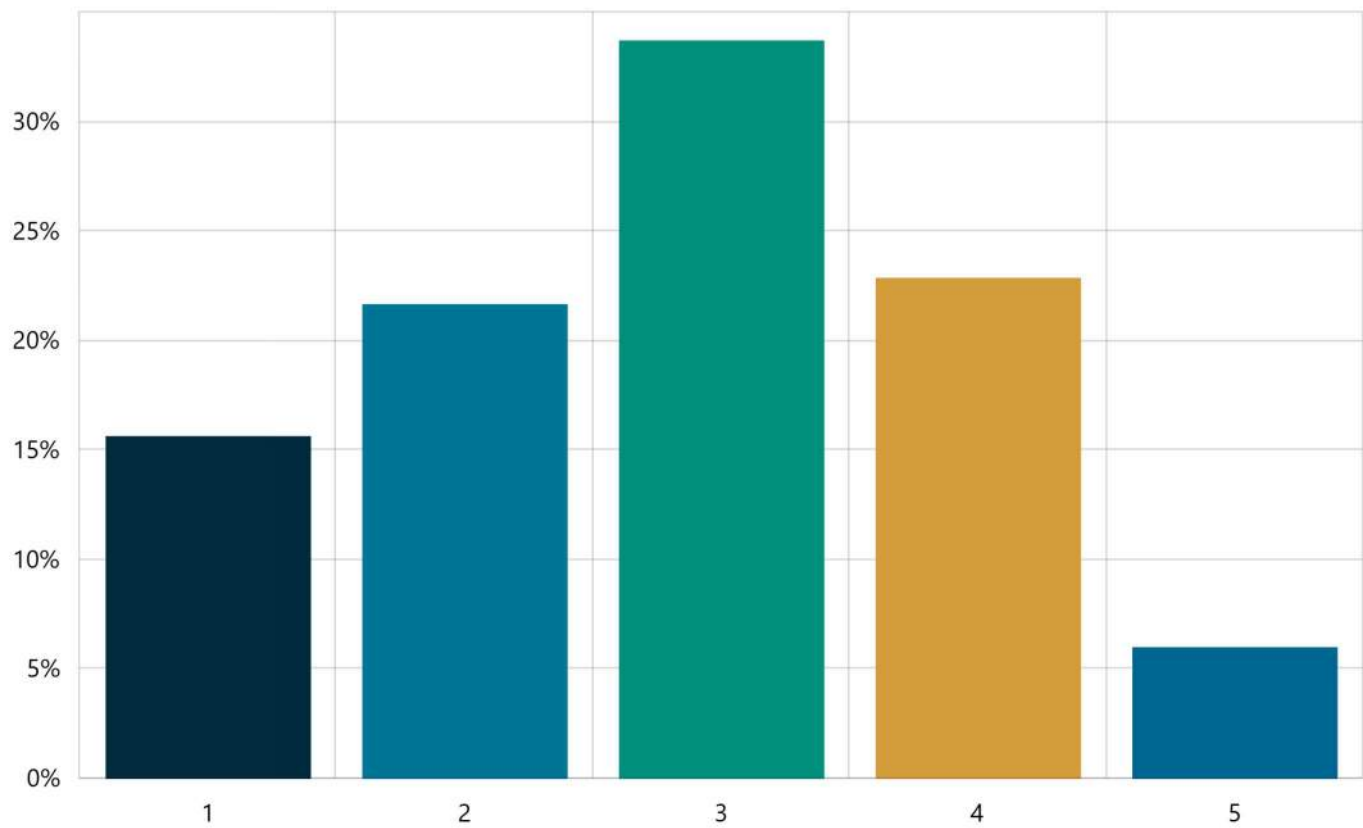
Featured Contributions

No featured contributions

16. How would you describe roadway safety during the summer? (1 being very unsafe and 5 being very safe)

Required

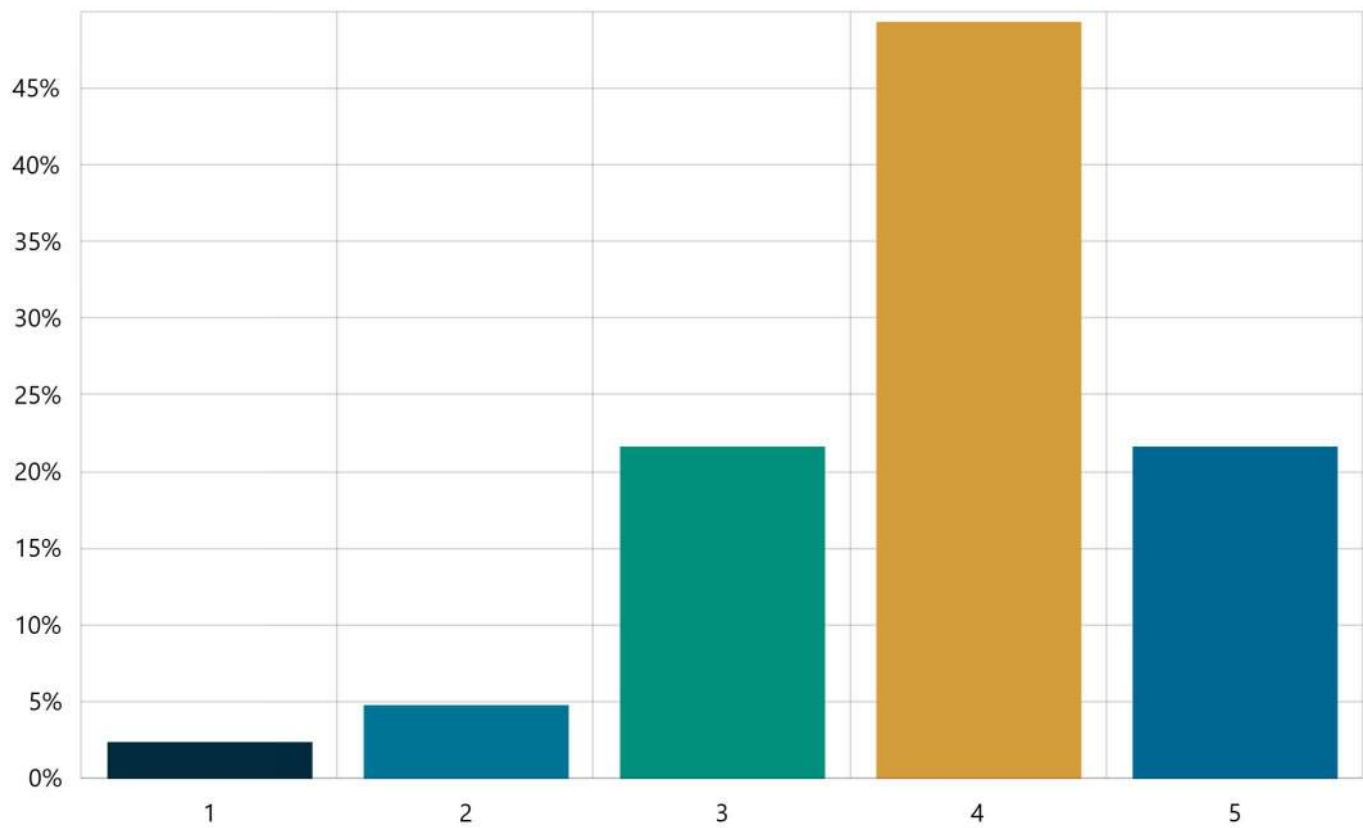
Rating | Skipped: 0 | Answered: 83 (100%)



1	2	3	4	5	Count	Weighted average
15.66% 13	21.69% 18	33.73% 28	22.89% 19	6.02% 5	83	2.82

17. How would you describe roadway safety when the summer is over? (1 being very unsafe and 5 being very safe) Required

Rating | Skipped: 0 | Answered: 83 (100%)



1	2	3	4	5	Count	Weighted average
2.41% 2	4.82% 4	21.69% 18	49.40% 41	21.69% 18	83	3.83

18. What special feature about Osage Beach made you choose the city as your residence or place to visit?

Long Text | Skipped: 20 | Answered: 63 (75.9%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

19. Is there anything else we should know about roadway safety in Osage Beach?

Long Text | Skipped: 38 | Answered: 45 (54.2%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

Open

Community Input Map

[Osage Beach Vision Zero Action Plan](#)

23

Contributors

27

Contributions

Key Statistics

Top-level information about the activity.



27

Posts

23 contributors



13

Total Votes

2 avg. votes / post

Map Post Summary

Summary of content contributed by participants including location information, voting results and more.

Posts by Location

Map showing all posts contributed by participants.



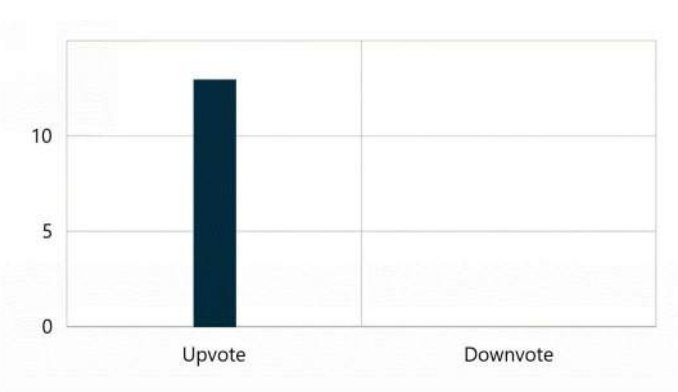
Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
65065, Osage Beach, Camden County, Missouri, United States	25	92.59%
65049, Lake Ozark, Miller County, Missouri, United States	1	3.7%
Damsel, 65668, Osage Beach, Camden County, Missouri, United States	1	3.7%

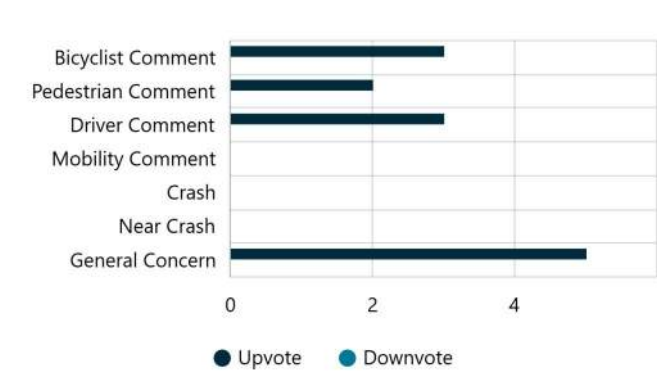
Ratings

Summary of voting and rating activity across all posts.



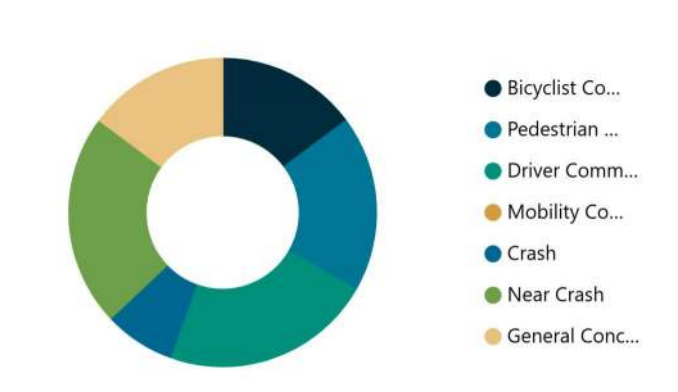
Ratings by Category

A comparison of the voting and rating activity of the categories contributors selected for their posts.



Posts by Category

Comparison showing the number of posts for each category, as selected by participants.



1. Your comment Required Long Text Skipped: 0 Answered: 27 (100%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

Categories - Bicyclist Comment

Posts by Location

Map showing posts contributed by participants for nominated category.



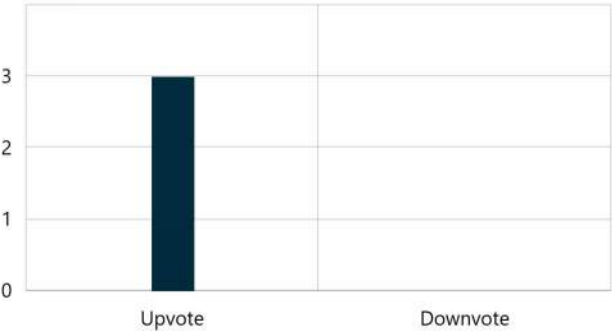
Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
65065, Osage Beach, Camden County, Missouri, United States	4	100%

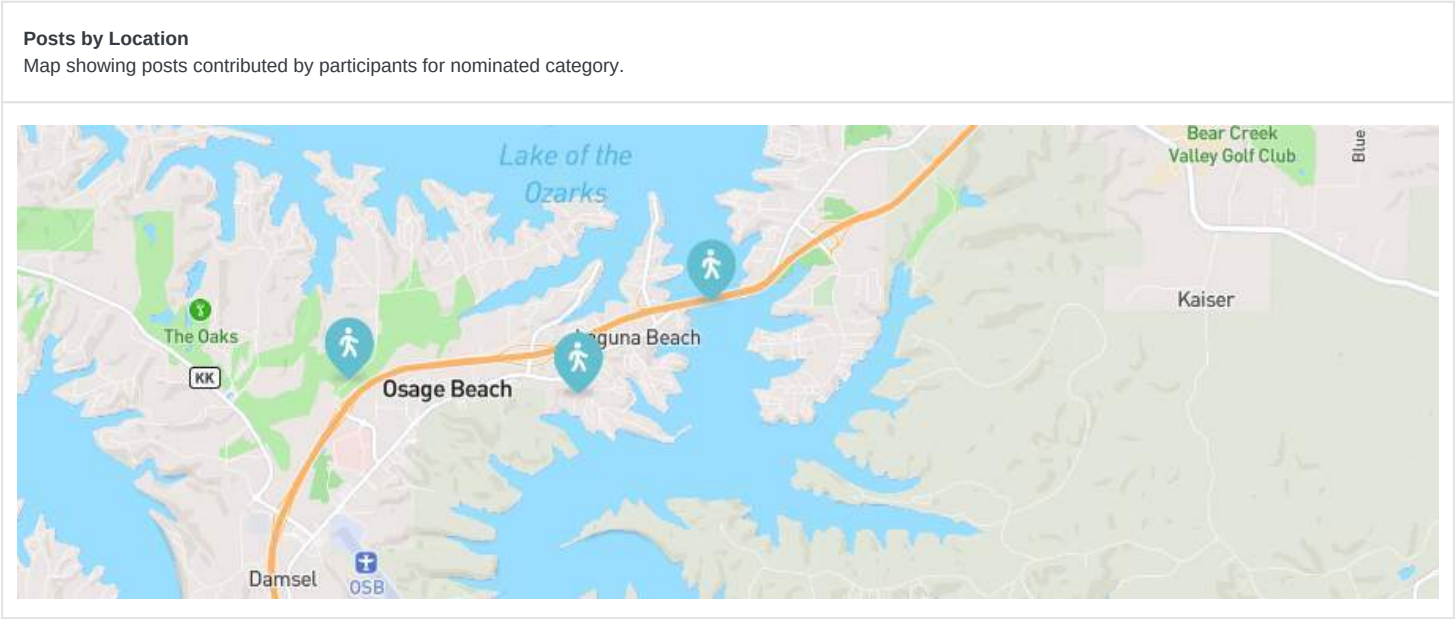
Ratings

Summary of voting and rating activity on posts per category.



1. Your comment Required Long Text Skipped: 0 Answered: 4 (100%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

Categories - Pedestrian Comment



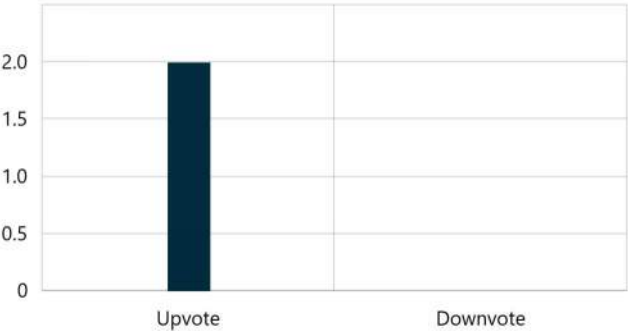
Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
65065, Osage Beach, Camden County, Missouri, United States	5	100%

Ratings

Summary of voting and rating activity on posts per category.



1. Your comment Required Long Text Skipped: 0 Answered: 5 (100%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

Categories - Driver Comment

Posts by Location

Map showing posts contributed by participants for nominated category.



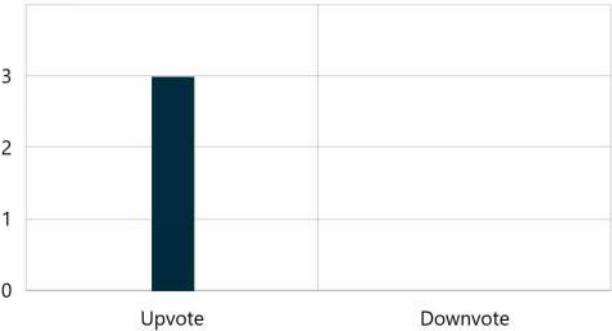
Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
65065, Osage Beach, Camden County, Missouri, United States	5	83.33%
65049, Lake Ozark, Miller County, Missouri, United States	1	16.67%

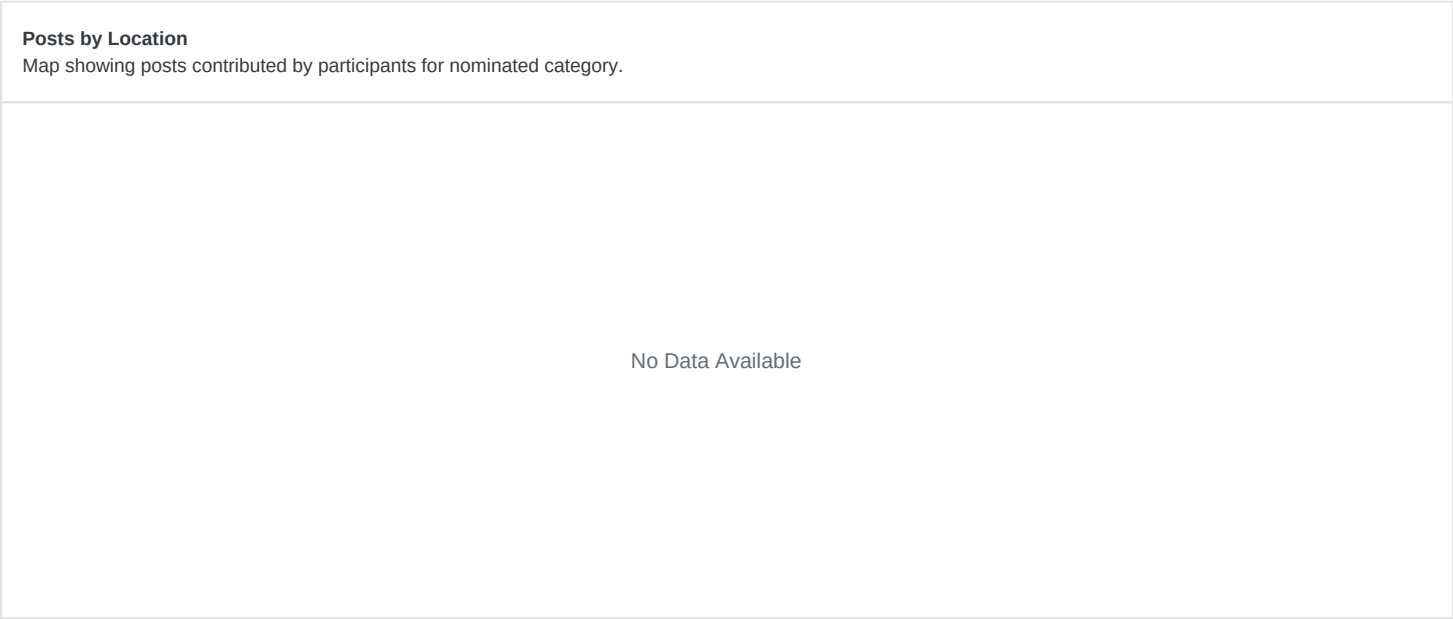
Ratings

Summary of voting and rating activity on posts per category.



1. Your comment Required Long Text Skipped: 0 Answered: 6 (100%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

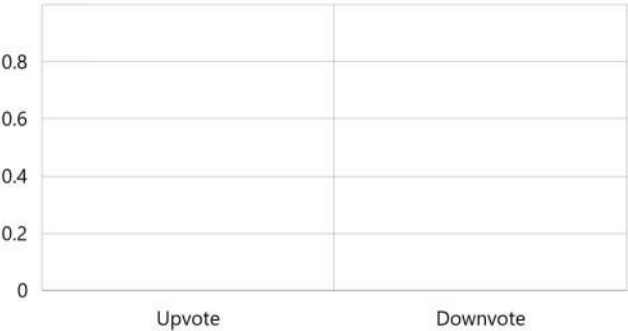
Categories - Mobility Comment



Top Contributions by Location Top 10 most frequent postal/ZIP codes of posts submitted by participants.		
Location	Total Contributions	% Contributions
No Data Available		

Ratings

Summary of voting and rating activity on posts per category.



1. Your comment Required Long Text Skipped: 0 Answered: 0 (0%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

Categories - Crash

Posts by Location

Map showing posts contributed by participants for nominated category.

A map of the Lake of the Ozarks region. The lake is shown in blue, with several islands and peninsulas. A road, likely Highway 160, is highlighted in orange and runs through the center of the map. Various locations are labeled: 'The Oaks' to the west, 'Osage Beach' and 'Laguna Beach' along the road, 'Damsel' to the south, 'Kaiser' to the east, and 'Bear Creek Valley Golf Club' further east. There are also some icons, like a green 'i' for information and a blue 'OSB' logo.

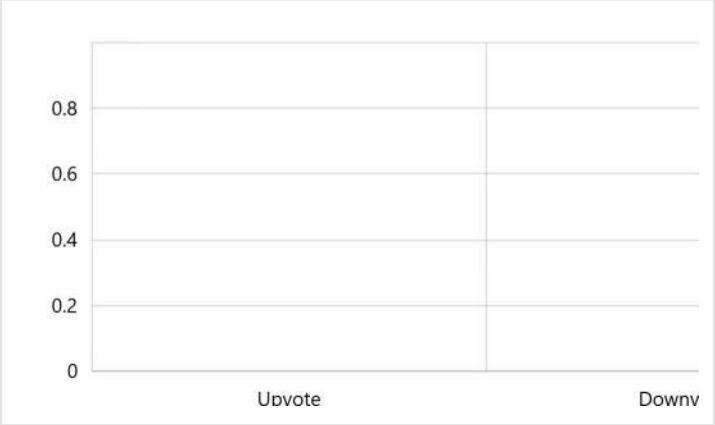
Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
65065, Osage Beach, Camden County, Missouri, United States	2	100%

Ratings

Summary of voting and rating activity on posts per category.



1. Your comment Required

Long Text | Skipped: 0 | Answered: 2 (100%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

Categories - Near Crash

Posts by Location

Map showing posts contributed by participants for nominated category.



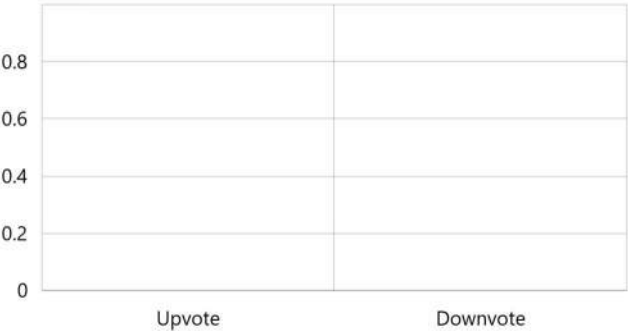
Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
65065, Osage Beach, Camden County, Missouri, United States	6	100%

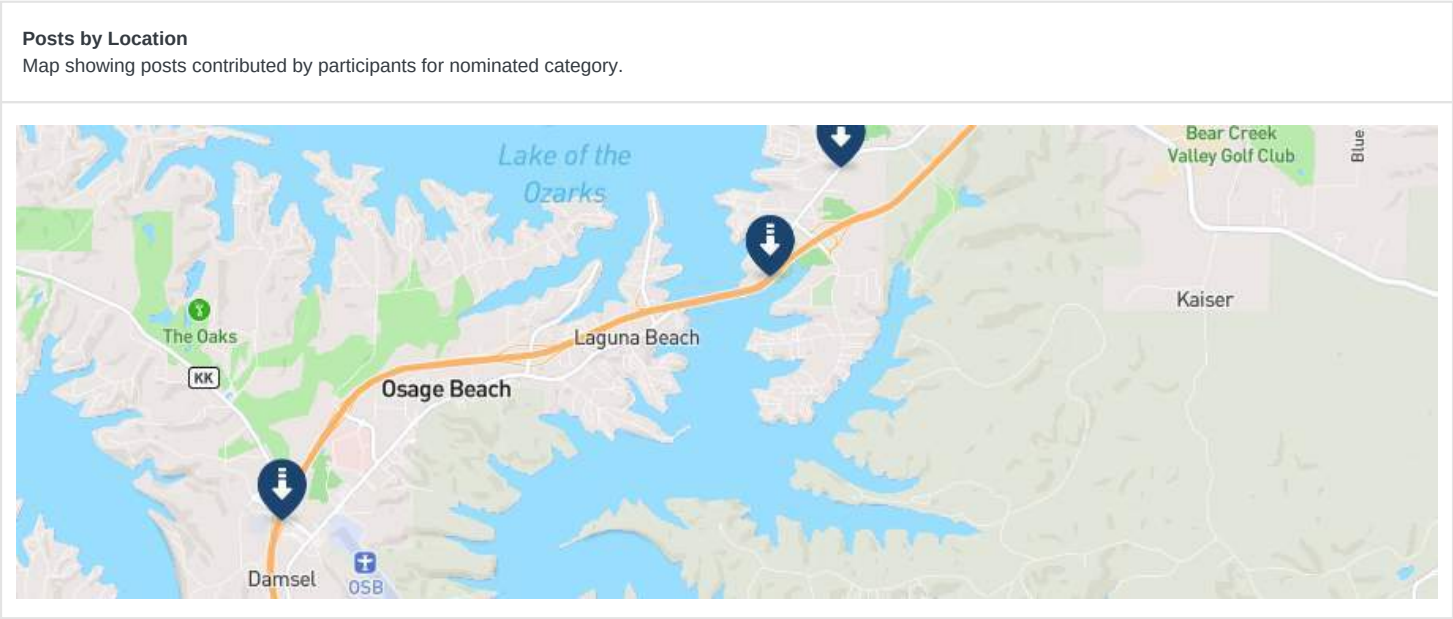
Ratings

Summary of voting and rating activity on posts per category.



1. Your comment Required Long Text Skipped: 0 Answered: 6 (100%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

Categories - General Concern

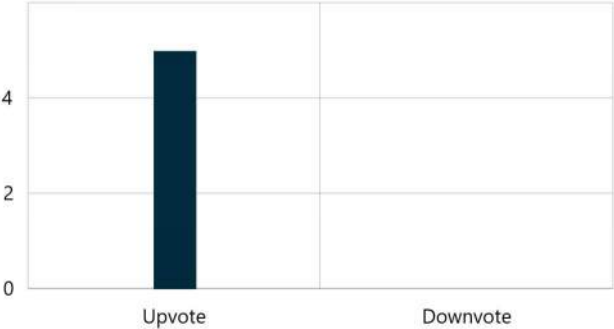


Top Contributions by Location
Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
65065, Osage Beach, Camden County, Missouri, United States	3	75%
Damsel, 65668, Osage Beach, Camden County, Missouri, United States	1	25%

Ratings

Summary of voting and rating activity on posts per category.



1. Your comment Required Long Text Skipped: 0 Answered: 4 (100%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

