MONTANA 3 BILLINGS
CORRIDOR STUDY

WELCOME TO THE

OPEN HOUSE

Come learn about the Montana Department of Transportation's corridor study on Montana Highway 3 in Billings.

Leave a **comment card**
or submit your comment **online** at

https://www.mdt.mt.gov/pubinvolve/hwy3billings/

Reach Out to the Study Contacts:

Lisa Olmsted
DOWL Public Involvement Manager
lolmsted@dowl.com
406-869-6329

Sarah Patterson
DOWL Project Manager
spatterson@dowl.com
406-324-7407

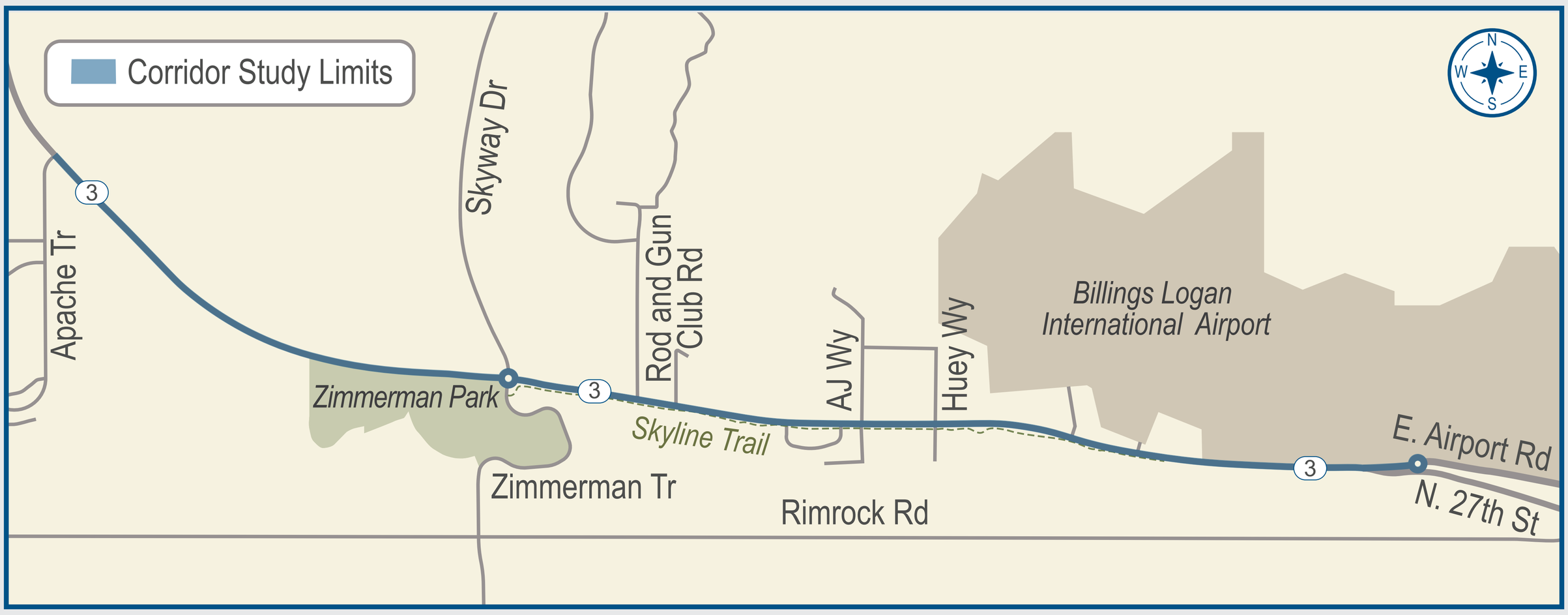
Jackson Lang
MDT Project Manager
jlang@mt.gov
406-444-3246

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MT 3 Billings Corridor Study

MONTANA 3 BILLINGS
CORRIDOR STUDY

The Montana Department of Transportation (MDT) is conducting a corridor study on Montana Highway 3 (MT 3), in Billings, from Apache Trail to the roundabout that connects to E. Airport Road and N. 27th Street near Billings Logan International Airport.



What is a Corridor Study?

This corridor study will evaluate safety, operational, and environmental conditions to identify needs, constraints, and potential improvement options before advancing to project-specific design and construction phases.

Transportation Agencies
Resource Agencies
Public

Planning	Project Development (Preliminary Design, Environmental Compliance, Final Design)	Construction, Maintenance, Operations

Why Was This Corridor Selected for a Study?

MT 3 is a high-volume corridor and traffic is expected to increase with new development.

Understand projected impacts associated with the recently completed Skyway Drive.

Several regional trails converge at the intersection of MT 3 and Zimmerman Trail.

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Project Team, Schedule, and Purpose

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Project Team



Jackson Lang
MDT Project Manager



Sarah Patterson
DOWL Project Manager

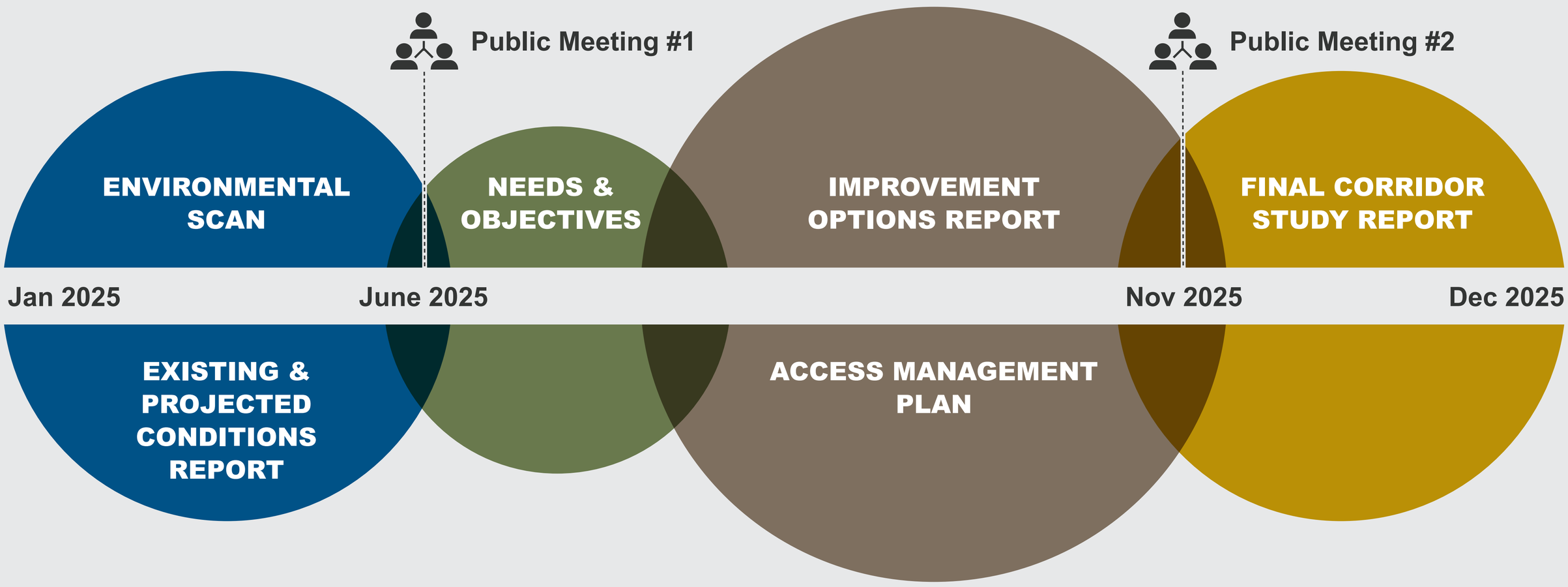


Lisa Olmsted
DOWL Public Involvement



Sydney Pfeaster
DOWL Public Involvement

Schedule



Purpose



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Needs & Objectives

MONTANA 3 BILLINGS CORRIDOR STUDY

Need 1: Improve Corridor Safety

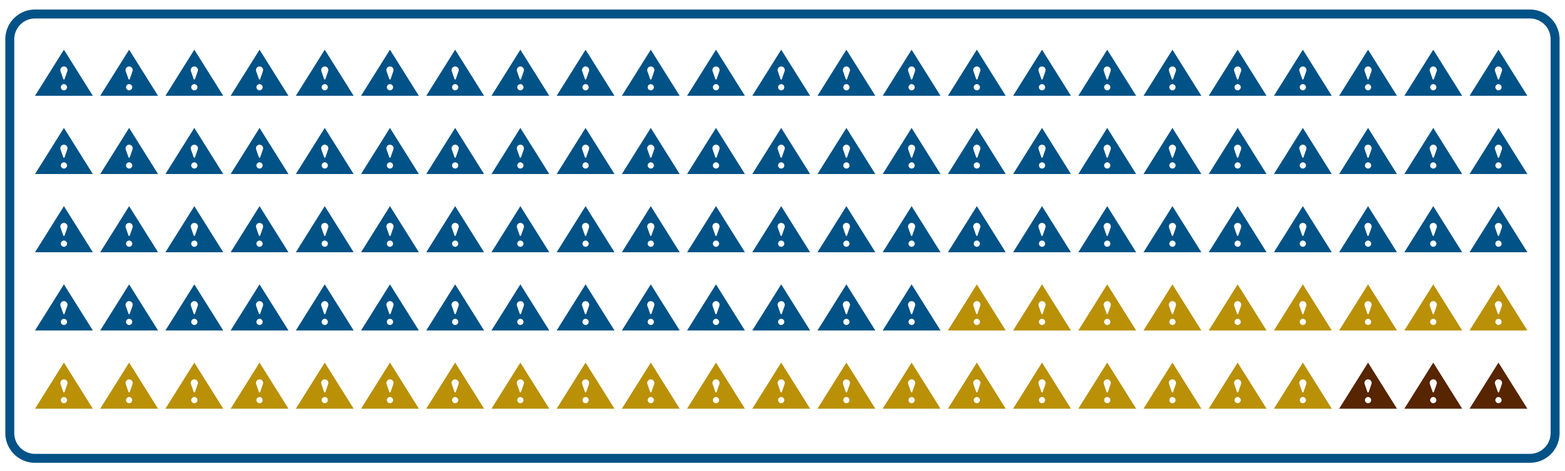
Objectives

- Reduce fatalities and serious injuries in support of Vision Zero
- Reduce vehicle conflicts
- Improve safety at non-motorized crossings

25% REAR-END COLLISIONS

51% OF CRASHES OCCURED AT INTERSECTIONS

115 Total Crashes (2019-2023)



29 MINOR INJURY CRASHES

3 SERIOUS INJURY AND/OR FATAL CRASHES

Crash Data Disclaimer: Pursuant to 23 U.S.C. § 407, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of Title 23, U.S.C., or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data. This publication is not intended to waive any of the State of Montana's rights or privileges under 23 U.S.C. § 407.

Need 2: Improve Corridor Operations

Objectives

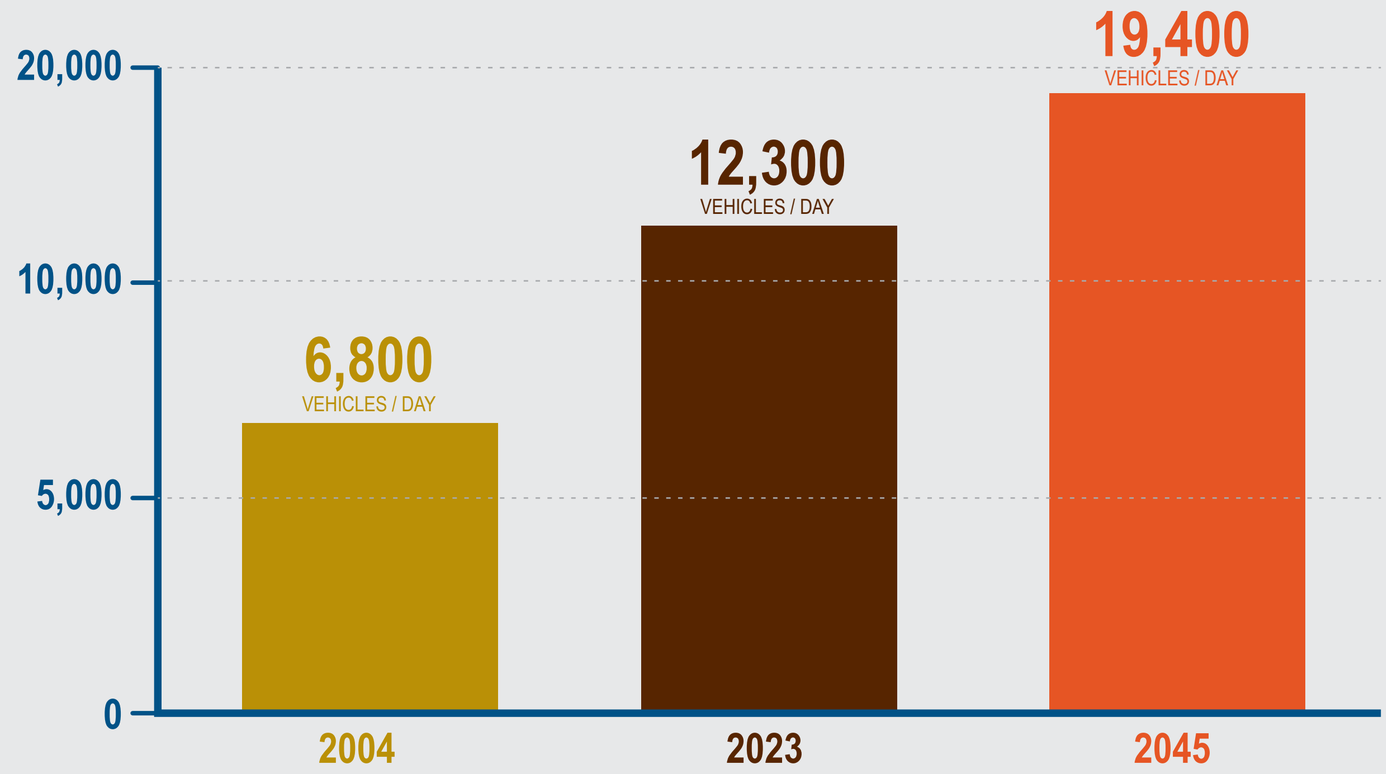
- Accommodate existing and future travel demand
- Improve intersection operations and level of service
- Improve non-motorized mobility and accessibility
- Maintain reasonable access to adjacent businesses and residences

FAILING TRAFFIC OPERATIONS IN 2045

2.1% GROWTH EXPECTED PER YEAR

Expected change in Daily Traffic on MT 3 from 2023 to 2045

(⬆ 7,100 vehicles)



Other Considerations

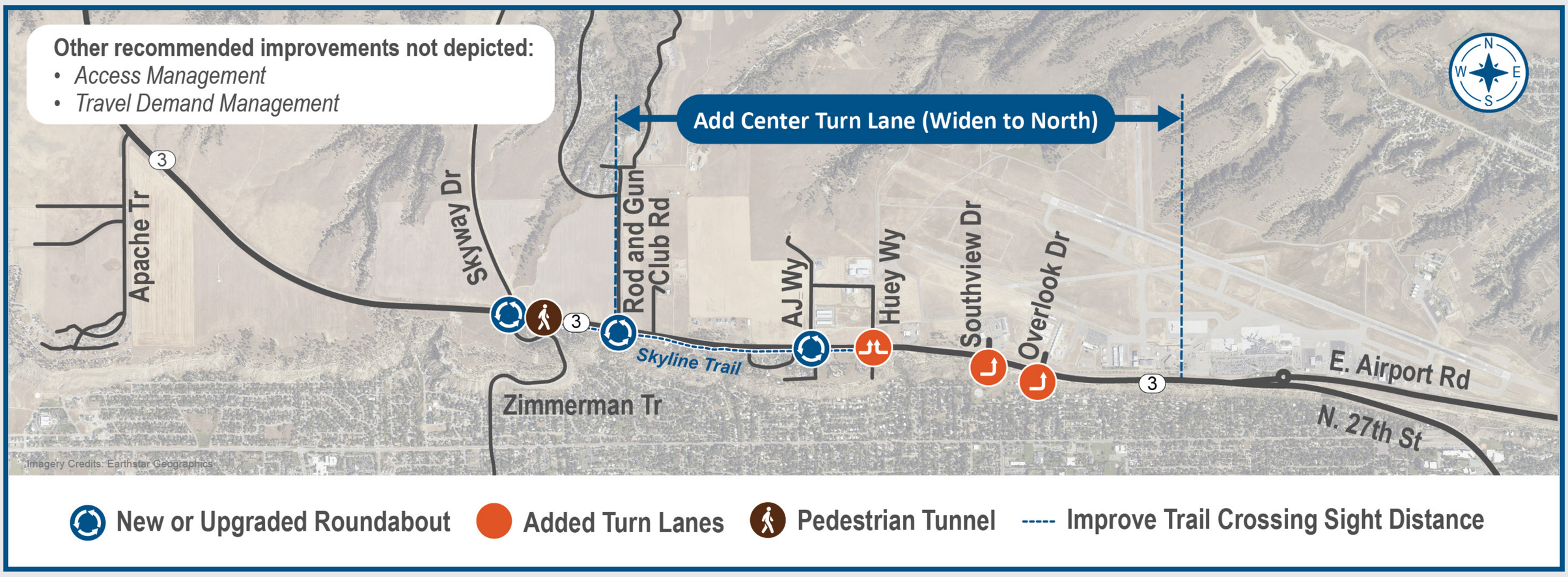
- Impacts to environmental resources
- Drainage impacts and Storm Water Management Program requirements
- Constructability and related impacts
- Public and private utilities
- Funding availability
- Maintenance operations, responsibility, and cost
- Consistency with local plans and developments

Improvement Options

MONTANA 3 BILLINGS CORRIDOR STUDY

Improvement Options Summary

- This study identified a range of improvement options to address the corridor needs and objectives.
- Recommendations at Southview Drive and Overlook Drive should be re-evaluated after a traffic impact analysis is completed for planned airport development.



Next Steps

- After considering all public comments, the study will be finalized and posted to the study website.
- Upon completion of the corridor study, MDT and partner agencies may advance identified improvement options into design and construction phases, as funding allows. No funding source has been identified at this time.



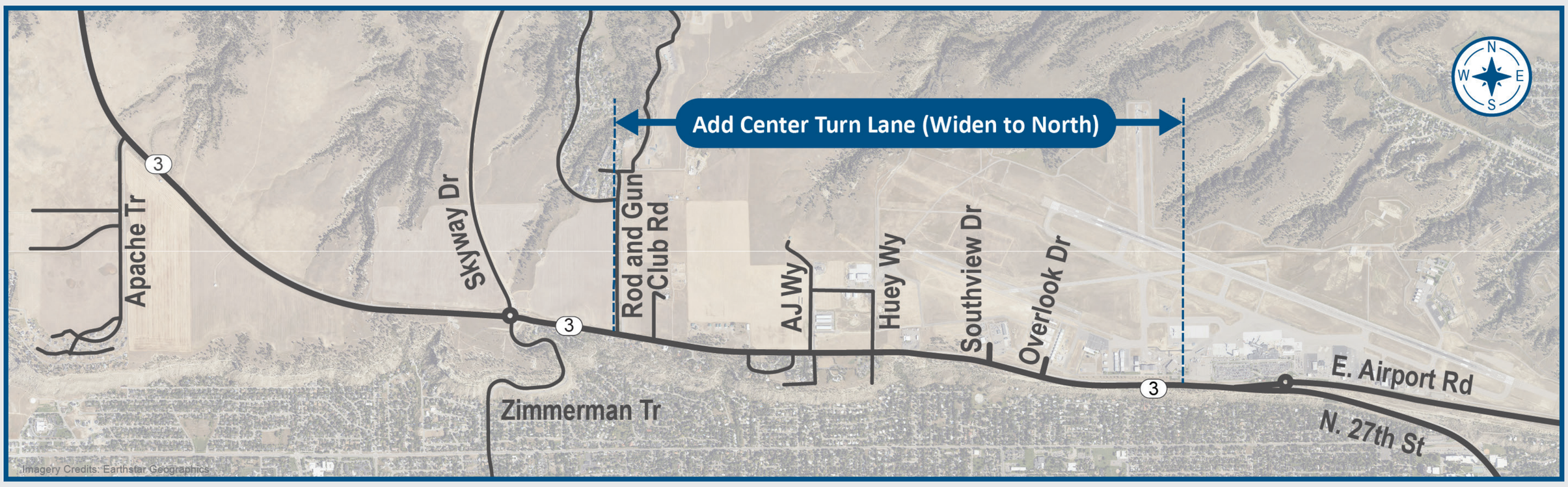
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Roadway Widening

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Widen MT 3 East of Rod and Gun Club Road (2.3 miles)

Widen to the north to avoid impacts to Skyline Trail.

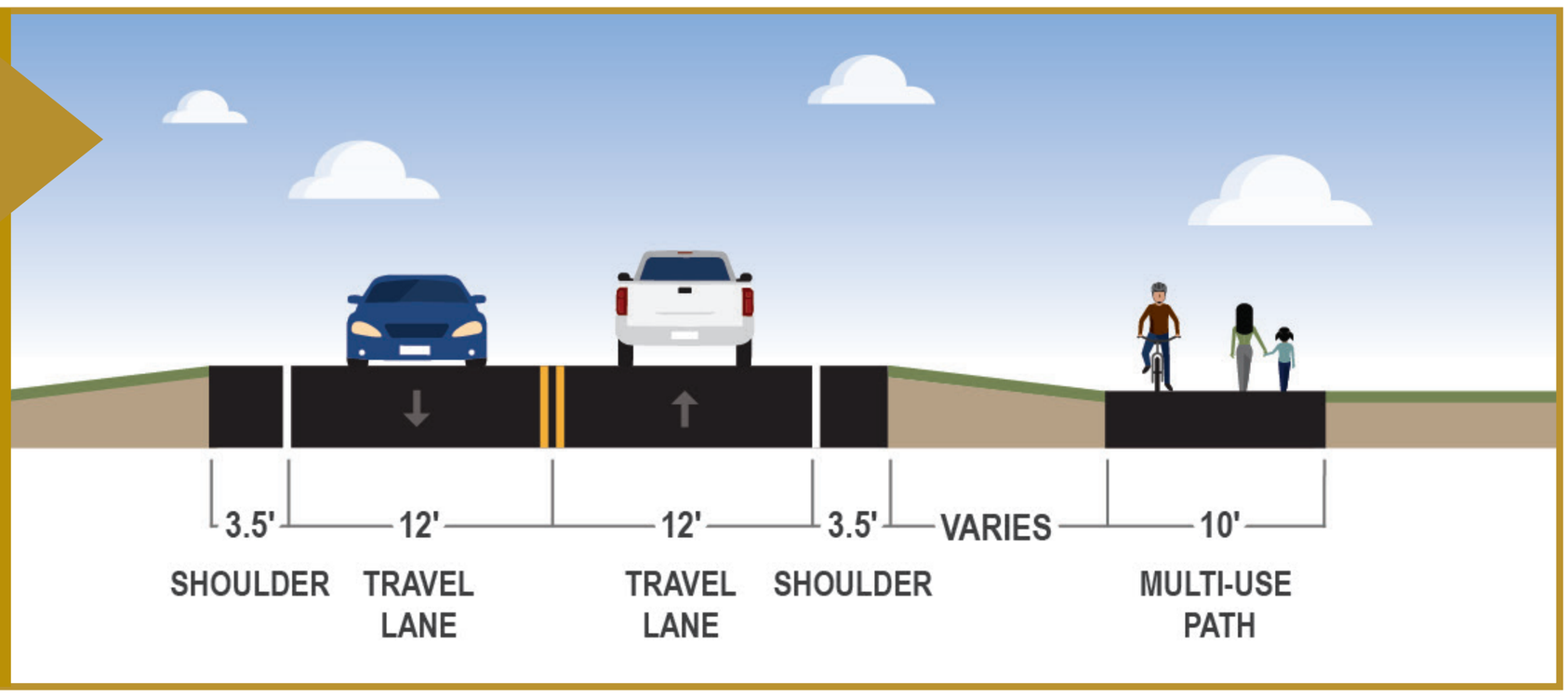


Proposed Cross Section Adds Center Turn Lane and Widens Shoulders

Striping would vary throughout the widened section; some sections would provide designated left-turn lanes, while other sections would provide a striped median in the center turn lane to prohibit left-turn movements.

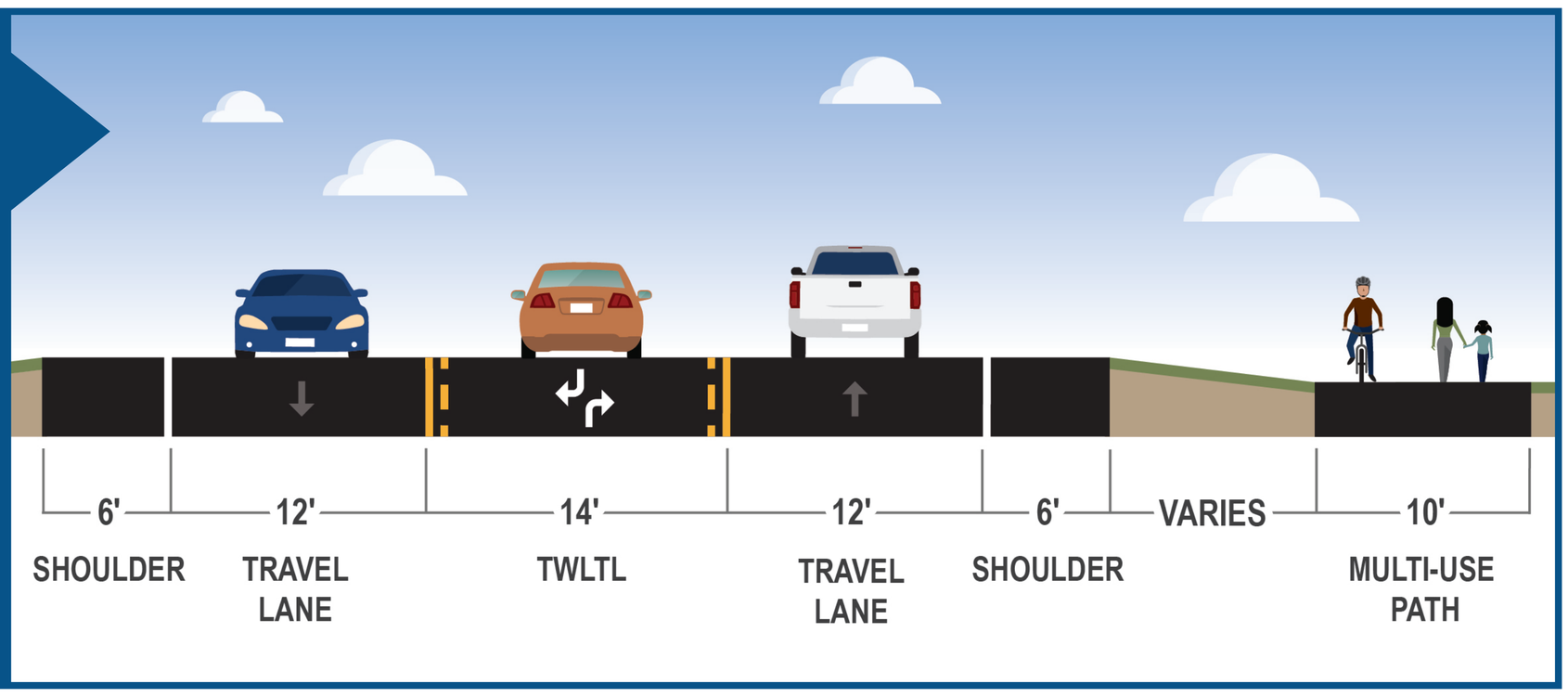
Existing Cross Section

- 3.5-foot-wide shoulders do not align with baseline design criteria for a principal arterial



Proposed Cross Section

- Adds 14-foot center turn lane
- Provides 6-foot shoulders



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Multimodal Improvements

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Pedestrian/Bicycle Underpass on East Leg of Zimmerman Trail Roundabout

- Connects Skyline Trail to Skyway Drive shared use path
- Occurs when intersection is upgraded to two-lane roundabout

Existing



Proposed



Skyline Trail Crossing Improvements

- **Recent Skyline Trail crossing improvements** include new crosswalks and revised signing for pedestrians/bicycles
- **Crosswalks promote awareness** of non-motorized users on the corridor
- **Non-motorized users need to be aware** of the potential for conflict with turning vehicles
- **Recommend improving sight distance** at the ten crossings on the south side of MT 3

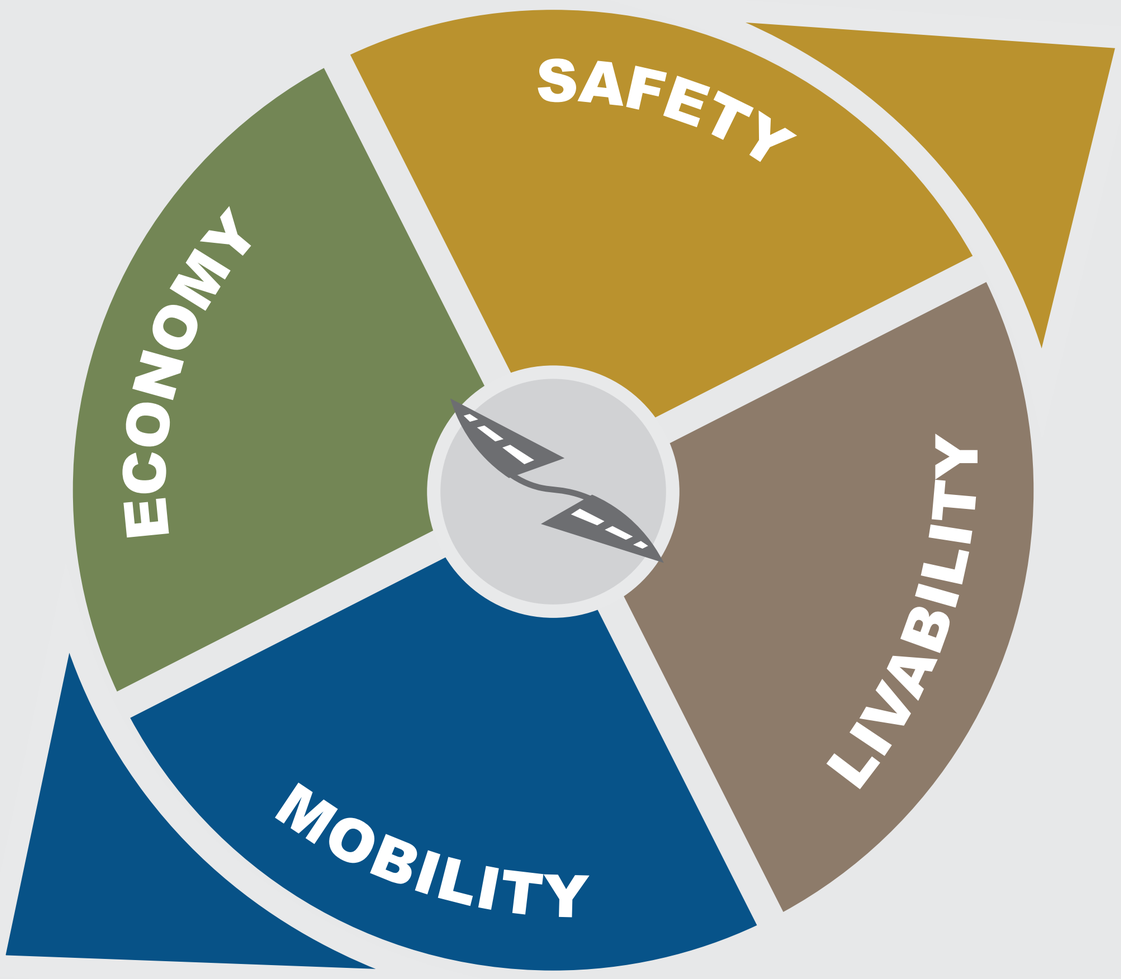


Access Management Overview/Goals

MONTANA 3 BILLINGS CORRIDOR STUDY

What is Access Management?

- The coordinated planning, regulation, and design of access between roadways and land development
- Promotes efficient and safe movement of people and goods by reducing conflict points
- Without access management, growing corridors can deteriorate functionally and aesthetically



Access Management Goals

SAFETY

Promote safe and convenient transportation for both motorized and non-motorized users in support of Vision Zero

MOBILITY

Maintain efficient traffic flow, minimize delay for through-traffic, and reduce operating costs for freight and motor vehicles

ECONOMY

Preserve property values and attract economic development

LIVABILITY

Support neighborhood livability and preserve the long-term functionality and investment in the transportation system

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Access Management Strategies/Recommendations

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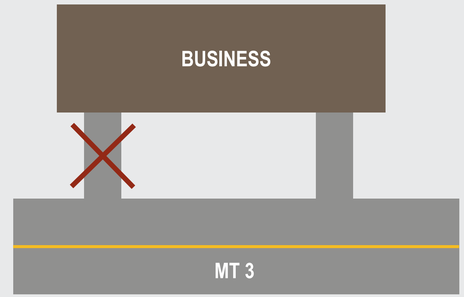
Access Management Recommendations - Example



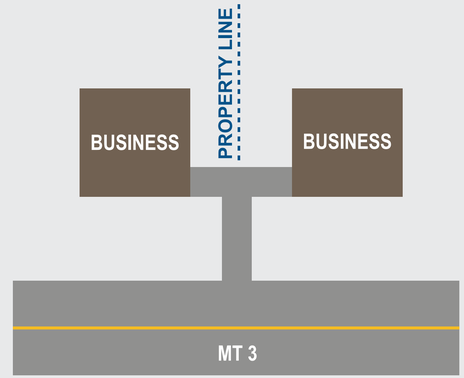
- Private Approach
- Public Approach
- Field Approach
- Relocate Approach
- Close Approach
- Parcel Number
- Shared Approach
- Joint Use
- Right-In, Right-Out
- Property Line
- Potential Future Roundabout
- Splitter Island Limits

Access Management Strategies

Consolidate/ Eliminate Approaches



Shared Access on Property Line



Frontage/ Rear Access

