

Date: June 30, 2016

Project #: 18460

To: Wade Salyards, PE (Montana Department of Transportation)

From: Andy Daleiden, PE, Robyn Austin, and Brett Korporaal

Project: Airport Rd/Main St – Billings, CM 1099(102), UPN 8718000

Subject: Public Meeting Summary

Introduction

This memorandum summarizes public feedback received on the Airport Road and Main Street Concept Study during the open comment period of the Public Informational Meeting (PIM). The comment period went from May 18th, 2016 through June 17th, 2016. Public comments were collected at the public meeting and submitted to MDT staff via mail and email. The public meeting was held on Wednesday May 18th 2016 at the Yellowstone Room in Metra Park (308 6th Avenue North). The purpose of this PIM was to inform the public on:

- existing and projected conditions of the intersection;
- alternatives developed;
- alternatives evaluations process, and
- preferred alternatives.

Additionally, the PIM and subsequent public comment period provided the public with an opportunity to comment on the intersection study and identify the intersection alternatives (Alternative 1: No Build, Alternative 3B: Signalized Southwest Quadrant, and Alternative 5B: Partial Displaced Left Turn) that they support or do not support for implementation.

The goal of the public involvement process is to facilitate communication between the public and project team throughout the study and gather insights and direction for implementation. The following sections summarize the results of the PIM and public comment period.

- Notifications
- PIM Format and Activities
- Public Comment Summary

Notifications

Residents and project stakeholders were notified about the PIM in the following ways:

- **E-mail Notification:** An email was sent to those included on the contact list for this study, maintained by MDT.

- **Website:** The meeting date, time, and location were all listed on the project website, located at <http://www.mdt.mt.gov/pubinvolve/blgairportmain/>.
- **General Flyers:** Flyers announcing the meeting date, time, and location were created and provided to the MDT for sending out to stakeholder groups prior to the meeting.
- **Business Owner Letters:** Letters were provided to MDT and sent to business and property owners (approximately 50) within the study area.
- **Media:** Public notice of the meeting was posted in the Billings Gazette on May 14th, 2016. Local media also published articles regarding the project on May 17th.
- **Presentations:** The consultant team presented to the Policy Coordinating Committee of the Billings Urban Transportation Planning Process on May 17, 2016 during their noon meeting and invited the committee members and public to attend the PIM on May 18, 2016.

Copies of the flyer, business letters and public notice are included in Attachment A. Additionally, the Billings Gazette and local news stations, KULR 8 and KTVQ 2, posted articles about the meeting and the public comment period prior to the open house. Attachment B includes the articles from the Billings-Gazette, KTVQ 2, and KULR 8. Attachment C includes the meeting agenda and PowerPoint presentation from the PCC meeting.

PIM Format and Activities

The PIM consisted of three sessions at the following times:

- 12:00 - 2:00 PM: This session was open to the public. The format included an opportunity for attendees to view the display boards and ask questions of MDT staff and the consultant team. No presentation was given during this session. There were 14 attendees during this session.
- 3:00 - 5:00 PM – This session was open to the public, but was targeted for business/property owners in the study area. The format included an opportunity for attendees to view the display boards and ask questions of MDT staff and the consultant team. No presentation was given during this session. There were 8 attendees during this session.
- 5:00 - 7:00 PM – This session was open to the public. The format included an opportunity for attendees to view the display boards, ask questions of MDT staff and the consultant team, and listen to a formal presentation on the study. There were 17 attendees during this session. The formal presentation occurred along with a question and answer session from 5:30 PM to 6:30 PM.

A total of thirty nine people signed in. Sign-in sheets are provided in Attachment D.

Upon arrival, participants reviewed informational boards that were set-up at four stations: (1) Existing and Future Conditions, (2) Alternatives Analysis and Evaluation, (3) Preferred Alternatives, and (4) Next Steps. Display boards provided at the meeting, including boards for each activity, are provided in Attachment E.

Simulation videos were displayed for existing conditions, Alternative 3B: Signalized Southwest Quadrant, and Alternative 5B: Partial Displaced Left Turn.

The PIM provided attendees the opportunity to review the display boards, simulation videos and ask questions of staff from both the MDT and consultant team. The consultant team gave a short 30-minute presentation about the study and addressed several questions at the start of the evening meeting (5:30 PM). Attachment F includes a copy of the presentation.

Public Comment Summary

Comment sheets were collected at the PIM and via email or website comment following the PIM. A total of eight comment sheets were collected at the meeting and five were received following the meetings for a total of 13 comments received. The comment sheet asked attendees to select whether they supported the implementation of each of the three preferred alternatives, why or why not, and provide general comments on the study. The comment sheet is shown in Attachment G.

SUMMARY OF COMMENTS RECEIVED

How do you use the intersection?

| Mode | Responses |
|-----------------|-----------|
| Car | 9 |
| Bike | 4 |
| Walk | 4 |
| Truck (freight) | 0 |
| Transit | 0 |

Alternative 1: No Build

Do you support the implementation of this alternative?

| | Responses |
|-----|-----------|
| Yes | 2 |
| No | 7 |

Comments

- Does not address congestion concerns
- Does not address safety concerns with uncontrolled left turns

Alternative 3B: Signalized Southwest Quadrant

Do you support the implementation of this alternative?

| | Responses |
|-----|-----------|
| Yes | 6 |
| No | 4 |

Comments

- Increases traffic on Aronson Road
- Traffic will flow better
- Seems to be a temporary fix
- Support this alternative if a southbound left turn lane is maintained at the Main Street and Airport Road intersection

Alternative 5B: Partial Displaces Left Turn

Do you support the implementation of this alternative?

| | Responses |
|-----|-----------|
| Yes | 3 |
| No | 7 |

Comments

- Confusing intersection
- Expensive
- Better long term solution
- Impact to businesses in the SW quadrant

General Comments

- Love the simulations!
- Not in favor of any alternative that removes the southbound left turn lane from the Main Street and Airport Road intersection
- Impact to property owners is too great
- Increased traffic on Aronson may effect businesses
- One comment identified support for Alternative 2E

Next Steps

The consultant team will use the information from this memorandum to inform the selection of a preferred alternative for the intersection and findings and recommendations in the draft report. If you have any questions or comments, please contact one of the project team members below.

- Andy Daleiden, 208.338.2683 or adaleiden@kittelson.com
- Robyn Austin, 208.338.2683 or raustin@kittelson.com

Alternatively, you may contact the MDT project manager, Wade Salyards at 406.444.0451 or wsalyards@mt.gov.

ATTACHMENTS

A: Announcement Flyer, Business Letters and Public Notice

B: Billings-Gazette, KTVQ 2, and KULR 8 articles

C: Agenda and Presentation from the PCC Meeting

D: Sign-in Sheet

E: Display Boards

F: Presentation

G: Comment Sheets

Attachment A Announcement Flyer, Business
Letters and Public Notice



BILLINGS AIRPORT ROAD & MAIN STREET *Concept*

OPEN HOUSE!

Date: May 18, 2016

Time: 12:00 - 2:00 PM (no presentation)

3:00 - 5:00 PM (business/property owners)

5:00 - 7:00 PM (formal presentation at 5:15 PM)

Location: MetraPark - Yellowstone Room, 308 6th Avenue North

Montana Department of Transportation (MDT) is hosting a public open house to collect feedback on proposed improvements for the **Airport Road and Main Street intersection**.

We are seeking public comments of the following alternatives for the intersection:

- No Build: Intersection is unchanged
- Signalized Southwest Quadrant: Includes a third eastbound left turn lane, a southbound right turn lane, and reroutes the northbound and southbound left turns at Airport Road & Main Street, and a new traffic signal at Aronson Avenue & Main Street.
- Partial Displaced Left Turn: Includes a third eastbound left turn lane, a southbound right turn lane, and a new traffic signal at Aronson Avenue & Main Street to allow northbound left-turns to crossover prior to the Airport Road & Main Street intersection. This intersection type would be the first of its kind in Montana.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jan Nessel at (406) 556-4707 at least two days prior to the meeting. Alternative accessible formats of this information will be provided upon request by contacting the Office of Civil Rights, P.O. Box 201001, Helena, MT 59620; (406) 444-9229; fax (406) 444-7243, or e-mail to aflesch@mt.gov. Those using a TTY may call (800) 335-7592 or through the Montana Relay Service at 711.

Please contact Wade Salyards at (406) 444-0451 or wsalyards@mt.gov if you have any questions



PROJECT STUDY AREA





April 20, 2016

RE: Airport Road and Main Street Concept Study – Billings, Montana

Dear Local Business/Property Owner,

The Montana Department of Transportation (MDT) is working on a transportation study for the Airport Road and Main Street intersection in Billings. This intersection is one of the highest traffic volume intersections in the state and ranks as a high crash location in the City of Billings. The transportation study is investigating transportation alternatives to improve operations and safety for all users at this major intersection. Through the study's efforts to date, MDT, project advisory committee, and project team started with 20 alternatives and has screened them down to three alternatives. The following three alternatives are being considered for the intersection:

- **No Build:** Intersection is unchanged.
- **Signalized Southwest Quadrant:** Includes a third eastbound left-turn lane, a southbound right-turn lane, and reroutes the northbound and southbound left turns at Airport Road & Main Street, and new traffic signal at Aronson Avenue & Main Street.
- **Partial Displaced Left Turn:** Includes a third eastbound left-turn lane, a southbound right-turn lane, and a new traffic signal at Aronson Avenue & Main Street to allow northbound left turns to crossover prior to the Airport Road & Main Street intersection. This intersection type would be the first of its kind in Montana.

As a business/property owner near the intersection, we recognize your experience and knowledge is vital in making these decisions. We will be hosting a public open house on **May 18 at MetraPark Yellowstone Room (308 6th Ave N) and have set aside time from 3:00–5:00 p.m.** specifically to meeting with business owners. If you are unable to attend at this time, you are also encouraged to come during the public hours on the attached flyer.

We hope that are able to attend and participate in this study. Please contact Wade Salyards at (406) 444-0451 or wsalyards@mt.gov if you have any questions.

Sincerely,

Wade Salyards, PE
Consultant Project Manager
Montana Department of Transportation


Andy Daleiden, PE
Consultant Project Manager
Kittelson & Associates

Enclosure: Open House Flyer

Public Discussion of Airport Road and Main Street Intersection Study

The Montana Department of Transportation would like to notify the public of an open house meeting with three informational sessions to discuss intersection alternatives for the Airport Road and Main Street intersection in Billings.

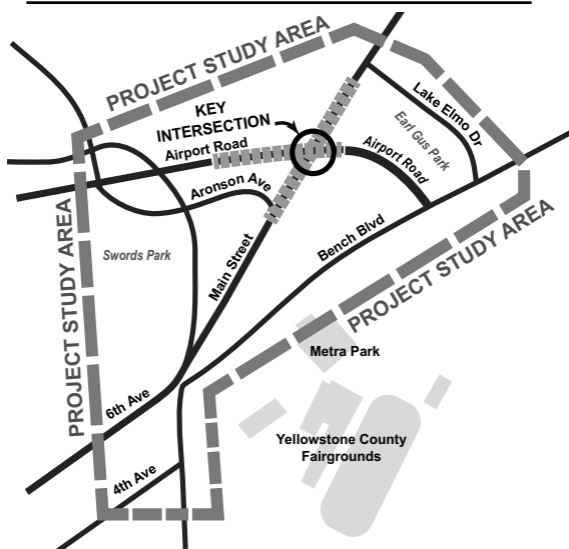
The open house is Wednesday, May 18, at the Billings Metra Park – Yellowstone Room (308 6th Ave. North).

Three informational sessions are planned:

- 12 - 2 p.m. (general public – no presentation)
- 3 - 5 p.m. (business/property owners – no presentation)
- 5 - 7 p.m. (general public – formal presentation at 5:15 p.m.)

MDT is seeking public comments on the following alternatives for the intersection:

- 1) **No Build:** Intersection is unchanged.
- 2) **Signalized Southwest Quadrant:** Includes a third eastbound left-turn lane, a southbound right-turn lane, and reroutes the northbound and southbound left turns at Airport Road and Main Street, and a new traffic signal at Aronson Avenue and Main Street.
- 3) **Partial Displaced Left Turn:** Includes a third eastbound left-turn lane, a southbound right-turn lane, and a new traffic signal at Aronson Avenue and Main Street to allow northbound left turns to cross over prior to the Airport Road and Main Street intersection. This intersection would be the first of its kind in Montana.



The meeting is open to the public and attendance is encouraged. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Jan Nessel at (406) 556-4707 at least two days prior to the meeting.

Alternative accessible formats of this information will be provided upon request by contacting the Office of Civil Rights, P.O. Box 201001, Helena, MT 59620; (406) 444-9229; fax (406) 444-7243, or e-mail to aflesch@mt.gov. Those using a TTY may call (800) 335-7592 or through the Montana Relay Service at 711.

For more information on the study, please visit:
www.mdt.mt.gov/pubinvolve/bigairportmain

Comments may be submitted in writing at the meeting, by mail to Stefan Streeter, Billings District Administrator, MDT Billings District office, P.O. Box 20437, Billings, MT 59104-0437 or online at the link above.

Please indicate comments are for project 8718 Airport Road and Main Street (Billings) and submit comments by June 3, 2016.

Attachment B Billings-Gazette, KTVQ 2, and
KULR 8 articles

Posted: May 17, 2016 4:59 PM MDT
Updated: May 22, 2016 4:59 PM MDT

Changes to Montana's busiest intersection weighed as Billings traffic grows

By Aja Goare - MTN News

BILLINGS - Traffic through Montana's busiest intersection could come to a grinding halt by 2040 if costly changes aren't made to the traffic patterns, according to the Montana Department of Transportation.

MDT engineers presented Tuesday at a Policy Coordinating Committee hearing the two best options for rerouting traffic at the intersection of Airport Road and Main Street in Billings.

The presentation included statistics on the flow of traffic through the busy intersection, which is expected to climb from about 49,000 vehicles per day now to 70,000 vehicles per day in 2040.

Because the population of Billings is growing rapidly, it will be beneficial, if not necessary, to make changes to the infrastructure in advance, according to Andy Daleiden, the MDT Associate Engineer and project manager for the **study**.

"When you project out the growth for the Billings area and the region, it starts to have a big impact on operations at the intersection," said Daleiden. "So this study takes that into account and looks to identify improvements that will provide good operations and safety performance in the year 2040."

Daleiden illustrated the top two designs that have been drafted and rated for safety, mobility, and cost over the past year.

The designs will be unveiled to the public at an open house on Tuesday as part of a 13-month-long study.

Option 3B would cost about \$3.5 to 4.5 million.

It would add a new traffic signal at Aronson Avenue and Main Street, re-routing northbound and southbound left turns at the Airport and Main intersection.

This option utilizes existing infrastructure and scored highest in safety.

But Daleiden identified as a down side to the alternative the fact that route continuity on Airport Road to Main Street is changed for some of the movements.

Option 5B, which would cost between \$5.5 to 7 million, would be the first intersection of its kind in Montana.

What's called a "displaced left turn" would allow northbound traffic to cut across the southbound lane before the Airport and Main intersection using a signal.

The turn would channel into a new lane with a median.

The benefit of this plan is that it maintains route continuity for the busy intersection.

This option ranks highest in mobility but scores lower in safety, has the highest cost, and impacts the most properties.



The intersection of Airport Road and Main Street is expected to double in traffic by 2040 (MTN News)



Several intersections could be changed (MTN News)



Option 3B is less expensive and safer (MDT)



Option 5B is more expensive but more mobile (MDT)

http://billingsgazette.com/news/local/government-and-politics/main-street-airport-road-intersection-options-range-from-to-million/article_e9461acf-3668-574d-8dcd-9e342d90da34.html

FEATURED

Main Street-Airport Road intersection options range from \$0 to \$7 million

By MIKE FERGUSON mferguson@billingsgazette.com May 17, 2016



Kittelson and Associates

One of the three options for improving the intersection of Airport Road and Main Street. A presentation on improving the intersection begins at 5:15 p.m. Wednesday in the Yellowstone Room at MetraPark.

A multiagency transportation policy committee got a preview Tuesday of three options designed to make the corner of Airport Road and Main Street safer and more efficient.

The public will have its turn Wednesday to learn more about the options with a 5:15 p.m. presentation in the Yellowstone Room at MetraPark, 308 Sixth Ave. N. Affected property and business owners will meet with project officials at 3 p.m. The public can look at the options and speak with officials from noon until 2 p.m. No presentation is scheduled at either of those sessions.

Andy Daleiden, the consultant project manager with the Boise-based firm Kittelson and Associates, which has contracted with the Montana Department of Transportation to redesign the intersection and solicit public comment on the project, took the Policy Coordinating Committee through the three alternatives that remain in consideration from the original group of 20:

- No build — the intersection is unchanged.
- Signalized southwest quadrant — includes a third eastbound left-turn lane and a southbound right-turn lane. This alternative reroutes the northbound and southbound left turns at Airport Road and Main Street and includes a new traffic signal at Aronson Avenue and Main Street.
- Partial displaced left turn — this alternative includes a third eastbound left-hand turn lane, a southbound right-hand turn lane, and a new traffic signal at Aronson Avenue and Main Street to allow northbound left turns to cross over prior to the Airport Road and Main Street intersection. This design would be the first of its kind in Montana.

Cost estimates for the second and third alternative, Daleiden said, range from about \$3.7 million to about \$7 million. The third option is most expensive because it would require more right-of-way acquisition, he said.

If no improvements are made, traffic counts within the study region will increase significantly. Daleiden said that Main Street traffic volumes, now about 49,000 vehicles per day, will exceed 70,000 per day by 2040 if nothing is done.

He described the intersection as a high-crash intersection, with 111 collisions from 2010-14. Nearly two-thirds of those were rear-end collisions, "and that is associated with congestion," he said. "We want to look at (the intersection's) safety performance to bring countermeasures to address those issues."



He said the study area also “has gaps in its pedestrian and bicycle infrastructure.”

“It’s an undesirable place to cross,” because sidewalks are “minimal” and the streets are wide and can be difficult and dangerous to cross.

The existing trail system has a missing connection, he noted, and constructing that “would allow folks (on foot or on bicycles) around the intersection in an easy manner.”

As part of the study, computer models show how traffic would flow under each of the three options. Those videos, as well as maps of the alternatives, are available at the project website, www.mdt.mt.gov/pubinvolve/blgairportmain.

Officials plan to gather feedback from the public and from stakeholders through June. By July they’ll publish their final report.

Stefan Streeter, MDT district administrator, said the current study stemmed from a 2014 study that indicated the Main Street/Airport Road intersection “would be a problem.”

“We thought we would get out ahead of it before we have a problem,” he said, “and that’s why we hired Kittelson and Associates.”

http://billingsgazette.com/news/local/government-and-politics/airport-road-and-main-street-updates-to-be-considered-at/article_cf823b2f-ff71-592e-b4c5-998dbfad5f81.html

FEATURED

Airport Road and Main Street: Updates to be considered at Montana's busiest intersection

By MIKE FERGUSON mferguson@billingsgazette.com May 12, 2016



BOB ZELLAR/Gazette Staff

Traffic stacks up at the intersection of Main Street and Airport Road in the Billings Heights on Thursday.

Evaluating potential improvements to the intersection of Airport Road and Main Street is the topic for a three-part public open house set for May 18 in the Yellowstone Room at MetraPark, 308 Sixth Ave. N.

According to the Montana Department of Transportation, project officials will meet with members of the public from noon to 2 p.m. to take input. From 3 to 5 p.m., they will meet with business and property owners.

The presentation on possible alternatives begins at 5:15 p.m. The open house will conclude by 7 p.m.

MDT seeks public comments on at least three alternatives for the intersection:

- No build — The intersection is unchanged.
- Signalized southwest quadrant: Includes a third eastbound left-turn lane and a southbound right-turn lane. This alternative reroutes the northbound and southbound left turns at Airport Road and Main Street and includes a new traffic signal at Aronson Avenue and Main Street.
- Partial displaced left turn: This alternative includes a third eastbound left-turn lane, a southbound right-turn lane, and a new traffic signal at Aronson Avenue and Main Street to allow northbound left turns to cross over prior to the Airport Road and Main Street intersection. This intersection would be the first of its kind in Montana.

According to the project website, www.mdt.mt.gov/pubinvolve/blgairportmain, MDT's study and intersection improvements will last 13 months. The first phase is the transportation study required to identify the proposed project for design and construction. Phase 2 includes the design and construction of the project.

The Airport Road and Main Street intersection is about two miles northeast of downtown Billings, just north of MetraPark. The intersection's location is a critical junction for commuter, regional and freight trips along the Airport Road and Main Street corridors.

Designated as principal arterials, the two corridors connect recreation, residential neighborhoods (Heights west and east), low density commercial and light industrial uses with downtown Billings and Interstate 90.

The project calendar includes this schedule:

During May, transportation officials will gather data. They will then work through August analyzing existing and future conditions.

By August, they'll have developed initial alternatives, and by November, they'll have screened those alternatives.

The preferred alternative will be identified early in 2017, with a report due by early summer 2017.

Residents can submit written comments by June 17 in two ways. They can send them to the Montana Department of Transportation Billings Office, P.O. Box 20437, Billings, MT 59104-0437. Or they can email their comments using this form:

www.mdt.mt.gov/mdt/comment_form.shtml.

The project number, which should be noted on comments, is UPN 8718000.

Mike Ferguson

City reporter for The Billings Gazette.



Major intersection is looking to get a facelift

Posted: May 17, 2016 4:52 PM MDT

Updated: May 17, 2016 4:52 PM MDT

By Tanya Modersitzki, Reporter **CONNECT**

BILLINGS - Yesterday, we told you about a project in the works for a major intersection in the Billings Heights area. The plan is to help reduce traffic at Main Street and Airport Road. Alternative plans will be presented tomorrow at a public MDT meeting.

Yellowstone County Commissioners met today to hear and see plans to reduce the traffic in the Heights.

The project engineer says the alternatives will help keep traffic flowing for the next 22 years as the volume of traffic and population increase in the Heights area.

Kittleson and Associates' project engineer, Andy Daleiden, says there are two alternative for which they need input.

Alternative 3B will remove left turn lanes at Aronson Avenue and Main and drivers would reroute to Lake Elmo. Also, the lanes from Aronson to the interchange would be widened.

With the second alternative, 5B, a third turning lane would be put in. Then those turning left onto Airport would use a crossover and travel alongside up to Airport and Main.

The Montana Department of Transportation helped decide what is needed to help traffic.

"They indicated a need for additional turn lanes. The aspect of enhancing the pedestrian, bicycle and transit infrastructure that's there," Daleiden said.

County Commissioner, Bill Kennedy says they've been discussing the Main Street and Airport Road project for about 15 years. Which leads to him saying something needs to be done about helping reduce traffic issues. Kennedy says it's about keeping people safe and moving traffic quickly.

Kennedy says cost shouldn't be a factor if it means reducing the volume of cars.

"I mean, everybody always looks at the cheaper alternative, be it 3.7-million or 5.7-million. A lot of people would go with the significantly less dollars, but you have to see exactly how does it move the traffic? Is it going to move traffic especially at that intersection?" Kennedy said.

According to Daleiden -- the final reports for the projects will be presented in July.

Three public meetings will be held to discuss the alternatives at MetraPark in the Yellowstone Room.

Meeting times will be from 12 p.m. - 2 p.m. for the public. Then business meetings from 3 p.m. to 5 p.m.. And then another public meeting from 5 - 7 p.m.

Attachment C Agenda and Presentation from
the PCC Meeting



Policy Coordinating Committee Meeting

May 17, 2016



BILLINGS 
AIRPORT ROAD
& MAIN STREET
Concept

Presentation Topics

- ◉ Study Overview
- ◉ Alternatives Development and Screening
- ◉ Next Steps



Study Overview

Purpose

- Investigate transportation alternatives to improve operations and safety for all users
- Includes two phases
 - Phase 1 – Transportation study**
 - Phase 2 – Design and construction

PROJECT SCHEDULE

EVALUATE
EXISTING
AND FUTURE
CONDITIONS
April 2015 -
August 2015

IDENTIFY AND
EVALUATE
ALTERNATIVES
September 2015 -
November 2015

SELECT
PREFERRED
ALTERNATIVE
December 2015 -
May 2016

PREPARE
REPORT
May 2016 -
July 2016

We Are Here!

Study Location



Airport

The Heights

Downtown

To I-90
& Lockwood

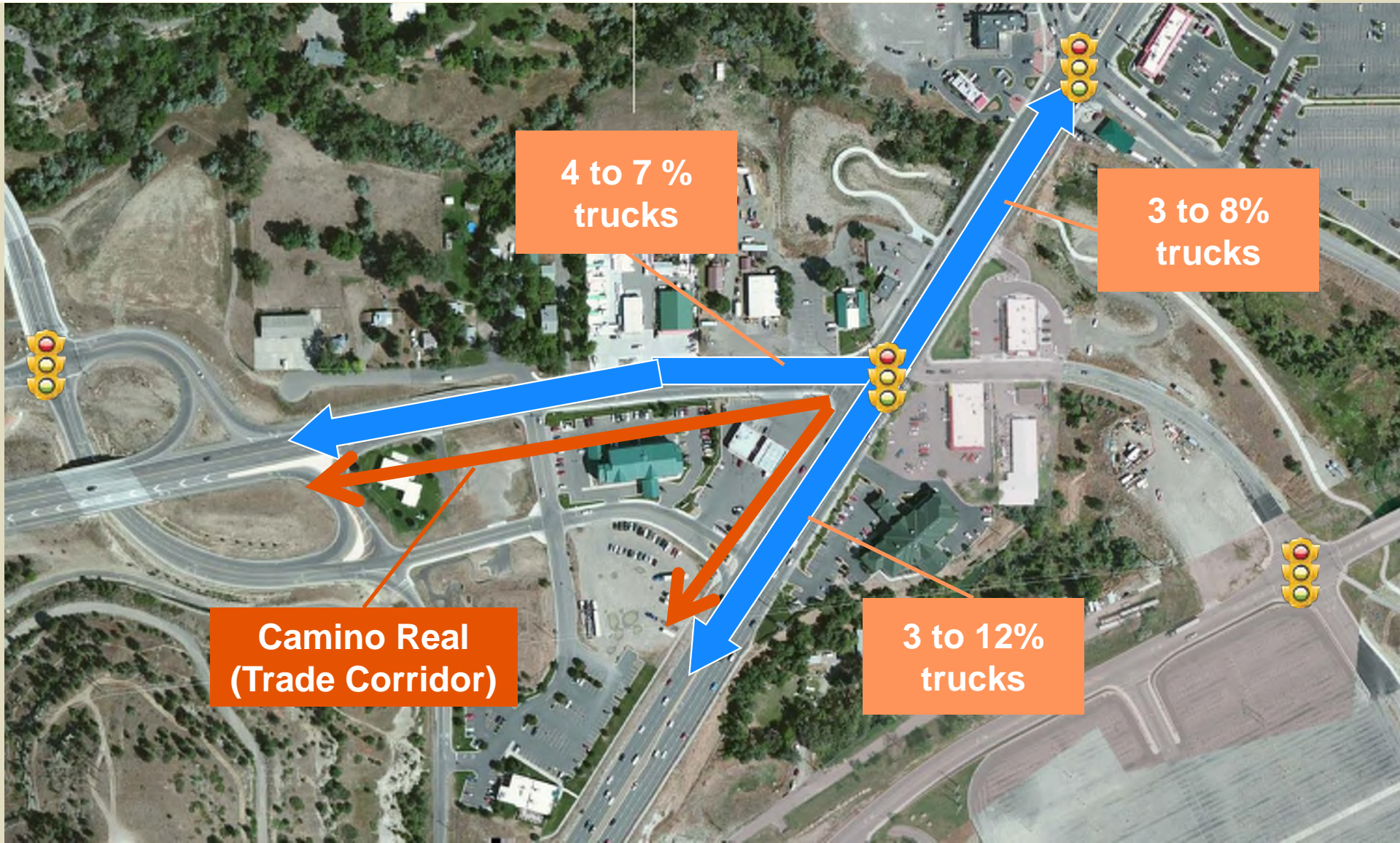
Study Area

Access Summary

- Airport Road = 12 commercial
- Main Street = 10 commercial
- Study area = 68 total accesses



Major Truck Route



4 to 7 %
trucks

3 to 8%
trucks

Camino Real
(Trade Corridor)

3 to 12%
trucks

Critical Traffic Patterns – Today and in the Future



Southbound Through

- AM – 1940 (2810) vehicles
- PM – 1205 (1480) vehicles

Northbound Through

- AM – 710 (845) vehicles
- PM – 2135 (2955) vehicles



Legend

XX – Existing volumes

XX – Year 2040 volumes

Critical Traffic Patterns – Today and in the Future

Eastbound Left Turn

- AM – 285 (425) vehicles
- PM – 635 (870) vehicles



Southbound Right Turn

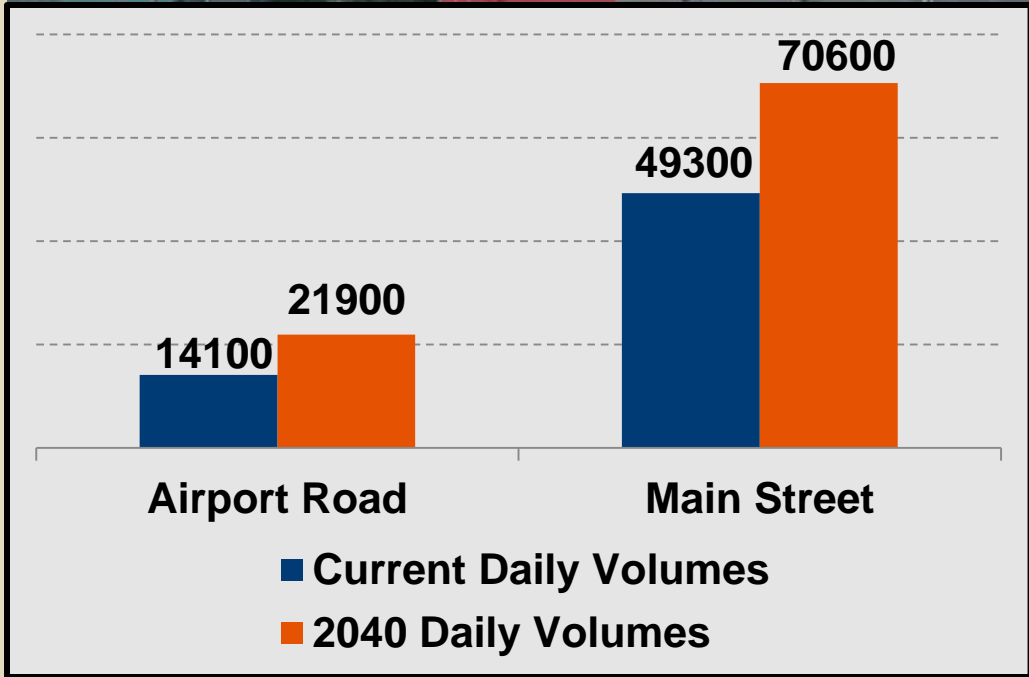
- AM – 400 (530) vehicles
- PM – 315 (415) vehicles



Northbound Left Turn @ Aronson

- AM – 125 (385) vehicles
- PM – 495 (725) vehicles

Traffic Growth and Operations

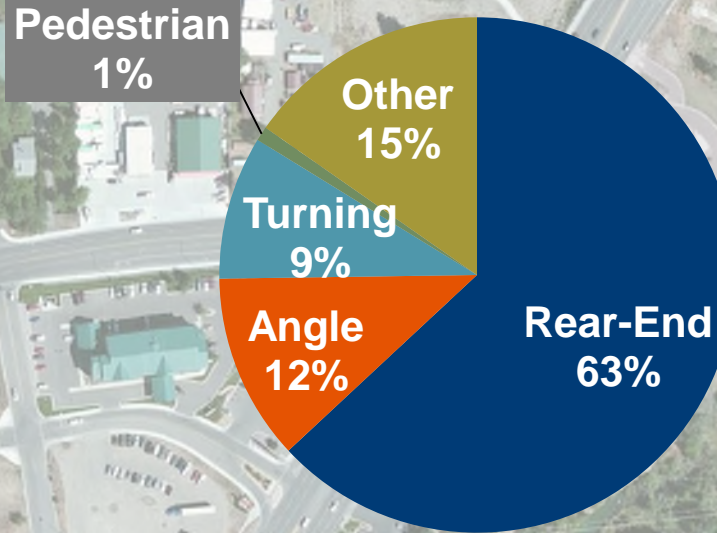


Current Level of Service
AM = C (near capacity)
PM = D (near capacity)

Year 2040 Level of Service
AM = F (over capacity)
PM = F (over capacity)

High Crash Intersection (Years 2010 – 2014)

111 Total Crashes
(1.33 crash rate)



Gaps in Pedestrian and Bicycle Infrastructure



How Can We Improve Intersection Operations and Safety?

- ◉ Add travel lanes
 - Through
 - Left-turn
 - Right-turn lanes
- ◉ Remove left-turns from intersection
- ◉ Separate out vehicle conflicts

Alternatives Development and Screening

Tiered Evaluation Process

1

Develop and screen initial alternatives (20) based on the fatal flaw assessment

2

Apply evaluation criteria to a smaller group of alternatives (7)

3

Select preferred alternative

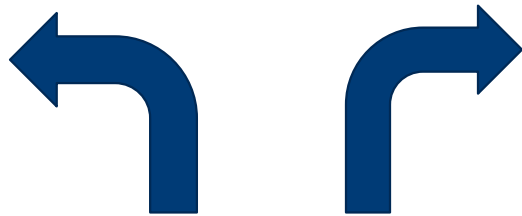
We Are Here!

Initial Alternatives List – 20 Alternatives

No Build (1)



Conventional Intersection (5)



Add left or right turn lanes

Quadrant Intersection (4)



One-Way or Couplet (4)



Alternative Intersection (3)



































Grade-Separated (3)



Evaluation Summary of Seven Alternatives

Results from Tier 2 Evaluation

-  Good
-  Neutral
-  Poor

| | Mobility | Safety | Land Use | Implementation | Cost Estimate (millions) |
|--|---|---|---|---|--------------------------|
|  Alt 1 - No Build |  |  |  |  | \$0 |
| Alt 2D - Dual Eastbound Left-Turn Lanes and Signal Modification |  |  |  |  | \$1 - 1.3 |
| Alt 2E - Triple Eastbound Left-Turn Lanes and Signal Modification |  |  |  |  | \$1.2 - 1.6 |
|  Alt 3B - Signalized Southwest Quadrant |  |  |  |  | \$3.7 - 4.7 |
| Alt 4B - Signalized Southwest Quadrant (One-Way Eastbound) |  |  |  |  | \$4 - 5.1 |
| Alt 5A - Median U-Turn (Northbound and Southbound) |  |  |  |  | \$4.2 - 5.3 |
|  Alt 5B - Partial Displaced Left-Turn (Southwest Quadrant) |  |  |  |  | \$5.6 - 7.0 |

Alternative 1 – No Build

Year 2040 Level of Service
AM = F (over capacity)
PM = F (over capacity)



Alternative 3B – Signalized Southwest Quadrant

Year 2040 Level of Service

AM = C (near capacity)

PM = E (at capacity)



ALTERNATIVE 3B - SIGNALIZED SOUTHWEST QUADRANT
DESIGN CONCEPT
BILLINGS, MONTANA

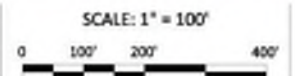


Alternative 5B – Partial Displaced Left-Turn (SW Quad)

Year 2040 Level of Service
AM = C (near capacity)
PM = D (near capacity)



ALTERNATIVE 5B - PARTIAL DISPLACED LEFT-TURN (SOUTHWEST QUADRANT)
DESIGN CONCEPT
BILLINGS, MONTANA



Next Steps

Next Steps

- ◉ Public open house on May 18
 - 12 – 2 PM (public)
 - 3 – 5 PM (businesses)
 - 5 – 7 PM (public)
- ◉ Gather feedback from public and stakeholders (May - June)
- ◉ Develop final report (June – July)

www.mdt.mt.gov/pubinvolve/blgairportmain

Thank You! Any Questions?



Attachment D Sign in Sheets

Sign-in Sheet

Project name: AIRPORT ROAD AND MAIN STREET (BILLINGS)

Project ID: CM 1099(102) Control Number: UPN 8718000

Meeting Date: Wednesday, May 18, 2016

Meeting Time: 12 - 2 p.m. (general public - no presentation) 3 - 5 p.m. (business/property owners - no presentation)
 • 5 - 7 p.m. (general public - formal presentation at 5:15 p.m.)

Location: Billings MetraPark, Yellowstone Room, 308 6th Ave. N., Billings, Mont.

Please print!

| | Name |
|-----|-----------------|
| 1. | Robyn Austin |
| 2. | Karina Serran |
| 3. | Terry Edgerton |
| 4. | Kathy Sauer |
| 5. | Joe Johnson |
| 6. | Pat Mcweeney |
| 7. | Vonnie Anderson |
| 8. | Bill Atkins |
| 9. | Todd Sainer |
| 10. | |

Please print!

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Please print!

| | Name | |
|-----|-------------------|--|
| 11. | Lennor Amundson | |
| 12. | Star Jonit's | |
| 13. | Debi Meling | |
| 14. | JOHN STOFF | |
| 15. | TOOD COOMER | |
| 16. | OSCAR L. HEINRICH | |
| 17. | Cliff Hanson | |
| 18. | Denis Pitman | |
| 19. | Denais ULVESTAD | |
| 20. | Steve Nitz | |

Please print!



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Please print!

| | Name |
|-----|---------------|
| 11. | GARY NEVILLE |
| 12. | Pierre Jomini |
| 13. | |
| 14. | |
| 15. | |
| 16. | |
| 17. | |
| 18. | |
| 19. | |
| 20. | |

Please print!



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Location: Billings MetraPark, Yellowstone Room, 308 6th Ave. N., Billings, Mont.

Please print!

| | Name |
|-----|-------------------|
| 21. | Bill Dutcher |
| 22. | Greg Gabel |
| 23. | Gene Wade |
| 24. | Marilyn Wade |
| 25. | Das Furber |
| 26. | Casey Joyce |
| 27. | Virgil Middendorf |
| 28. | Ike Baldry |
| 29. | |
| 30. | |

Please print!

Attachment E Display Boards

Welcome!

Thank you for attending tonight's open house for the Airport Road / Main Street Intersection Study. We look forward to receiving your input on the project.

Today's Agenda

12:00 to 2:00 PM (Public)

- Sign In
- View Project Boards
- Fill out Comment Sheet

3:00 to 5:00 PM (Business Owners)

- Sign In
- View Project Boards
- Fill out Comment Sheet

5:00 to 7:00 PM (Public)

- Sign In
- Presentation at 5:15 PM
- View Project Boards
- Fill out Comment Sheet

Your views are important!

Please remember to fill out and turn in your comment sheet.



Study Purpose

The **Airport Road & Main Street Concept Study** serves as the analysis and pre-design effort to aid in identifying long-term intersection improvements.

Key elements of the study include:

- Identify the existing and future deficiencies
- Gather input from stakeholders and public
- Identify and screen intersection alternatives
- Select a preferred alternative for the intersection

Study Area



PROJECT SCHEDULE

**EVALUATE
EXISTING
AND FUTURE
CONDITIONS**
April 2015 -
August 2015

**IDENTIFY AND
EVALUATE
ALTERNATIVES**
September 2015 -
November 2015

**SELECT
PREFERRED
ALTERNATIVE**
December 2015 -
May 2016

**PREPARE
REPORT**
May 2016 -
July 2016

We Are Here!

Transportation Facilities & Traffic Patterns

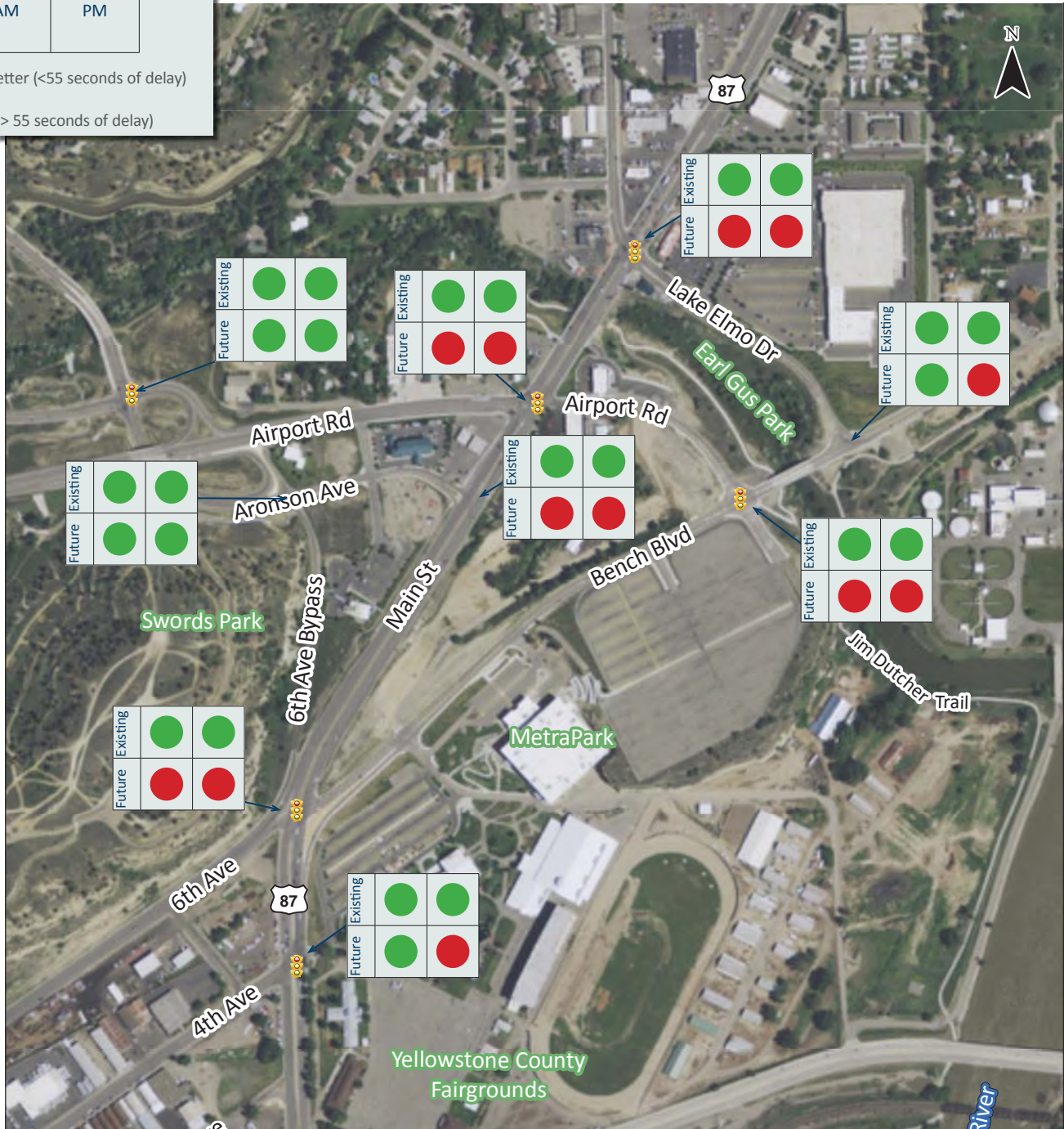


Intersection Level of Service

Level of Service represents amount of delay experienced by motorist

| Level of Service | | |
|------------------|----|----|
| Existing | AM | PM |
| Future | AM | PM |

● - D or Better (<55 seconds of delay)
● - E or F (> 55 seconds of delay)

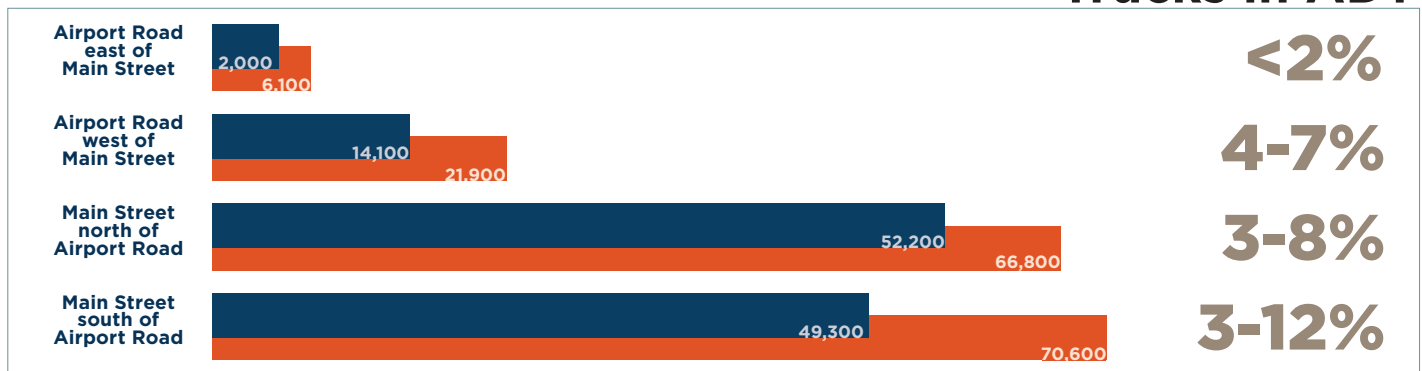


Traffic Conditions

| | Airport Road | | Main Street |
|----------------------------------|--|---|--|
| Posted Speeds | 45-50 MPH West of the intersection | 30 MPH East of the intersection | 35 MPH North and South of the intersection |
| Number of Lanes | 4 West of the intersection | 3 East of the intersection | 6 3 Northbound 3 Southbound |
| Functional Classification | Principal Arterial SH-3 | | Principal Arterial US 87 |
| Freight Route | Part of Camino-Real International trade corridor (connects Canada, United States, and Mexico) | | |

Average Daily Traffic (ADT)

Trucks in ADT



■ Current ADT
■ Projected ADT (Year 2040)

Crash Data at Airport Road/Main Street Intersection

111
reported crashes from 2010-2014

1.33 crashes per million vehicles entering

40% crashes were injury related

61% of crashes were rear-end crashes

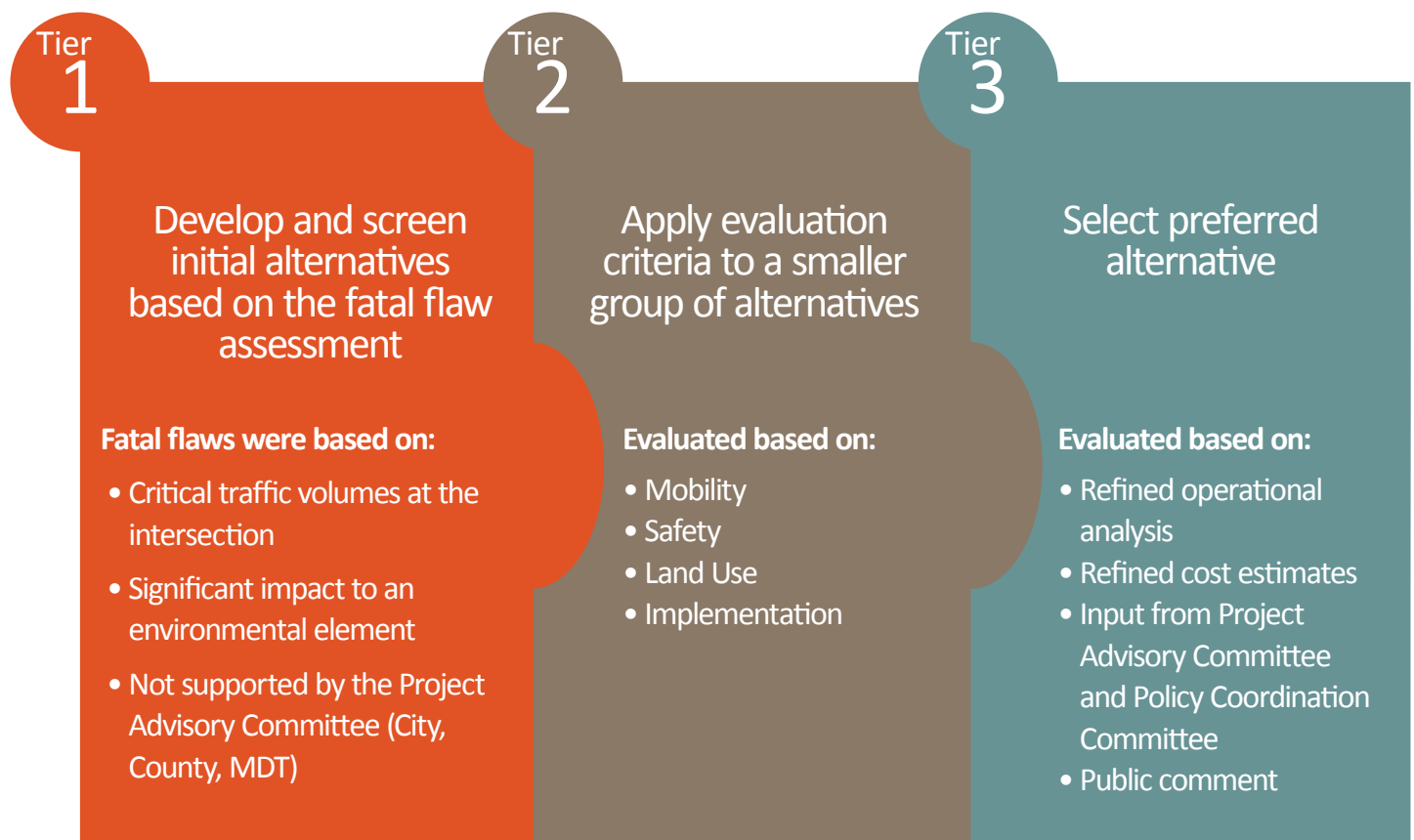
ZERO
reported fatalities at the intersection in the past 5 years

Alternatives Development & Screening

Alternatives development intended to address the following:

- Future traffic patterns and operational deficiencies,
- Safety performance,
- Movement of freight along the two corridors, and
- Maintain a level of connectivity to adjacent business and land uses.

A tiered evaluation process was used to screen alternatives.



Tier 2 Evaluation

Seven alternatives were evaluated further based on:

Mobility

- Accommodate critical traffic patterns
- Decrease vehicle and freight travel time
- Improve operations

Safety

- Minimize vehicle conflicts
- Provide access for emergency vehicles
- Provide improved connectivity/crossings for pedestrians and bicyclists

Land Use

- Connect existing neighborhoods
- Provide reasonable access to businesses
- Minimize impacts to right-of-way, geography, and environmental resources

Implementation

- Consistency with existing land use and transportation plans
- Reasonable project cost (right-of-way, construction, and maintenance)
- Community support

Results from Tier 2 Evaluation

- Good
- ◐ Neutral
- Poor

| | Mobility | Safety | Land Use | Implementation | Cost Estimate (millions) |
|---|----------|--------|----------|----------------|--------------------------|
| ✓ Alt 1 - No Build | ○ | ○ | ● | ○ | \$0 |
| Alt 2D - Dual Eastbound Left-Turn Lanes and Signal Modification | ○ | ○ | ● | ● | \$1 - 1.3 |
| Alt 2E - Triple Eastbound Left-Turn Lanes and Signal Modification | ○ | ○ | ● | ● | \$1.2 - 1.6 |
| ✓ Alt 3B - Signalized Southwest Quadrant | ◐ | ● | ◐ | ● | \$3.7 - 4.7 |
| Alt 4B - Signalized Southwest Quadrant (One-Way Eastbound) | ● | ● | ○ | ○ | \$4 - 5.1 |
| Alt 5A - Median U-Turn (Northbound and Southbound) | ◐ | ◐ | ◐ | ◐ | \$4.2 - 5.3 |
| ✓ Alt 5B - Partial Displaced Left-Turn (Southwest Quadrant) | ● | ● | ○ | ● | \$5.6 - 7.0 |

Alternative #1 - No Build



| Benefits | Trade Offs |
|--|--|
| <ul style="list-style-type: none"> • No cost (construction and right-of-way) • No traffic impacts due to construction • Maintains route continuity from Main Street to Airport Road • Familiar intersection type | <ul style="list-style-type: none"> • Projected to operate over capacity with long vehicle queues • Increased vehicle delay and travel times • No enhancements to safety performance |

Alternative 3B - Signalized Southwest Quadrant



| Benefits | Trade Offs |
|--|---|
| <ul style="list-style-type: none"> • Projected to operate under capacity • Improved vehicle delay and travel times • Familiar intersection with traffic signals • Enhanced safety performance through reduced congestion and conflict points • Additional crossing opportunities for pedestrians and bicyclists | <ul style="list-style-type: none"> • Route continuity changed for northbound left-turn from Main Street to Airport Road • Route continuity changed for southbound left-turn to MetraPark (turn occurs at Lake Elmo Drive) • Traffic impacts due to construction • Medium cost of the alternatives (\$3.7-4.7 million) |

Alternative 5B - Partial Displaced Left Turn (Southwest Quadrant)



| Benefits | Trade Offs |
|---|--|
| <ul style="list-style-type: none"> • Projected to operate under capacity • Improved vehicle delay and travel times • Enhanced safety performance through reduced congestion and conflict points • Maintains route continuity from Main Street to Airport Road | <ul style="list-style-type: none"> • Route continuity changed for southbound left-turn to MetraPark (turn occurs at Lake Elmo Drive) • Unfamiliar intersection form (first of its kind in Montana) • Traffic impacts due to construction • Potentially limits access Aronson Avenue • Impacts to property in the southwest quadrant of Airport Road/Main Street • Highest cost of the alternatives (\$5.6-7.0 million) |

Next Steps

MAY 2016 -

- REVIEW AND ADDRESS COMMENTS RECEIVED FROM THE PUBLIC
- IDENTIFY THE PREFERRED INTERSECTION ALTERNATIVE

JUNE 2016 -

- DEVELOP DRAFT REPORT
- SEND DRAFT REPORT TO ADVISORY COMMITTEES FOR REVIEW AND COMMENT

JULY 2016 -

- FINALIZE REPORT

If project is programmed, the intersection improvements from this study would move toward design and construction.

Follow the progress of this plan at:

www.mdt.mt.gov/pubinvolve/blgairportmain



Attachment F Presentation



Open House

May 18, 2016



BILLINGS 
AIRPORT ROAD
& MAIN STREET
Concept

Presentation Topics

- ◉ Study Overview
- ◉ Alternatives Development and Screening
- ◉ Next Steps



Study Overview

Purpose

- Investigate transportation alternatives to improve operations and safety for all users
- Includes two phases
 - Phase 1 – Transportation study**
 - Phase 2 – Design and construction

PROJECT SCHEDULE

EVALUATE
EXISTING
AND FUTURE
CONDITIONS
April 2015 -
August 2015

IDENTIFY AND
EVALUATE
ALTERNATIVES
September 2015 -
November 2015

SELECT
PREFERRED
ALTERNATIVE
December 2015 -
May 2016

PREPARE
REPORT
May 2016 -
July 2016

We Are Here!

Study Location



Airport

The Heights

Downtown

To I-90
& Lockwood

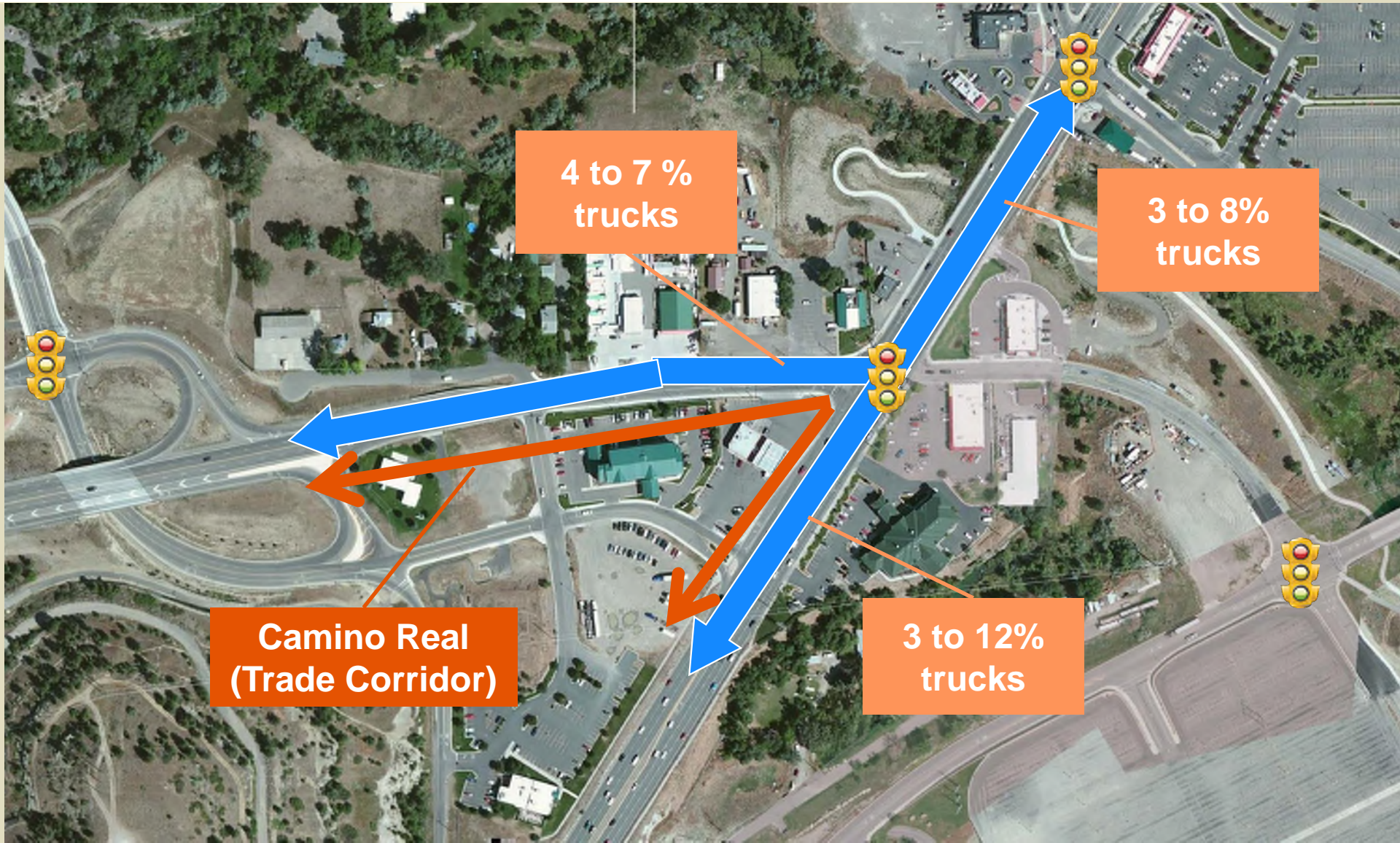
Study Area

Access Summary

- Airport Road = 12 commercial
- Main Street = 10 commercial
- Study area = 68 total accesses



Major Truck Route



4 to 7 %
trucks

3 to 8%
trucks

Camino Real
(Trade Corridor)

3 to 12%
trucks

Critical Traffic Patterns – Today and in the Future



Southbound Through

- AM – 1940 (**2810**) vehicles
- PM – 1205 (**1480**) vehicles

Northbound Through

- AM – 710 (**845**) vehicles
- PM – 2135 (**2955**) vehicles



Legend

XX – Existing volumes

XX – Year 2040 volumes

Critical Traffic Patterns – Today and in the Future

Eastbound Left Turn

- AM – 285 (425) vehicles
- PM – 635 (870) vehicles



Southbound Right Turn

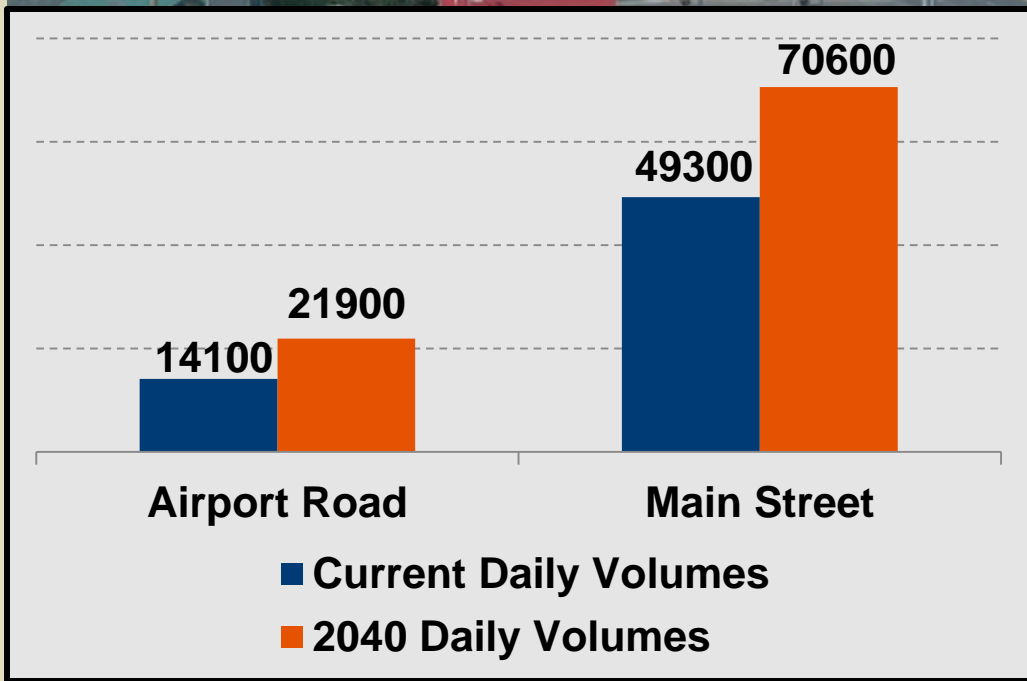
- AM – 400 (530) vehicles
- PM – 315 (415) vehicles



Northbound Left Turn @ Aronson

- AM – 125 (385) vehicles
- PM – 495 (725) vehicles

Traffic Growth and Operations

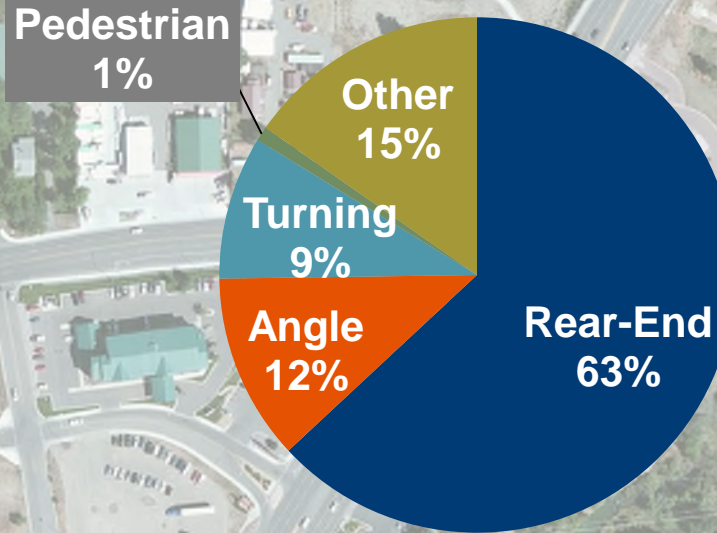


Current Level of Service
AM = C (near capacity)
PM = D (near capacity)

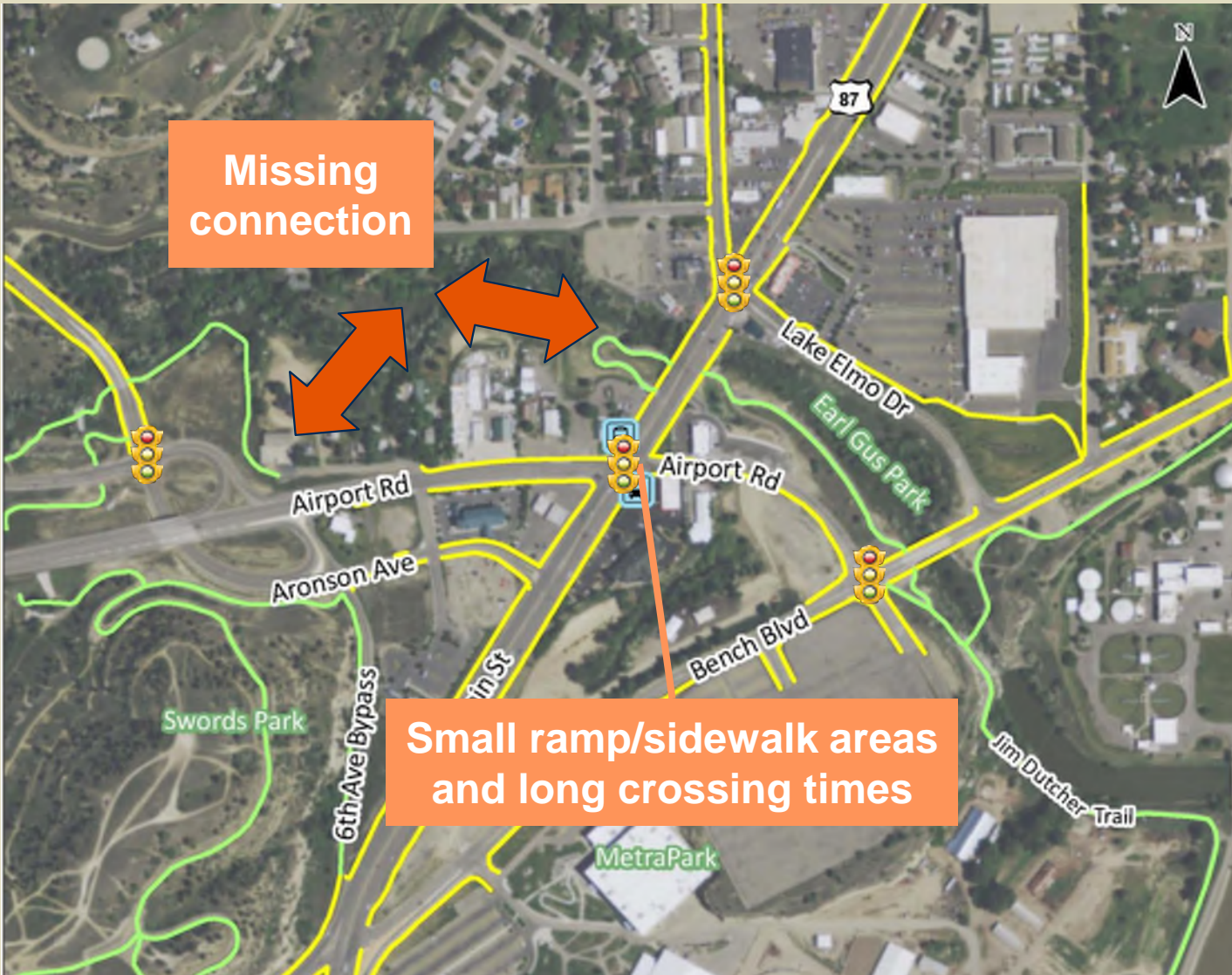
Year 2040 Level of Service
AM = F (over capacity)
PM = F (over capacity)

High Crash Intersection (Years 2010 – 2014)

111 Total Crashes
(1.33 crash rate)



Gaps in Pedestrian and Bicycle Infrastructure



How Can We Improve Intersection Operations and Safety?

- ◉ Add travel lanes
 - Through
 - Left-turn
 - Right-turn lanes
- ◉ Remove left-turns from intersection
- ◉ Separate out vehicle conflicts

Alternatives Development and Screening

Tiered Evaluation Process

1

Develop and screen initial alternatives (20) based on the fatal flaw assessment

2

Apply evaluation criteria to a smaller group of alternatives (7)

3
































Select preferred alternative

We Are Here!

Evaluation Summary of Seven Alternatives

Results from Tier 2 Evaluation

-  Good
-  Neutral
-  Poor

| | Mobility | Safety | Land Use | Implementation | Cost Estimate (millions) |
|--|---|---|---|---|--------------------------|
|  Alt 1 - No Build |  |  |  |  | \$0 |
| Alt 2D - Dual Eastbound Left-Turn Lanes and Signal Modification |  |  |  |  | \$1 - 1.3 |
| Alt 2E - Triple Eastbound Left-Turn Lanes and Signal Modification |  |  |  |  | \$1.2 - 1.6 |
|  Alt 3B - Signalized Southwest Quadrant |  |  |  |  | \$3.7 - 4.7 |
| Alt 4B - Signalized Southwest Quadrant (One-Way Eastbound) |  |  |  |  | \$4 - 5.1 |
| Alt 5A - Median U-Turn (Northbound and Southbound) |  |  |  |  | \$4.2 - 5.3 |
|  Alt 5B - Partial Displaced Left-Turn (Southwest Quadrant) |  |  |  |  | \$5.6 - 7.0 |

Alternative 1 – No Build

Year 2040 Level of Service
AM = F (over capacity)
PM = F (over capacity)

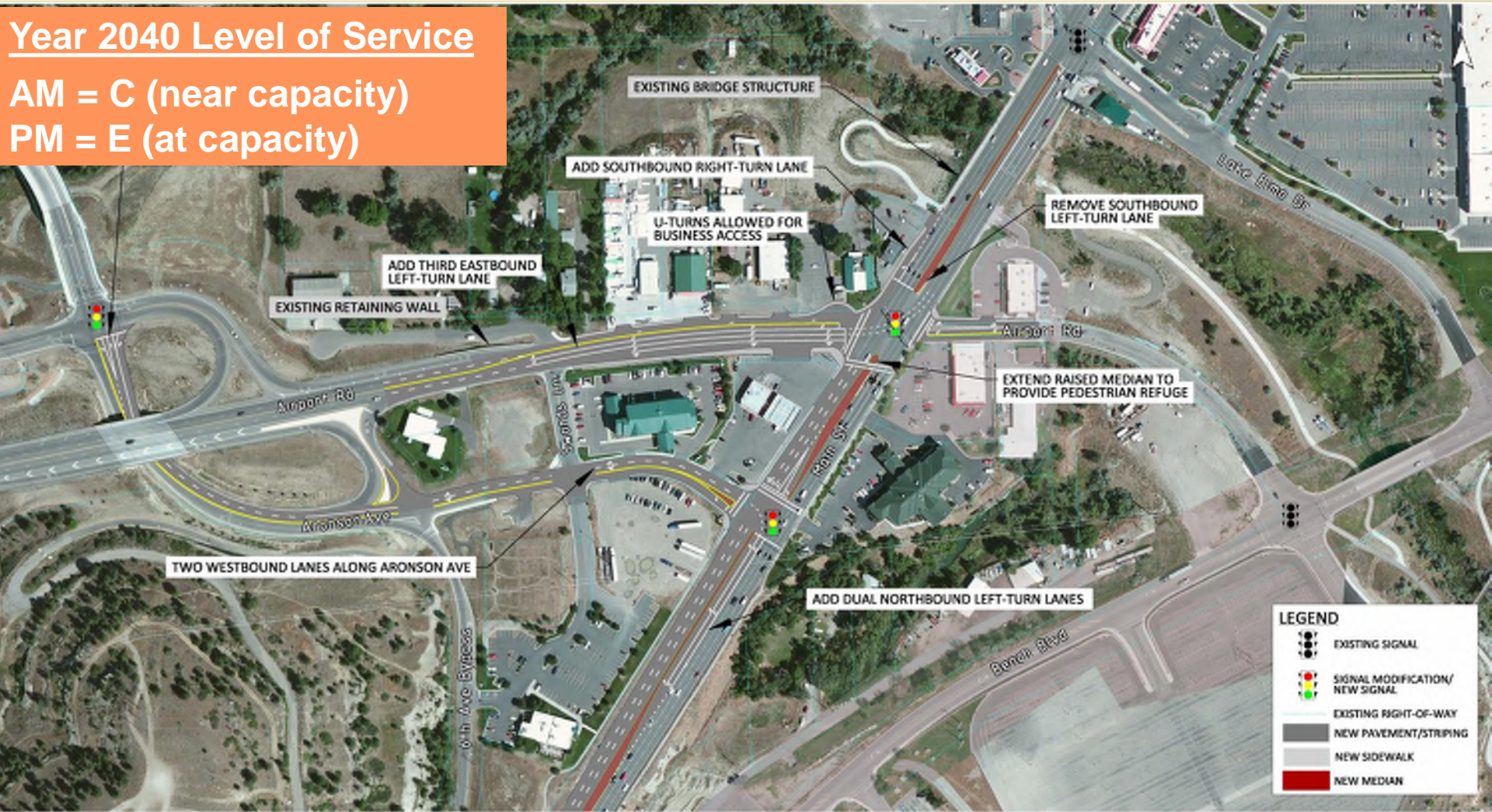


Alternative 3B – Signalized Southwest Quadrant

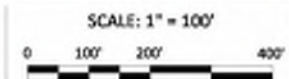
Year 2040 Level of Service

AM = C (near capacity)

PM = E (at capacity)



ALTERNATIVE 3B - SIGNALIZED SOUTHWEST QUADRANT
DESIGN CONCEPT
BILLINGS, MONTANA



Alternative 3B – Signalized Southwest Quadrant



Alternative 5B – Partial Displaced Left-Turn (SW Quad)

Year 2040 Level of Service

AM = C (near capacity)

PM = D (near capacity)



ALTERNATIVE 5B - PARTIAL DISPLACED LEFT-TURN (SOUTHWEST QUADRANT)
DESIGN CONCEPT
BILLINGS, MONTANA

SCALE: 1" = 100'



Alternative 5B – Partial Displaced Left-Turn (SW Quad)



Next Steps

Next Steps

- ◉ Gather feedback from public and stakeholders (May - June)
- ◉ Develop final report (June – July)

www.mdt.mt.gov/pubinvolve/blgairportmain

Thank You! Any Questions?



Attachment G Comment Sheets



Comment Form

Project name: Airport Road and Main Street (Billings)

Project ID: CM 1099(102) Control Number: 8718000

Meeting date and time: Wednesday, May 18, 2016

• 12 - 2 p.m. (general public - no presentation)

• 3 - 5 p.m. (business/property owners - no presentation)

• 5 - 7 p.m. (general public - formal presentation at 5:15 p.m.)

Location: Billings MetraPark, Yellowstone Room, 308 6th Ave. N., Billings, Mont.

You are invited to make your comments on this form and place it in the comment box located at the sign-in table or take it with you and mail to Stefan Streeter, MDT Billings District office, PO Box 20437, Billings, MT 59104-0437. Comments may also be submitted by fax to (406) 256-6487 or online at:

www.mdt.mt.gov/mdt/comment_form.shtml

The deadline for comments is **June 3, 2016**. Please indicate your name, address and affiliation (if any) below. Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (include physical address and email address):

Marilyn Wade

How do you use the intersection (circle all that apply)

Car Bike Walk Truck (freight) Transit

Other: _____

Do you live or own a business/property in the study area? (circle one) Yes No

Alternative 1 - No Build: Do you support the implementation of this alternative?
(circle one) Yes No

Why or why not?
Better to address this problem now!

Alternative 3B - Signalized Southwest Quadrant: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

Alternative 5B - Partial Displaced Left Turn: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

I do not like storing up cars for the left hand turn. I drive through Main + Hilltop + use the delayed turn. During peak hours the lane spills into the traffic lanes headed north. It also has a serious impact on the businesses

General Comments

I love the simulations. It makes it so much easier to visualize. I just wish real traffic moved so smoothly.

Great presentation. Thank you



Comment Form

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Name and address (include physical address and email address):

KEITH KERBER

How do you use the intersection (circle all that apply)

Car Bike Walk Truck (freight) Transit

Other: Pickup

Do you live or own a business/property in the study area? (circle one) Yes No

Alternative 1 - No Build: Do you support the implementation of this alternative?

(circle one) Yes No

Why or why not?

ACCIDENTS NUMEROUS -

Too many left turns going north with uncontrolled intersections

Alternative 3B - Signalized Southwest Quadrant: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

Eliminates left turns at uncontrolled intersections. Like 2 lane onto Aronson St.

Alternative 5B - Partial Displaced Left Turn: Do you support the implementation of this alternative? (circle one) Yes No Preferred

Why or why not?

Eliminates uncontrolled intersections going left when driving north
Changes more subtle grade for truckers accessing Airport road.
Better Access onto Airport road from Main street.

General Comments

Stephen Steefer Comments Elmo Rd

Need left turn light on (MacDonalds) side going across Elmo Road to turn left to drive up Airport Road.

I live on Alkali Cr. AREA AND difficult to turn left onto main street from visiting Target etc.



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Name and address (include physical address and email address):

James Ryan

Jamesryan1940@yahoo.com

How do you use the intersection (circle all that apply)

Car Bike Walk Truck (freight) Transit

Other: _____

Do you live or own a business/property in the study area? (circle one) Yes No

Alternative 1 - No Build: Do you support the implementation of this alternative?

(circle one) Yes No

Why or why not?

As is Does not Allow For growth, As more traffic
Backs up at each light, they will Eventually extend to
the one behind and create gridlock.

Alternative 3B - Signalized Southwest Quadrant: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

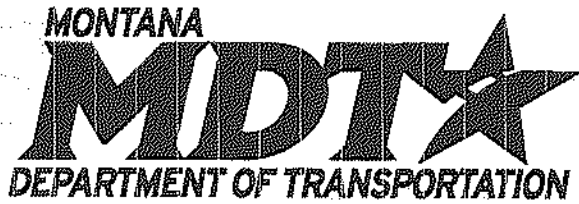
This seems like a very temporary fix, one that has very little change (turning lanes). The backups and grid lock will eventually catch up.

Alternative 5B - Partial Displaced Left Turn: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

If we are truly attempting to make a change that will help now and provide for future traffic, this is the best change of the options available.

General Comments



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Name and address (*include physical address and email address*):

DENNIS HUMMELBERGER

How do you use the intersection (circle all that apply)

Car Bike Walk Truck (freight) Transit

Other: _____

Do you live or own a business/property in the study area? (circle one) Yes No

Alternative 1 - No Build: Do you support the implementation of this alternative?

(circle one) Yes No

Why or why not?

TRAFFIC ENFORCEMENT @ LEFT TURN FROM MAIN @ AIRPORT RD.

Alternative 3B – Signalized Southwest Quadrant: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

Alternative 5B – Partial Displaced Left Turn: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

General Comments



Comment Form

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 Project ID: CM 1099(102) Control Number: 8718000
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Name and address (include physical address and email address):

Boothill Inn Shellie Mann

How do you use the intersection (circle all that apply)

Car Bike Walk Truck (freight) Transit

Other: _____

Do you live or own a business/property in the study area? (circle one) Yes No

Alternative 1 - No Build: Do you support the implementation of this alternative?

(circle one) Yes No

Why or why not?

The problem is the East/West traffic at the corner of Main & Airport Road - needs to be addressed.

I support 2E

(continued on back side)

Alternative 3B - Signalized Southwest Quadrant: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

Redirecting heavy truck traffic in an area more heavily used by bikers/pedestrians accessing Swords Park at Boothill Cemetery. *

Alternative 5B - Partial Displaced Left Turn: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

While a better option than 3B, it will impact my business by making it difficult for guests to access the Boothill Inn. However I do like the fact that those bikers & pedestrians accessing the bike trail at Boothill Cemetery will be safer.

General Comments

* As a business the increased traffic & noise will have a serious/negative impact on my ability to provide a good stay for my guests. It will hinder our ability to deliver guests to the hotel off of Airport Rd due to increased traffic & excess speed.



Comment Form

Project name: Airport Road and Main Street (Billings)

Project ID: CM 1099(102) Control Number: 8718000

Meeting date and time: Wednesday, May 18, 2016

• 12 - 2 p.m. (general public - no presentation)

• 3 - 5 p.m. (business/property owners - no presentation)

• 5 - 7 p.m. (general public - formal presentation at 5:15 p.m.)

Location: Billings MetraPark, Yellowstone Room, 308 6th Ave. N., Billings, Mont.

You are invited to make your comments on this form and place it in the comment box located at the sign-in table or take it with you and mail to Stefan Streeter, MDT Billings District office, PO Box 20437, Billings, MT 59104-0437. Comments may also be submitted by fax to (406) 256-6487 or online at:

www.mdt.mt.gov/mdt/comment_form.shtml

The deadline for comments is **June 3, 2016**. Please indicate your name, address and affiliation (if any) below. Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (include physical address and email address):

Aaron Burt

[Redacted address block]

How do you use the intersection (circle all that apply)

Car

Bike

Walk

Truck (freight)

Transit

Other: _____

Do you live or own a business/property in the study area? (circle one) Yes

No

Alternative 1 - No Build: Do you support the implementation of this alternative?

(circle one)

Yes

No

Why or why not?

Doesn't solve anything.



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Name and address (include physical address and email address):

Kathy Spence
[Redacted Address]
kspence54079@hotmail.com

How do you use the intersection (circle all that apply)

Car Bike Walk Truck (freight) Transit

Other: _____

Do you live or own a business/property in the study area? (circle one) Yes No

Alternative 1 - No Build: Do you support the implementation of this alternative?

(circle one) Yes No

Why or why not?

Alternative 3B - Signalized Southwest Quadrant: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

Seems to flow best

help move Aranson traffic

Alternative 5B - Partial Displaced Left Turn: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

looks to confusing

General Comments



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The deadline for comments is **June 3, 2016**. Please indicate your name, address and affiliation (if any) below. Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (include physical address and email address):

Todd Gaman

How do you use the intersection (check all that apply)

Car Bike Walk Truck (freight) Transit

Other: _____

Do you live or own a business/property in the study area? (circle one) Yes No

315 Main St.

Alternative 1 - No Build: Do you support the implementation of this alternative?

(circle one) Yes No

Why or why not?

Alternative 3B - Signalized Southwest Quadrant: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not? ^{southbound}
Only if there is a ^{southbound} left + hand turn lane at the intersection of Main + Airport Rd

Alternative 5B - Partial Displaced Left Turn: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?
3B seems to be a better value

General Comments

I am not in favor of any alternative that takes out the southbound left + hand turn lane at the intersection of Main + Airport Rd



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Name and address (*include physical address and email address*):

IKE BALDRY

How do you use the intersection (circle all that apply)

Car

Bike

Walk

Truck (freight)

Transit

Other: _____

Do you live or own a business/property in the study area? (circle one) Yes No

Alternative 1 - No Build: Do you support the implementation of this alternative?

(circle one)

Yes

No

Why or why not?

(continued on back side)

Alternative 3B - Signalized Southwest Quadrant: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

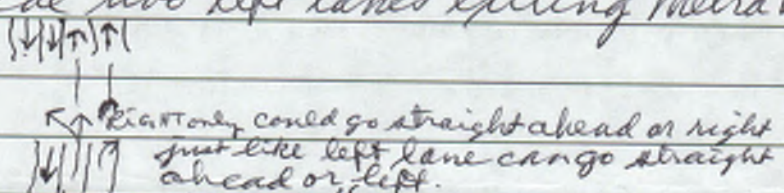
Don't need a light coming off Aronson to Main Street. As soon as traffic stop at light on Main it clears out quickly. If that light would be left turn onto main it might be okay

Alternative 5B - Partial Displaced Left Turn: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

3 left ~~turn~~ turn lanes from Airport Road to Main is a great idea.

General Comments

- ① Should have two left lanes exiting Metra upper lot.


Right lane could go straight ahead or right just like left lane can go straight ahead or left.
- ② Also need a big "BIG" sign at stop sign at top of Aronson warning drivers that oncoming traffic doesn't yield.
- ③ Also replace "stop" sign with "yield" coming from Aronson to Airport Road by water plant.
- ④ Also should make ~~to go~~ far right lane stay right Middle lane could then go straight ahead or go right more easily on to Sixth Ave No. from Main St



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www.mdt.mt.gov/mdt/comment_form.shtml

The deadline for comments is **June 3, 2016**. Please indicate your name, address and affiliation (if any) below. Thank you for your interest in and comments about this project. Please use the back and/or additional sheets of paper if necessary.

Name and address (include physical address and email address):

Cliff Hanson
 [Redacted address]

How do you use the intersection (circle all that apply)

Car Bike Walk Truck (freight) Transit

Other: _____

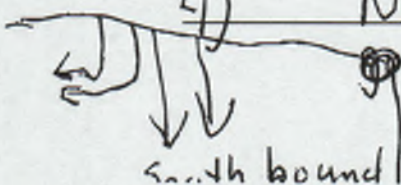
Do you live or own a business/property in the study area? (circle one) Yes No
 corner 3rd & Main Yes No edge

Alternative 1 - No Build: Do you support the implementation of this alternative?

(circle one) Yes No

Why or why not?

- 1) use 5 days a week 4 times a day
- 2) People are adapting to recent changes
- 3) Need focus on 87, First Ave N & Expo
- 4) Need 2 turn lanes at airport road
 Turning right onto airport road!
 jammed to lake Elm during rush hour.
 (continued on back side) limited option after work 5/1



Hanson page 2

Alternative 3B - Signalized Southwest Quadrant: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

Restricts lane change opportunities
- I think it will increase congestion
as lights never seem to be synchronized
for traffic peaks

Alternative 5B - Partial Displaced Left Turn: Do you support the implementation of this alternative? (circle one) Yes No

Why or why not?

Does not solve truck traffic
issues - Need trucks routed
to turn lane at Expo + 87
Back up at rush hour on poor signage
need two turn lanes

Do not Block Aronson - current usage
increasing relieving stress at airport
Road.

Excellent presentation & modelling

Not sure peak traffic disruptions
completely understood.

Wrecks & ice on Northbound hill.

From: [Andy Daleiden](#)
To: [Robyn Austin](#); [Brett Korporaal](#)
Subject: FW: Comment on a Project or Study Submitted
Date: Tuesday, May 24, 2016 8:52:59 AM

Another comment...

Andy Daleiden, PE
Associate Engineer
Kittelson & Associates, Inc.
Transportation Engineering / Planning
208.338.2683
208.867.3898 (cell)



-----Original Message-----

From: Nessel, Jan [<mailto:jnesset@mt.gov>]
Sent: Tuesday, May 24, 2016 8:41 AM
To: Salyards, Wade; Andy Daleiden
Subject: FW: Comment on a Project or Study Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Tuesday, May 24, 2016 8:39 AM
To: MDT Comments - Project
Subject: Comment on a Project or Study Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Reason for Submission: Comment on a Project or Study
Submitted: 05/24/2016 08:39:24
Project/Study Commenting On: Billings Airport Main
Name: Steve Nitz
Email Address: 
Other Details: 

Comment or Question:

Of the three options, the only one that makes sense is the one that puts the Zip Trip out of business. To route all traffic going north on Main St, who want to go up Airport Rd, via the Aronson route, is clumsy and not efficient. I can't imagine the 18-wheelers making that path efficiently. The connection where people exiting Airport Rd going onto Aronson would seem to be an area where accidents would occur. Because of these reasons, I think that Alternative 5B is the best option.

Reference Number = prjcomment_7208251953125



June 16, 2016

Stefan Streeter, District Administrator
424 Morey Street
PO Box 20437
Billings, MT 59104-0437

RE: Billings Airport Road and Main Street Concept Comment

Dear Mr. Streeter,

Thank you for the opportunity to comment regarding the Montana Department of Transportation (MDT) Billings Airport Road and Main Street Project Concept.

CHS Inc. (chsinc.com) is a leading global agribusiness owned by farmers, ranchers and cooperatives across the United States. Diversified in energy, grains and foods, CHS is committed to helping our customers, farmer-owners and other stakeholders grow their businesses through our domestic and global operations. CHS, a Fortune 100 company, supplies energy, crop nutrients, grain marketing services, animal feed, food and food ingredients, along with business solutions including insurance, financial and risk management services. CHS operates petroleum refineries/pipelines and manufactures, markets and distributes Cenex® brand refined fuels, lubricants, propane and renewable energy products.

CHS is governed by a 17-member board of directors consisting of farmers and ranchers elected by cooperative and producer owners. The cooperative is owned by 1,100 cooperatives; 75,000 producers; and 20,000 preferred stockholders. CHS employs 12,000 people, including over 300 at the CHS Refinery at Laurel and returned over \$12 million to CHS owners in Montana.

Cenex, and its parent company CHS Inc., recognize the significance and practice of safety first in operations and business practices. MDT's desire to make the Billings Airport Road and Main Street intersection safer has merit. Cenex has a vested interest in the feasibility study of proposed project because of the proximity of Cenex Zip Trip Store No. 55 located at 236 Main Street.

Based on initial conversations with the project consultant only one proposed project alternative accounts for existing private property interests. Proposed project alternative 3B improves safety conditions, costs less than the other proposed alternative and retains private property rights. While, proposed project alternative 5B provides for safety considerations it would cost Montana taxpayers \$2 million more than project alternative 3B and likely require a private property taking. It is clear that costs for eminent domain proceedings, nor just compensation for private property interests were not considered in project alternative 5B.

I am requesting the above comments be incorporated into the final project feasibility report to be issued in July and the opportunity to address the stated comments in any future design phase of the project.

Sincerely,



Rick Bates
General Manager
Cenex Zip Trip

Cc: State Representative Dale Mortensen
State Senator Doug Kary
Wade Salyards, MDT Project Manager
Andrew Daleiden, Project Manager Consultant

From: [Andy Daleiden](#)
To: [Robyn Austin](#); [Brett Korporaal](#)
Cc: [Andy Daleiden](#)
Subject: Airport/Main Study - Comment Form
Date: Friday, May 20, 2016 9:31:04 AM

Here is another comment to add to our running list.

Andy Daleiden, PE
Associate Engineer
Kittelson & Associates, Inc.
Transportation Engineering / Planning
208.338.2683
208.867.3898 (cell)


-----Original Message-----

From: Nessel, Jan [<mailto:jnesset@mt.gov>]
Sent: Friday, May 20, 2016 6:55 AM
To: Salyards, Wade
Cc: Andy Daleiden
Subject: FW: Comment on a Project or Study Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Thursday, May 19, 2016 9:00 PM
To: MDT Comments - Project
Subject: Comment on a Project or Study Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Reason for Submission: Comment on a Project or Study
Submitted: 05/19/2016 20:59:35
Project/Study Commenting On: Billings Airport Main
Name: John Shoff
Email Address: 

Comment or Question:

Commenting on the Airport Road / Main Street project. I am a Heights resident and use the intersection frequently. Thank you for the presentation on Wednesday and opportunity to comment. I appreciated the VISSIM simulations. Money well spent to help the public understand the alternatives.

Alt. 3 B (I do not like this alternative)

Requires non-intuitive out of direction travel to go NB Main to WB Airport.

Puts traffic at the Alkali /

Aronson intersection that will degrade operations at that location.

Airport ramp becomes stop controlled impacting operations on Airport Road.

Short weave on Aronson (on a curve)

will be overwhelmed with additional traffic. This maneuver is marginal now because of the horizontal alignment. Added traffic will make it unacceptably difficult.

NB Main / LT to Airport.

Once traffic misses the desired turn location they have no opportunity to correct. This traffic will further congest the intersection and study area.

The business access u-turn on

Airport Road is inadequate and will not be used or effective.

Alt. 5B (my preferred build alternative) Superior operations compared to Alt. 3B.
Even though there will be more business impacts there will be improved traffic operations and reduced delay for how many thousand vehicles each day? This trade-off is worth if for the long-term operational improvements.

Can a RI

/ RO movement (EB Aronson to SB Main) be added to enter / exit the commercial area rather than close it completely?

Cost

estimate is reasonable.

My ranking of the alternatives presented.

Alt. 5-B

No-Build

Alt. 3-B

Thanks again for the opportunity to comment.

John S.

Reference Number = prjcomment_49285888671875