

**Move Rolla TDD**  
**University Drive Relocation**  
**US 63 Traffic Analysis**  
January 31, 2020

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**This report was prepared for:**

City of Rolla

Rolla Transportation Development District Board

**This report was prepared by:**

HNTB Corporation

## 1.0 Introduction

The purpose of this report is to present the methodology and results of the traffic analysis related to the University Drive realignment with US 63. The realigned University Drive will connect the existing University Drive near the I-44 interchange to US 63 near the existing 12th Street/Miner Circle intersection. The existing University Drive and US 63 will be removed. The new University Drive and US 63 intersection will improve accessibility to the Missouri University of Science and Technology (MS&T) campus and improve mobility along the US 63 corridor. The intersections included in this analysis are US 63 and University Drive and US 63 and 10<sup>th</sup> Street, shown below in Figure 1. The US 63 and University Drive intersection was analyzed as both a roundabout and a signal-controlled intersection for the AM and PM peak hours using 2019 and 2040 traffic volumes.

**Figure 1:**  
**University Drive**  
**Intersection**  
**Analysis Study**  
**Area**



The following scenarios were analyzed for AM and PM peak hour traffic analysis:

- **2017 Existing**
- **2040 Future No-Build**
- **2019 Relocated University Dr**
  - Single Southbound Lane Roundabout
  - Dual Southbound Lane Roundabout
  - Signal
- **2040 Relocated University Dr**
  - Single Southbound Lane Roundabout
  - Dual Southbound Lane Roundabout
  - Signal

## 2.0 Previous Study

In 2018, a concept study was developed for the City of Rolla as part of the Move Rolla Transportation Development District (TDD) Program to present proposed alternatives for the US 63 corridor that align with the Move Rolla Strategy (2015). As a part of this study, existing and future no-build traffic results were reported. The existing analysis was conducted with volumes collected in 2017 prior to the MO 72 extension project construction. This study contained an updated existing analysis that includes the construction of MO 72 with assumed traffic diversion based on anticipated development in the area. The future no-build results included traffic growth based on the existing plus MO 72 diversion volumes used in the existing analysis plus Westside Development growth. Table 1 below shows the results for the existing University Drive and US 63 and 10<sup>th</sup> Street and US 63 intersections.

**Table 1: Concept Study Intersection LOS Results**

Intersection	2017 Existing		2017 Existing + MO 72 <sup>1</sup>		2040 No-Build <sup>1</sup>	
	AM	PM	AM	PM	AM	PM
	LOS	LOS	LOS	LOS	LOS	LOS
University Dr & US 63	B	C	B	C	B	D
10th St & US 63	C	C	C	C	C	E

Source: Move Rolla Concept Study (2017)

<sup>1</sup> Estimated manually

In the 2040 No-Build scenario, the 10<sup>th</sup> Street and US 63 intersection was projected to operate at a Level of Service (LOS) E in the PM peak hour. All other scenarios were projected to operate at a LOS D or better, with no change at either intersection between the 2017 Existing and 2017 Existing + MO 72 diversion scenarios. LOS E is considered acceptable in urban areas by MoDOT.

### **3.0 Methodology**

HNTB used the calibrated VISSIM models from the 2015 Concept Study that were approved by MoDOT as the base for the realigned University Drive analysis. The study area was clipped out of the 2015 Concept Study VISSIM models and modified for the new alignment. The traffic model was updated to accurately reflect new 2019 traffic data.

The 2019 model scenarios include traffic volumes from the latest intersection turning movement counts at US 63 and University Drive and US 63 and 10<sup>th</sup> Street, collected between January and March of 2019, which were used in the Move Rolla TDD Intersection Improvements study submitted in June of 2019. These new counts were taken to gather a more accurate representation of traffic after the construction of the MO 72 extension which opened in September 2018. Additional traffic counts were collected in September of 2019 at US 63 and 12<sup>th</sup> Street/Miner Circle. The volumes at the US 63 and University Drive intersection were redistributed manually and combined with the University Drive and 12<sup>th</sup> Street / Minor Circle intersection counts to develop the volumes for the realigned University Drive build alternatives (See Appendix A). The traffic volumes were balanced between University Drive and 10th Street using a right-in-right-out source/sink at 11th St. An origin/destination matrix was then used to determine traffic distribution in the network.

Traffic volumes for the 2040 no-build scenario were developed using the same 0.6% annual growth rate used in the Concept study and Intersection Improvements study. Once the 2040 no-build volumes were developed, the same process for balancing and distribution that was performed for the 2019 volumes was applied to the 2040 volumes.

The signalized intersections include pedestrian crossings at each approach. The pedestrian volumes used at the University Drive and US 63 intersection are shown in Table 2 below. These 2019 pedestrian volumes are the same pedestrians collected at US 63 and 10<sup>th</sup> Street in 2019. 2040 pedestrian volumes were two times the 2019 pedestrian volumes.

**Table 2: University Drive and US 63 Pedestrian Volumes**

Vehicle Approach (Direction)	AM		PM	
	Pedestrian Volume 2019 <sup>1</sup>	Pedestrian Volume 2040 <sup>2</sup>	Pedestrian Volume 2019 <sup>1</sup>	Pedestrian Volume 2040 <sup>2</sup>
Northbound (ClockWise)	1	2	5	10
Northbound (CounterClockWise)	1	2	5	10
Westbound (CW)	0	0	2	4
Westbound (CCW)	0	0	3	6
Southbound (CW)	6	12	5	10
Southbound (CCW)	0	0	12	24
Eastbound (CW)	1	2	3	6
Eastbound (CCW)	0	0	5	10
<b>Total</b>	<b>9</b>	<b>18</b>	<b>40</b>	<b>80</b>

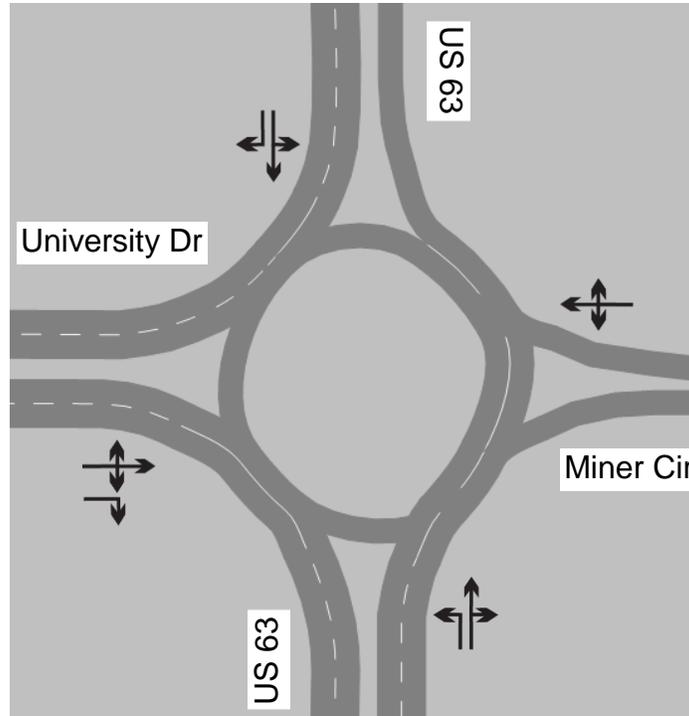
<sup>1</sup>2019 University Drive pedestrian volumes match February 2019 pedestrian counts at US 63 & 10<sup>th</sup> Street

<sup>2</sup>2040 University Drive pedestrian volumes assumed to be doubled the 2019 volumes

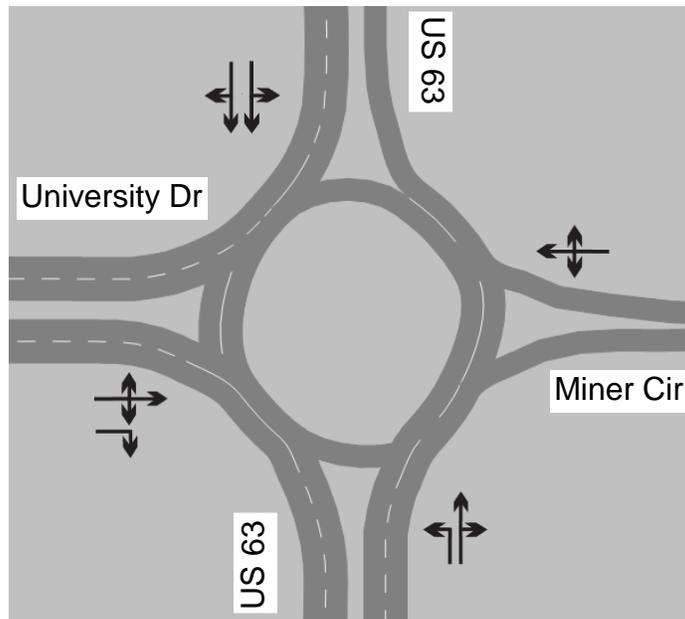
Existing signal timings at the US 63 and 10<sup>th</sup> Street intersection were used in all the 2019 scenarios. In the 2019 signalized intersection build alternative, the US 63 and University Drive intersection signal timings were optimized and coordinated with the US 63 and 10<sup>th</sup> Street intersection signal timings. In the 2040 signalized intersection build alternative, the signal timings at both intersections were optimized and coordinated. For the 2040 roundabout build alternatives, the signal timings at the US 63 and 10<sup>th</sup> Street intersection were optimized. The signal timings for all of the analysis scenarios were optimized using Synchro version 10.

The roundabout analysis included two possible build alternatives. The first roundabout design used a single southbound lane and dual northbound lanes as shown in Figure 2. After the initial analysis, an additional southbound lane was added to the roundabout as shown in Figure 3. The layout and design of the signalized scenario is shown in Figure 4.

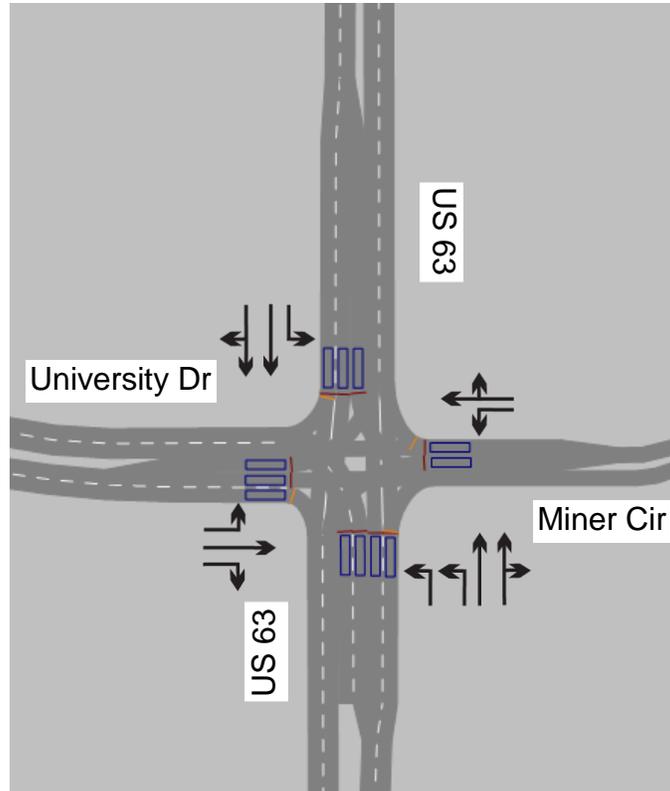
**Figure 2: Single Southbound Lane Roundabout Design Concept**



**Figure 3: Dual Southbound Lane Roundabout Design Concept**



**Figure 4: Dual NB Left Signalized Intersection Design Concept**



**Note: Not shown is the alternative that includes a separate NB left turn lane and a shared left/thru lane and a shared NB thru/right lane.**

Each VISSIM model was run 10 iterations, and the results were calculated by taking the average of all runs. The analysis results report the delay and associated LOS, as well as the queues by intersection movement. The LOS is calculated based on the Highway Capacity Manual (HCM) 6<sup>th</sup> edition methodology for signalized and unsignalized intersections. LOS for signalized intersections reflects the operation of the intersection as a whole. However, LOS for unsignalized intersections and roundabouts is based on the movement or movement grouping which is required to stop or yield to other traffic or the worst movement.

## 4.0 Traffic Operations Results

The performance measures evaluated as part of this traffic analysis included intersection LOS and queue lengths. Tables 3 - 5 display the average vehicle delay in seconds and associated level of service based on HCM criteria.

**Table 3: Single Southbound Lane Roundabout LOS Results**

Intersection	2019				2040			
	AM		PM		AM		PM	
	Delay (s)	LOS						
<b>University Dr. &amp; US 63*</b>	<b>10.1</b>	<b>B</b>	<b>13.6</b>	<b>B</b>	<b>12.7</b>	<b>B</b>	<b>28.0</b>	<b>D</b>
Southbound Left	5.0	A	12.8	B	6.5	A	28.0	D
Southbound Through	4.7	A	13.6	B	6.6	A	26.9	D
Southbound Right	1.7	A	3.2	A	2.0	A	7.0	A
Westbound Left	10.1	B	11.2	B	12.7	B	15.6	C
Westbound Through	6.8	A	9.2	A	7.5	A	13.5	B
Westbound Right	6.4	A	10.3	B	8.4	A	14.6	B
Northbound Left	2.5	A	3.9	A	3.7	A	5.3	A
Northbound Through	6.7	A	7.6	A	9.1	A	9.0	A
Northbound Right	5.5	A	6.2	A	7.5	A	7.4	A
Eastbound Left	4.9	A	6.1	A	6.8	A	7.7	A
Eastbound Through	4.1	A	6.6	A	6.3	A	6.7	A
Eastbound Right	3.0	A	3.6	A	3.7	A	4.5	A
<b>10th St. &amp; US 63</b>	<b>20.1</b>	<b>C</b>	<b>22.4</b>	<b>C</b>	<b>21.2</b>	<b>C</b>	<b>29.5</b>	<b>C</b>
Southbound Left	26.7	C	22.1	C	20.1	C	29.4	C
Southbound Through	17.3	B	12.0	B	15.5	B	16.6	B
Southbound Right	17.6	B	8.4	A	10.9	B	13.9	B
Westbound Left	27.5	C	50.7	D	26.7	C	43.7	D
Westbound Through	33.4	C	43.0	D	37.1	D	48.3	D
Westbound Right	7.8	A	15.5	B	10.3	B	15.6	B
Northbound Left	17.6	B	26.5	C	15.7	B	23.9	C
Northbound Through	20.2	C	26.3	C	25.2	C	38.6	D
Northbound Right	24.0	C	27.1	C	26.8	C	42.6	D
Eastbound Left	29.5	C	36.7	D	31.0	C	38.5	D
Eastbound Through	34.5	C	43.0	D	35.7	D	51.0	D

Eastbound Right	5.0	A	8.7	A	6.6	A	11.6	B
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\*Roundabout LOS based on delay of worst movement

No pedestrian volumes included.

With the single southbound lane roundabout design, all movements operate at an acceptable LOS. In order to improve traffic operations and maintain continuity in the network, a second southbound roundabout scenario was analyzed using two southbound lanes in the roundabout to address the long southbound vehicle queue.

**Table 4: Dual Southbound Lane Roundabout LOS Results**

Intersection	2019				2040			
	AM		PM		AM		PM	
	Delay (s)	LOS						
<b>University Dr &amp; US 63*</b>	<b>8.6</b>	<b>A</b>	<b>11.6</b>	<b>B</b>	<b>9.1</b>	<b>A</b>	<b>14.9</b>	<b>B</b>
Southbound Left	3.9	A	4.7	A	3.7	A	6.6	A
Southbound Through	2.6	A	4.2	A	3.1	A	5.2	A
Southbound Right	1.9	A	3.5	A	2.3	A	4.6	A
Westbound Left	8.6	A	11.6	B	9.1	A	14.9	B
Westbound Through	6.4	A	10.9	B	7.6	A	14.5	B
Westbound Right	7.0	A	10.9	B	8.5	A	13.9	B
Northbound Left	2.1	A	4.0	A	3.3	A	4.7	A
Northbound Through	6.6	A	7.2	A	8.9	A	8.5	A
Northbound Right	4.9	A	6.5	A	7.8	A	6.2	A
Eastbound Left	4.1	A	4.8	A	5.3	A	6.2	A
Eastbound Through	3.2	A	4.5	A	4.5	A	6.8	A
Eastbound Right	2.6	A	2.9	A	3.3	A	3.8	A
<b>10th St &amp; US 63</b>	<b>20.0</b>	<b>B</b>	<b>22.1</b>	<b>C</b>	<b>21.0</b>	<b>C</b>	<b>26.6</b>	<b>C</b>
Southbound Left	27.0	C	23.1	C	19.5	B	24.8	C
Southbound Through	17.7	B	12.5	B	15.7	B	16.3	B
Southbound Right	14.1	B	9.9	A	11.0	B	15.3	B
Westbound Left	27.5	C	50.3	D	26.7	C	45.6	D
Westbound Through	33.4	C	43.4	D	37.1	D	46.8	D
Westbound Right	7.7	A	15.6	B	10.3	B	14.6	B
Northbound Left	17.6	B	25.6	C	15.2	B	19.0	B
Northbound Through	19.7	B	26.4	C	24.9	C	34.2	C
Northbound Right	23.2	C	26.5	C	27.1	C	36.7	D
Eastbound Left	29.5	C	26.6	C	30.8	C	36.8	D

Eastbound Through	35.5	D	44.3	D	35.6	D	45.9	D
Eastbound Right	5.1	A	8.5	A	6.7	A	11.4	B

\*Roundabout LOS based on delay of worst movement

No pedestrian volumes included

The addition of a second southbound through lane in the roundabout resulted in all movements operating a LOS of B or better.

**Table 5: Signalized Intersection LOS Results**

Intersection	2019				2040			
	AM		PM		AM		PM	
	Delay (s)	LOS						
<b>University Dr &amp; US 63</b>	<b>16.2</b>	<b>B</b>	<b>25.4</b>	<b>C</b>	<b>16.8</b>	<b>B</b>	<b>27.3</b>	<b>C</b>
Southbound Left	37.3	D	35.0	C	40.6	D	53.3	D
Southbound Through	14.8	B	26.4	C	21.2	C	30.6	C
Southbound Right	19.2	B	24.1	C	17.5	B	28.4	C
Westbound Left	50.3	D	43.7	D	43.7	D	36.2	D
Westbound Through	47.4	D	46.4	D	37.9	D	44.5	D
Westbound Right	10.1	B	15.8	B	10.9	B	16.4	B
Northbound Left	24.5	C	39.8	D	22.2	C	51.5	D
Northbound Through	9.2	A	22.3	C	9.2	A	16.9	B
Northbound Right	7.1	A	21.1	C	7.8	A	17.0	B
Eastbound Left	32.3	C	37.2	D	32.6	C	33.0	C
Eastbound Through	32.1	C	46.2	D	32.5	C	34.3	C
Eastbound Right	7.5	A	8.5	A	8.8	A	9.8	A
<b>10<sup>th</sup> St &amp; US 63</b>	<b>17.5</b>	<b>B</b>	<b>18.6</b>	<b>B</b>	<b>17.3</b>	<b>B</b>	<b>22.6</b>	<b>C</b>
Southbound Left	23.8	C	25.7	C	24.9	C	33.6	C
Southbound Through	14.6	B	7.4	A	12.9	B	12.4	B
Southbound Right	13.0	B	5.5	A	10.8	B	11.9	B
Westbound Left	27.1	C	42.6	D	31.4	C	47.9	D
Westbound Through	35.1	D	38.6	D	35.3	D	45.2	D
Westbound Right	6.5	A	9.7	A	6.6	A	11.0	B
Northbound Left	18.4	B	30.8	C	20.6	C	35.5	D
Northbound Through	15.3	B	21.3	C	15.6	B	25.2	C
Northbound Right	11.8	B	15.6	B	13.5	B	21.1	C
Eastbound Left	31.9	C	31.1	C	36.7	D	43.8	D
Eastbound Through	37.9	D	41.0	D	39.8	D	46.5	D

Eastbound Right	5.0	A	8.4	A	6.3	A	11.2	B
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Both intersections include pedestrian volumes

As shown in Table 5, both intersections operate at LOS C or better in the signalized build alternative.

Tables 6 – 8 below display the average and maximum vehicle queue lengths in feet for the signalized and roundabout build alternatives at University Drive and 12<sup>th</sup> Street. The distance between 10<sup>th</sup> Street and the realigned University Drive at the existing 12<sup>th</sup> Street intersection provides approximately 600 feet of vehicle storage. The bolded northbound movement in each table shows how much of that storage is used back to the critical 10<sup>th</sup> Street intersection from the relocated University Drive intersections.

**Table 6: Single Southbound Lane Roundabout Queue Results in feet**

Intersection Movement	2019		2040	
	AM	PM	AM	PM
<b>Northbound Approach</b>	<b>13.8 (249.2)</b>	<b>21 (294.6)</b>	<b>32.1 (300.2)</b>	<b>37.6 (312.3)</b>
Westbound Approach	0.3 (42.5)	3 (70.4)	0.7 (36.7)	5.2 (86)
Southbound Approach	4.4 (143.6)	57.2 (438.7)	14.6 (248)	161.4 (681.5)
Eastbound Approach	3 (84.4)	3.9 (86)	6.6 (123.8)	6.4 (105.8)

Average (Maximum)

No pedestrian volumes included

The queues for the single southbound lane roundabout are highest in the southbound direction, and they are not expected to impact the adjacent 10<sup>th</sup> Street intersection in any of the analysis scenarios.

**Table 7: Dual Southbound Lane Roundabout Queue Results in feet**

Intersection Movement	2019		2040	
	AM	PM	AM	PM
<b>Northbound Approach</b>	<b>11.2 (252.5)</b>	<b>18.5 (284.8)</b>	<b>29.4 (296.3)</b>	<b>30 (319.9)</b>
Westbound Approach	0.3 (35.7)	3.5 (67.1)	0.6 (36.4)	5.5 (94)
Southbound Approach	1.4 (68.2)	6.2 (109.9)	2.6 (83.4)	10.1 (137.4)
Eastbound Approach	2 (74.1)	1.9 (70.2)	2.7 (101.6)	3.6 (85.8)

Average (Maximum)

No pedestrian volumes included

The average queues of the dual southbound lane roundabout are all less than or equal to 30 feet in each scenario and the maximum queues are all less than 320 feet. These queue lengths are not expected to impact operations at the adjacent 10<sup>th</sup> Street intersection.

**Table 8: Signalized Intersection Queue Results in feet**

Intersection Movement	2019		2040	
	AM	PM	AM	PM
<b>Northbound Left</b>	<b>19.7 (108.5)</b>	<b>54.2 (265.5)</b>	<b>19.9 (126.8)</b>	<b>95.8 (361)</b>
<b>Northbound Through</b>	<b>16.2 (180.6)</b>	<b>49.9 (314.2)</b>	<b>17.9 (190.6)</b>	<b>53.6 (376.8)</b>
<b>Northbound Right</b>	<b>17 (182.9)</b>	<b>52.2 (317.5)</b>	<b>18.7 (193.2)</b>	<b>54.8 (379.2)</b>
Westbound Left	0.5 (13.2)	2.9 (40)	0.4 (13.5)	3.4 (41.9)
Westbound Through	3.7 (61.3)	10.3 (92.1)	3.3 (47)	12.9 (101.1)
Westbound Right	3.9 (62.6)	12.5 (96.5)	3.9 (50)	14 (102.7)
Southbound Left	13.4 (93.3)	6.3 (56.9)	16.1 (101.8)	10.1 (61.6)
Southbound Through	33.8 (191.5)	64.6 (303.1)	42.7 (215.9)	88.7 (361.2)
Southbound Right	35.4 (194.3)	66 (305.2)	44.4 (218.4)	89.9 (362.8)
Eastbound Left	22.9 (133.9)	28.4 (144)	25.8 (162.3)	26.7 (146.2)
Eastbound Through	13.5 (127.7)	11 (125.4)	18.8 (157.5)	16.8 (147.6)
Eastbound Right	13.5 (127.7)	11 (125.4)	18.8 (157.5)	18.2 (149.4)

Average (Maximum)

Pedestrian volumes included

Queues at the signalized University Drive and US 63 intersection average less than 100 feet for each movement during the 2040 PM peak hour. The maximum queues are less than 380 feet for each movement during the 2040 PM. The average and maximum queues for these scenarios are not expected to impact the adjacent intersections.

To analyze the intersections beyond the 2040 design year, a reserve capacity was performed. This traffic analysis included a 25% increase in traffic volumes for all movements during the most critical time period, the PM peak hour. Results of the reserve capacity analysis were that the southbound single lane roundabout would be expected to operate at LOS F, while the dual lane roundabout and traffic signal would operate at LOS D or better.

### Alternative Signalized Intersection Concept

The signalized alternative presented above requires dual northbound left turn lanes resulting in a six-lane cross section on the south leg of the University Drive and US 63 intersection to achieve a LOS D or better for all intersection movements. This alternative would require additional right-of-way. In order to maintain the existing five-lane cross section an alternative signalized intersection concept was developed. The alternative signalized intersection concept converted the northbound leg to a dedicated single left lane, shared through-left lane, and shared through-right lane configuration. This configuration requires the northbound and southbound signal phases to be operated as a split phase. Table 9 below shows the 2040 PM level of service and queue results. Only the PM peak hour was tested as this is the controlling peak period of the intersection.

**Table 9: Alternative Signalized Intersection Concept (Split Phase Signalized Intersection) LOS and Queue Results**

Intersection	2040		
	PM		
	Delay	LOS	Queue
<b>University Dr &amp; US 63</b>	<b>42.3</b>	<b>D</b>	<b>181.2 (565.4) NB</b>
Southbound Left	44.7	D	6.7 (61.4)
Southbound Through	51.3	D	153.7 (446.5)
Southbound Right	47.9	D	153.6 (446.9)
Westbound Left	50.8	D	4.5 (40.6)
Westbound Through	41.4	D	13.8 (111.3)
Westbound Right	19.2	B	16.2 (116.5)
Northbound Left	46.3	D	179.6 (563.5)
Northbound Through	46.8	D	179.9 (563.8)
Northbound Right	48.8	D	181.2 (565.4)
Eastbound Left	41.6	D	34.4 (166.1)
Eastbound Through	40.4	D	9.9 (127.4)
Eastbound Right	7.6	A	12.4 (131.1)

Average (Maximum)

Pedestrian volumes included

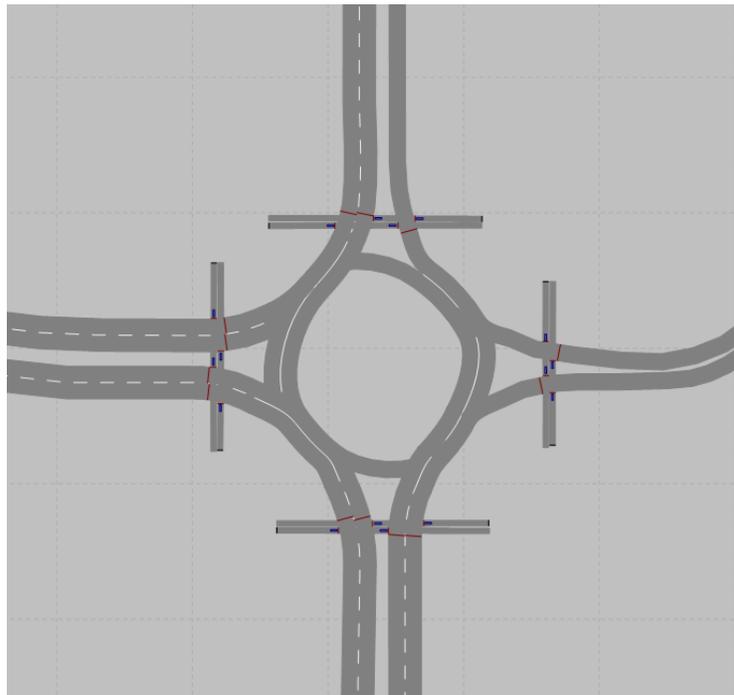
The split phased signalized intersection results in an overall intersection LOS D and LOS D or better for each intersection movement. The vehicle queues are not anticipated to impact the adjacent 10<sup>th</sup> Street signalized intersection. A reserved analysis was also ran for this scenario and

resulted in a delay of 100.9 seconds showing an overall LOS F with maximum queues in the northbound direction anticipated to exceed the available storage to 10<sup>th</sup> Street.

### **Dual Southbound Lane Roundabout with Pedestrian Hybrid Beacon**

The dual southbound lane roundabout alternative presented above does not include pedestrian signalized crossings at the University Drive intersection. A pedestrian signal crossing was added at each leg of the roundabout with pedestrian hybrid beacons placed on the approaches and departures of the intersection. The pedestrian crossing assumed a two-phase crossing with hybrid beacons placed at a minimum of 20' upstream or downstream of the roundabout and a minimum of 6' splitter islands used for pedestrian refuge. Figure 5 below shows the roundabout layout with the pedestrian crossing.

**Figure 5: Dual Southbound Lane Roundabout with Pedestrian Hybrid Beacon**



The pedestrian volumes used at the pedestrian hybrid beacons match the volumes shown in Table 2 above, matching US 63 and 10<sup>th</sup> and doubled in the 2040 scenario. These volumes are the same used in the signalized intersection analysis.

Tables 10-12 below show the results of the dual southbound lane roundabout with pedestrian hybrid beacon crossing analysis. The results show the level of service, roundabout approach queues, and roundabout departure queues. Only the PM peak hour was tested as this is the controlling peak period of the intersection.

**Table 10: Dual Southbound Lane Roundabout  
with Pedestrian Hybrid Beacon LOS Results**

Intersection Movement	2019 PM		2040 PM	
	Delay (s)	LOS	PM	PM
<b>University Drive &amp; US 63</b>	<b>14.2</b>	<b>B</b>	<b>18.6</b>	<b>C</b>
Northbound Left	4.5	A	6.9	A
Northbound Through	9.3	A	13.4	B
Northbound Right	7.5	A	12.5	B
Westbound Left	14.1	B	18.6	C
Westbound Through	11.9	B	18.0	C
Westbound Right	14.2	B	18.5	C
Southbound Left	4.5	A	8.6	A
Southbound Through	4.8	A	7.4	A
Southbound Right	4.4	A	7.8	A
Eastbound Left	4.8	A	8.1	A
Eastbound Through	3.6	A	6.1	A
Eastbound Right	3.1	A	4.2	A

Pedestrian volumes included

The addition of the pedestrian hybrid beacon maintained a LOS B in 2019 while the LOS in 2040 decreased from LOS B without the pedestrian crossing to a LOS C with the pedestrian crossing. Overall the intersection operates at acceptable LOS with and without the pedestrian crossing.

**Table 11: Dual Southbound Lane Roundabout  
with Pedestrian Hybrid Beacon Approach Queue Results**

Intersection Approach	2019 PM	2040 PM
Northbound Approach	<b>18.5 (284.8)</b>	<b>30 (319.9)</b>
Westbound Approach	3.5 (67.1)	5.5 (94)
Southbound Approach	6.2 (109.9)	10.1 (137.4)

Eastbound Approach	1.9 (70.2)	3.6 (85.8)
--------------------	------------	------------

Average (Maximum)

Pedestrian volumes included

The queues developed at the roundabout approaches are similar with and without the pedestrian crossing in both the 2019 and 2040 scenario. Queues are not anticipated to effect adjacent intersections.

**Table 12: Dual Southbound Lane Roundabout  
with Pedestrian Hybrid Beacon Departure Queue Results**

Intersection Movement	95 <sup>th</sup> Percentile	
	2019 PM	2040 PM
Southbound Departure	12.8	61.1
Eastbound Departure	0.0	33.1
Westbound Departure	1.8	41.0
Northbound Departure	<b>115.8</b>	<b>203.1</b>

Pedestrian volumes included

Table 12 shows the 95<sup>th</sup> percentile queue that represents the required crosswalk offset to allow adequate storage for vehicles exiting the roundabout as to not block the vehicles in the roundabout. The largest offset is required at the northbound departure with the queue exceeding 200'. Figure 6 below visually represents the storage distance required at each departure leg of the roundabout.

**Figure 6: Dual Southbound Lane Roundabout  
with Pedestrian Hybrid Beacon 95<sup>th</sup> Percentile Queue Lengths**



## 5.0 Survey Results

The proposed University Drive realignment project was identified in the Rolla Transportation Strategy that was adopted by Rolla City Council in 2015. The University Drive realignment project, including a new intersection near US 63 and 12<sup>th</sup> Street / Miner Circle, will provide a number of benefits including:

- Addressing the high number of incidents along US 63 by creating a safe and convenient environment for vehicles, bicyclists, and pedestrians
- Minimizing the number of pedestrian / vehicle conflict points along US 63

- Connecting I-44 and US 63 / Miner Circle to provide an improved gateway for the City, as well as improved access to the University and the Phelps Health Campus

This project, along with the other Move Rolla transportation projects, aims to improve the quality of life of all Rolla residents. This is achieved through the Move Rolla TDD goals to:

- Develop a safe and convenient transportation environment
- Promote alternative mobility choices
- Develop a transportation system that promotes economic opportunities
- Creates a sense of place

The Move Rolla TDD conducted a public online survey for the University Drive realignment project from October 7, 2019 through October 21, 2019. The purpose of the survey was to gather input from the public on the University Drive realignment to help develop a project that best meets the needs of the users. This information will aid in the comprehensive evaluation. Over the two-week period, **576 surveys** were completed by residents.

The survey was sent to the online database of those that have registered for the Move Rolla TDD newsletters through [www.moverollatdd.com](http://www.moverollatdd.com) which includes 252 contacts. The survey link was also sent via email to City elected officials, media contacts, and the database of Kingshighway property owners and business managers, about 240 email addresses.

Local media contacts helped promote the survey by providing the link on their website, social media, electronic newsletters, etc. The following outlets provided the survey link:

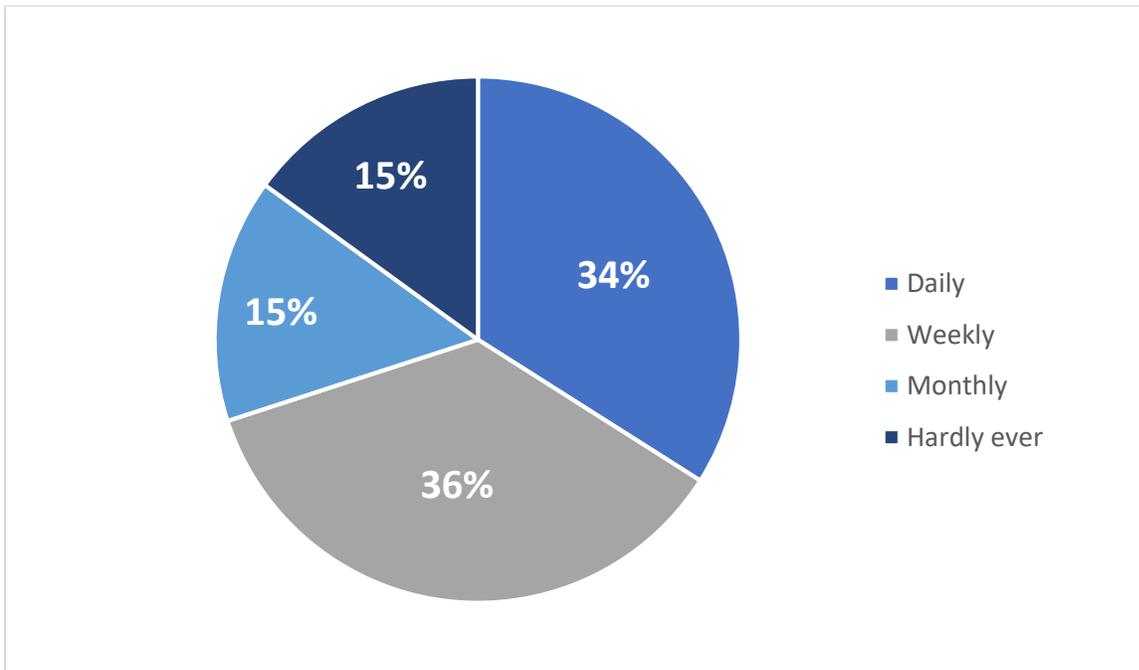
- The Rolla Daily News
- Phelps County Focus
- Missouri University of Science and Technology
- The City of Rolla

**Questions and Results**

Five questions were asked in the survey. Below is a summary of the results. The full results are located in the Appendix B.

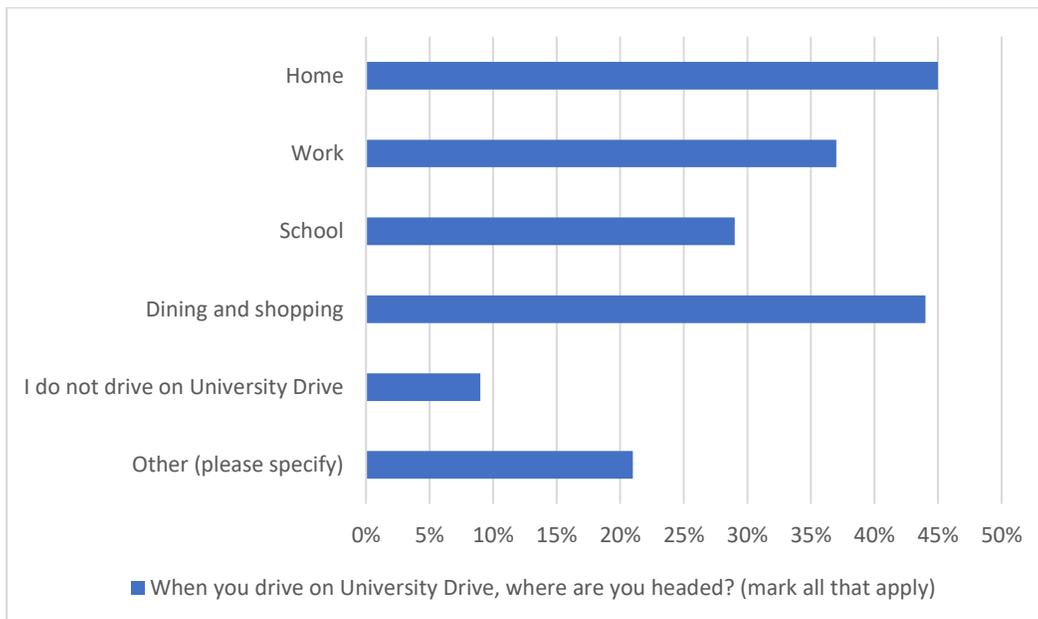
**Q1. How often do you drive on University Drive?**

When asked how often the respondents travel on University drive, 70 percent responded they drive the corridor at least weekly. Only 15 percent “hardly ever” drive the corridor.



**Q2. When you drive on University Drive, where are you headed? (mark all that apply)**

The main destinations when driving on University Drive are home, work and dining/shopping. Twenty one percent of respondents chose “Other”. Several of these individuals noted that their destination is I-44 and that is the easiest way to get to the interstate. Other places noted were the Hospital, church, and a friend’s home.



**Q3. When considering a new intersection, rank how you feel about the following items from most important (1) to least important (6):**

When asked to rank what is most important when considering a new intersection, “Driver Safety”, “Reduced Driver Delay”, and “Pedestrian/Cyclist Safety” were the top three choices and very similar in their average score. “Pedestrian/Cyclist Safety” had the most people rank this option as their number one answer with 33 percent and 19 percent as number two. Driver safety was ranked number one by 30 percent and second most important by 40 percent. Reduced Driver Delay was ranked number one by 22 percent, number two by 20 percent, and number three by 31 percent.

“Aesthetic Opportunity” and “Lower Travel Speeds” were very similar in ranking with five percent or less of respondents ranking these as their top priority. Eleven percent marked “Other” as most important. When asked to specify, the common comments included to increase parking, and increase convenience but there were also concerns about the effect on the existing neighborhood. Some participants do not understand the value in this project so selected “Other” as they did not want to select the listed factors.

Below is a table to indicated how each topic was rated.

	1 Most Important	2	3	4	5	6 Least Important
Driver Safety	30%	40%	13%	8%	5%	4%
Reduced Driver Delay	22%	20%	31%	16%	8%	4%
Aesthetic Opportunity	5%	9%	13%	28%	33%	12%
Lower Travel Speeds	3%	9%	17%	31%	31%	8%
Pedestrian / Cyclist Safety	33%	19%	20%	11%	9%	7%
Other	11%	2%	7%	5%	14%	61%

**Q4. The University Drive relocation will include a new intersection at University Drive/Miner Circle Drive and US 63/Bishop Avenue to help with traffic flow and safety. On a scale of 1 (hate them) to 5 (love them), how do you feel about:**

The University Drive relocation will include a new intersection at University Drive/Miner Circle Drive and US 63/Bishop Avenue to help with traffic flow and safety. Respondents were asked to rate how they feel about a traffic signal and roundabout at this location on a scale of 1 (hate them) to 5 (love them). Traffic signal ratings fell more neutral with 46 percent selecting a rating of 3. However, people feel more strongly, on both sides of the spectrum, with roundabouts. Twenty-five percent love roundabouts, 25 percent hate them. However, another 20 percent selected a rating of four, leaning towards a more favorable feeling about roundabouts. Below is a graphic showing full results.

	1 Hate them!	2	3 Neutral	4	5 Love them!
Traffic Signals	14%	10%	46%	17%	13%
Roundabouts	25%	12%	17%	20%	25%

**Q5. Do you want to provide additional comments?**

The last question was an open-ended comment section where respondents could provide additional comments. Over 250 individuals left comments. Common themes of the questions include:

- Concerns about roundabouts (approximately 50 comments)
- People do not want to see change (approximately 30)
- Concern about pedestrian safety and where students cross in this area (approximately 30)
- Concerns about cutting through a neighborhood and Taco Bell (approximately 30)
- Concerns about the money spent on this project (approximately 20)
- People want more parking in this area (approximately 20)

A full copy of the results is provided in the Appendix B.

**6.0 Conclusion**

Both a technical analysis and a public survey were performed to help identify the best intersection type near US 63/Bishop Avenue and Miner Circle/12<sup>th</sup> Street. To summarize

the results, Table 13 below contains a comprehensive evaluation matrix that compares the three different alternative scenarios. The table includes traffic operations, safety, gateway/aesthetics, mobility, and Complete Street criteria along with other related factors. The Complete Streets criteria is a strategy used by the City of Rolla to improve pedestrian and bike networks, achieve ADA compliance, and maintain existing pavements. Table 9 contains both quantitative and qualitative ratings. The table also includes a summary of the public survey.

**Table 13: Summary Evaluation Matrix**

	University Drive and 12 <sup>th</sup> Street / Miner Circle Alternatives		
	Alternative 1 Single SB Lane Double NB Lane Roundabout	Alternative 2 Partial Two-Lane Lane Roundabout	Alternative 3 Traffic Signal
<b>2040 Traffic</b>			
LOS <sup>1</sup>	D	<b>B</b>	C
Delay (sec) <sup>1</sup>	28.0	<b>14.9</b>	27.3
Vehicle Queues - Avg (Max.) (ft) <sup>2</sup>	161.4 (682) SB	<b>30 (320) NB<sup>3</sup></b>	54.8 (379) NB
<b>2040 Traffic Reserve Capacity<sup>4</sup></b>			
LOS <sup>1</sup>	F	<b>D</b>	<b>D</b>
Delay (sec) <sup>1</sup>	95.3	<b>27.5</b>	<b>36.1</b>
Vehicle Queues - Avg (Max.) (ft) <sup>2</sup>	740.8 (985) SB	<b>97.8 (336) NB<sup>3</sup></b>	<b>241.5 (617) NB<sup>3</sup></b>
<b>Safety</b>			
Traffic	<b>10 Conflict Points</b>	15 Conflict Points	32 Conflict Points
Pedestrian	No Protected Phase		<b>Protected Phase</b>
<b>Other</b>			
Construction Costs	Initially higher due to ROW/pavement		<b>Lower</b>
Operating Costs	<b>Minimal</b>		Medium
Gateway/Aesthetics	<b>Best</b>		Minimal
Mobility	<b>All movements served continuously 24-hours a day</b>		N/S served, then E/W served with some lost time between phases
Complete Street	<b>Better</b>		Yes
Public Survey	<b>45% were favorable</b> 37% less favorable 17% neutral		30% were favorable <b>24% less favorable</b> 46% were neutral.
<b>Move Rolla Goals</b>			
Develop a safe and convenient transportation environment	●	●	◐
Promote alternative mobility choices	◐	◐	●
Develop a transportation system that promotes economic opportunities	●	●	●
Creates a sense of place	●	●	◐

<sup>1</sup>2040 PM, <sup>2</sup>Worst intersection movement/approach in 2040 PM, <sup>3</sup>600' of storage NB from US 63 & 12<sup>th</sup> St/Miner Cir to US 63 & 10<sup>th</sup>

St., <sup>4</sup>2040 PM volume increased 25%

Only Alternative 3 included pedestrian volumes

## Traffic Analysis

The traffic analysis shows the dual southbound lane roundabout has the lowest delay and shortest vehicle queues. The single southbound lane roundabout traffic safety has 10 potential conflict points compared to 15 for the dual southbound lane roundabout and 32 points for the traffic signal. The traffic signal provides a protected phase for pedestrian crossings which would better address pedestrian safety and improved pedestrian access. The roundabouts would likely provide better aesthetics compared to a traffic signal. Furthermore, roundabouts would require drivers to slow down before entering the intersection, which addresses Complete Street goals for the corridor. When a pedestrian beacon is added to the roundabout for pedestrian crossing, an unreasonable northbound storage distance is required to avoid vehicles backing up into the roundabout.

## Roundabout Safety

As shown in Table 9 above, roundabouts are known to be safer for motorist than traffic signals. According to the *Evaluation of Roundabout Safety*, conducted in 2013, the following crash modification factors (CMFs) were determined for converting an intersection into a roundabout:

- Convert Intersection into Single-Lane Roundabout – *CMF# 4924*  
CMF Value = 0.64
- Convert Intersection into Multi-Lane Roundabout – *CMF# 4926*  
CMF Value = 1.062

The report indicates that a single lane roundabout is 36% safer than compared to a traffic signal. When comparing a single lane roundabout to a dual lane roundabout, the dual lane roundabout is anticipated to have 66% more crashes than compared to a single lane roundabout. The difference between CMF values for a single-lane and a multi-lane roundabout can be attributed to the increase in conflict points at a double lane roundabout due to merging.

Pedestrian safety at roundabouts was evaluated in the report, *Observational Analysis of Pedestrian, Bicyclist, and Motorist Behavior at Roundabouts in the United States, 2013*, in which interactions between motorist and pedestrians at roundabouts were studied. Conclusions from the report noted the overwhelming majority of roundabouts observed in the study showed very few problems for pedestrians and bicyclist, and the observed roundabouts reportedly performing very well from a safety perspective. Of the 769 pedestrian crossing events, there were no collisions and only four conflicts. Conflicts were defined as interaction between a pedestrian and a motorist where one of the parties had to suddenly change course or speed to avoid a collision.

## **Alternative 2 – Partial Two-Lane Roundabout compared to Alternative 3 Traffic Signal**

Below are some of the key take-a-ways regarding Alternative 2 and 3 compared to area goals.

- **Move Rolla Goals**

- The roundabout alternatives slightly outperformed the traffic signal for level of service, however, a pedestrian beacon in the northbound departure would need to be 200 feet of the northbound requiring pedestrians to cross at an unrealistic location.
- With a traffic signal, the existing speed limit on US 63 would be maintained; however, the roundabout would provide the opportunity to reduce the speed limit on US 63 in the vicinity of the intersection thus moving closer to a more pedestrian friendly complete street identified in the Move Rolla Strategy (2015).
- The Move Rolla Strategy identified US 63 to be converted over to the City from MoDOT to develop a more walkable corridor with less cut-through traffic. The roundabout alternative provides steps toward this goal more than a traffic signal.

- **University Goals**

- University's goals are to provide a gateway into the University, promote a complete street along Bishop Avenue and provide an additional pedestrian crossing of Bishop Avenue. Because the roundabout would require an unrealistic pedestrian crossing on the north side of the roundabout, a traffic signal provides a better alternative.

- **MoDOT Goals**

- The results of the traffic analysis showed that both a roundabout and traffic signal will provide acceptable operations in both existing 2019 and future 2040 analysis years during the AM and PM peak hours.
- Vehicle queues associated with a traffic signal and roundabout will not impact the adjacent intersections.

- **Survey Feedback**

When asked to rank what is most important when considering a new intersection, "Driver Safety", "Reduced Driver Delay" and "Pedestrian/Cyclist Safety" were the top three choices.

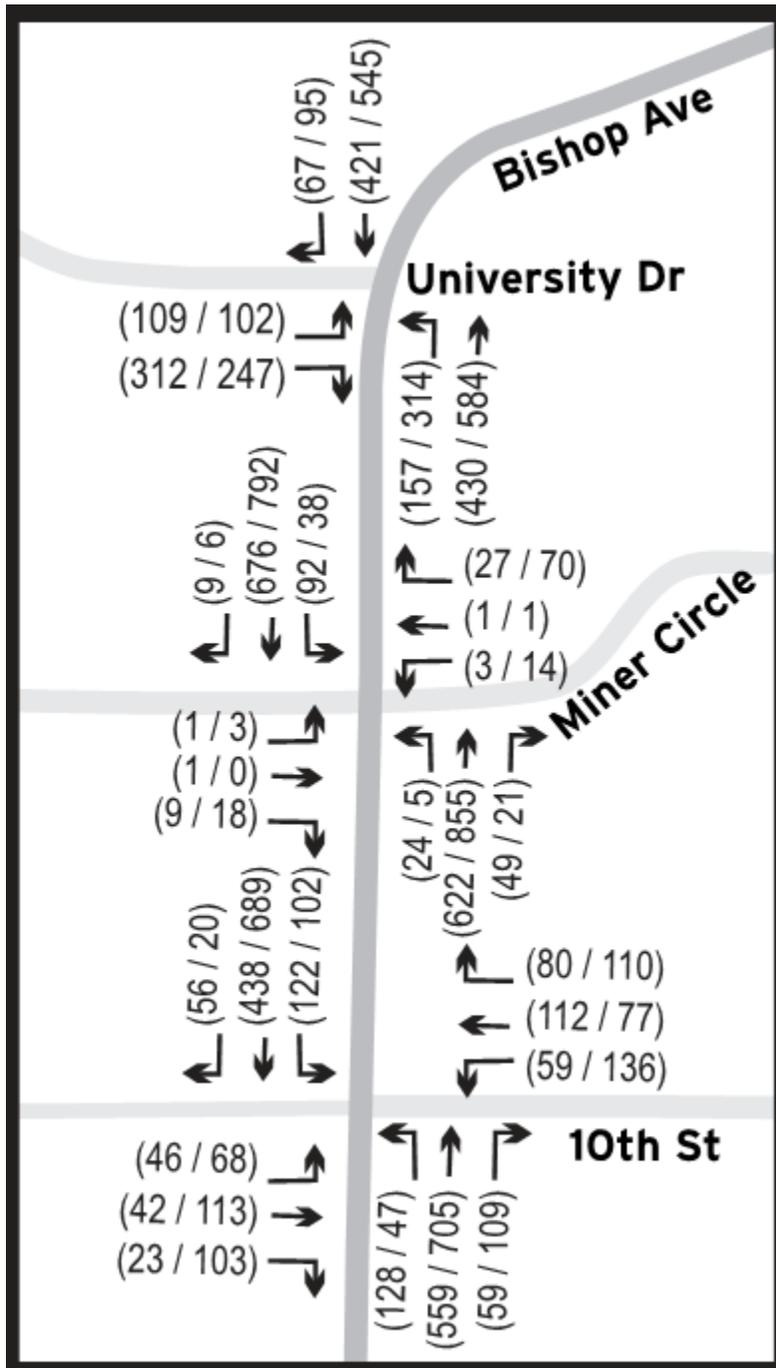
- The signalized alternative has four times as many conflict points as the roundabout, but it provides protected phases for pedestrian crossing.
- Pedestrian crossings at roundabouts are perceived to be less safe than at a protected signal however research regarding this showed no pedestrian collisions and only a few minor conflicts
- Survey respondent indicated that more people favor roundabouts than traffic signals and more people dislike roundabouts than traffic signals. In other words, more people have opinions about roundabouts than traffic signals.

## **Recommendation**

As a result of the comprehensive analysis a traffic signal is recommended for the intersection of the relocated University Drive and Miner Circle with US 63.

**Appendix A**  
**Turning Movement Volumes**

Exhibit A: 2019 Existing Turning Movement Volumes (AM/PM)



## Exhibit B: 2019 Relocated University Drive Turning Movement Volumes (AM/PM)

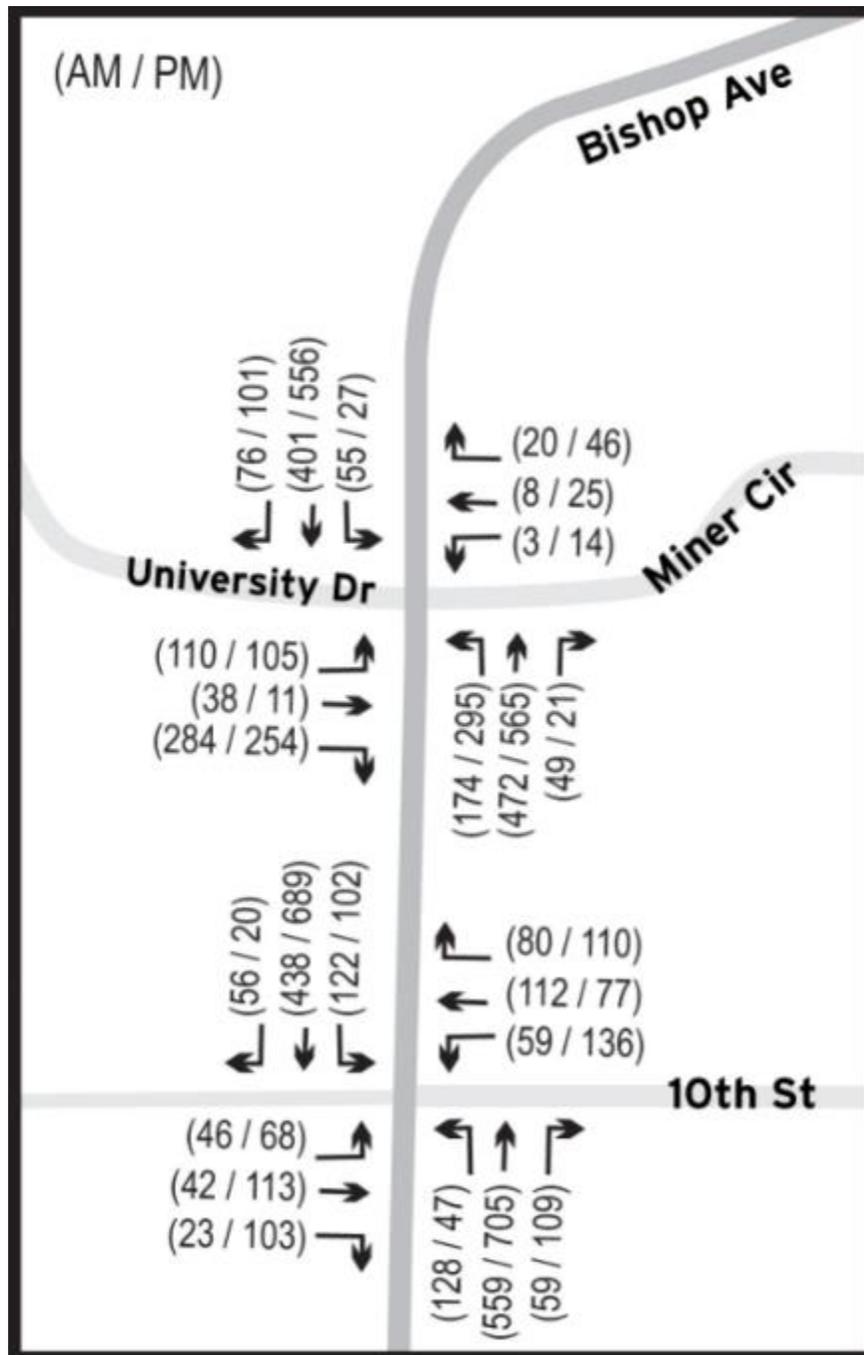
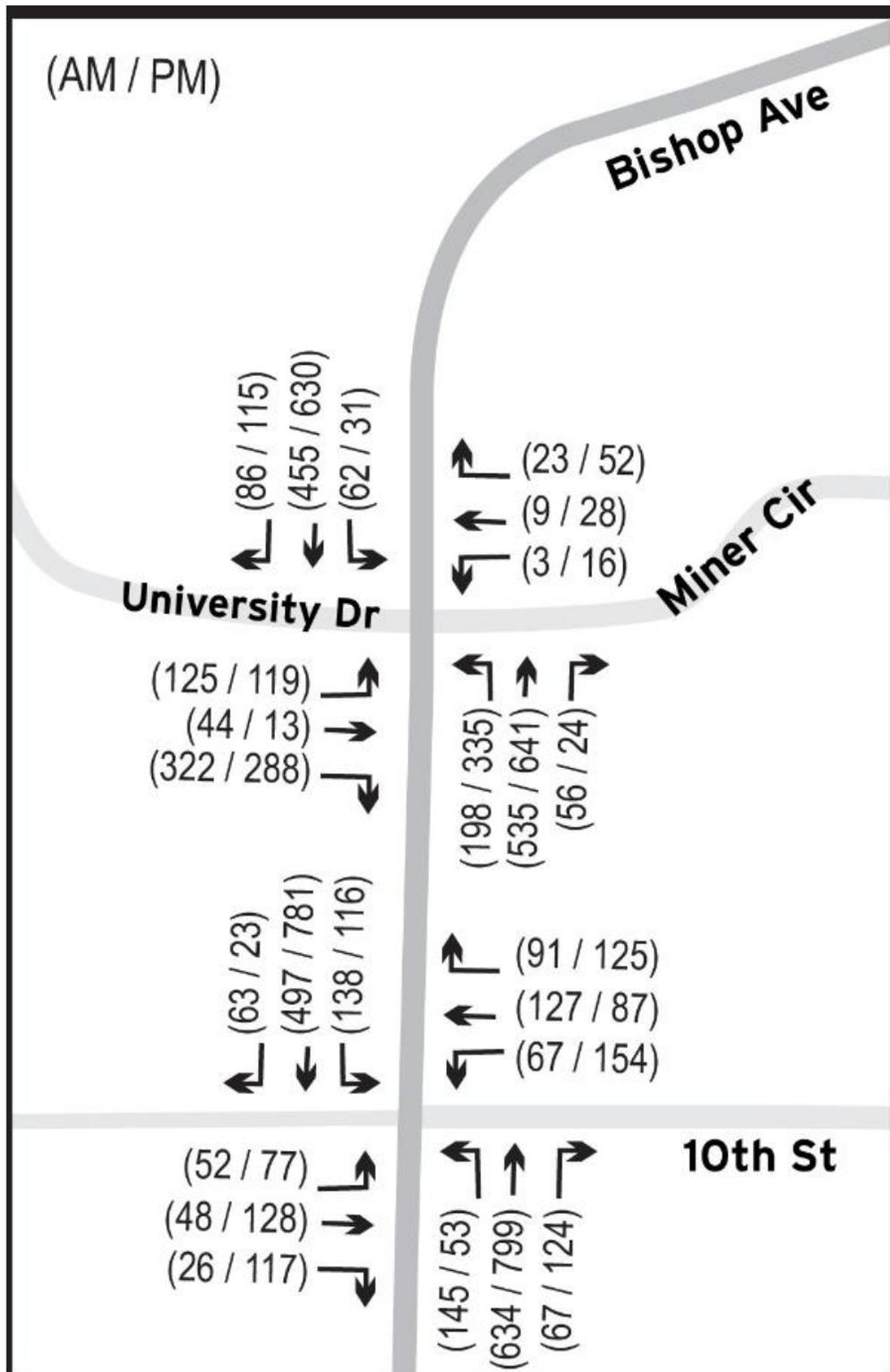
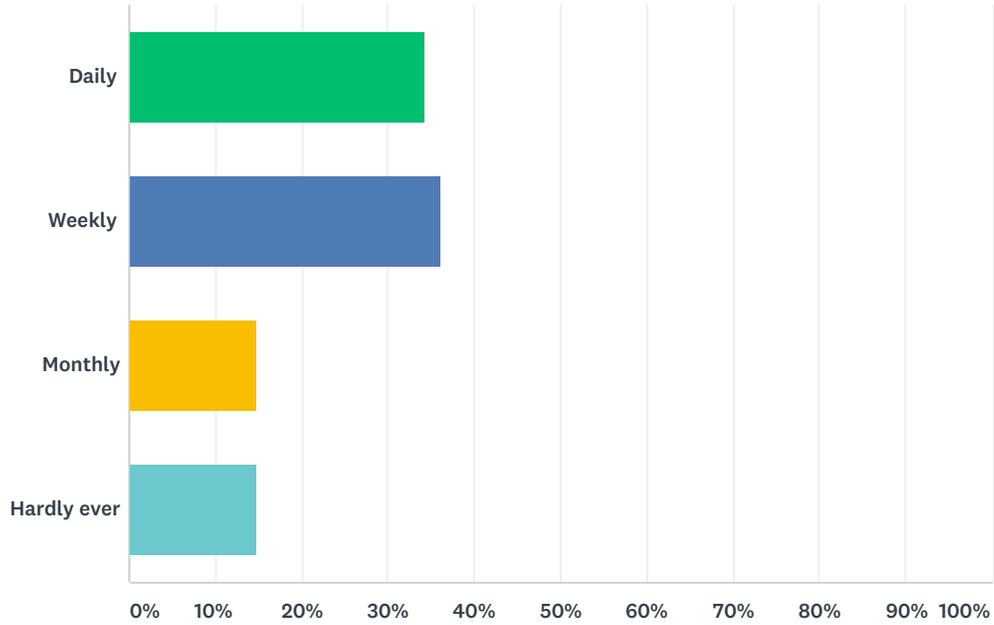


Exhibit C: 2040 Realigned University Drive Turning Movement Volumes (AM/PM)



# Q1 How often do you drive on University Drive?

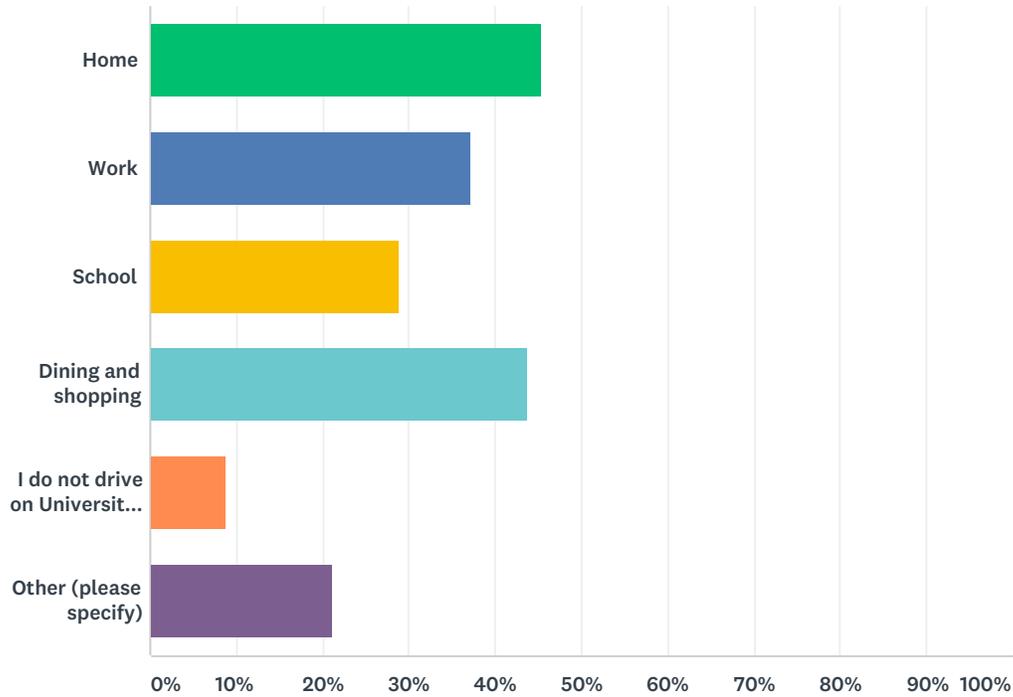
Answered: 573 Skipped: 3



ANSWER CHOICES	RESPONSES	
Daily	34.21%	196
Weekly	36.13%	207
Monthly	14.83%	85
Hardly ever	14.83%	85
TOTAL		573

## Q2 When you drive on University Drive, where are you headed? (mark all that apply)

Answered: 575 Skipped: 1



ANSWER CHOICES	RESPONSES
Home	45.39% 261
Work	37.22% 214
School	28.87% 166
Dining and shopping	43.83% 252
I do not drive on University Drive	8.70% 50
Other (please specify)	21.22% 122
Total Respondents: 575	

#	OTHER (PLEASE SPECIFY)	DATE
1	Highway patrol or if some I know lives out that way	10/22/2019 8:25 PM
2	Friends' Homes	10/21/2019 4:04 PM
3	Going to Phelps Health	10/18/2019 12:07 PM
4	Church	10/17/2019 9:11 PM
5	Generally to access the interstate and avoid the rest of bishop traffic lights	10/17/2019 4:36 PM
6	Mobil On the Run.	10/17/2019 4:19 PM
7	other	10/17/2019 3:09 PM
8	going to interstate	10/17/2019 2:45 PM

## Move Rolla

9	To and from my fraternity	10/17/2019 12:55 PM
10	audubon nature center	10/16/2019 2:42 PM
11	When I live in summer dorms at UC	10/15/2019 10:39 PM
12	Frat Partiez	10/15/2019 6:55 PM
13	Frats	10/15/2019 5:32 PM
14	Access to interstate travel	10/15/2019 5:12 PM
15	to and from interstate	10/15/2019 4:22 PM
16	Audubon Nature Center, fraternity benefit meal.	10/15/2019 2:23 PM
17	Quick access to I-44 and work related meetings	10/15/2019 11:58 AM
18	I 44	10/15/2019 11:49 AM
19	I-44	10/15/2019 10:49 AM
20	to/from highway E, Y, etc. or enter/exit I-44	10/15/2019 10:33 AM
21	I-44	10/15/2019 9:28 AM
22	Interstate access	10/14/2019 8:26 PM
23	Friends home	10/14/2019 7:51 PM
24	Friends, carpool	10/14/2019 1:27 PM
25	Friends' homes	10/14/2019 10:51 AM
26	Friends house	10/14/2019 10:33 AM
27	White column drive	10/14/2019 10:16 AM
28	recreation	10/14/2019 9:44 AM
29	Friend's houses	10/13/2019 11:47 PM
30	Personal	10/13/2019 5:51 PM
31	When I am leaving Rolla for the weekend.	10/13/2019 4:33 PM
32	Other fraternity houses or go south on 44	10/13/2019 4:32 PM
33	going to pcrmc	10/12/2019 6:30 PM
34	I - 44	10/12/2019 11:00 AM
35	44	10/12/2019 8:55 AM
36	For work	10/12/2019 4:52 AM
37	Visiting friends	10/11/2019 9:59 PM
38	A friends house	10/11/2019 9:12 PM
39	visiting friends	10/11/2019 7:23 PM
40	Returning from St. Louis	10/11/2019 6:00 PM
41	Social excursion	10/11/2019 5:25 PM
42	Fraternity Drive Intramural Fields	10/11/2019 4:36 PM
43	Visiting	10/11/2019 3:53 PM
44	Going to fraternity/campus housing	10/11/2019 3:39 PM
45	Fraternities, my friends houses	10/11/2019 3:19 PM
46	Only when there is a party down on fraternity road	10/11/2019 3:17 PM
47	I used to use it before to get to Riverways bank, shaman park, downtown, or to just get across town more easily	10/11/2019 10:38 AM
48	Access to Bishop Ave South from I-44 W	10/11/2019 2:52 AM

## Move Rolla

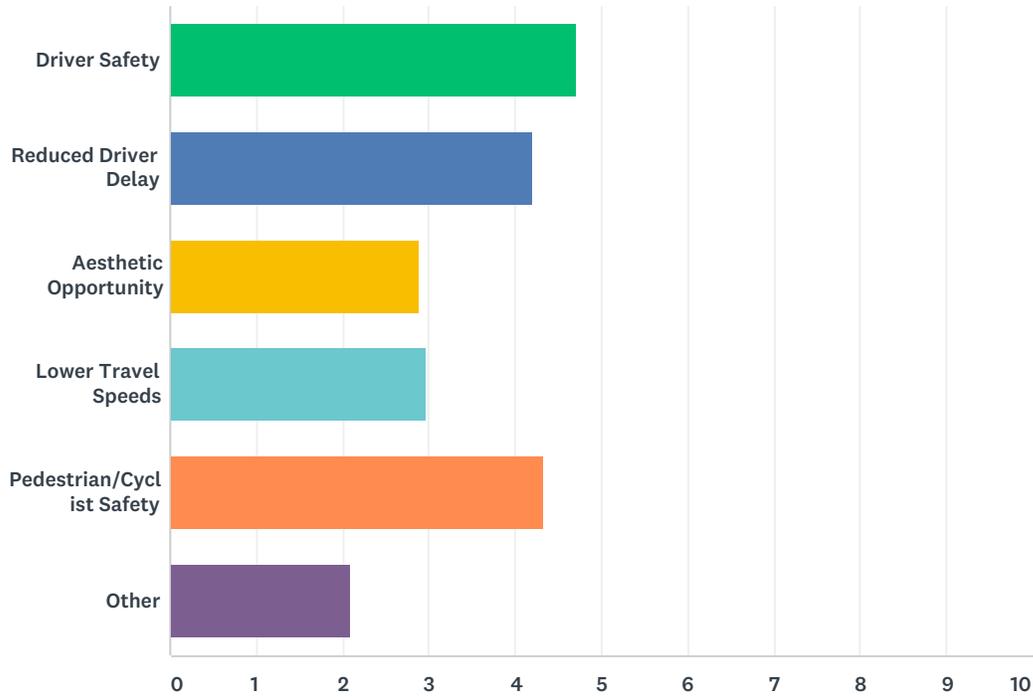
49	Clinics	10/10/2019 10:59 PM
50	Spending time with friends	10/10/2019 8:26 PM
51	Everywhere I go in town, this is the main road connecting where I live to Rolla.	10/10/2019 6:54 PM
52	Visiting friends, heading to St. Louis	10/10/2019 4:40 PM
53	Church	10/10/2019 3:00 PM
54	locations out Hwy E or onto I-44	10/10/2019 2:59 PM
55	Out of town	10/10/2019 2:52 PM
56	out of town	10/10/2019 2:47 PM
57	Phelps Health	10/10/2019 2:29 PM
58	Facilities Building, out of town	10/10/2019 2:28 PM
59	Hospital	10/10/2019 2:21 PM
60	Daily driving around town	10/10/2019 2:09 PM
61	access to I-44	10/10/2019 2:03 PM
62	I-44	10/10/2019 12:22 PM
63	Rolla Manor	10/9/2019 6:55 PM
64	Drop friend off	10/9/2019 2:28 PM
65	Hospital	10/9/2019 1:42 PM
66	Park Trails	10/9/2019 11:10 AM
67	Friends house	10/9/2019 9:57 AM
68	Parking lot H	10/9/2019 9:20 AM
69	Church	10/9/2019 8:32 AM
70	West on 44	10/9/2019 7:36 AM
71	EE specifically	10/9/2019 3:02 AM
72	Around	10/8/2019 11:24 PM
73	Joy rides	10/8/2019 10:15 PM
74	To the Interstate	10/8/2019 9:33 PM
75	Either toward fraternity row or toward St. louis	10/8/2019 9:27 PM
76	Friends	10/8/2019 9:03 PM
77	S&T PhyFac or HP office	10/8/2019 8:58 PM
78	Friends houses	10/8/2019 8:47 PM
79	church	10/8/2019 8:27 PM
80	Friend's house	10/8/2019 8:21 PM
81	Interstate. Typically only drive if I am going to waynesvill or st louis after work.	10/8/2019 8:21 PM
82	Miner Village	10/8/2019 8:20 PM
83	Faster access to I44	10/8/2019 8:18 PM
84	Audubon, I 44	10/8/2019 8:16 PM
85	Heading onto 44 when in town	10/8/2019 7:59 PM
86	Party or Randy's Roadkill	10/8/2019 7:58 PM
87	Friends homes	10/8/2019 7:55 PM
88	Just to get on the interstate easier vs. walnuts street up the roax	10/8/2019 7:30 PM
89	None of your damn business.	10/8/2019 6:26 PM

## Move Rolla

90	Hospital	10/8/2019 6:08 PM
91	My business	10/8/2019 5:39 PM
92	Highway E or I-44	10/8/2019 4:02 PM
93	Use it to get to 63 from i44	10/8/2019 2:33 PM
94	Church (Immanuel Lutheran on 10th street)	10/8/2019 1:40 PM
95	Highway	10/8/2019 1:36 PM
96	I-44	10/8/2019 1:24 PM
97	Medical, vehicle servicing, and shortcut	10/8/2019 1:09 PM
98	Usually either coming into Rolla or leaving Rolla	10/8/2019 11:47 AM
99	Around town	10/8/2019 10:35 AM
100	Mercy Medical	10/8/2019 10:18 AM
101	interstate access	10/8/2019 8:41 AM
102	Friends house	10/8/2019 7:19 AM
103	I-44	10/8/2019 7:14 AM
104	Interstate	10/8/2019 5:58 AM
105	Downtown area	10/8/2019 5:16 AM
106	I travel for work. HVAC	10/7/2019 11:40 PM
107	When I go to friends houses	10/7/2019 10:44 PM
108	Leaving town, visiting friend	10/7/2019 9:08 PM
109	Friends	10/7/2019 9:07 PM
110	To and from I-44	10/7/2019 8:39 PM
111	Miner Village, Fraternity Row	10/7/2019 7:51 PM
112	I patrol as an S&T police officer	10/7/2019 6:54 PM
113	Babysitters	10/7/2019 3:44 PM
114	My mom's house	10/7/2019 2:43 PM
115	Rolla Saddle club	10/7/2019 2:39 PM
116	Work related	10/7/2019 2:24 PM
117	Somewhere for work	10/7/2019 1:39 PM
118	Pick up milk from the goat farm out on highway Y	10/7/2019 1:27 PM
119	Visiting friends	10/7/2019 1:17 PM
120	To the Audubonne nature trail, hospital when coming from 1-44	10/7/2019 12:00 PM
121	Depends on where I'm going or coming from	10/7/2019 11:41 AM
122	Visiting others or campus general services	10/7/2019 11:04 AM

### Q3 When considering a new intersection, rank how you feel about the following items from most important (1) to least important (6):

Answered: 570 Skipped: 6



	1	2	3	4	5	6	TOTAL	SCORE
Driver Safety	29.89% 159	40.23% 214	12.78% 68	8.08% 43	5.26% 28	3.76% 20	532	4.70
Reduced Driver Delay	21.60% 116	20.11% 108	30.54% 164	15.83% 85	7.82% 42	4.10% 22	537	4.20
Aesthetic Opportunity	5.46% 29	8.66% 46	12.62% 67	27.50% 146	33.33% 177	12.43% 66	531	2.88
Lower Travel Speeds	3.15% 17	9.09% 49	17.25% 93	31.17% 168	31.17% 168	8.16% 44	539	2.97
Pedestrian/Cyclist Safety	33.39% 185	18.95% 105	19.86% 110	11.37% 63	9.21% 51	7.22% 40	554	4.34
Other	11.34% 45	2.02% 8	7.05% 28	4.53% 18	14.11% 56	60.96% 242	397	2.09

## Q4 If you selected "Other" as an important item when considering a new intersection, please specify.

Answered: 199 Skipped: 377

#	RESPONSES	DATE
1	I didn't	10/22/2019 8:25 PM
2	Walkable corridors	10/18/2019 12:25 PM
3	n/a	10/18/2019 7:11 AM
4	N/a	10/17/2019 4:45 PM
5	I like roundabouts	10/17/2019 4:36 PM
6	Overall convenience.	10/17/2019 4:19 PM
7	n/a	10/17/2019 2:33 PM
8	N/a	10/17/2019 2:20 PM
9	N/A	10/17/2019 2:20 PM
10	N/A	10/17/2019 12:55 PM
11	n/a	10/16/2019 4:21 PM
12	NO roundabouts!!!	10/16/2019 2:44 PM
13	Planning for high volume Highway 63 thru traffic to decrease congestion.	10/16/2019 2:33 PM
14	N/A	10/15/2019 10:39 PM
15	Reactive pedestrian signals	10/15/2019 6:55 PM
16	Connectivity of existing infrastructures with the new road; driving, walking, dorns, etc.	10/15/2019 5:12 PM
17	na	10/15/2019 4:22 PM
18	Need to reduce through truck traffic on highway 63. This is dangerous and unnecessary given the new 72 extension.	10/15/2019 11:58 AM
19	Relocate to safer location	10/15/2019 10:33 AM
20	To keep UMR wheels happy	10/15/2019 9:50 AM
21	NA	10/15/2019 9:26 AM
22	Traffic congestion	10/15/2019 9:24 AM
23	How stupid is it that city planners are wasting tax dollars for the hospital and university but then wanting a tax increase that they say will fund emergency services but will be used like they did the centre	10/14/2019 7:51 PM
24	N/a	10/14/2019 4:18 PM
25	The fact that you would be destroying several homes in the area is very detrimental to my decision. I personally know people with homes in the area. They would be forced out of their houses and they would be destroyed. Thats very emotionally and financially harming.	10/14/2019 1:02 PM
26	The displacement of people from their homes by the construction of such a new intersection	10/14/2019 10:51 AM
27	na	10/14/2019 10:41 AM
28	The amount of homes you are destroying	10/14/2019 10:16 AM
29	lower fuel consumption	10/14/2019 9:44 AM
30	Not moving people out of their homes for no reason.	10/14/2019 8:13 AM
31	;lj;nj;no	10/14/2019 2:50 AM

## Move Rolla

32	Making sure it's an intersection that the terrible drivers of Rolla will be able to navigate without crashing into me	10/14/2019 1:08 AM
33	Faster Driving Speeds & Taco Bell	10/13/2019 10:52 PM
34	N/A	10/13/2019 9:20 PM
35	Do not do this	10/13/2019 8:44 PM
36	I want to make sure that all intersections have a Taco bell adjacent to them.	10/13/2019 8:00 PM
37	Did not	10/13/2019 7:05 PM
38	Keeping Taco Bell where it is	10/13/2019 5:51 PM
39	N/A	10/13/2019 5:46 PM
40	Necessity.	10/13/2019 4:32 PM
41	destroying houses and restaurants	10/13/2019 4:31 PM
42	I don't want a new intersection. Changing the current road structure is a waste of funds. The university doesn't need a "grand" entrance.	10/13/2019 3:51 PM
43	This is stupid, wait of time and money.	10/12/2019 7:14 PM
44	that the city is wasting money catering to the college	10/12/2019 6:30 PM
45	Increasing speeds	10/12/2019 6:03 PM
46	Ease of way finding/navigation	10/12/2019 12:01 PM
47	All others are more important - nothing to add in "other"	10/12/2019 11:00 AM
48	Confused drivers when to many roads going to the same place.	10/12/2019 8:51 AM
49	Tax dollars	10/12/2019 6:27 AM
50	Needs to be a clean and clear flow of traffic with designated safety features to keep pedestrians and cyclists safe during the transition into and out of the travel paths of vehicles.	10/12/2019 5:53 AM
51	No more round about. People aren't smart enough to use them.	10/12/2019 12:19 AM
52	Cost	10/11/2019 10:58 PM
53	We don't need to waste money on something that's trivial. How about spend money on Fulton hall? Which is falling apart? Or EE? Which is also falling apart? Spend money on parking, which is always need because the parking police spend more time worrying about how cars park, instead of actual campus safety. Nobody cares about a road through campus.	10/11/2019 8:38 PM
54	Err	10/11/2019 7:38 PM
55	Losing my house	10/11/2019 7:30 PM
56	Displacement of people whose houses and property will be affected by the new roads.	10/11/2019 7:23 PM
57	The people that live in those homes already. University drive is fine as it is. There's multiple crosswalks for students to cross the road.	10/11/2019 7:13 PM
58	Wast of money	10/11/2019 6:48 PM
59	This intersection does not need to be considered traveling on the current route is safe and there is no need for change.	10/11/2019 6:01 PM
60	I believe that this road isn't necessary. As of now, the roads are fine and are efficient. The new roads would cause congestion and even more delay than the little delay we already have. The road would also hurt the community by tearing house down. This isn't the best look for a University, people would become angry and displeased how the school just overlooked the community.	10/11/2019 5:37 PM
61	Do not do this!!!	10/11/2019 5:16 PM
62	69	10/11/2019 5:12 PM
63	N/A	10/11/2019 5:01 PM
64	N/A	10/11/2019 4:42 PM

## Move Rolla

65	Getting rid of people's homes affects some people strongly and should be a major consideration. The new road would merely be of convenience rather than safety because it only reroutes some traffic while people will still use the old road.	10/11/2019 4:36 PM
66	ldk	10/11/2019 4:19 PM
67	I would rank the property rights of the current owners highest.	10/11/2019 4:13 PM
68	I didnt	10/11/2019 4:08 PM
69	Dont do it	10/11/2019 4:06 PM
70	Thee displacement of the people living in the homes and if they are compensated fairly.	10/11/2019 3:53 PM
71	Easy access	10/11/2019 3:50 PM
72	Community impact	10/11/2019 3:23 PM
73	I did not mark it as important	10/11/2019 3:23 PM
74	Surrounding property	10/11/2019 3:21 PM
75	Benefit to the university	10/11/2019 3:19 PM
76	N/a	10/11/2019 3:17 PM
77	N/A	10/11/2019 3:14 PM
78	There would be a lot of People who lose their homes through that route and could cause some students to drop the school due to not having anywhere to live	10/11/2019 3:13 PM
79	You will be tearing down homes, which is not helpful to the community.	10/11/2019 3:13 PM
80	Don't take away houses!!!!!!!	10/11/2019 2:01 PM
81	Cost and loss of housing in the area	10/11/2019 11:54 AM
82	I used it before the road was cut off but haven't since then because town inst connected	10/11/2019 10:38 AM
83	time it takes to get where I am going	10/11/2019 8:50 AM
84	Ease to access businesses.	10/11/2019 8:08 AM
85	n/a	10/11/2019 7:53 AM
86	Safety/Accessibility during ice storms.	10/10/2019 11:41 PM
87	N/A	10/10/2019 8:20 PM
88	N/A	10/10/2019 7:13 PM
89	I put other as a more important thing because everything else is not as important because this is bullshit	10/10/2019 6:37 PM
90	Not destroying the neighborhood and businesses in the path	10/10/2019 6:07 PM
91	None	10/10/2019 6:01 PM
92	Consider the people living in the area as this is their permanent residence and the inconvenience and heartache experienced when disturbing their home and the animals. I work for the transportation system, but one should not impose on someone's home for growth and aesthetic appeal.	10/10/2019 5:39 PM
93	Nothing	10/10/2019 4:40 PM
94	The affect it has on stakeholders	10/10/2019 4:31 PM
95	Increase speed limits	10/10/2019 3:55 PM
96	I did not select other.	10/10/2019 3:25 PM
97	Impact on wildlife and hazardous materials transportation.	10/10/2019 3:22 PM
98	Cost effectiveness. Will this change lead to real improvements in safety on I-63, or is it just a pretty change?	10/10/2019 2:47 PM
99	The homes that will be impacted. The new drive will take out some homes.	10/10/2019 2:39 PM

## Move Rolla

100	Eastbound drivers' north sight line at the 10th Street-Bishop Avenue intersection is extremely poor. The setback for the MS&T Kummer Design Center should be doubled.	10/10/2019 2:29 PM
101	Displacing homes and businesses already established in the new proposed route.	10/10/2019 2:09 PM
102	I think it is crazy to route the traffic through a neighborhood, doesn't make sense and I think pedestrian safety will be more of an issue with what is proposed.	10/10/2019 2:01 PM
103	only because it was #6	10/10/2019 12:22 PM
104	Higher speeds of travel	10/10/2019 9:58 AM
105	Parking!!	10/10/2019 7:12 AM
106	It's a waste of money and resources.	10/10/2019 5:44 AM
107	n/a	10/10/2019 1:17 AM
108	Easyiness of use	10/9/2019 9:37 PM
109	Ease of access to high traffic areas.	10/9/2019 8:07 PM
110	/	10/9/2019 4:31 PM
111	n/a	10/9/2019 1:57 PM
112	It does not create congestion during peak traffic	10/9/2019 1:57 PM
113	-	10/9/2019 12:09 PM
114	N/A	10/9/2019 10:27 AM
115	will it add more parking?	10/9/2019 10:16 AM
116	Saving the taxpayers money. Don't tear down homes people are currently living in. Don't remove parking for MST. Don't make 63 two lane. No more roundabouts, many can't figure out how to use them. Don't slow down traffic.	10/9/2019 5:59 AM
117	N/A	10/9/2019 5:42 AM
118	Functionality	10/9/2019 3:02 AM
119	It would displace a lot of people and businesses along that stretch, but it would also make free up some room along side the new road, where more parking for the university could possibly be. (maybe even a parking garage)	10/8/2019 11:52 PM
120	Pedestrian safety: get use a little sky walk way over 63 by the rec center	10/8/2019 11:24 PM
121	N/A	10/8/2019 10:44 PM
122	N A	10/8/2019 10:15 PM
123	N/A	10/8/2019 9:48 PM
124	na	10/8/2019 9:42 PM
125	If the University wants this for a new entrance to the campus open up 14th that is closed off in front of Havener center, Wow millions saved	10/8/2019 9:33 PM
126	N/a	10/8/2019 8:57 PM
127	Reduced congestion	10/8/2019 8:52 PM
128	Convenience	10/8/2019 8:50 PM
129	More parking spots	10/8/2019 8:20 PM
130	Roundabouts are fantastic!	10/8/2019 8:19 PM
131	Visibility	10/8/2019 8:16 PM
132	Taco bell is very important as it is one of the closest off campus options that has affordable convenient food options.	10/8/2019 8:04 PM
133	N/a	10/8/2019 8:01 PM
134	N/a	10/8/2019 7:55 PM
135	Considering the people who live around those areas	10/8/2019 7:30 PM

## Move Rolla

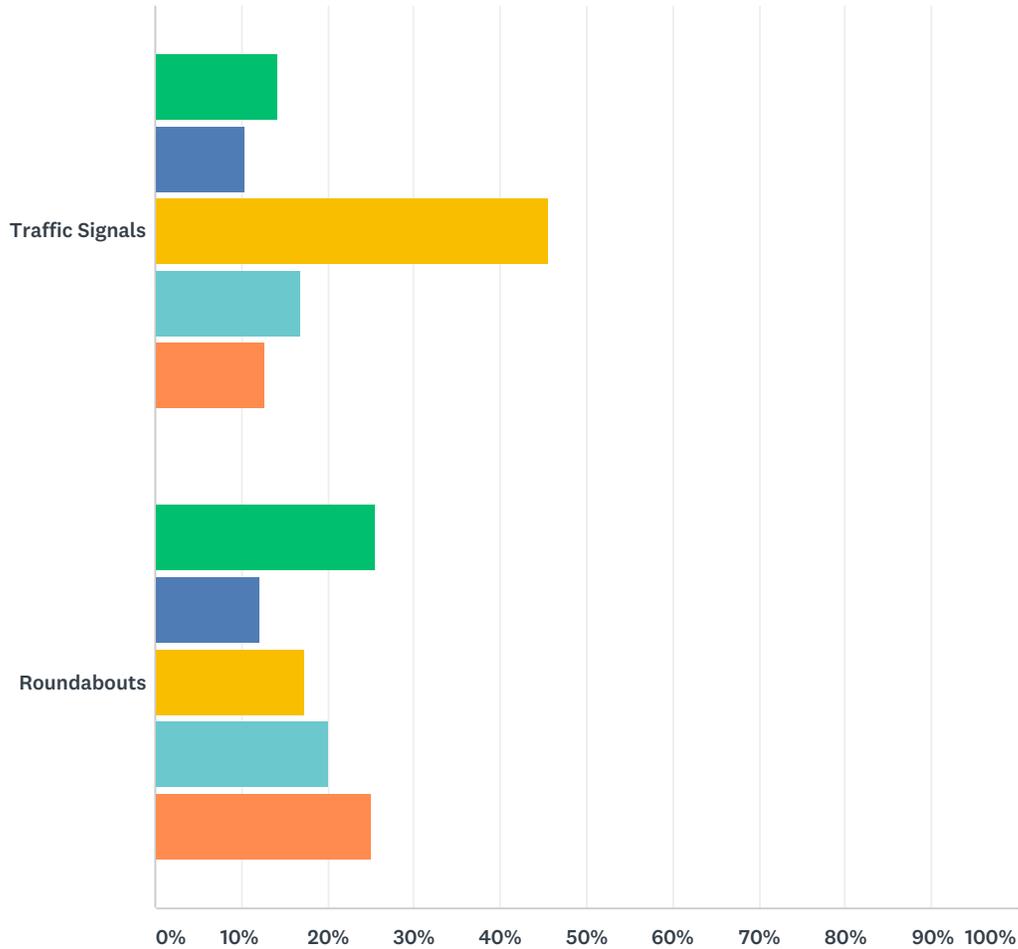
136	It needs to be safe and attractive	10/8/2019 7:16 PM
137	Disturbance of existing neighborhoods	10/8/2019 7:06 PM
138	The original route is fine! MS&T has already taken over too much of Rolla. Including destroying good, older homes that are part of the history of Rolla!	10/8/2019 6:26 PM
139	No more round a bouts, needs clean turn signals and Anes.	10/8/2019 6:17 PM
140	Stop jaywalking	10/8/2019 6:10 PM
141	No roundabouts!!! People have no idea what yield means. Polite way of saying the idiots have no idea how to use one. Very dangerous	10/8/2019 5:39 PM
142	Easy access to food establishments	10/8/2019 4:47 PM
143	safety for pedestrians	10/8/2019 3:53 PM
144	Improved traffic flow	10/8/2019 3:35 PM
145	Don't need to change it	10/8/2019 3:17 PM
146	Don't need any more intersections	10/8/2019 2:26 PM
147	Anything but a roundabout	10/8/2019 2:07 PM
148	I don't consider needing a new intersection at 63 and Miner Drive	10/8/2019 1:10 PM
149	NA	10/8/2019 1:09 PM
150	Crosswalk	10/8/2019 12:51 PM
151	Convenience	10/8/2019 12:49 PM
152	na	10/8/2019 12:22 PM
153	The impact of the intersection on the existing community.	10/8/2019 12:12 PM
154	Na	10/8/2019 11:51 AM
155	n/a	10/8/2019 11:47 AM
156	No new intersection. People live through there. Let's kick people out of their homes to make a new road. Great idea	10/8/2019 10:35 AM
157	I want to avoid the crosswalks from that parking lot. Poor kids get hurt there.	10/8/2019 10:18 AM
158	NA	10/8/2019 10:11 AM
159	Easier to get around rolla	10/8/2019 9:21 AM
160	.	10/8/2019 8:36 AM
161	traffic congestion	10/8/2019 7:14 AM
162	.	10/8/2019 6:55 AM
163	To make my daily travel easier	10/8/2019 6:17 AM
164	N/A	10/8/2019 5:58 AM
165	Reduce truck traffic	10/8/2019 5:16 AM
166	Leave it the way it is. Stop wasting money.	10/8/2019 3:23 AM
167	None just least important option	10/8/2019 1:03 AM
168	Waste of tax money unless making 63 North 2 way all the way to Phillip's 66. Tax payers dime doesn't need this extra funded project for the university and does not pertain to student/pedestrian safety since they can't figure out how to use the tunnels already enacted.	10/7/2019 11:40 PM
169	Put in 2 skywalks. Solves the student safety issue and driver delays	10/7/2019 11:39 PM
170	N/a	10/7/2019 9:45 PM
171	Relieve congestion on 63	10/7/2019 8:57 PM

## Move Rolla

172	Being able to turn left onto 63 from the redirected university drive. It can dangerous to try and turn left onto 63 from any of the side streets on the west side if 63. A stop light seems important At this new intersection.	10/7/2019 8:34 PM
173	Other was my least important choice.	10/7/2019 8:18 PM
174	Better signage; better driver & pedestrian visibility	10/7/2019 7:51 PM
175	A stop light. Its a huge section of roadway for the town and the university. Knowing how often vehicles entering and exiting campus using the middle turn lane is a big concern	10/7/2019 6:54 PM
176	NA	10/7/2019 6:21 PM
177	The effect on the existing infrastructure such as one of the nicer old neighborhoods in town.	10/7/2019 5:42 PM
178	How it affects my travel	10/7/2019 5:33 PM
179	Who's paying for this?	10/7/2019 4:40 PM
180	N/A	10/7/2019 4:30 PM
181	Good access to other nearby areas	10/7/2019 4:07 PM
182	Traffic congestion	10/7/2019 3:56 PM
183	NA	10/7/2019 3:52 PM
184	Overall safety	10/7/2019 3:49 PM
185	I'm concerned about the loss of older homes in the Powell Addition.	10/7/2019 3:48 PM
186	.	10/7/2019 3:35 PM
187	N/A	10/7/2019 3:10 PM
188	It is difficult to enter 63 from some of the side streets. 12th street being one. The food restaurants are very close to the road there (Huddle House) and the sight distance is limited.	10/7/2019 3:10 PM
189	na	10/7/2019 2:39 PM
190	N/A	10/7/2019 1:39 PM
191	Connectivity with other existing streets.	10/7/2019 1:12 PM
192	Beautification of the Rolla. It is about time for this town to modernize and present the community with a pleasing environment.	10/7/2019 11:59 AM
193	Getting truck traffic out of the city.	10/7/2019 11:58 AM
194	Co\$t\$ to Taxpayer\$	10/7/2019 11:24 AM
195	Walk over or walk under bridge	10/7/2019 11:19 AM
196	No	10/7/2019 11:18 AM
197	Signal Interaction: How long for lights to turn, and amount of left turn traffic.	10/7/2019 11:11 AM
198	I think we need to have a ramp traveling over hwy 63 and a cross walk/bike ramp also.	10/7/2019 11:10 AM
199	None	10/7/2019 11:04 AM

Q5 The University Drive relocation will include a new intersection at University Drive/Miner Circle Drive and US 63/Bishop Avenue to help with traffic flow and safety. On a scale of 1 (hate them) to 5 (love them), how do you feel about:

Answered: 571 Skipped: 5



■ Hate them! (1) 
 ■ (2) 
 ■ Neutral (3) 
 ■ (4) 
 ■ Love them! (5)

	HATE THEM! (1)	(2)	NEUTRAL (3)	(4)	LOVE THEM! (5)	TOTAL	WEIGHTED AVERAGE
Traffic Signals	14.23% 79	10.45% 58	45.59% 253	16.94% 94	12.79% 71	555	3.04
Roundabouts	25.44% 145	12.11% 69	17.37% 99	20.00% 114	25.09% 143	570	3.07

## Q6 Do you want to provide additional comments?

Answered: 304 Skipped: 272

#	RESPONSES	DATE
1	Just seems to me like this new roadway is only benefiting the college and doesn't benefit the motoring public. I hope this is not leading towards shutting HWY 63 down between IHOP and where Taco Bell is now.	10/23/2019 8:23 AM
2	How that going work with several traffic lights close together ie 10 and 63 and new one at 12 and 63 ? Seems silly	10/22/2019 8:25 PM
3	If a traffic light is implemented at the proposed new intersection, it is important that this light be fully actuated in order to best accommodate traffic demand coming out of Miner Circle. University Drive sees a lot of traffic from students during the course of a normal day, and the current traffic signal is not as efficient as could be due to pedestrian delay.	10/21/2019 4:30 PM
4	With the high traffic in pedestrians crossing from their [residential] homes and current roundabout, adding another roundabout will cause more delay. There should be careful considerations when adding traffic signals and roundabouts in this general vicinity.	10/21/2019 4:04 PM
5	This project would probably complicate the intersection there even more. Also, dont put a roundabout there...	10/19/2019 7:32 AM
6	This project is a waste of tax payer dollars. We need public transportation infrastructure, not more roads supporting commuting by automobile.	10/18/2019 12:25 PM
7	Roundabouts create more accidents. I have observed many pedestrians almost get hurt because no one has the right of way. It is hard for both driver and pedestrian to see all sides of the roundabout. I have observed many close calls for vehicles as no one has right of way and it is difficult to communicate with other drivers who should go. Either everyone is sitting waiting or everyone is trying to go at the same time creating near or active accidents.	10/18/2019 7:11 AM
8	Roundabouts have consistent travel times, but from my experience in Chicago, can back up significantly, and can be difficult to navigate when congested (if it's 2 lane roundabout). If there were an intersection like Vichy Road and 63 that had intelligent and fast-acting car sensors, I would be very pleased. It is honestly the best intersection in the whole town.	10/17/2019 8:11 PM
9	N/a	10/17/2019 4:45 PM
10	I would like to see a round about at the new intersection and an easier way for people to cross bishop from Missouri S&T to get to the restaurants on the other side.	10/17/2019 4:36 PM
11	I realize that the tunnel is in place under Bishop near University Drive, but if this isn't already being proposed, could there be a more improved way for pedestrians and bicyclists to safely cross; like a large bridge going over instead of under?	10/17/2019 4:19 PM
12	no	10/17/2019 2:45 PM
13	traffic signals are okay if working correctly- A lot of the traffic lights in Rolla, MO are not timed very well at all and or get stuck on a Red and never turns Green, causing drivers to have to switch lanes- which is NOT safe. LOTS of improvement could be made with the traffic flow- it's currently not laid out very well at all. need a by pass that will take you completely to the south end of town- out by Do Drop area.	10/17/2019 2:36 PM
14	no	10/17/2019 2:33 PM
15	If people use roundabouts properly it can speed up time but they aren't always used correctly and it takes forever to get through them.	10/17/2019 2:20 PM
16	No	10/17/2019 2:20 PM
17	Traffic lights suck. People also suck at using roundabouts	10/17/2019 12:55 PM
18	Faster Speed limit	10/16/2019 7:19 PM
19	n/a	10/16/2019 4:21 PM

## Move Rolla

20	Once people learn to use traffic circles then they are very efficient. I understand there is concern that pedestrian users have more issues at circles...making it less safe. And there was talk of not doing a circle here because of that. But isnt there also a safe underground pedestrian crossing that will be 2 blocks away.....wouldn't we just encourage that more?	10/16/2019 2:42 PM
21	Despite an under road pedestrian crossing, students still cross Highway 63 in traffic. Has their input been gathered on this project?	10/16/2019 2:33 PM
22	This is not a necessary, nor a practical, project. A skywalk over 63 would be a much better use of funding.	10/16/2019 12:50 PM
23	How much will this impact businesses that are currently in the area that the realignment is going thru.	10/15/2019 10:39 PM
24	I don't think this should go through because it would displace a lot of people and I would like more information on the capital plans after the construction is done.	10/15/2019 6:55 PM
25	Per roundabouts, while I personally love them, I am not sure having roundabout as a major highway thoroughfare is something I am fond of, having driven through roundabouts on highways and through cities in Europe.	10/15/2019 5:12 PM
26	Moving the alignment to or near 13th Street would dislocate fewer homes and businesses. A two-lane roundabout with Bishop (to be named Miner Circle) could have an asymmetrical entrance/exit into campus, if needed, south and adjacent to the historic Bureau of Mines building. Parking east of Bishop could replace where the drive is now. The current Miner Circle could be renamed University Drive or Miner Drive and straightened from Bishop to State Street.	10/15/2019 2:23 PM
27	Traffic lights are fine and would improve safety but roundabouts move the traffic well, provide more options to beautify the city and would reduce the semi-truck traffic on Bishop Avenue.	10/15/2019 11:58 AM
28	Please build it as a complete street for all users including bikes. Also could we start planning some bike path running parallel to I-44 providing connectivity to the nice new pedestrian/bike bridge at the Exit 185 interchange? Since there are no outer roads for cars, why not build multi-use path at least connecting exit 184 to 185 to the Vichy overpass and maybe even Exit 186.	10/15/2019 10:49 AM
29	How an a US highway be authorized to have a round-about installed? And if so, would like to see signs instructing the use of 'blinkers' (turn indicators) to improve efficiency.	10/15/2019 10:33 AM
30	A lot of people don't know how to drive around roundabouts but they seem to be more effective than traffic signals	10/15/2019 9:28 AM
31	Nope	10/15/2019 9:26 AM
32	they really add to a smoother transition once everyone understands how they work.	10/15/2019 9:04 AM
33	63 is far too slow and congested through the university area. Any improvements need to focus on a better flow of traffic from one end of town to another. A roundabout would be the absolute worst idea for a major highway and the only north-south route through town.	10/14/2019 8:26 PM
34	Stopping wasting tax payers dollars for bull crap and then we could fund emergency services like they should be	10/14/2019 7:51 PM
35	If the plan is to relocate all of the families living in that area, then this a ridiculous proposal. Not only will you have a lot of people upset, but this proposal looks like it would be more inefficient, if anything. Additionally, property value for any homes remaining will drop significantly. I would recommend looking into alternative proposals because this does not seem like a good plan in any sense.	10/14/2019 4:18 PM
36	Will the old road still be there? If so, I feel this will not do much more than frustrate drivers and pedestrians. If the new road completely replaces the old one then I feel it could be beneficial. I think the redesign is nice, but I'm not sure it's really necessary. I trust you have your reasons, and that those reasons are good ones! Maybe there could be an open forum for residents to explain to us exactly why this is needed and any other questions that can't really be explained in a website would be nice!!	10/14/2019 1:27 PM
37	Please do not do this. Its highly unnecessary and a waste of the money I provide to this school. What's wrong with the current drive? Absolutely nothing.	10/14/2019 1:02 PM
38	Deeply consider the financial impacts on families and persons with this new expansion. I'm not sure the convenience factor and differing traffic patterns will be worth such a large displacement.	10/14/2019 10:51 AM

## Move Rolla

39	I live out University Drive. I was almost hit head on by a truck driving the wrong way on the roundabout. I hit my brakes and did not enter the round about to avoid the accident. The truck was a MoDOT Truck. If they don't know how to drive on a round-a-bout we sure don't need more of them. At the round-a-bout by the shopping center where there are two round-a-bouts: I entered via the one closest to the shopping center. That puts me on the right of way since I was no longer entering the round-about. I was yelled at and cut in front of by a driver that fully believed they had the right of way. Round-a-bouts aren't really the issue - people not knowing how to drive on them is the issue. We've had them several years now and people should have adjusted but they haven't.	10/14/2019 10:41 AM
40	This is not a project that neither your staff nor students support, creating this realignment will create hardships with housing, financially, and create loads of stress. The only reason I've heard about it is because many people have reached out to ensure that campus knows this.	10/14/2019 10:16 AM
41	Roundabouts are fine in some places. An in-town intersection on a US highway that carries a lot of traffic, including trucks and pedestrians is not a place that makes sense. Traffic is constant, the most vulnerable users (pedestrians) will always be at a disadvantage.	10/14/2019 9:44 AM
42	Why does Campus need to take away neighborhood homes and turn them into a highway into Campus? University Dr. to Bishop to Tenth or Eleventh isn't that complicated. Anyone who can't figure it out probably shouldn't be on the campus anyway. Just because campus is in the middle of town doesn't mean we should bulldoze through people's houses because we want to be more accessible by the best-fit-curve of a road. Shouldn't our moral imperative be for the people of the city first, the environmental impact (pretty sure an unnecessary road is just that, unnecessary), and then after at least 10 other factors, the aesthetics and ease of use? In two years of living down University Dr / US-63 / I-44, I haven't seen a major incident occur. Pedestrians are smart enough to not run in front of moving vehicles. Drivers are kind enough to not smear pedestrians across the road. As a student and pedestrian, I do appreciate this kindness. Taking the pleasant neighborhood and ramming a highway through it will just create another busy road for students/families to have to navigate around. Not to mention a point of contention for all the houses and occupants that will have to be moved. Yet another move by the university and City that will benefit them, but not so much the people around them.	10/14/2019 8:42 AM
43	This is a waste of time. I think the general sentiment of the school, if that is who you're accommodating, is MORE PARKING	10/14/2019 8:22 AM
44	Don't make people move out of their homes.	10/14/2019 8:13 AM
45	Why not connect to 10th Street vs 12th Street? 10th Street is a state highway and has thru traffic. S&T Campus is a part but not the only componet to the community.	10/14/2019 2:50 AM
46	Taco Bell is integral to many student's daily meals as they provide quick and cheap food. Putting a road through Taco Bell and closing it indefinitely will be harmful to many students, especially those who cannot afford the universities expensive meal plans. The construction time this would take also means difficulty getting to and from the campus, no matter what detours are installed as a replacement.	10/13/2019 11:47 PM
47	Please don't let this shut down Taco Bell	10/13/2019 10:52 PM
48	Dont build it.	10/13/2019 9:26 PM
49	Don't take away taco bell	10/13/2019 9:20 PM
50	This is pointless. You will be destroying a neighborhood just to "Make a grand entrance". Rolla is as fancy as it can get and this won't make a difference at all. Do not do this	10/13/2019 8:44 PM
51	[insert old captain america from endgame] No, I don't think I will.	10/13/2019 8:00 PM
52	Doesn't seem like a bad idea. Less dark road crossing for the college kids to get hit by cars the better	10/13/2019 7:05 PM
53	No	10/13/2019 5:57 PM
54	Please don't get rid of Taco Bell, get rid of Hardy's or Huddle House	10/13/2019 5:51 PM
55	DONT TEAR DOWN TACO BELL	10/13/2019 5:50 PM
56	What will happen to the existing road? Will it remain?	10/13/2019 5:46 PM
57	I don't think this would completely fix any problems and would be a waste of money when this funding could go towards something more productive.	10/13/2019 5:30 PM

## Move Rolla

58	I do not feel that this "grand entrance" would be worth taking out all of these houses. That would be a major problem for many people living there and it does not seem worth it when you could just build something on University Drive as it is now.	10/13/2019 4:33 PM
59	This seems like a waste of time any money and I would rather those resources go to more important issues.	10/13/2019 4:32 PM
60	don't do this	10/13/2019 4:31 PM
61	Without knowing details related to number of lanes and how pedestrian will be addressed, this question is meaningless.	10/13/2019 3:51 PM
62	Personally, I think this is a bad idea since it will eliminate a large area of student and faculty housing and many of those people have nowhere else to go so they would basically be out of luck. I strongly think that this would be a major error by both the university and the city of Rolla	10/13/2019 2:56 PM
63	I think that University Drive is already one of our most aesthetically appealing roads.	10/13/2019 7:54 AM
64	Waste of money, if you want to waste of money on something, how about giving me a wood floor basketball court at the rec, or something that people may actually enjoy or care about.	10/12/2019 7:14 PM
65	saving the city and state millions of dollars by not moving forward with this plan. A parking structure would do the same thing without having to dislocate people and businesses.	10/12/2019 6:30 PM
66	There are too many semi-trucks that use university Drive and take way too long to get in and out of all of the other roundabouts in Rolla. It would be devastating to driving time by adding a round about.	10/12/2019 6:03 PM
67	Please don't do that roundabout...	10/12/2019 6:03 PM
68	this survey is extremely biased and this would be an unnecessary use of funds. I do not want my tuition going towards this .	10/12/2019 3:37 PM
69	Don't destroy people houses and spend my in a useful manner	10/12/2019 1:04 PM
70	No	10/12/2019 12:01 PM
71	People will eventually get used to roundabouts. They keep traffic flowing and any accidents are less severe	10/12/2019 11:00 AM
72	It would be nice to have a street map of what it will look like when the new University Dr. is completed. It's hard to imagine right now.	10/12/2019 8:55 AM
73	There is nothing wrong with the way it is now. It's fast, looks nice, and easy to maneuver. The new "Drive" will just cost a bunch of money for nothing. Just like the new redesign of 63 South and all of the expanded sidewalks through town. All of these changes are waste of time and money, when everything was in working order before. I'm all for fixing things that are broken, but when it's not broken, don't fix it!	10/12/2019 7:35 AM
74	The City of Rolla has never failed to waste tax dollars. Steve Hargis is not a smart man... Look at the mess he made of Fairgrounds Road.	10/12/2019 6:27 AM
75	Round abouts will become a welcome part of life as youngsters age and begin driving. People despise them now because they despise change. They make traffic flow much smoother.	10/12/2019 5:53 AM
76	Several years ago when UMR wanted 14th St. changed to University Dr. They said it was because after crossing Bishop Ave. (Hwy 63) it became an entryway into the campus. The City fell all over themselves granting this change. So what happened? Barricades were put up on the East side of Bishop so that there was no access into the campus. So now S&T wants changes made to this area. Why? Of course the City will fall all over themselves again to kiss the University's behind.	10/12/2019 2:29 AM

## Move Rolla

77	This is a very poorly thought out plan. Spending a significant amount of money for a small increase in convenience and safety makes me thinking the people/person who came up with this was looking for a problem where a problem did not exist. Destroying the neighborhood to the west of the university by running a street through it seems like a large cost for minimal benefit. Rolla already has 3 highway ramps to the highway and the University which already provide convenient and safe access to the university. An increase in infrastructure would only be warranted if there was a need for it. Displacing a large part of that neighborhood would be socially, financially, and morally irresponsible given the benefits of the project. It is usually the case that the eminent domain 'fair value' is never the fair value-it would most likely screw the property owners out of their wealth. Instead of spending money on problems that are minimal, either find more deserving projects or inform the public that their tax dollars are not needed and reduce tax rates. Rolla is already full of concrete, new roads, and new stores. Slowly getting rid of Rolla's hometown feel is only excelerated by projects like this.	10/11/2019 10:58 PM
78	Drivers are stupid about the circles... too many hesitate and have no idea how to properly use them. They'd be great IF everyone used them smoothly.	10/11/2019 9:59 PM
79	It seems a bit unnecessary for what it wants to accomplish	10/11/2019 9:39 PM
80	We don't need anymore roundabouts people don't even use the ones we have properly so please just don't.	10/11/2019 9:12 PM
81	Yeah, read the above comments and actually do something for the students for once. Take care of the people that actually pay to go here instead of those that might. Tired of spending time in run down classrooms while watching the university spend money on aesthetics.	10/11/2019 8:38 PM
82	This change is a long time coming. It makes sense to relocate where University Drive hits 63 since it no longer is a four-way intersection.	10/11/2019 7:40 PM
83	Don't put this in	10/11/2019 7:30 PM
84	If you're going to do a roundabout, don't do another terribly designed one. Find somebody who isn't an idiot to do it, by which I mean don't let anybody involved in the previous ones be involved.	10/11/2019 7:17 PM
85	N/a	10/11/2019 7:13 PM
86	To reiterate the adaption of this plan is unnecessary and a waste of university resources along with deteriorating our relationship with the residents of rolla through use of eminent domain to access the land for this project therefore this plan should not be implemented or executed in any version.	10/11/2019 6:01 PM
87	The road system already in place works perfectly fine, we could use the money for more important things. Such as funding for clubs and more academic help for students in need. The money could also go into scholarships and financial aid for the students in desperate aid.	10/11/2019 5:37 PM
88	In my driving experiences traffic circles are not utilized correctly by most drivers causing unnecessary delays in travel	10/11/2019 5:25 PM
89	Do not do this!!! There is no need!!!!	10/11/2019 5:16 PM
90	boobs, dont destroy lisa's house you communist fucks!	10/11/2019 5:12 PM
91	N/A	10/11/2019 5:01 PM
92	Most people coming from St. Louis don't even use university dr they get off the exit before on 63 so that would be a better place to make a main entrance	10/11/2019 5:00 PM
93	N/A	10/11/2019 4:42 PM
94	I think this would be a dumb waste of money	10/11/2019 4:39 PM
95	Much of the student body would prefer to see updates to building architecture rather than rerouting roads that won't provide much more safety than already provided. Please improve the environment on campus to provide a more appealing and less depressing campus.	10/11/2019 4:36 PM
96	I don't like the idea of this	10/11/2019 4:29 PM
97	please don't make a new entrance.	10/11/2019 4:22 PM
98	I think this is stupid and you should not more the road	10/11/2019 4:19 PM
99	Many houses would be destroyed in the realignment. The entrance is fine as it is.	10/11/2019 4:15 PM
100	Don't do it	10/11/2019 4:10 PM

## Move Rolla

101	I strongly oppose this. How dare you	10/11/2019 4:08 PM
102	Make it happen already!	10/11/2019 4:07 PM
103	Dont go though with this project. Its a waste of money and the construction is gonna delay everyone for months.	10/11/2019 4:06 PM
104	A key portion of this must be how people who live where the proposed road will go are taken care of. If they are forcibly relocated then they must be compensated accordingly. If they cannot be compensated fairly then the project should not go forward.	10/11/2019 3:53 PM
105	Do not build the new entry way because some people will lose their homes for it and that is not ethical.	10/11/2019 3:50 PM
106	I drive on University Drive multiple times a day because of where I live. This is a very busy entrance to town, and the quick flow of traffic would be my number one priority.	10/11/2019 3:48 PM
107	It will destroy people's homes and we could use money other ways that are more beneficial	10/11/2019 3:39 PM
108	I think that this project is a waste of tax payer dollars and university dollars. The people who's home you are demoliting will never be paid market value and this will do nothing to improve traffic. You are adding yet another stop light to 63 between two others that are only 4 blocks apart, why? What is to become of the old university drive? If it remains there what is the point of building this new road it will not improve safety unless the old route is removed.	10/11/2019 3:28 PM
109	We should not build this new intersection	10/11/2019 3:24 PM
110	You can't force people out of their homes, it will be a bad look for the university. It's not good PR for a university to force people out, especially not for a beautification project. And rather than waste money on this use it to take care of the homeless problem or do a better job teaching, or maybe even lower tuition.	10/11/2019 3:23 PM
111	I oppose this realignment.	10/11/2019 3:23 PM
112	Putting a new road expansion in a location where people currently live is a stupid idea.	10/11/2019 3:22 PM
113	I think it's fine how it is	10/11/2019 3:21 PM
114	You are gunna destroy several houses to put in this new road, this includes faculty, staff, and students of Missouri S&T. If this does go through MAJOR compensation should be paid to all that has to move out of their homes. Not just for the property but for the struggles of relocating as well.	10/11/2019 3:17 PM
115	Do not tear down peoples houses when people can turn right at the light.	10/11/2019 3:14 PM
116	While it would be nice the reroute is unnecessary and the funds could go toward more campus parking for students instead	10/11/2019 3:13 PM
117	Please do not go through with this. It is tearing down people's homes.	10/11/2019 3:13 PM
118	I think this is a terrible idea for the school. It will tear down several homes, creating a massive decide between the university and the local population of Rolla. Please reconsider this, I know some people who would be seriously hurt if this were to happen.	10/11/2019 3:12 PM
119	I do not approve of the changes that were proposed	10/11/2019 3:12 PM
120	I have had a hard time seeing pedestrians when there is excessive landscaping in the middle of the road, or trees/ornamental grass along the side. While I like an esthetic enhancement, sometimes it can cause problems.	10/11/2019 1:22 PM
121	Seems unnecessary	10/11/2019 11:54 AM
122	Please consider traffic going from 63 to forum drive	10/11/2019 10:38 AM
123	I see no need whatever for this project as shown in the drawing. i would suggest a tunnel or walk bridge to the parking area from university housing area across from the Havener center.	10/11/2019 9:53 AM
124	A round about if properly constructed is a great way for flowing traffic but most Rolla drivers are too stupid to know how to navigate one. A round about at that intersection would be suicidal	10/11/2019 8:50 AM
125	citizens of the area need to learn how to use the roundabouts.What are the laws ?	10/11/2019 8:46 AM
126	The driving circles in Rolla are not roundabouts. More accidents have happened on the driving circles since their inception.	10/11/2019 8:31 AM

## Move Rolla

127	Not a big fan of this proposal. I feel like it will just slow down 63 even more, make traffic in front of the fast food places more chaotic, and make it harder to access the university at miner circle.	10/11/2019 7:53 AM
128	We also need to explore expanding Route 63 to four lanes from the existing University Drive intersection to the I-44 interchange.	10/10/2019 11:41 PM
129	I personally do not against roundabouts in general. Experienced quite a lot roundabouts in Europe. The problem with the roundabouts in Rolla is that they are not built properly, huge, useless, and risky center island made by concrete. Roundabouts are not clearly marked. They just not built right here.	10/10/2019 10:59 PM
130	I do not mind if any fast food restaurants disappear. I would like more trees. I like wood.	10/10/2019 8:53 PM
131	I sure hope that we wont be losing any more parking space because we have so little as it is...	10/10/2019 8:26 PM
132	No	10/10/2019 8:20 PM
133	Don't move Taco Bell!!	10/10/2019 8:08 PM
134	no	10/10/2019 7:40 PM
135	Although roundabouts are efficient, there is too much traffic on Highway 63 to include one.	10/10/2019 7:13 PM
136	Pedestrian and cyclist safety is also a concern past University Drive on Highway E past the Highway Patrol. There are no sidewalks, but lots of students walking from apartments in the area. I have personally seen several near pedestrian/vehicle collisions. I understand this area is not part of this project, but this needs to be addressed before someone gets killed.	10/10/2019 6:54 PM
137	This shouldn't happen people living on the other side of the highway screwed and have to leave for classes 30 minutes earlier	10/10/2019 6:37 PM
138	Roundabouts are TERRIBLE for pedestrians	10/10/2019 6:07 PM
139	No	10/10/2019 6:01 PM
140	A roundabout would keep a continuous flow of traffic going and allow drivers on 63 to keep moving instead of being stuck at a light for minutes during rush times.	10/10/2019 5:57 PM
141	Please reconsider where you wish to place a roadway or roundabout. Consider he livelihood of people and what they call home. You would create more hardship for people than could be measured in your terms of progress.	10/10/2019 5:39 PM
142	Roundabouts do not work in high-traffic situations, which is what Hwy 63 is. A roundabout would not be a good idea even if there was a Hwy 63 bypass around Rolla. It is ludicrous to even think about it now.	10/10/2019 5:14 PM
143	Nope	10/10/2019 4:40 PM
144	No	10/10/2019 3:55 PM
145	If motorists understood how to use a roundabouts they would be great. A lot of drivers do not understand how to keep the traffic flow going in a roundabout and treat it more like a stop sign or abrupt yield.	10/10/2019 3:25 PM
146	How does this affect homeowners and business owners?	10/10/2019 3:22 PM
147	roundabouts need to be large enough that they are easy to navigate in and out vs small and requiring harder turns. I would suggest adding one on the south side of the overpass in the same manner as the north side like was done in Martin Springs Drive area. If you add one on Hwy 63 intersection then I would make the access on and off the street that leads to the residence halls (the old part of University Drive) a limited access only with no left turns. That would create a need to have another roundabout further north maybe a Vichy road which I find a troubling intersection. That way a person heading north on 63 can go to that roundabout to head south again to enter the old University Drive. Those wanting to head north on 63 off the old University Drive would turn right heading south and use that roundabout at 12th street to go back North. Else eliminate that intersection and have it be limited access from the new University Drive. Either way improvement to Vichy Road would be greatly appreciated!	10/10/2019 2:59 PM

## Move Rolla

148	Making Highway 63 one lane is regression, not progress. It will cause traffic to backup even more. If you put in a two lane roundabout, it will make crossing the road at that location impossible. Drivers will be trying to figure out which lane to be in and watching the traffic around them instead of watching for pedestrians. This will not stop jaywalking any more than the tunnel and two traffic signals do. A simpler solution to having a university entrance is to have university drive go directly across Highway 63 and dead end at the Havener Center parking lot. It would keep the pedestrian path to the Havener Center and be a lot cheaper.	10/10/2019 2:52 PM
149	Is this cost effective? Will it actually lead to an increase in driver safety? It won't solve the actual problem which is a major highway running through the business district of a small city. The 63/Bishop problem goes back 20+ years - I remember sitting in stand-still traffic driving thru Rolla in my teens. Will any real gains in safety be realized from this project, or is it just to look pretty?	10/10/2019 2:47 PM
150	Roundabouts are great if people know how to use them. Most people don't understand that it is a yield, not a stop. The idea is to keep the traffic flowing. However if they are not used correctly, they cause more issues.	10/10/2019 2:39 PM
151	This realignment will have little positive effect on the overcrowding of northbound Highway 63 traffic on North Bishop between University Drive and I-44 on most afternoons. Some part of the traffic that is heading for eastbound I-44 may be diverted (with proper new intersection design and signage), but the effect will be minimal; the new Highway 72 cutoff has not had much effect. In addition, the traffic flow on University Drive is not sufficient to justify such a major realignment, either. A roundabout at this intersection would increase driver confusion and decrease pedestrian safety, especially for through-town (non-local) and industrial traffic. Keep the more-familiar traffic light design. This is supported by continuing driver misinterpretation of the 2-into-1 merge northbound lane on Bishop Ave. next to Stonehenge, even with the new higher-visibility merge arrows on the pavement.	10/10/2019 2:29 PM
152	Roundabouts are much more efficient to handle traffic, but are a safety concern for cyclists and pedestrians. To make roundabouts more useful, there should be additional education towards the public. E.g. introduce the principles on how to drive on a roundabout (blink to the right when exiting). I think the Missouri code and driver's license education is lacking.	10/10/2019 2:26 PM
153	Please do not install roundabouts. Hate those!	10/10/2019 2:22 PM
154	I don't see what's wrong with the way it is now. What I do see is a lot of homes and businesses that will have to demolished, removed and set up else where.	10/10/2019 2:09 PM
155	A roundabout on 63 would greatly reduce traffic flow because we have a number of people passing through this town that will not know what to do. Just forget this bad, horrible idea	10/10/2019 2:08 PM
156	I think traffic signals look better and are easier to understand for the majority of drivers, and especially since this will be the entrance to the university, visitors having a familiar intersection will be beneficial.	10/10/2019 2:04 PM
157	I think a roundabout where US 63 and Bishop Avenue connect wouldn't work with the amount of traffic that goes through there. Otherwise, roundabouts are great.	10/10/2019 2:03 PM
158	Traffic circles should be used sparingly, primarily when more than two streets intersect.	10/10/2019 2:03 PM
159	I know you want big trucks to stay out of this area, but that will never happen, which is going to makes a major traffic jam. Trucker are unfamiliar with the new roundabout, etc. and will they fit. Will it be a real round about or a big circle? You have many people in Rolla who are not familiar with driving in roundabouts.	10/10/2019 2:02 PM
160	This is a great project that needs to be done. It will not only help with driver delay, but it will also help with driver blindness in the morning due to the morning sun and increase pedestrian safety around the residential halls. Drivers won't have to worry about pedestrians not paying attention and pedestrians will have the same benefit.	10/10/2019 2:01 PM
161	no thank you	10/10/2019 12:22 PM
162	RIP Taco Bell	10/10/2019 9:58 AM
163	keep it 4 lanes do not reduce to 2 lanes	10/10/2019 7:39 AM
164	I hope you have no thoughts of putting in another roundabout. Americans and specifically people in Rolla couldn't traverse a roundabout correctly even if you paid them. This city already has way too many roundabouts in some of the oddest and least sought after locations.	10/10/2019 5:44 AM
165	Waste of money and resources. Too much traffic on major US highway for a roundabout.	10/10/2019 1:17 AM

## Move Rolla

166	Nope	10/9/2019 9:37 PM
167	If you want bishop to have less traffic, route 63 around town. Moving university drive will not reduce traffic and will destroy more homes. It will also force the relocating of parking, which there is already a shortage of in this town. None of the information provide gives a good reason to move this road other than it will look nice.	10/9/2019 9:16 PM
168	The most important thing to me is that the changes make it safe and easy for all types of traffic including pedestrians and cyclists.	10/9/2019 8:07 PM
169	More lighting needed for pedestrians, because it is very hard to see them at night.	10/9/2019 6:55 PM
170	This is not a good spend of TDD Money. Please stop with the pet projects for the University and Hospital .	10/9/2019 4:31 PM
171	I don't understand how moving University Drive to intersect with Hwy 63 and Miner Circle is significantly different than the current intersection of University Drive and Hwy 63 at the Havener Center, since Miner Circle is essentially an internal S&T street. It seems to me that if this much money and disruption is being committed, moving the intersection to 11th or even 10th St. would provide greater benefit.	10/9/2019 1:57 PM
172	Rolla has made bad choices with roundabouts (esp. at 44 and Kingshighway/72 connector.) Also, the light at the new intersection of the 72 connector and old Kingshighway is poorly planned.)	10/9/2019 1:42 PM
173	Waste of time and money in my opinion. Also think the TDD is taxation without vote of the folks.	10/9/2019 1:01 PM
174	No	10/9/2019 12:09 PM
175	Please redirect semi traffic down 63 away from the university and surrounding business'	10/9/2019 10:27 AM
176	no	10/9/2019 10:16 AM
177	I find it hard to believe that the university is planning to remove so many homes and Taco Bell to enter behind the Campus Police building.	10/9/2019 10:15 AM
178	roundabouts are uncalled for in this little town. people get confused on them and older people and students get confused and make it harder for people to drive behind them . iv seen so many people drive on top of the things and go around and around on them that it hard for people to drive right	10/9/2019 9:30 AM
179	I don't think the new road should be connected to the university road by subway. There is so much traffic backed up there already, that's in the middle of all the lunch hour traffic, it was be a nightmare. What happens when the road moves? Will I have to go through an additional light, also wait for walkers, and all the fast food people, it will take a long time especially for people just turning on our small university road that no one really uses. Most people need more parking near pine street. University drive does not have very much parking and only with a pass. Put in a new road for easier ways to get from on side of campus to the other. Not the interstate to havener.	10/9/2019 9:20 AM
180	I feel the pedestrians safety would be greatly increased if they would stop running across 63 instead of going to a cross walk area. Police should start actually giving them tickets for jaywalking... Also, how are the semi's going to be able to travel through 63 efficiently when there is a roundabout? Already see them daily having to slowly traverse the other 3 roundabouts in town, which slows down all traffic and those do not have the semi traffic that 63 has.	10/9/2019 7:46 AM
181	A roundabout on 63 isn't the right move with amount of cars and semi trucks who are traveling on 63 and not turning on university dr	10/9/2019 7:36 AM
182	If the roundabouts were larger, I would be okay with them, but if you plan on installing a small one similar to the forum drive one, forget it.	10/9/2019 7:18 AM
183	Too much cutting through residential areas - find another way	10/9/2019 7:13 AM
184	Don't make 63 two lane all the way through Rolla. Four lane really needs to be expanded from the university to 44 towards Lowes. The money needs to be used for that, not slowing traffic down any more than it already is. Don't slow down traffic. Sometimes it's so bad that when I'm trying to turn left on to 63 from N Pine, I can't get though the green light because traffic is so backed up.	10/9/2019 5:59 AM
185	It takes long enough to travel this area now, and you intend to make it worse by introducing a who knows how many years long construction project. Go ahead and take away the welcoming small town feel by mimicking the big cities.	10/9/2019 5:48 AM
186	There is no need to change what is already in place.	10/9/2019 5:42 AM

## Move Rolla

187	No way this will help anything. Traffic on 63/bishop is already horrible because the city allows business to build so close to the roadway and not allowing full two lane. A 63 bypass is greatly needed. Not some stupid S&T project.	10/9/2019 4:20 AM
188	We need more student parking!!!! Please do not put a roundabout on 63!!!! There is way too much traffic, and way too many semi's. Also, dont get rid of Taco Bell!!	10/9/2019 3:02 AM
189	The idea of placing a roundabout on Bishop Avenue and/or reducing that area to two lanes is possibly the stupidest idea I have ever heard. This entire project is asinine. As a former graduate at University of Missouri-Rolla (the correct name for the university), it is embarrassing to have the school and city run by such apparent idiots.	10/9/2019 12:01 AM
190	Is what is currently University Dr. still going to be there? Because I think removing it and adding this road will mess up traffic even Korea's people have to go all the way down it to get to 63 only to go north again to where ever they were headed.	10/8/2019 11:52 PM
191	There are 4 roundabouts in this town. I drive through 3 of them on a daily basis and no one really knows how to use them.	10/8/2019 11:49 PM
192	Roundabouts are neat. A secondary tunnel near the roundabout would also be neat	10/8/2019 11:28 PM
193	Walk way over 63 by the rec center. Especially during the career fair day there is WAY too many people crossing that road	10/8/2019 11:24 PM
194	No	10/8/2019 10:44 PM
195	Stop tearing down people's houses. It's also a town, not just a college. If they choose to come to college here they obviously tour the college and town, they know what travel will be like. Stop catering to their wants and think of the people of rolla.	10/8/2019 10:15 PM
196	Hopefully some more parking.	10/8/2019 10:03 PM
197	I think this seems like a waste of money and effort. If anything, this road could cause more contact points between pedestrians and driver's. Also, this road is far too close to the current road leading from the 44 exit to university drive. I don't see it causing any substantial increases in efficiency or safety.	10/8/2019 9:45 PM
198	Adding a new intersection of some kind right in between two others is stupid. Rolla is not just the university and I dont think this change will be very well taken with the Rolla residents.	10/8/2019 9:43 PM
199	no u	10/8/2019 9:42 PM
200	University is going to get their way tearing down houses ruining a good neighborhood and parking lot in the process and then having to go a by more land to build another parking lot	10/8/2019 9:33 PM
201	People dont know how to drive on roundabouts. There would be fewer issues if officers would ticket jaywalkers.	10/8/2019 8:58 PM
202	I don't think it is fair to force people to leave their homes. I am sure they will not be properly compensated. Also I hate the idea of 63 eventually going from 5 lanes down to three to allow for a grand entrance to the university. I have lived here all of my life and shutting down that strip of 63 will hurt our economy. Have you seen all the traffic on a Friday...and then you want to bring it all down to 3 lanes. There are many people whose normal route to work and school will be hindered. I'm all about efficiency and this plan does not do that!! Yo me this is not improvement. If you are looking for the safety of the kids, build bridges/walkways over the road. You are all supposed to be engineers!	10/8/2019 8:57 PM
203	No	10/8/2019 8:52 PM
204	No	10/8/2019 8:50 PM
205	Fix your lives	10/8/2019 8:43 PM
206	I'm concerned that this project is going to destroy a lot of high-value and historically significant homes in the area. That neighborhood is arguably one of the nicest in the city limits and provides a lot of value to the community as a whole.	10/8/2019 8:27 PM
207	Roundabouts would not be bad if the Rolla PD would coach drivers not to stop when entering them unless other vehicles are already in the roundabout in close proximity. Too many people stop automatically, but they can be coached not to do so by the police. Statistically, roundabouts are safer, but not with the way Rolla drivers handle them.	10/8/2019 8:24 PM

## Move Rolla

208	As University Drive is relocated, a parking garage could be put in place of a parking lot. This would require some shifting of the budget, but would greatly enhance the student experience at Missouri S&T.	10/8/2019 8:23 PM
209	MST has huge problems with parking and this would take street space that many have to park in. Plus, this would eliminate a lot of near campus housing forcing some students to live farther away and make the parking worse, or force people to live on campus, where housing is expensive. Also, please don't add a roundabout. I've almost gotten hit by multiple people going the wrong way around one.	10/8/2019 8:21 PM
210	More parking spots for university students; wider underpass under N Bishop Ave	10/8/2019 8:20 PM
211	Add a parking garage. Seriously, as a resident and former student, there is not enough parking for students. I don't like how clogged the town gets during the day but the students have to alternatives. Add a parking garage next to the new Drive	10/8/2019 8:19 PM
212	Roundabouts at every intersection!	10/8/2019 8:19 PM
213	Rolla's traffic lights are always a pain point for me while driving through the city; it seems that no matter when I drive, what speed I drive, what direction I drive, I always hit at least half of the lights red. It feels like they aren't chained together or synchronized in any way.	10/8/2019 8:19 PM
214	Please give us parking space	10/8/2019 8:16 PM
215	If some of the empty space could be used for above ground parking facilities it would reduce congestion in the downtown area of Rolla	10/8/2019 8:07 PM
216	I want to cross the road safely	10/8/2019 8:07 PM
217	No	10/8/2019 8:01 PM
218	I think this is a great opportunity for collaboration between the City of Rolla and S&T! Hopefully, the space enclosed by the new road will leave plenty of room for a new parking garage, freeing up space in downtown Rolla.	10/8/2019 8:00 PM
219	Most people don't use the roundabout correctly and you get more stopped traffic when they are actually designed to help with traffic flow.	10/8/2019 7:55 PM
220	No	10/8/2019 7:55 PM
221	Rolla needs traffic improvement to balance 63 traffic, local traffic, and university activity but this is not a good answer to the problem	10/8/2019 7:43 PM
222	This would be nice	10/8/2019 7:30 PM
223	No.	10/8/2019 7:16 PM
224	I'm struggling to see a substantial increase in benefits for the general users of this road(particularly Hwy 63). There are 2 current crosswalks and a tunnel, if we still have 'issues' as the survey eludes to, how would we actually know that pedestrians would utilize the new crosswalks with less issues?	10/8/2019 7:06 PM
225	JUST LEAVE THINGS AS THEY ARE!!!	10/8/2019 6:26 PM
226	Find better things to spend money on, like getting industry and jobs in Rolla. Quit wasting money	10/8/2019 6:23 PM
227	While you are at it fix the funneling of highway 63 from 4 to 2 lanes at St Pats church. Rolla is a mess designed for disaster.	10/8/2019 6:17 PM
228	I heard MANY students are encouraged to cross with out being cautious of traffic, that they are told people Will stop if they walk, and I see evidence of this every day.	10/8/2019 6:10 PM
229	Leave the roads alone. Pave them and put up stop stop lights	10/8/2019 5:39 PM
230	Who is paying for this. The university creates the headaches let them absorb the cost	10/8/2019 4:47 PM
231	I am concerned for the amount of residential rentals that will be leveled. Students live in that area and park in that area.	10/8/2019 4:02 PM
232	There is no need for this from a pedestrian stand point as there is already a tunnel under 63. Most if not all pedestrian and bicycle traffic in this area is generated BY S&T therefore its their problem and THEY should pay for it rather than wasting tax dollars for it.	10/8/2019 3:35 PM

## Move Rolla

233	This new road system will be great! The students crossing on University Drive constantly holds up traffic turning onto university drive. Students walking on University Drive and Bishop is a huge problem. Many have come close to being hit.	10/8/2019 2:27 PM
234	Dont put a roundabout on one of the busiest intersections in town.	10/8/2019 2:07 PM
235	Rolla Needs a bus service to help students get to campus, folks get to the hospital, and folks to do shopping! Let's cut down on car traffic with a bus service!	10/8/2019 2:03 PM
236	I love roundabouts but most people in the United States seem to lose their minds when it comes to a roundabout. I think they are much better than a light.	10/8/2019 1:36 PM
237	Would be better to connect it to 10th street. The traffic coming out of the Miner Circle is very minimal compared to 63 and 10th. Adding another light in that small area along with business traffic will cause terrible congestion and frustration being stopped for 1 car to pull out of the university parking lot. This will funnel more traffic near the high foot traffic areas that don't have a over/under pass.	10/8/2019 1:24 PM
238	When I imagine a roundabout at 63 and Miner Drive i wonder if there is enough room to allow Semi traffic to use said roundabout? I wish people would use the tunnel from RC 1 towards campus 100% of the time.	10/8/2019 1:10 PM
239	I hate the idea of all of it.	10/8/2019 1:09 PM
240	I walk and I love having a lot of sidewalk	10/8/2019 12:51 PM
241	I would hate to see more houses torn down. Can exit 186 deficiencies be addressed before destroying more historic homes?	10/8/2019 12:49 PM
242	I'm tired of Rolla giving up more city streets to the university. I think it's fine the way it is.	10/8/2019 12:22 PM
243	There was a former champion tree in that neighborhood- I would hate to see it impacted by this addition. This area has a lot of great historic buildings, which is rare for our town. I would be interested in saving them, even if it meant moving the homes. We continue to tear down our history. I'm only 29 and I feel as if our town is disappearing for big box stores and roundabouts. Please consider the historical and societal value of the homes before removing them	10/8/2019 12:12 PM
244	No	10/8/2019 11:51 AM
245	An aesthetically pleasing arrival district to Missouri S&T is important for the campus as well as for the community. But most important is safety on Bishop Avenue as it intersects or runs parallel to the university.	10/8/2019 11:47 AM
246	This is a ridiculous solution. Why does the university trump the citizens of Rolla on everything. The university doesn't care about the citizens of Rolla.	10/8/2019 11:43 AM
247	A roundabout in the middle of HWY 63 would be a colossal mistake and create an unnecessary problem for regular HWY 63 traffic. It's a horrible, terrible, no-good, very bad plan that I oppose 100%	10/8/2019 11:37 AM
248	Please for the love of God, no more roundabouts. People already don't know how to use them.	10/8/2019 11:07 AM
249	I am extremely supportive of the plans you have been considering for the University Drive and US 63 intersections. I feel they are important to the overall well being and growth of the city as well as the MS&T. I would also like to see attention given to the on-ramp/off-ramp at I-44 that serve as the front door to the community from I-44.	10/8/2019 11:03 AM
250	Anything preventing students from jay walking straight out in front of my car would be awesome. Most will use the designated crossing areas but some seem to rebel against them and step right out into traffic while looking at their phones.	10/8/2019 10:36 AM
251	Prime example of the government abusing its power	10/8/2019 10:35 AM
252	Please do this in smaller sections as to not interfere too much with access to medical care. Thank you.	10/8/2019 10:18 AM
253	I like the idea of a bridge underneath the highway. If you could do that to the other side where the restaurants are, then people do not need to Wait on the traffic lights to get across the road	10/8/2019 10:11 AM
254	With the considerable amount of volume on US Hwy 63, the introduction or thought of a round about is absurd. OTR Drivers with large trailers would cause significant delays and hazards in the roundabout. Rolla is getting too "Roundabout" happy and should focus on traditional proven methods of traffic control (ie: Traffic Signals, Signs, etc)	10/8/2019 8:57 AM

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255	How will this affect access to parking at the dorms? It's going to change access to the fast food on the west side of Bishop avenue to left-hand turns.	10/8/2019 8:41 AM
256	.	10/8/2019 8:36 AM
257	no	10/8/2019 7:14 AM
258	Waste if money at this location	10/8/2019 6:53 AM
259	No more roundabouts!!!!	10/8/2019 6:17 AM
260	No	10/8/2019 5:58 AM
261	Round abouts can be confusing, unsafe and inappropriate for pedestrian and bike traffic so may not be appropriate for this.	10/8/2019 5:16 AM
262	Skywalks instead of crosswalks or tunnels to avoid pedestrian injuries and improve traffic movement	10/8/2019 3:56 AM
263	Leave the road the way it is	10/8/2019 3:23 AM
264	Anything that helps university students to stop walking across 63 at random areas is an improvement.	10/8/2019 1:03 AM
265	Don't waste money... The only way for the citizens to benefit also from this other than just the university would be to make 63 two lane. Complete failure to do so will cause more traffic backup far worse than it already is. As this road cant handle the traffic already. Only the college is benefiting from this. And that is wrong.	10/7/2019 11:40 PM
266	Seems students are more important than citizens that have lived here all their lives. SKYWALKS!	10/7/2019 11:39 PM
267	This road seems like a sole benefit of the University and shouldn't receive any help from Rolla. I don't see any valid reasons to force people out of their homes just so a new road can be put in, it's the Highway 72 extension scenario but a whole lot less useful for the town.	10/7/2019 11:04 PM
268	No	10/7/2019 9:45 PM
269	University should fund it	10/7/2019 8:57 PM
270	Improve what is there bigger is not always better	10/7/2019 8:39 PM
271	I'm hopeful this will coincide with making hwy 63 more pedestrian friendly. So many students and campus folks play frogger across 63 to visit the restaurants and/or go to their parked car or housing.	10/7/2019 8:34 PM
272	No	10/7/2019 8:18 PM
273	The backup from university dr to walnut street due to one lane needs to be addressed. Bottle necking two lanes of traffic into one then back into two lanes doesn't make sense. Moving university dr will not fix that problem.	10/7/2019 8:00 PM
274	A roundabout would be able to calm traffic in the intersection of University Dr and N Bishop Ave. N Bishop Ave is currently dangerous with so many trucks during peak hour and the current underpass is too narrow for pedestrians and bicycles to safely cross N Bishop Ave. The underpass needs to be widened and relocated to accommodate high pedestrian and bicycle traffic crossing N Bishop Ave.	10/7/2019 7:51 PM
275	Please consider how well traffic will flow especially during rush hour traffic	10/7/2019 6:54 PM
276	No one will like the roundabout in the middle of the highway. It will be the most expedient option, however. You need to move forward quickly with the 63 bypass via 44	10/7/2019 6:29 PM
277	It seems to me that adding more lanes on 63 north between the Havener Center and the interstate would be of more use than realigning Hwy E/Miner Circle (or whatever it's called).	10/7/2019 6:23 PM
278	Roundabouts are efficient, but many people in the area do not know how to use them properly. Also, having a traffic light can at least provide some indication of when pedestrians can cross.	10/7/2019 6:21 PM
279	The hospital is already gobbling up this neighborhood and now you want to route a street though the middle of it? I am decidedly against it.	10/7/2019 5:42 PM
280	No	10/7/2019 5:18 PM
281	Roundabouts function great with the proper design and at the right location. Seems like a lot of traffic on Hwy 73 for a roundabout.	10/7/2019 4:40 PM

## Move Rolla

282	The university doesn't pay taxes. Why are we paying for this?	10/7/2019 4:40 PM
283	I think University Drive next to the the Havener Center should be open to vehicle traffic, so that people with disabilities can be driven up to access the Havener Center there where there is short ramp walkway into the Havener Center.	10/7/2019 4:07 PM
284	NA	10/7/2019 3:52 PM
285	N/a	10/7/2019 3:49 PM
286	Please avoid destroying a historic neighborhood.	10/7/2019 3:48 PM
287	I believe traffic signals are probably safer when considering foot traffic, bicycles and the car traffic that will be on the University Drive location. Roundabouts are more aesthetically pleasing. They work if everyone does what they are supposed to.	10/7/2019 3:12 PM
288	No	10/7/2019 3:10 PM
289	If there is a roundabout included, it needs to be large enough to handle all vehicles. It also needs to be signed and divided appropriately to handle the multiple lanes of traffic. Roundabouts with multiple lanes can be very dangerous if not done properly.	10/7/2019 3:10 PM
290	no	10/7/2019 2:39 PM
291	Please no more roundabouts. They are not properly used and slow traffic because of it. They are good in theory just like zipper merging but do not work well in practice.	10/7/2019 2:13 PM
292	It would be great to have better access to the hospital - as it is, it feels tucked away behind residential roads and neighborhoods. Right now, I don't use University drive as my main interstate access to Rolla because it isn't a convenient connection to the rest of the city - I'm excited for the improvements.	10/7/2019 1:46 PM
293	Rolla needs this to assist with our growth	10/7/2019 1:45 PM
294	Need to first define the planned "Road Diet" for Bishop. Only a single-lane roundabout is needed if Bishop is narrowed to only two vehicle lanes.	10/7/2019 1:12 PM
295	I think it is a waste of taxpayer money to reroute University Drive just so the University has a "nicer" entrance.	10/7/2019 12:51 PM
296	Approach grades should be improved at the on/off ramp intersection east of the overpass over I-44. Also please consider expanding the project to include improving/fixing the road-to-bridge transition on the east side of the I-44 overpass as well as include aesthetic improvements to the overpass itself. This would help give a great first impression for interstate travelers and prospective students visiting Rolla.	10/7/2019 12:42 PM
297	A lot of people either do not care or do not understand a roundabout thus causing confusion. I have had several close calls at the one on 18th street where I am actually in the roundabout and someone pulls out just in front of me without yielding and I have had to slam on my brakes. Not so much at the ones at the 184 exit because I do not use it as much. The occasional times I use the 185 exit there is not that much traffic so I do not usually have any problems with it. Both the 184 and 185 roundabouts I use rarely but I do use the 18th street one on a daily basis.	10/7/2019 12:00 PM
298	why was the scale switched from 5 being the worst to 5 being the best on the last question? Confusing and I hope you will get accurate responses.	10/7/2019 11:59 AM
299	I don't think the city has considered if and when I-44 is shut down where and how will traffic be dealt with	10/7/2019 11:41 AM
300	nupe	10/7/2019 11:24 AM
301	with the volume of pedestrian, students needs to learn not to run across 63. the city has spent a lot of money on crosswalks and the students need to use them	10/7/2019 11:19 AM
302	No	10/7/2019 11:18 AM
303	Please!!! Do not put a roundabout on Hwy 63!	10/7/2019 11:11 AM
304	We need to have a ramp going over hwy 63 so students/ staff vehicles can safely move from the university side to the restaurant side and the hwy	10/7/2019 11:10 AM