

Meeting #2: July 24, 2019 3 p.m. to 5 p.m.
 MetraPark, Yellowstone Room
www.mdt.mt.gov/pubinvolve/blqairportmain

PROJECT GOALS

- Improve safety and mobility for all users
- Reduce congestion
- Improve the pedestrian and bicycle environment
- Have an open, honest, and transparent decision-making process with two-way communication between the project team, CAC, and the broader public, and stakeholders

ROLES & RESPONSIBILITIES

- Provide input on the intersection alternatives with both a local and regional perspective
- Serve as liaisons for neighbors and organizations and report back to the committee any issues and concerns
- Be solution-oriented



MEETING GROUND RULES

- Be respectful of a range of opinions and listen with an open mind
- Participate in the group conversation; avoid side conversations
- When discussing the past, constructively link it to the current discussion
- Put cell phones on silent mode

AGENDA
1) Welcome & Introductions
2) Achieving Project Goals
3) Parking Lot Q&A and Data Updates
4) Concept Updates
5) Next Steps & Meeting Date

Meeting Summary

KEY ACTION ITEMS FROM MEETING

- Project Team to evaluate:
 - Triple Eastbound Left with single northbound and southbound left at Airport Road and Aronson Avenue and a new signal at Aronson Avenue.
 - Revisit reducing dedicated right from two lanes to one lane onto 6th Avenue.
 - Pencil out 6th Avenue concept – New route – generally goes under Main Street to 6th By-Pass and under Airport Road.
- What is the ADT (total day counts) for left turns to Airport Road? Project Team
- Can Airport Road on the east side of Main be “restriped” to two lanes now? Project Team
- Send out link to 2012 By-Pass Study – Project Team

ACHIEVING PROJECT GOALS

The need for the project and the goals were reviewed. It was stressed that MDT has to consider costs and balancing local impacts with regional demands. The full presentation can be found on the project website.

PARKING LOT Q & A AND DATA UPDATES

The following questions were addressed during the presentation.

- What are the traffic counts at Airport & Main without the By-Pass Project?
- How many pedestrians and bicyclist crashes are there in the study area?
- What is the general crash data for U-turns?
- How much truck traffic will use the By-Pass/Belt Loop?
- What are traffic counts on Bench Boulevard?
- What is the status of the floodplain in the study area?

Discussion

- There was concern that the By-Pass could actually send more traffic to Airport/Main.
- What is the ADT (total day counts) for left turns to Airport Road?

CONCEPT UPDATES

Concepts were presented and the discussion is summarized below.

- Could the southbound left turn to Airport Road be prohibited during peak hours?

- Is traffic congestion impeding businesses now at the Airport/Main intersection?
- The left turn into Country Inn is not critical. It could be removed.
- Can't the signals be coordinated without removing left turn?
- Avoid truck traffic on Aronson. What will happen at the Aronson/Airport intersection with the additional traffic. Won't the bottlenecks move there? *Improvements to this intersection are proposed with the Southwest Quadrant alternative.*
- Prohibit truck traffic on Aronson Road and have a single left turn at Airport Road.
- Consider a new concept: Go under Main Street and have a 6th Avenue By-Pass with a merge onto Aronson Road.
- Add signal to Main Street and Aronson Road with the Triple Eastbound Lefts concept.
- Widen sidewalks so they can accommodate bikes too.
- Could Main Street have single left turn lanes at Aronson and Airport Roads and both intersections be signalized?
- Consider "Boulevard" sidewalks, wider and separated from road with landscaping buffer. It was mentioned it would require property owners to give up right-of-way for the sidewalks.
- Can Airport East be restriped to two lanes now?
- Concern about single right lane to 6th – can it be two through and two rights?