

The logo for Warsaw, Missouri, featuring the word "Warsaw" in a stylized green font with a wavy line above it, and "Missouri" in a smaller, black, sans-serif font to its right.The text "Welcome to Warsaw" written in a black, cursive script font.

Warsaw Livable Community Transportation Improvement Project  
Warsaw, Missouri

# Attachment

# A

# Project Description

**Note:** Please visit <https://www.welcometowarsaw.com/523/Warsaw-BUILD-2019>  
Relevant pages selected from the Transportation Improvement Plan and  
Osage Trail PER. We have highlighted certain sections for easier review.  
**Scroll down to view.**

- A-1. Project Location and Pictorial Description
- A-2. Project Description relating to  
Comprehensive Plan.

## WARSAW LIVABLE COMMUNITY TRANSPORTATION IMPROVEMENT PLAN

The approach to determining the design components in the Primary Connectors follows closely the six Livability Principles established by USDOT, HUD and the **EPA Partnership for Sustainable Communities**. The Livability Principles are explained as follows.

### Livability Principles

- **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- **Support existing communities.** Target federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- **Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy
- **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

The primary focus for transportation improvements is at locations where vehicular, pedestrian and bicycle traffic will receive the most benefit. The priority improvements are along corridors where there is the greatest potential for improving safety, mobility, access and economic development. These are corridors that connect the business districts, historic downtown, the harbor and waterfront, schools, parks and other community amenities.

This study will provide a description of existing conditions, the improvement needs, the proposed improvement specifics and the costs associated with the improvements.

# WARSAW LIVABLE COMMUNITY TRANSPORTATION IMPROVEMENT PLAN

## COMMUNITY CONNECTORS

### **Existing Conditions:**

Main Street is the primary route providing important connectivity to other streets that are proposed as Complete, Livable Streets. These streets are not only critical connectors for residents living near downtown today, but also connect through the current city limits, and eventually, to future annexed areas of town.

Currently Main Street from U.S. 65 into downtown appears very distressed. The pavement is in poor condition, open drainage ditches are unsightly and present obstacles for pedestrians wanting to move through the corridor. Driveways along the corridor are often extending across the full frontage of the property and access management is sorely needed. As there are little to no sidewalks or level grassy areas to walk, pedestrians tend to walk along the edge of the road. This is very unsafe as this is one of the busiest roadway corridors in the city with a large number of driveways and turning vehicles, including large trucks. A maize of overhead power, phone and cable lines clutter up the corridor to add to the distressed appearance.



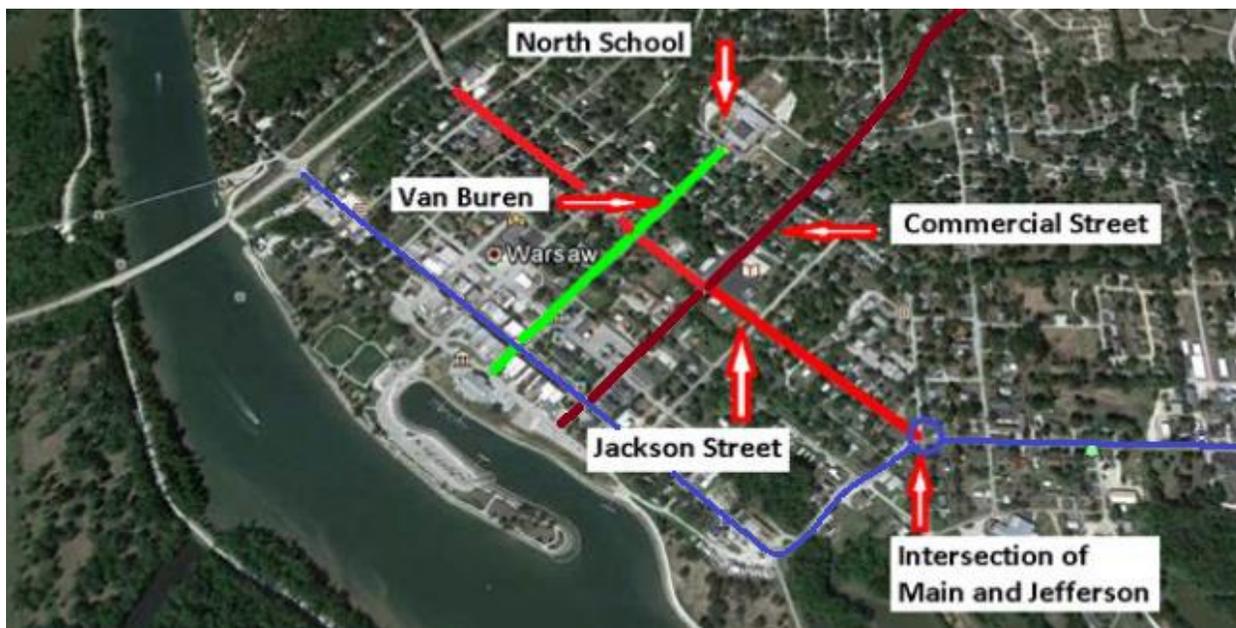
The City has completed water and sewer main improvements along Jackson, Commercial and Main Street. With the majority of the underground infrastructure in place the city can now focus on the surface infrastructure improvements that will promote pedestrian and bicycle use, as well as improving vehicular access and mobility.



Van Buren Street, Jackson and Commercial Street have been identified as key streets to be improved. Van Buren Street is a key route between downtown and the school. The sidewalks through all but one block of this route are in very poor condition or lacking altogether. Pedestrians and bicyclists mix with vehicular traffic for large sections of this corridor, due to trip hazards from broken, disconnected segments and areas with unsafe stairs and drop-offs such as shown in the picture to the right. Infrastructure needs include curbing, sidewalks and bicycle/pedestrian path improvements.

## WARSAW LIVABLE COMMUNITY TRANSPORTATION IMPROVEMENT PLAN

Jackson Street between Main and Commercial Street and Commercial Street from Jackson to the North School Transit Facility need curbing, sidewalks and dedicated bicycle lanes on each side of the streets. This will allow students to bike/walk to the North Elementary School for classes or to catch the bus to one of the three other schools outside the community.



Map of Community Connectors to Main Street

Van Buren Street (shown at right), as well as Benton Street, Commercial Street, State Street and Seminary Street between Main Street and Harrison Street lack adequate sidewalks and essentially inaccessible for wheelchairs. Van Buren and Commercial Street experience a fair amount of foot traffic. These streets are also key connectors between downtown and the waterfront. These street connections between downtown and the waterfront need improved sidewalks, storm sewers and street lighting.



**WARSAW LIVABLE COMMUNITY  
TRANSPORTATION IMPROVEMENT  
PLAN**

**Osage Trail**

## WARSAW LIVABLE COMMUNITY TRANSPORTATION IMPROVEMENT PLAN

Bridge to better accommodate users of the trail system.

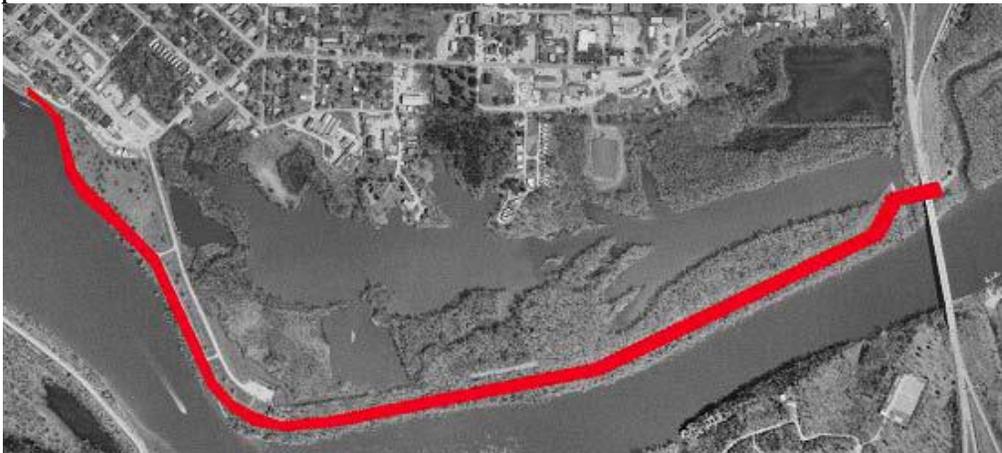
The City constructed a boardwalk and lighted pathway that surrounds the area known as “Steamboat Landing” and “Drake Harbor”. This trail system connects to the City’s Riverwalk trail that extends north-westerly along the waterfront from Drake Harbor to Route 7 and the Joe Dice Bridge Trailhead.

### Priorities and Recommendations

Future expansions and improvements to the trails & multi-use pathways will look at several areas within and at the perimeters of the community.

Within the city limits is an opportunity to utilize an existing dedicated alleyway as a bike/pedestrian corridor. This alleyway extends through a large segment of the downtown from Van Buren Street to Main Street, with some portions graded with a gravel pathway. Improvements would include additional grading, placing an aggregate or paved surface, building a pedestrian bridge across Town Branch Creek, adding signage and possibly lighting. This alleyway would provide a vital bike/pedway through the city. Waterfront extensions of the trail system should focus on providing connectivity between existing trails and recreational areas with areas at the perimeter of the community and beyond.

**The Osage Trail** is one of three segments that can take advantage of the wetlands to the north and Osage River (Lake of the Ozarks) to the south. The wetlands provide an opportunity to leave the main trail and enter the eco sensitive areas via passive trails or a boardwalk to minimize impact to the surroundings. Currently, the Osage Trail terminates just after the trail travels under the U.S. 65 Bridge. The Osage Trail is the key trail to get from downtown Warsaw to the Industrial Park and eventually linking up with abandoned rail bed that was the Sedalia-Warsaw and Southwestern Railroad Trail. The trail does not loop and users are forced to turn around and travel the trail back to town.



Existing Osage Trail along the Osage River

## WARSAW LIVABLE COMMUNITY TRANSPORTATION IMPROVEMENT PLAN

The **Osage Trail** from the connecting point of the Drake Harbor Trail at the Steamboat Landing Boardwalk should be completed with lights and a hard surface to Highway 65. This would be identical to the Bledsoe Ferry trail. An extension of the levee trail should be a number one priority.

Starting under U.S. 65 Highway and extending into the Industrial Park, the City has plans to construct a multi-purpose area for trails, fishing and general outdoor recreation suited for the outdoorsmen. With the U.S. 65 widening the City was able to work with the highway contractor to use leftover shot rock to construct a portion of the trail southward into the existing slough/backwaters of the lake. The proposed plan would extend the trail southward to the fishing site, including a pedestrian bridge over a section of the river channel over to an existing island and onto the fishing pier. A small parking area would also be created and the trail would be lighted. The trail would cross over wetlands and likely require wetland mitigation. Wetland mitigation could be minimized by constructing portions of the trail as an elevated boardwalk system. This design would significantly reduce the amount of land disturbance. The elevated boardwalk would allow vegetation and fluctuating water levels to blend naturally with the trail.



This proposed project will need to be studied further to determine the most economical route for the trail with the least environmental impact. Partnerships should be explored with outdoor agencies like the Missouri Department of Conservation and the US Fish and Wildlife. The estimated cost of this improvement is \$644,000. Wetland mitigation costs would need to be determined and added to this project