NOVEMBER 19, 2025

VIRTUAL PUBLIC MEETING



MEETING PRESENTERS



Jackson Lang
MDT Project Manager



Sarah Patterson
DOWL Project Manager



Lisa Olmsted
DOWL Public Involvement

HOUSEKEEPING ITEMS

- Please mute and turn camera off
- Presentation will be followed by Q&A period
- Type questions in the Q&A box
- Meeting will be recorded and posted to study website

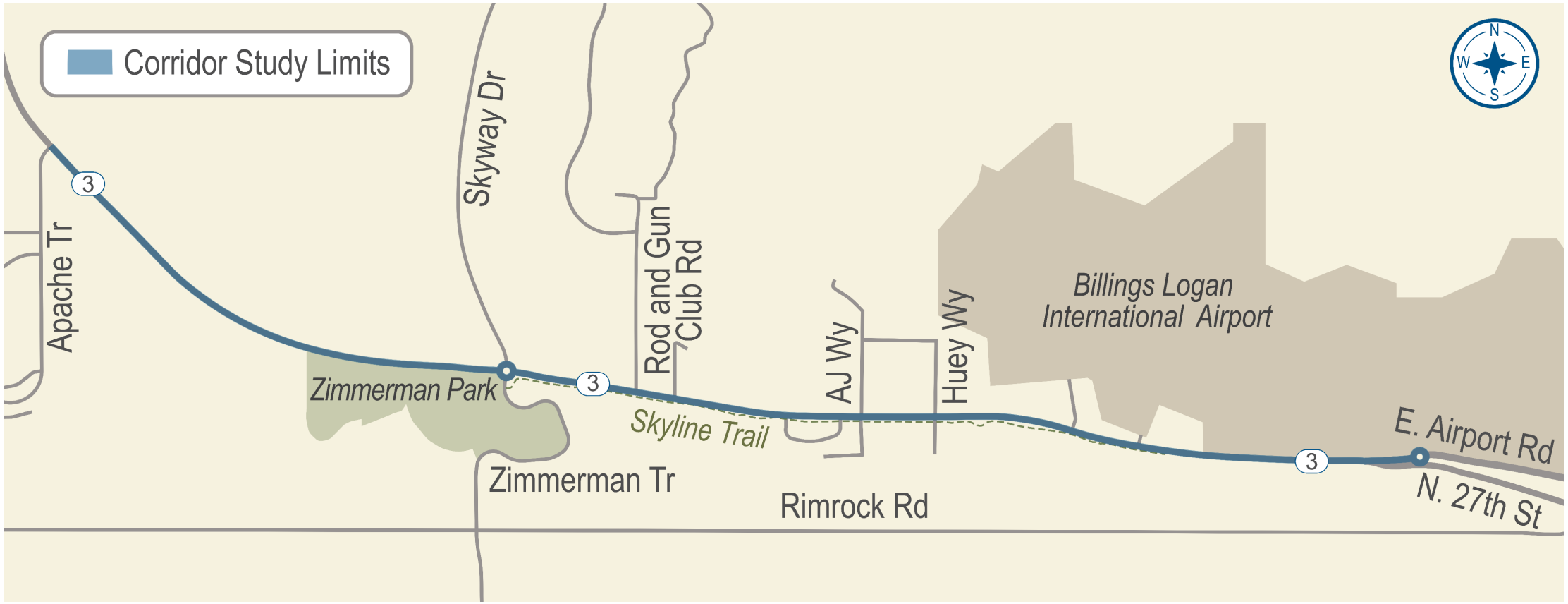
MONTANA 3 BILLINGS
CORRIDOR STUDY

AGENDA

1. Planning Study Overview and Study Schedule
2. Corridor Needs and Objectives
3. Key Findings and Recommendations
4. Next Steps

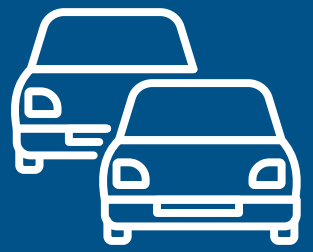
MONTANA 3 BILLINGS
CORRIDOR STUDY

PROJECT MAP



MONTANA 3 BILLINGS
CORRIDOR STUDY

WHY IS THIS CORRIDOR BEING STUDIED?



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



Understand projected impacts associated with recently completed Skyway Drive.



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

MONTANA 3 BILLINGS
CORRIDOR STUDY

WHAT IS A CORRIDOR STUDY?



A corridor study is conducted **before** design, right-of-way acquisition, environmental compliance, and construction.

Transportation Agencies
Resource Agencies
Public

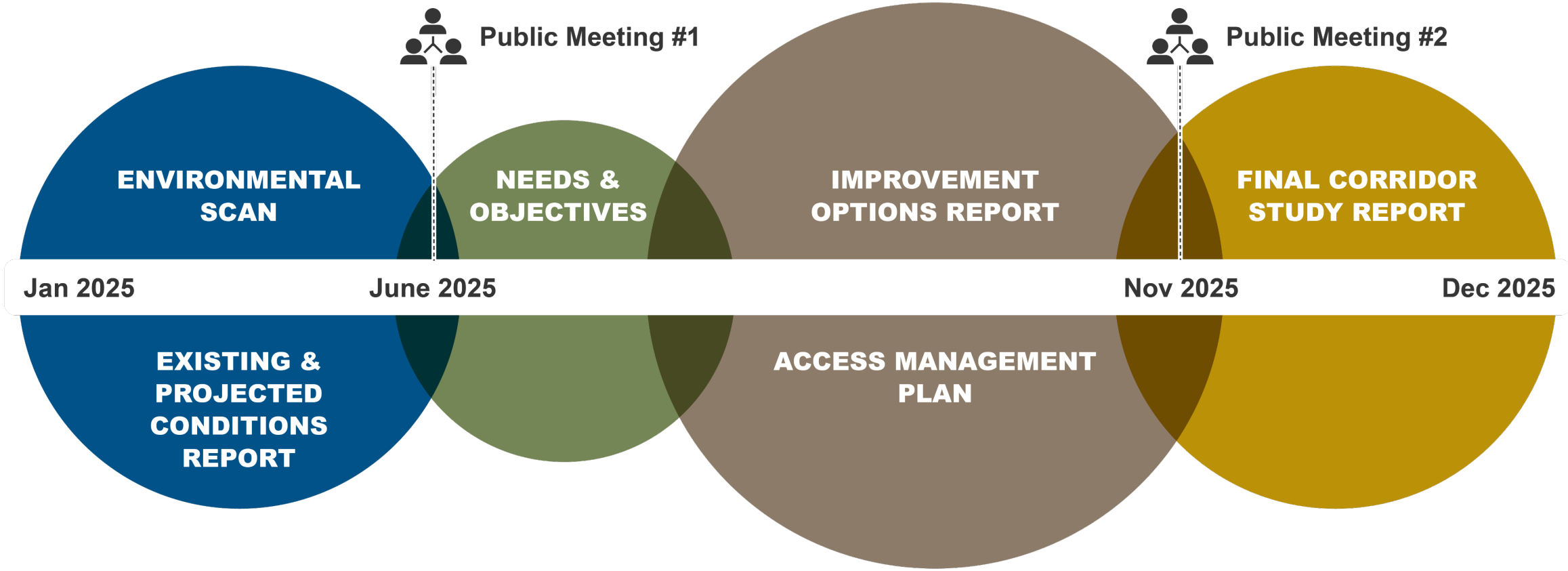
Planning

Project Development
(Preliminary Design, Environmental Compliance, Final Design)

Construction, Maintenance, Operations

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CORRIDOR STUDY

SCHEDULE

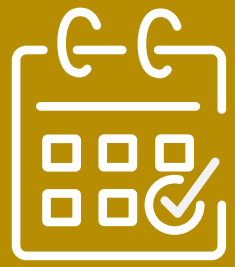


MONTANA 3 BILLINGS CORRIDOR STUDY

STUDY PURPOSE



Identify corridor needs and objectives



Identify short-term and long-term improvement options



Develop planning level cost estimates



Identify funding sources



Develop an Access Management Plan for the corridor

MONTANA 3 BILLINGS
CORRIDOR STUDY

NEEDS AND OBJECTIVES

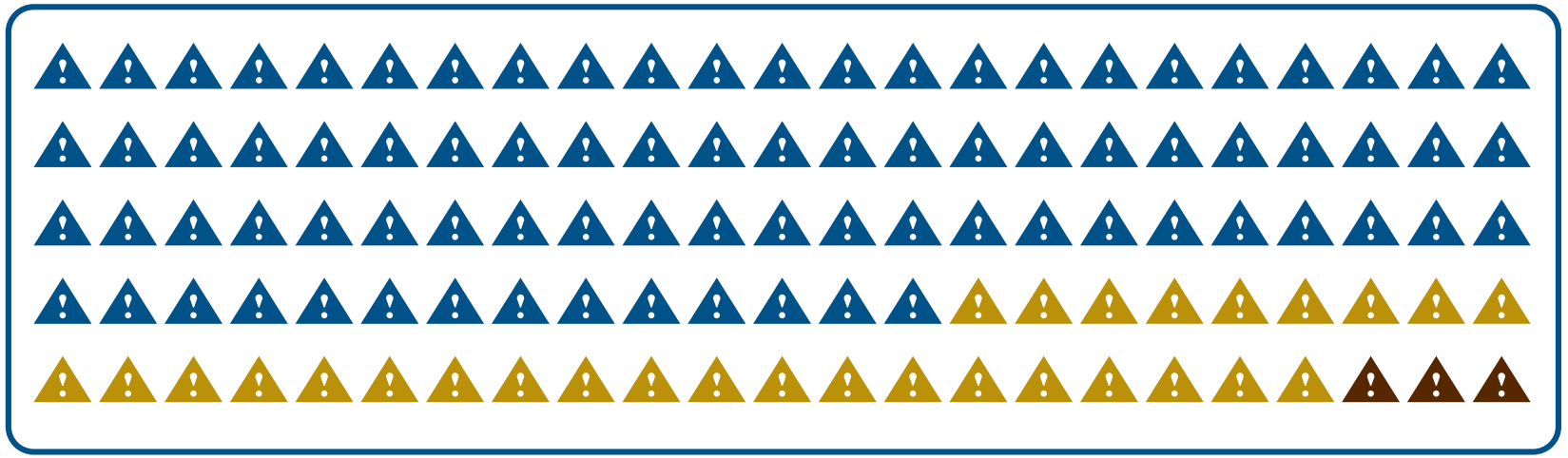
NEED 1: IMPROVE CORRIDOR SAFETY

Objectives

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

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.

115 Total Crashes (2019-2023)



29 MINOR INJURY CRASHES

3 SERIOUS INJURY AND/OR FATAL CRASHES

25%
Rear-End Collisions

51% of crashes occurred
AT INTERSECTIONS

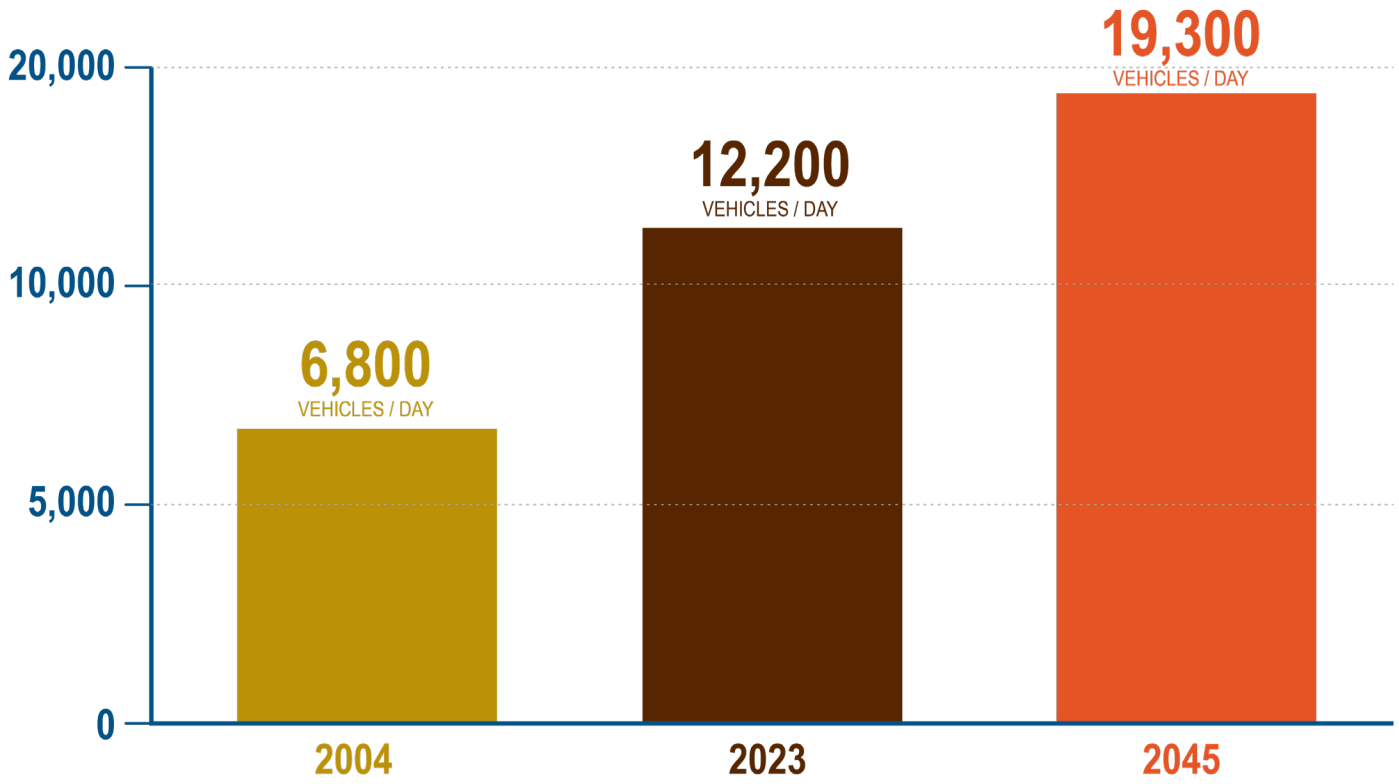
NEEDS AND OBJECTIVES

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

Change in Daily Traffic on Corridor from 2023 to 2045 (↑7,100 vehicles)



FAILING TRAFFIC operations in 2045

2.1% **GROWTH EXPECTED PER YEAR**

NEEDS AND OBJECTIVES

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









MONTANA 3 BILLINGS
CORRIDOR STUDY

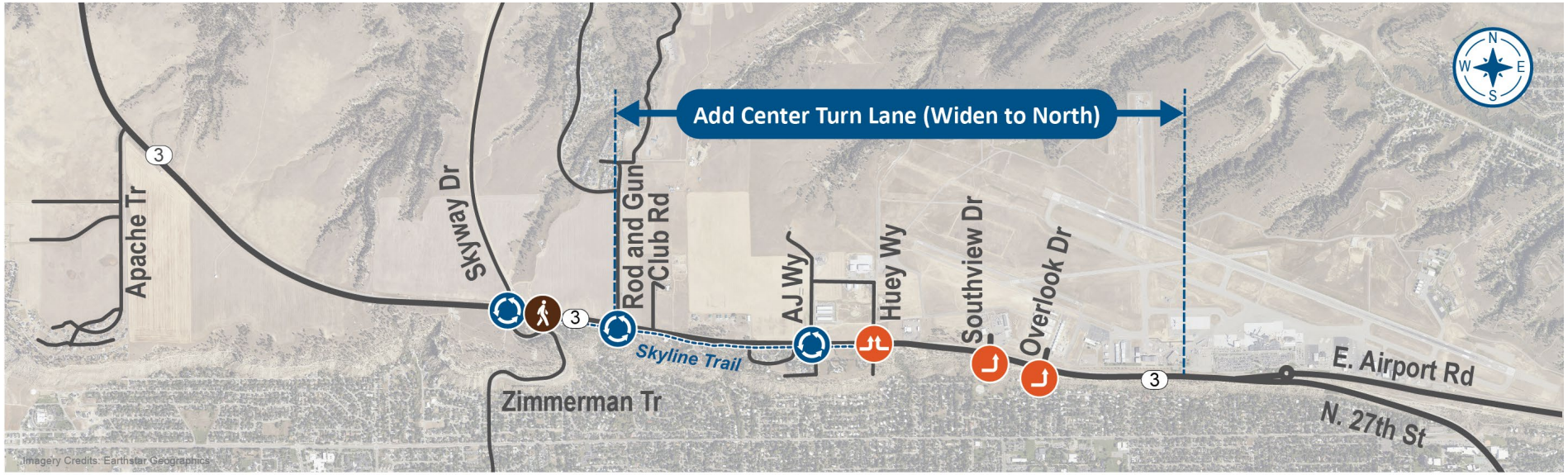
IMPROVEMENT OPTIONS SUMMARY

This study identified a

RANGE OF IMPROVEMENT OPTIONS

to address the corridor

NEEDS AND OBJECTIVES



New or Upgraded Roundabout Added Turn Lanes Pedestrian Tunnel ----- Improve Trail Crossing Sight Distance

Other recommended improvements not depicted:

- ***Access Management***
- ***Travel Demand Management***

MONTANA 3 BILLINGS CORRIDOR STUDY

ROADWAY WIDENING



Add center turn lane and widen shoulders on MT 3 east of Rod and Gun Club Road (2.3 miles)

Widen to the north to avoid impacts to Skyline Trail

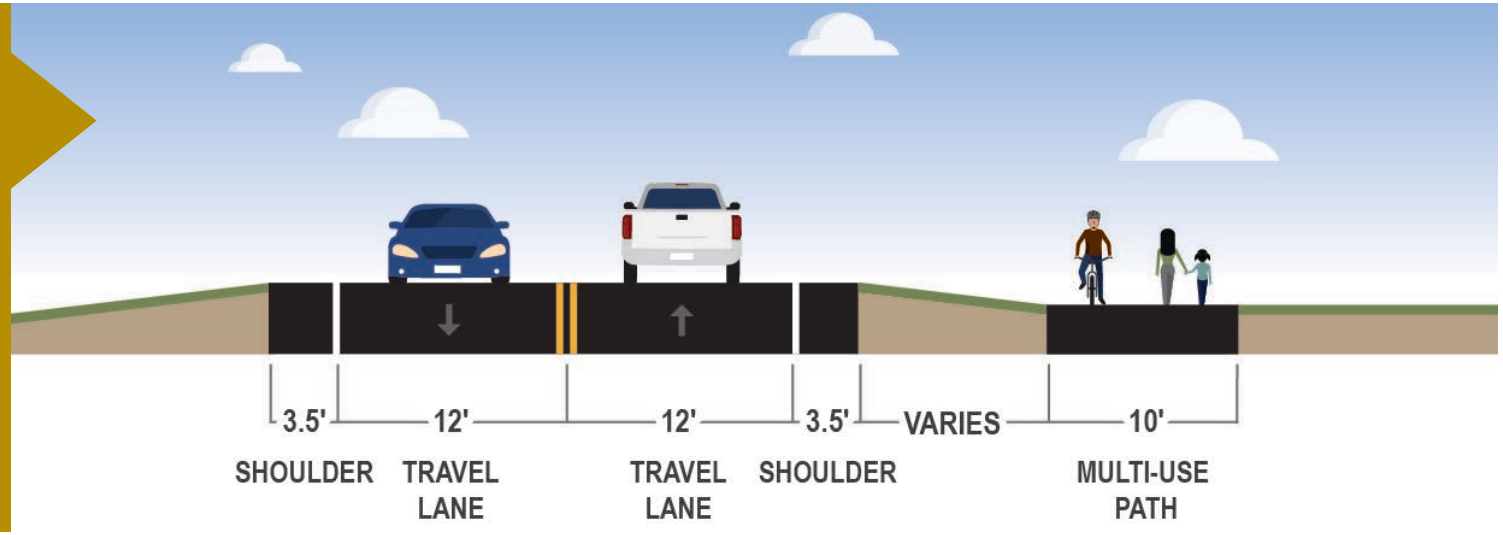
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CORRIDOR STUDY

ROADWAY WIDENING

WIDEN MT 3 EAST OF ROD AND GUN CLUB ROAD

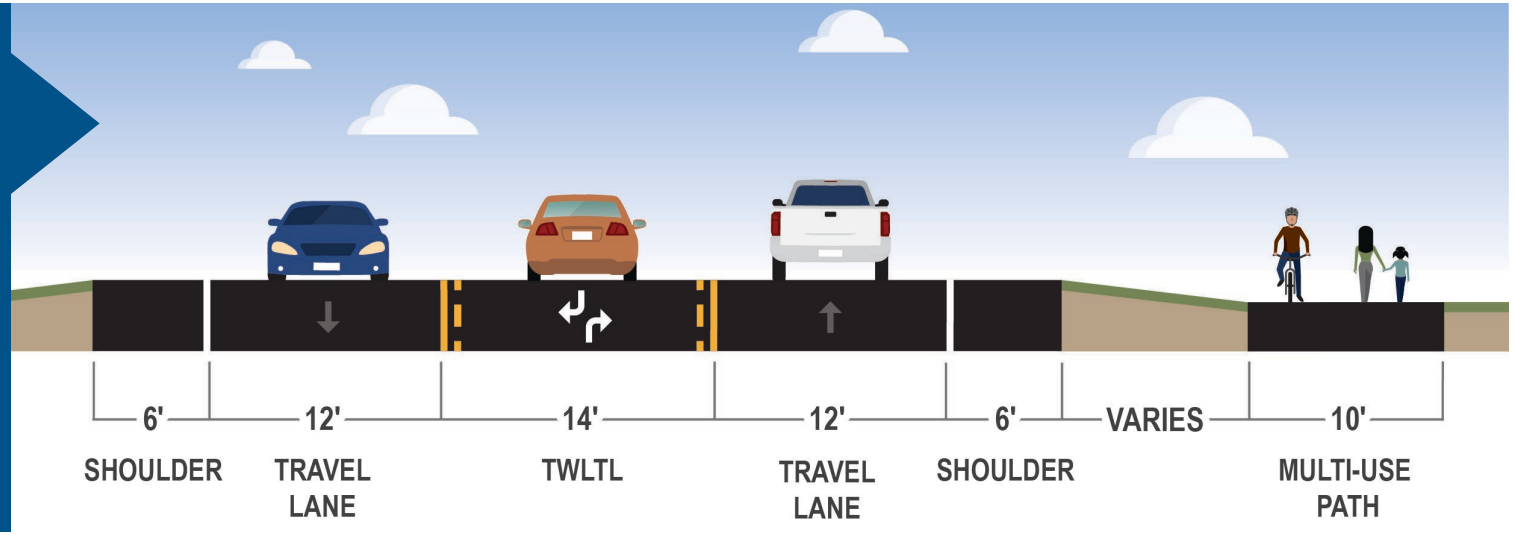
Existing Cross Section

- 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



MULTIMODAL IMPROVEMENTS

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





MULTIMODAL 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

What is Access Management?

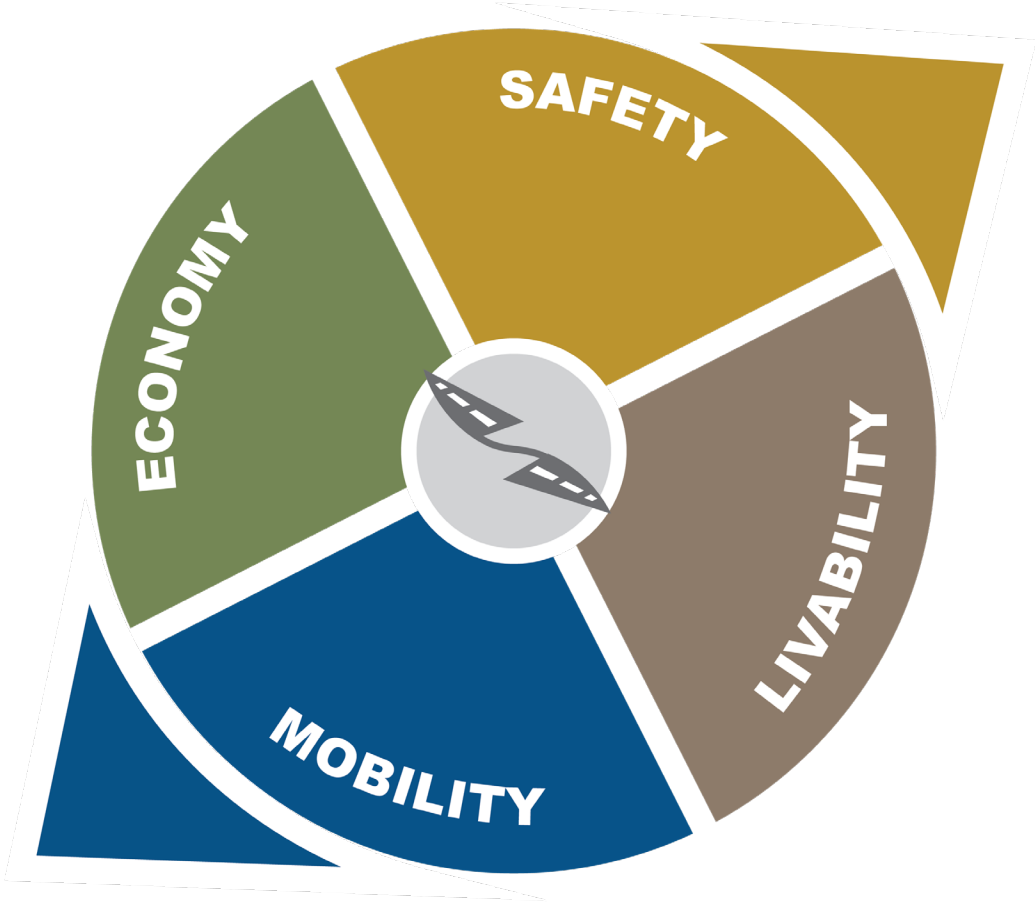
- The coordinated planning, regulation, and design of access between roadways and land development
- Promotes efficient and safe movement of people and goods by reducing conflict points
- Without access management, growing corridors can deteriorate functionally and aesthetically





ACCESS MANAGEMENT GOALS

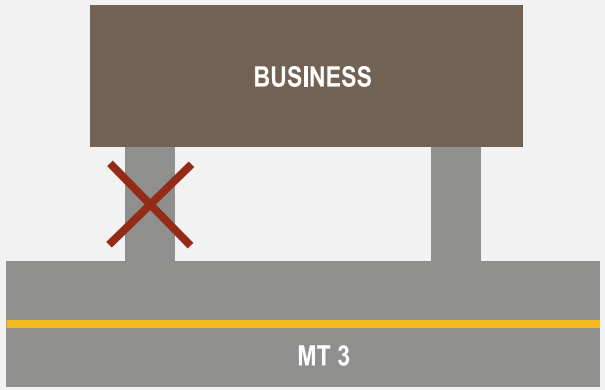
- **Safety:** Promote safe and convenient transportation for both motorized and non-motorized users in support of Vision Zero
- **Mobility:** Maintain efficient traffic flow, minimize delay for through-traffic, and reduce operating costs for freight and motor vehicles
- **Economy:** Preserve property values and attract economic development
- **Livability:** Support neighborhood livability and preserve the long-term functionality and investment in the transportation system



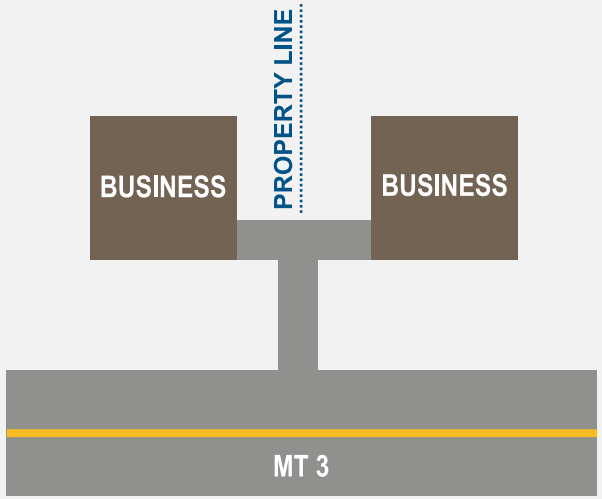
Source: NCHRP 1032

ACCESS MANAGEMENT STRATEGIES

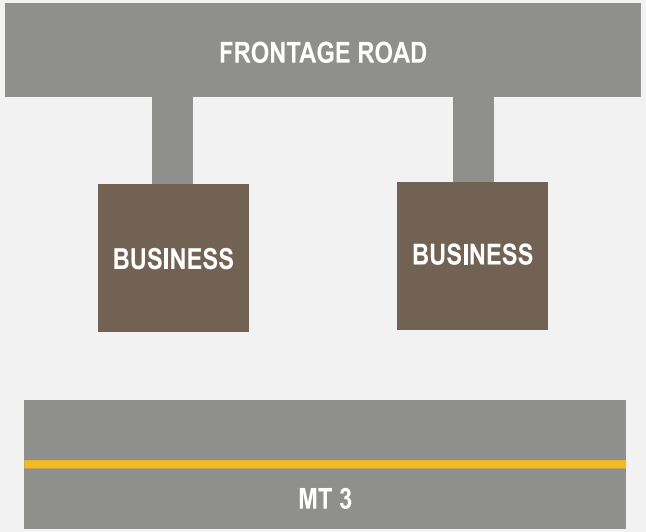
Consolidate/Eliminate Approaches



Shared Access on Property Line



Frontage/Rear Access



Guidelines regulate the spacing, location, and design of approaches

MONTANA 3 BILLINGS
CORRIDOR STUDY

ACCESS MANAGEMENT RECOMMENDATIONS - EXAMPLE



Legend

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

NEXT STEPS



We Are Here

Public Involvement (Ongoing throughout all steps)

Identified improvements may be advanced into design and construction phases as funding allows

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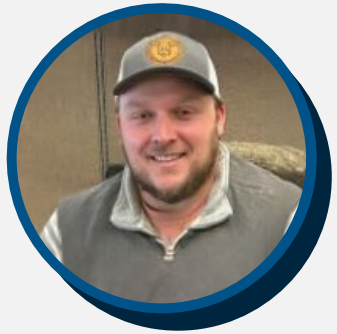
PUBLIC INVOLVEMENT OPPORTUNITIES



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Submit your comment online at:

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

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QUESTIONS?

