

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**



# AGENDA

**1**

**Planning Study Overview and Study Schedule**

**2**

**Corridor Needs and Objectives**

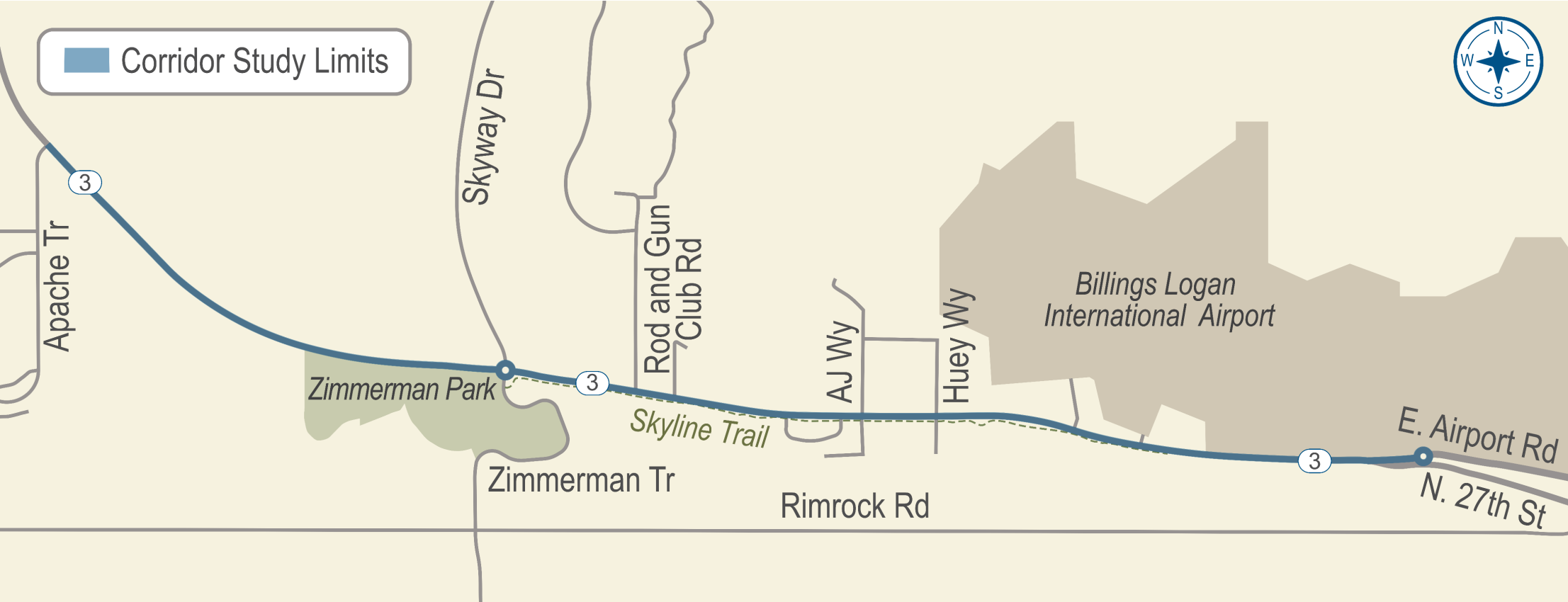
**3**

**Key Findings and Recommendations**

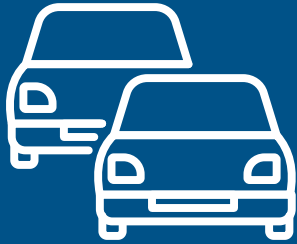
**4**

**Next Steps**

# PROJECT MAP



# 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.**

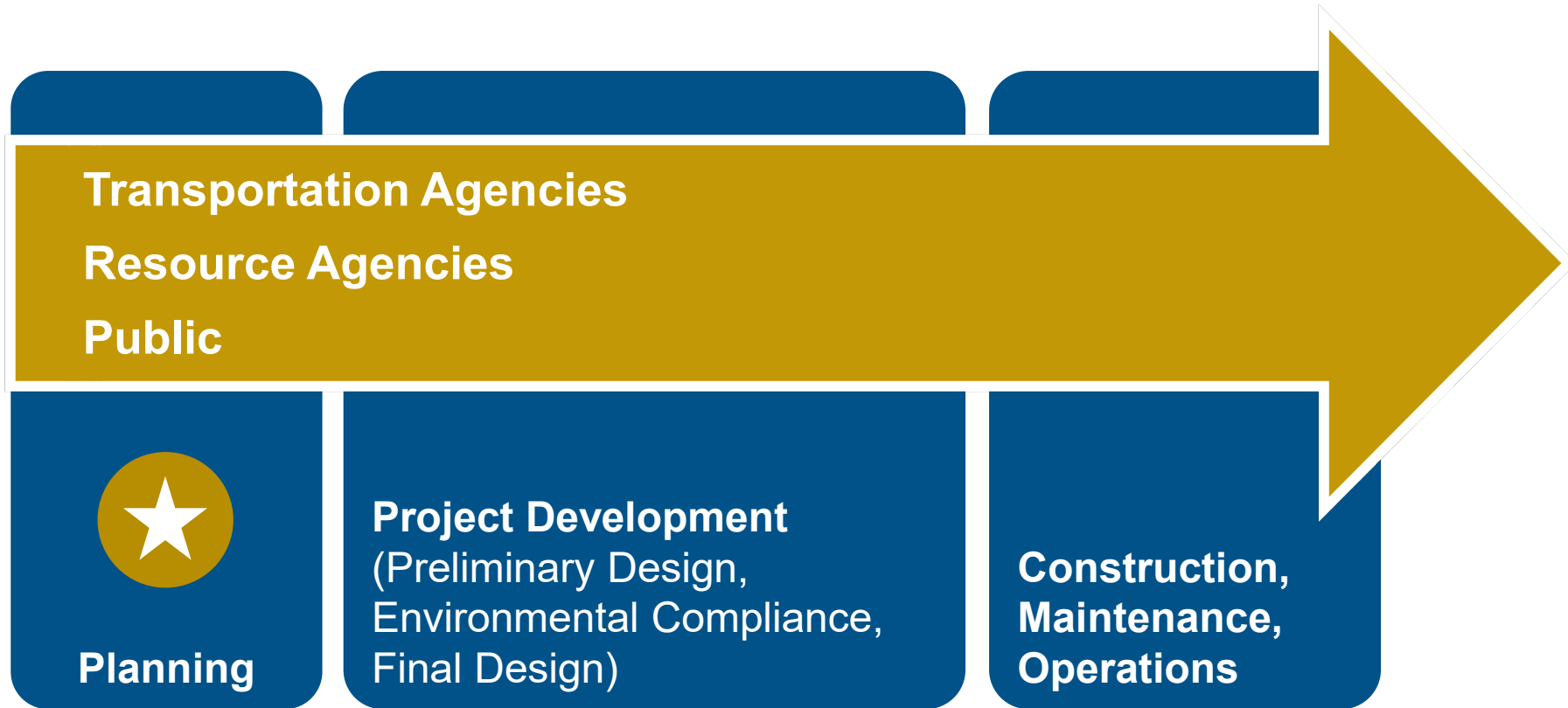


**Several regional trails converge at the intersection of MT 3 and Zimmerman Trail.**

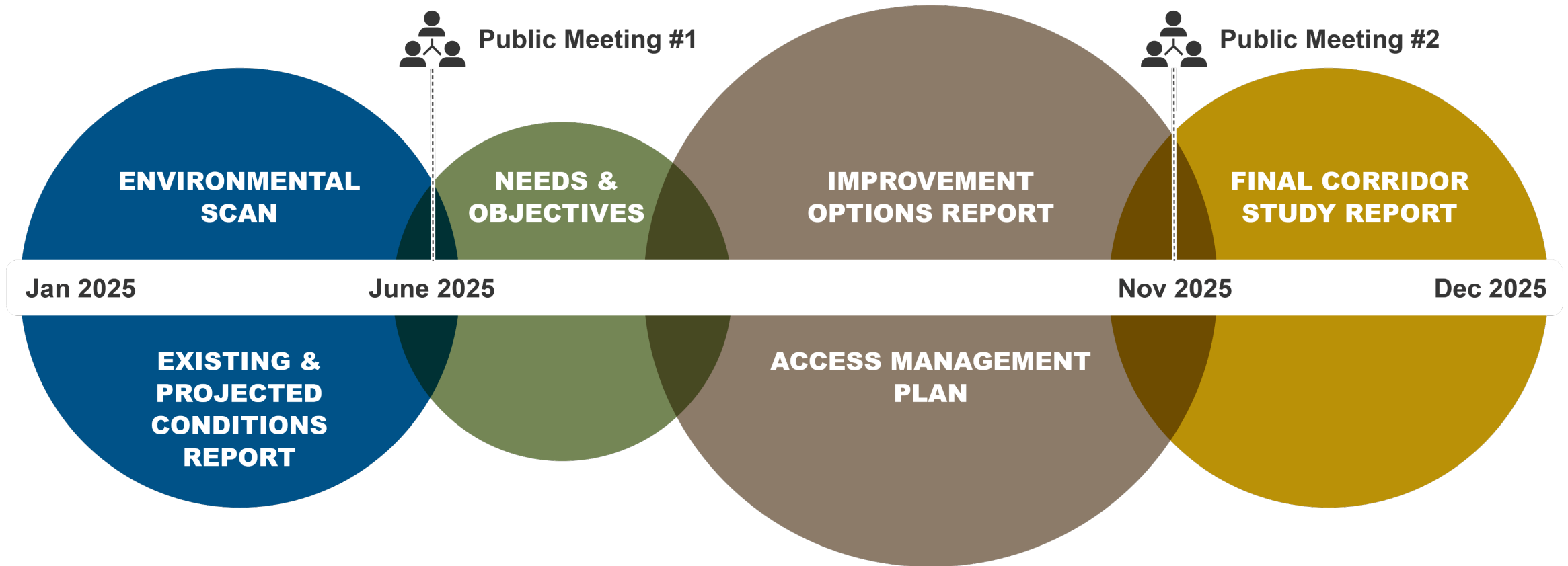
# WHAT IS A CORRIDOR STUDY?



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



# SCHEDULE

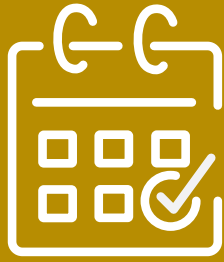




# STUDY PURPOSE



**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**

# NEEDS AND OBJECTIVES

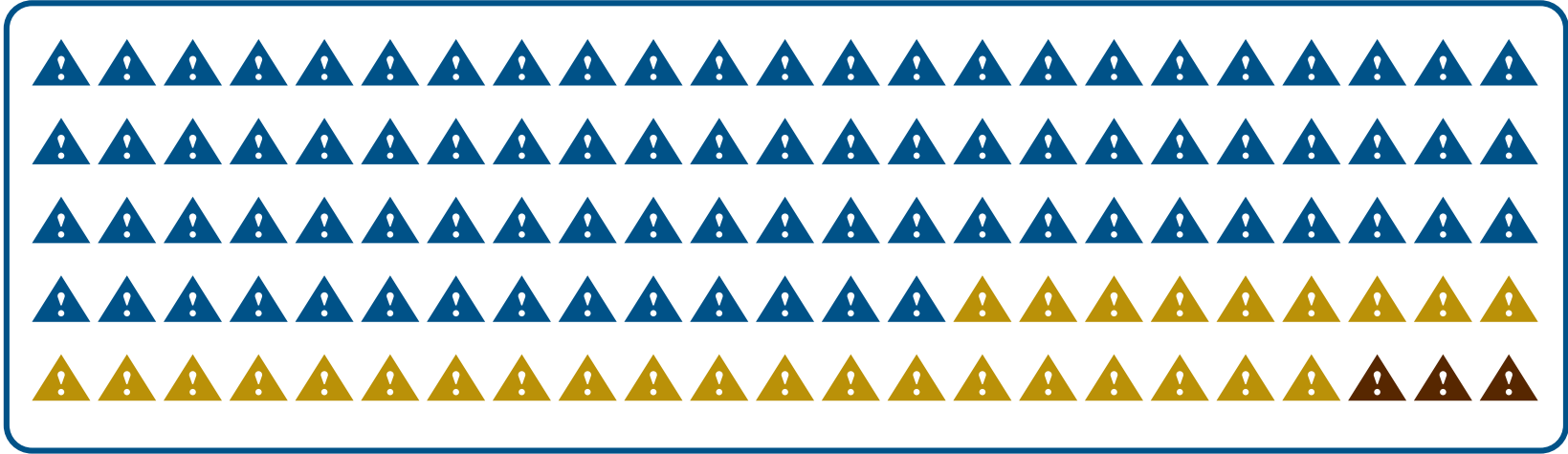
## NEED 1: IMPROVE CORRIDOR SAFETY

### 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



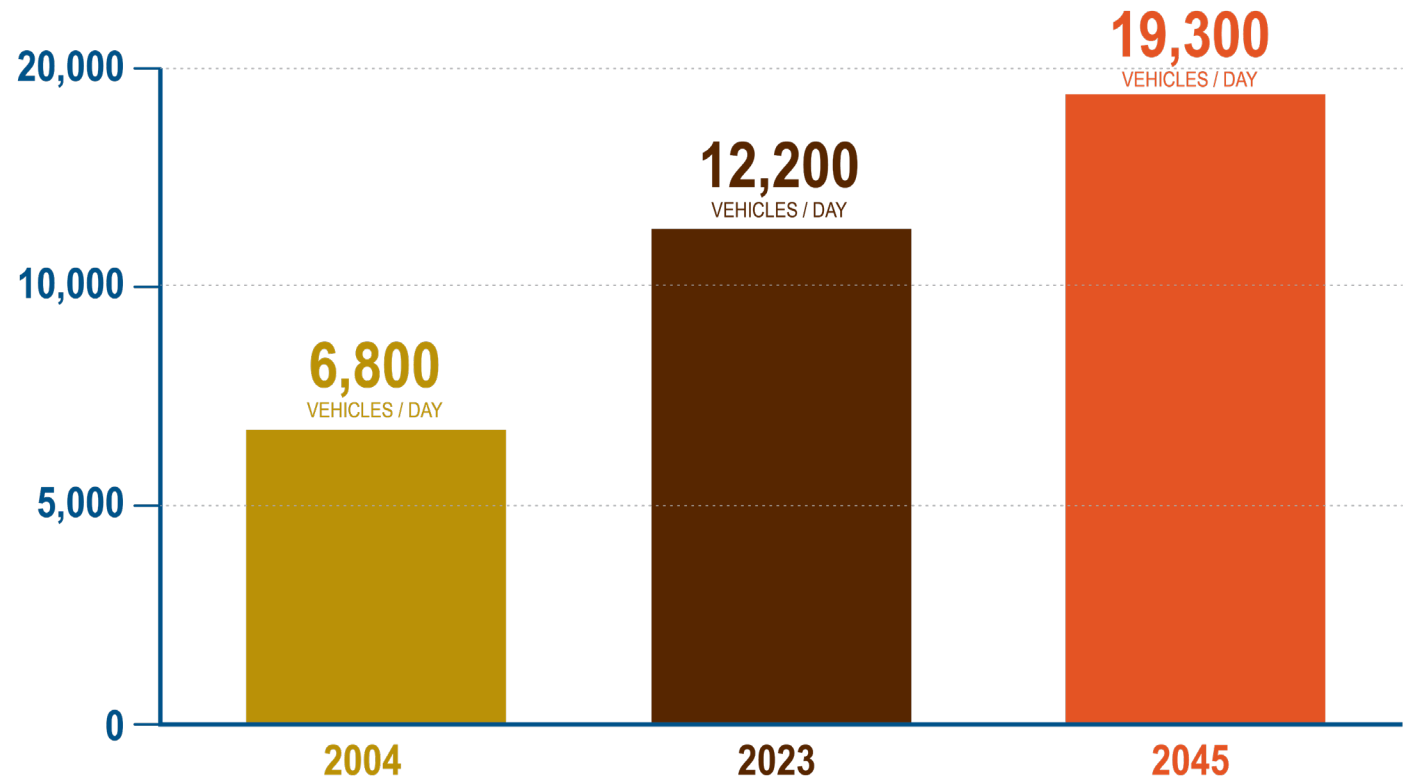
# NEEDS AND OBJECTIVES

## 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





# 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*



# 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*

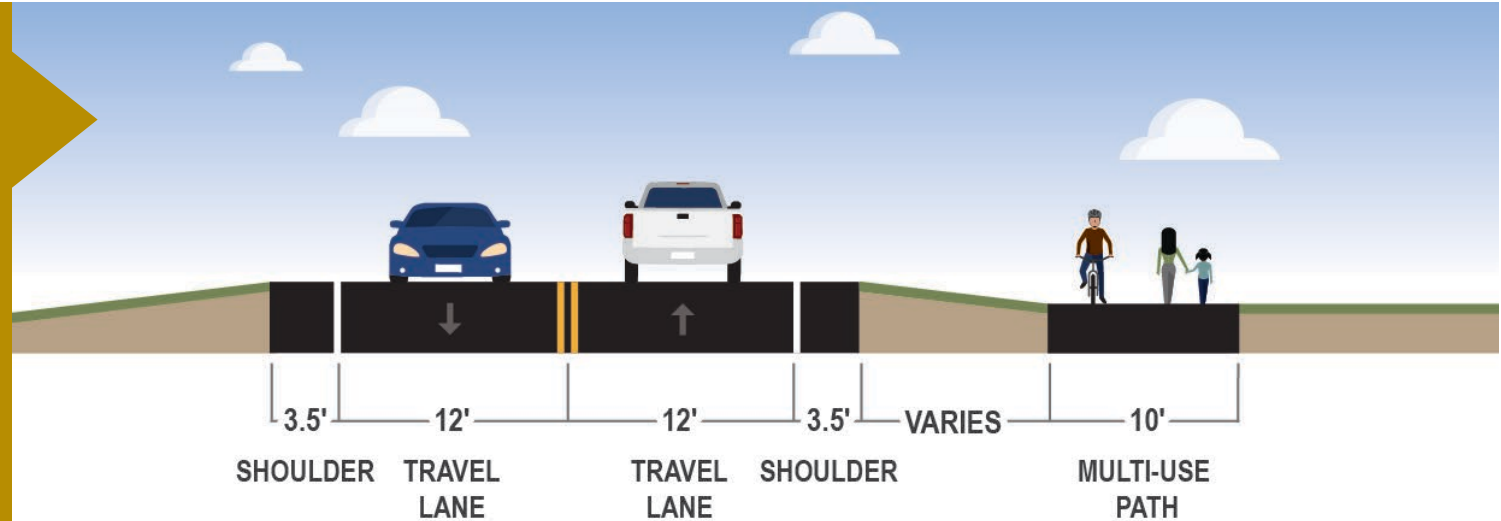


# ROADWAY WIDENING

## WIDEN MT 3 EAST OF ROD AND GUN CLUB ROAD

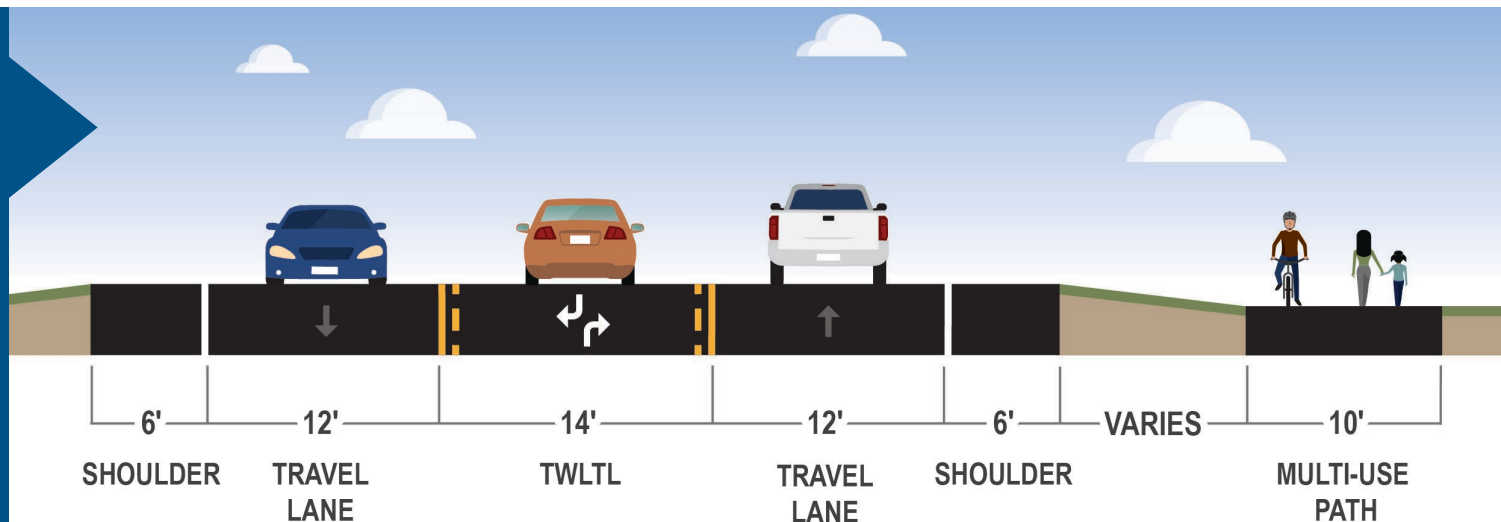
### Existing Cross Section

- 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

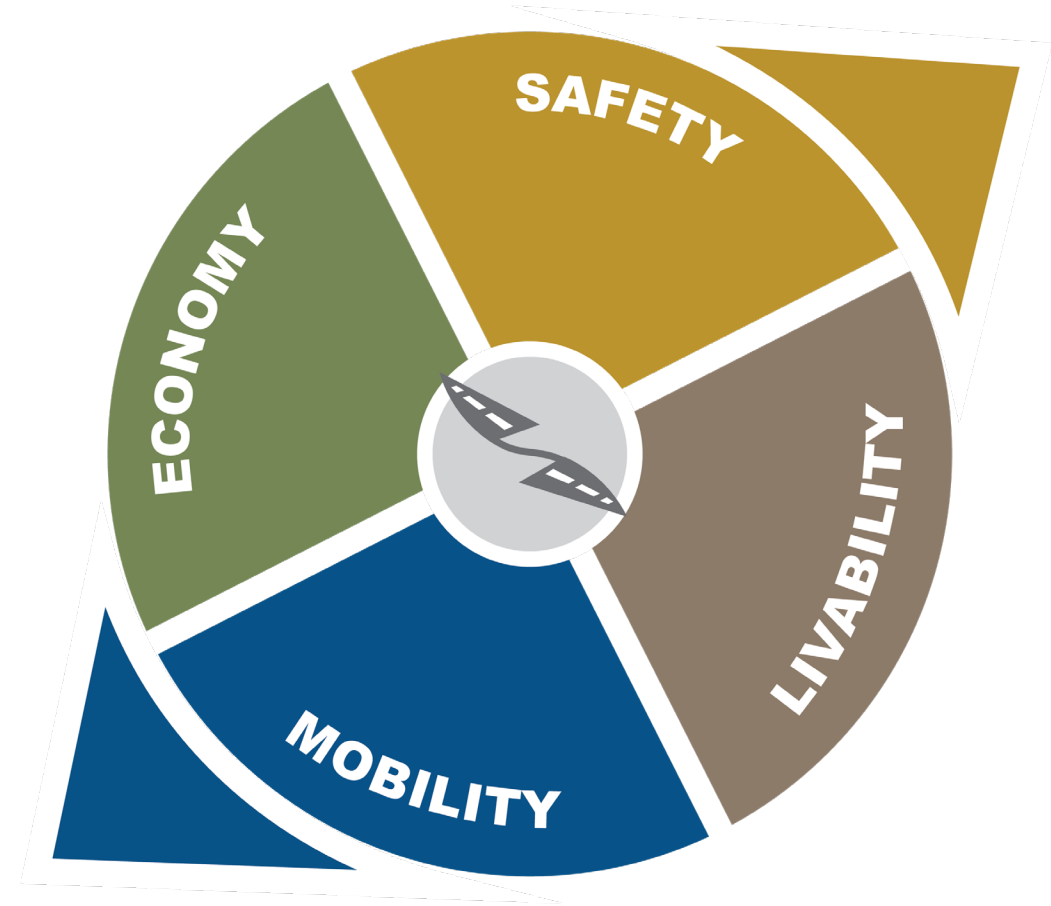
## What is Access Management?

- 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

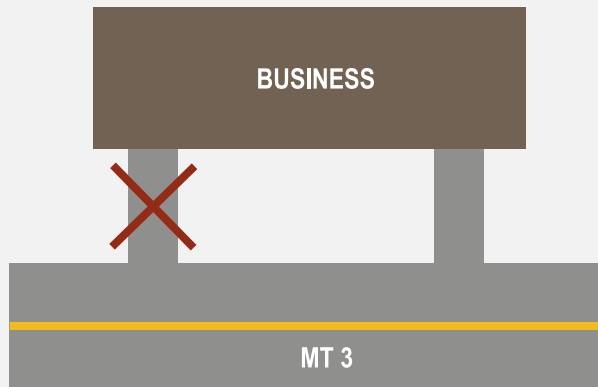
- **Safety:** Promote safe and convenient transportation for both motorized and non-motorized users in support of Vision Zero
- **Mobility:** Maintain efficient traffic flow, minimize delay for through-traffic, and reduce operating costs for freight and motor vehicles
- **Economy:** Preserve property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



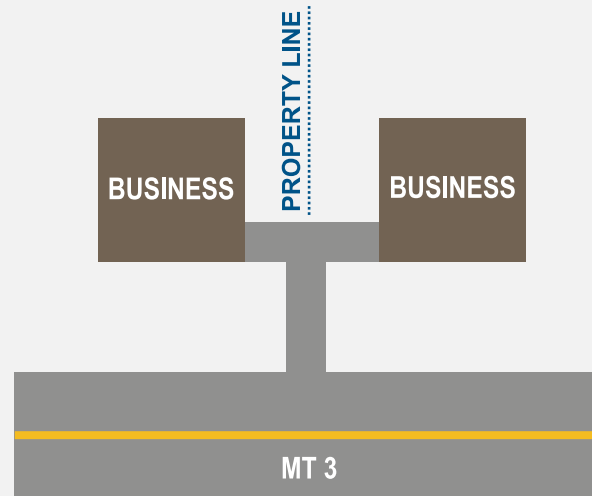
Source: NCHRP 1032

# ACCESS MANAGEMENT STRATEGIES

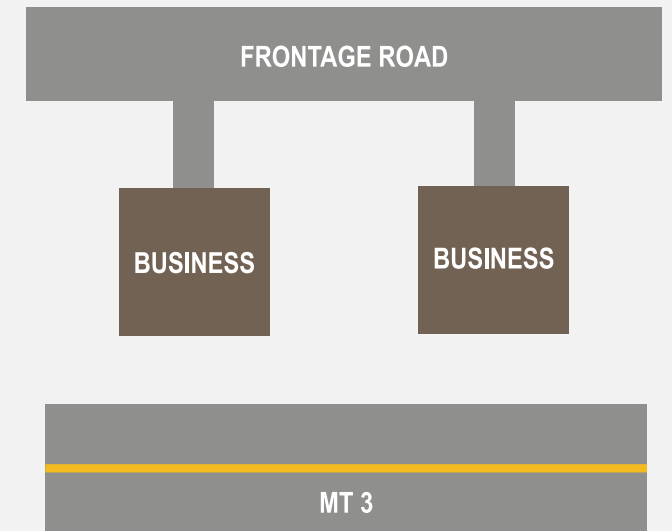
## Consolidate/Eliminate Approaches



## Shared Access on Property Line



## Frontage/Rear Access



*Guidelines regulate the spacing, location, and design of approaches*



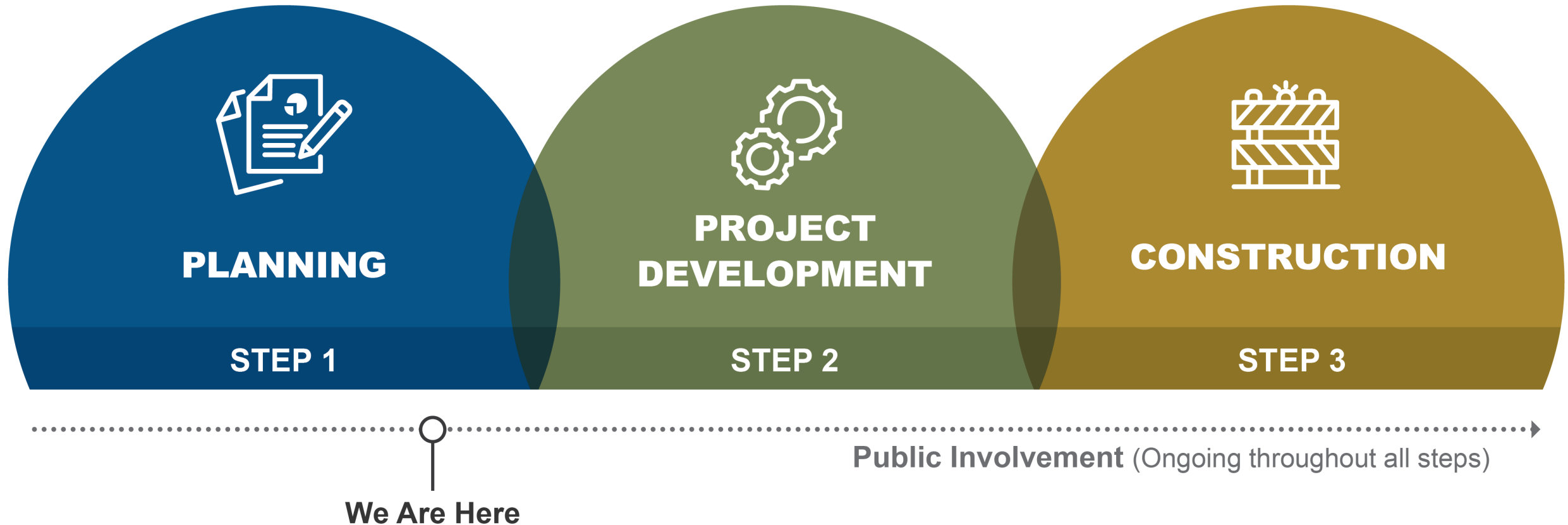
# ACCESS MANAGEMENT RECOMMENDATIONS - EXAMPLE



## Legend

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

# NEXT STEPS



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

# PUBLIC INVOLVEMENT OPPORTUNITIES



**Lisa Olmsted**

DOWL Public Involvement

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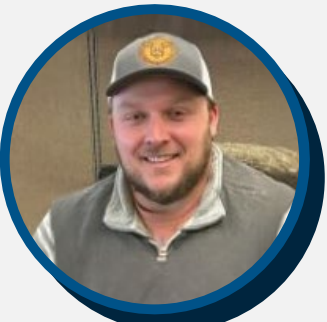


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Submit your comment **online** at:



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



# QUESTIONS?

