

**ROLLA CITY SPECIAL COUNCIL WORKSHOP MINUTES  
MAJOR TRANSPORTATION PLANNING  
MONDAY, OCTOBER 12, 2015; 5:30 P.M.  
ROLLA CITY HALL COUNCIL CHAMBERS  
901 NORTH ELM STREET**

**Presiding:** Mayor Louis J. Magdits, IV

**Council Members in Attendance:** Jonathan Hines, Matthew Crowell, Matthew Miller, Kelly Long, Susan J. Eudaly, Don Morris, John Meusch, Jim Williams, Steven Jung, and Walt Bowe

**Council Members Absent:** Monty Jordan and Brian Woolley

**Department Directors in Attendance:** Public Works Director Steve Hargis

**Other City Officials in Attendance:** City Administrator John Butz and City Clerk Carol Daniels

**A. Welcome/Introductions:** Mayor Louis J. Magdits, IV called the special Major Transportation Planning Workshop to order at approximately 5:33 p.m. and welcomed and thanked everyone for attending, which includes the three Phelps County Commissioners and representation from various stakeholders as well as concerned citizens and residents from the Bluebird/Vista Drive/Hyer Court neighborhood.

Mayor Magdits pointed out the Missouri University of Science and Technology, and the Phelps County Regional Medical Center have grown as well as the general growth of the city. Some of the city's corridors are now over capacity, i.e. Bishop and Kingshighway, the north part of Highway 63 and as the Rolla West area develops, it will only tax that system even more. He noted that eventually the Westside Marketplace is going to need some more infrastructure. Mayor Magdits stated the City has been actively discussing and planning Rolla West since 2007. In April 2014, the City received a proposal from UTW for a retail project with an estimated cost of nearly \$100 million and potential employment between 350 and 600 jobs. The project would solidify Rolla as retail, medical, and education hub of south-central Missouri, and that is exciting. Mayor Magdits said at this meeting a representative of UTW would provide an update on the Westside Marketplace, but the real emphasis for this workshop is to discuss the 25-year transportation plan. He indicated the 25-year transportation plan is just that, it is a plan that looks to the future and will be divided into different phases. Mayor Magdits then turned the floor over to City Administrator John Butz.

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**(B) Overview of Transportation Planning in Rolla:** Mr. Butz stated the City has been talking about transportation planning for a long time. He began by talking about what transportation planning has looked like in Rolla over the last 20 to 25 years. Mr. Butz expanded on a four-page paper entitled “Major Transportation Planning – Rolla,” which covers the four primary activities the City has been engaged in over the last twenty-five years in transportation planning.

**(C) Presentation on MoveRolla Strategy (Report) – HNTB:** Mr. Kip Strauss with HNTB, addressed the Council and said he and Mr. Jeff Medows of Archer-Elgin Surveying, have been working on the MoveRolla Transportation Strategy since April 2015. He provided an overview of the project, existing conditions, the future transportation network, analysis, and recommendations. Mr. Strauss entertained questions and comments from the Council.

**(D) City Review of Phase 1 Priorities:** Public Works Director Steve Hargis explained staff has estimated the amount of sales tax revenue generated in a Transportation Development District (TDD) would be enough to bond about \$30 million. In order to relieve some of the traffic congestion on Bishop Avenue, Highway 72 would be used as a temporary bypass. This would be done by extending Highway 72 to Bridge School road and widening Kingshighway. Mr. Hargis stated the other project on the table is the Westside Marketplace, which will require getting traffic from the interstate and the community to the Marketplace. He said the only way this is going to happen is travelling across the current interchange at the two roundabouts. Mr. Hargis explained the City would want to first complete the Highway 72 extension. However, the only problem with this is obtaining permission from the railroad to construct a bridge over the railroad tracks and staff anticipates this taking a year or more to obtain permission. Additionally, he pointed out there are about a dozen parcels of land that would need to be purchased and this process is time consuming. Mr. Hargis told the Council it is estimated to take two to three years. He said the Kingshighway portion of the project, including the three roundabouts is estimated to cost \$5.1 million. The Highway 72 extension is estimated at \$9.8 million and the Westside Marketplace infrastructure and grading at \$15 million.

**(E) Westside Marketplace Status:** Ms. Alan Bornstein with UTW, explained the west side would consist of the Westside Marketplace, a shopping center that is planned to be developed in two phases and the Westside Greenway, which will be an integrated and dedicated portion of the land area. He said it would be dedicated as a green space and would include trails and passive recreational activity areas. Mr. Bornstein indicated the project is designed to function in four plateaus and would be fully connected by a series

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**(E) Westside Marketplace Status (continued):** of roads. For both cost and functionality purposes, and respecting the existing contours of the land, it would be developed in four discreet, but connected plateaus. Mr. Bornstein reported UTW is actively designing, planning, and budgeting the first phase of the Westside Marketplace Shopping Center in order to open for what they call “back to school of 2017.” To open in late summer 2017, the site work would need to begin in early to mid June of 2016.

Mr. Bornstein said the second phase of the Westside Marketplace, which is held for a big box retailer club operation, does not have any specific time frame. He said he hopes to address that opportunity within a year after phase one opens.

City Administrator John Butz added the City does not need to do anything more than construct the frontage road, which is being proposed in the phase one improvements to accommodate the Westside Shopping Center. In other words, he pointed out the Highway E and Tenth Street extensions do not need to be completed as part of the Westside Market Place development. Mr. Butz stated these improvements become more of an issue for the City on how overall transportation flows in and around the community. He indicated the City believes the construction of the Tenth Street bridge and the Highway E extension is realistically ten to fifteen years away. From a standpoint of construction activity, it does not fit into either the City’s priority or UTW’s needs to accommodate any of the Westside Marketplace.

**(F) TDD Structure/Timeline/Proposed Boundaries:** Mr. Mark Grimm, Attorney at Law, GilmoreBell, explained the Missouri Department of Transportation (MoDOT) drafted the Transportation Development District (TDD) act 20 to 25 years ago to encourage local funding of transportation improvements. About 15 years ago the Statute was amended to encourage political subdivisions to work together to fund local transportation improvements and there have been a number of instances where that has occurred such as in Poplar Bluff, Arnold, and St. Louis County. Mr. Grimm showed the Council the schedule of events that needs to occur if the City and the Council want to form a regional TDD. He noted it is a minimum five-month process from start to finish and the TDD is formed through a court process.

**(G) Wrap Up:** City Administrator John Butz said it is going to take the City 25 years to accomplish \$61 million worth of improvements. A TDD becomes an opportunity of generating revenue that can be bonded and the City believes it will do half of the proposed transportation improvements. He emphasized phase one focuses on the Highway 72 extension, the Kingshighway upgrades, and the access road serving the Westside Marketplace, limited to the development itself and not extending further east

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**(G) Wrap Up (continued):** or north nor including the Tenth Street overpass. Traffic calming, the University Drive realignments, the improvements on north Walnut Street, and the downtown access, all become issues the City will have to evaluate five to fifteen years down the road as we obtain a good understanding of how traffic flow is affected. Mr. Butz said the City could not afford to do nothing because our systems are congested now and we cannot continue to support the growth at the hospital and university.

**(H) Adjournment:** Having no further business, the workshop adjourned at 7:45 p.m.

Minutes respectfully submitted by City Clerk Carol Daniels.

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CITY CLERK

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MAYOR

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