

JUNE 4, 2025

# VIRTUAL PUBLIC MEETING

**MONTANA<sup>3</sup>BILLINGS**  
CORRIDOR STUDY



# 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**

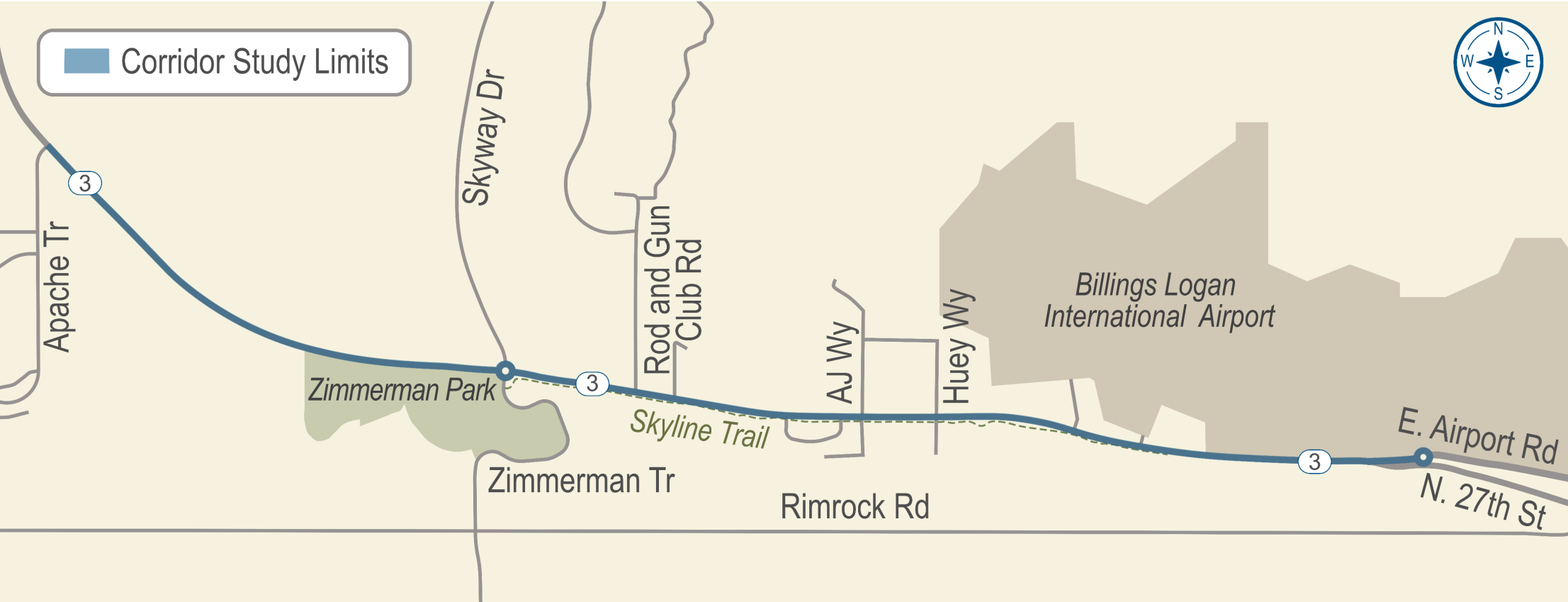


**Meeting will be recorded and posted to study website**

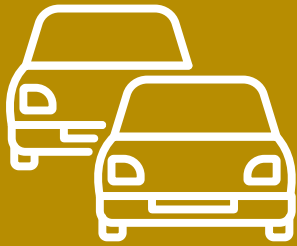
# AGENDA

- 1** Planning Study Overview and Study Schedule
- 2** Corridor Characteristics
- 3** Areas of Concern and Key Findings
- 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.



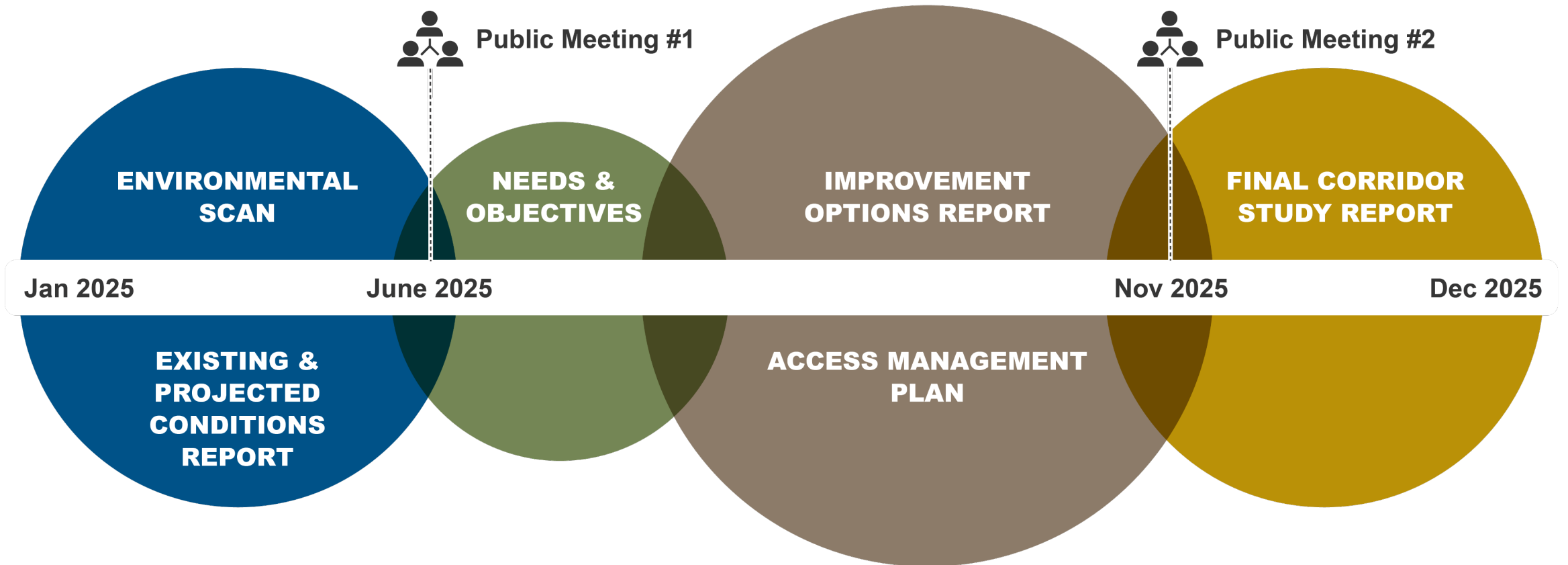
Several regional trails converge at the intersection of MT 3 and Zimmerman Trail.

# WHAT IS A CORRIDOR STUDY?

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.

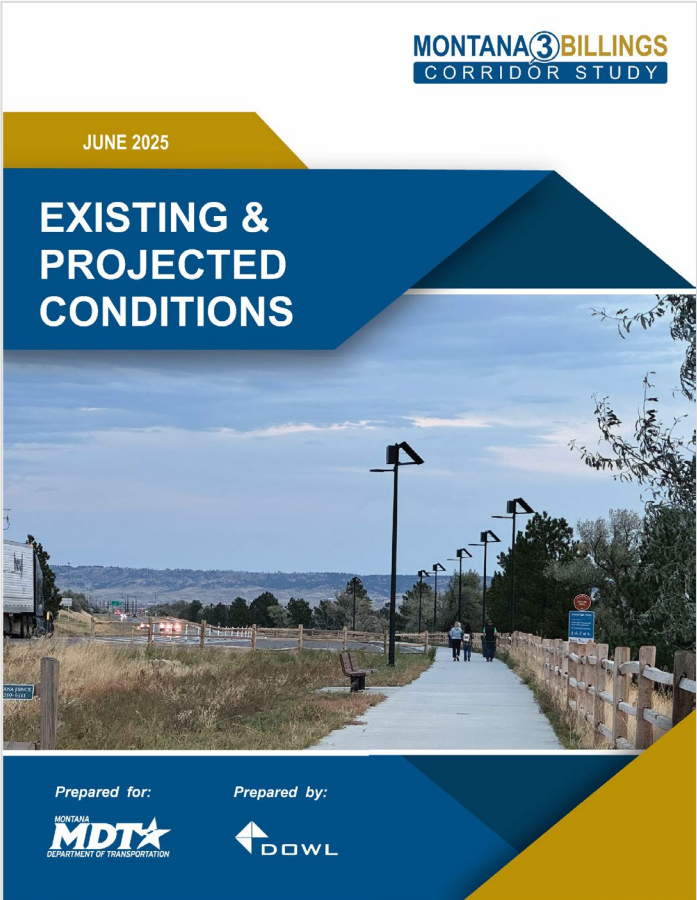
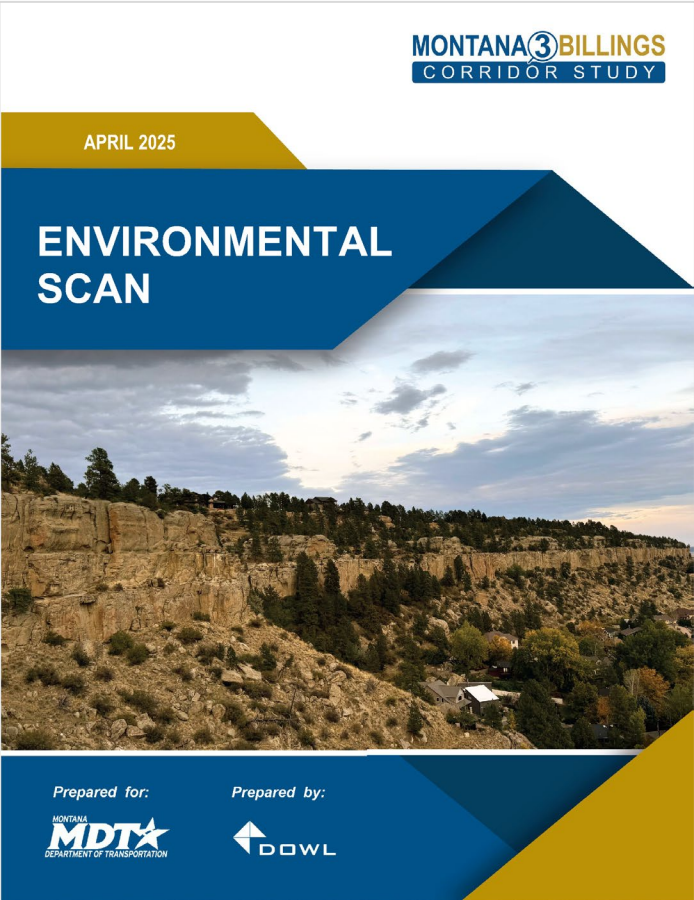


# SCHEDULE





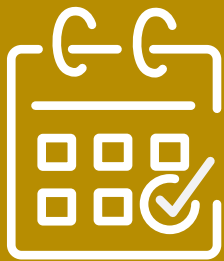
# COMPLETED REPORTS



# 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

# CORRIDOR CHARACTERISTICS

## POSTED SPEED LIMITS



- 70 MPH speed limit on west end
- 45 to 50 MPH speed limit begins just west of Zimmerman Trail
- 15 MPH advisory speed through roundabouts

# CORRIDOR CHARACTERISTICS

## ACCESS DENSITY AND ACCESS CONTROL



- Low access density west of Zimmerman Trail
- Access density increases to east
- Access Management Plan will be prepared as part of this corridor study

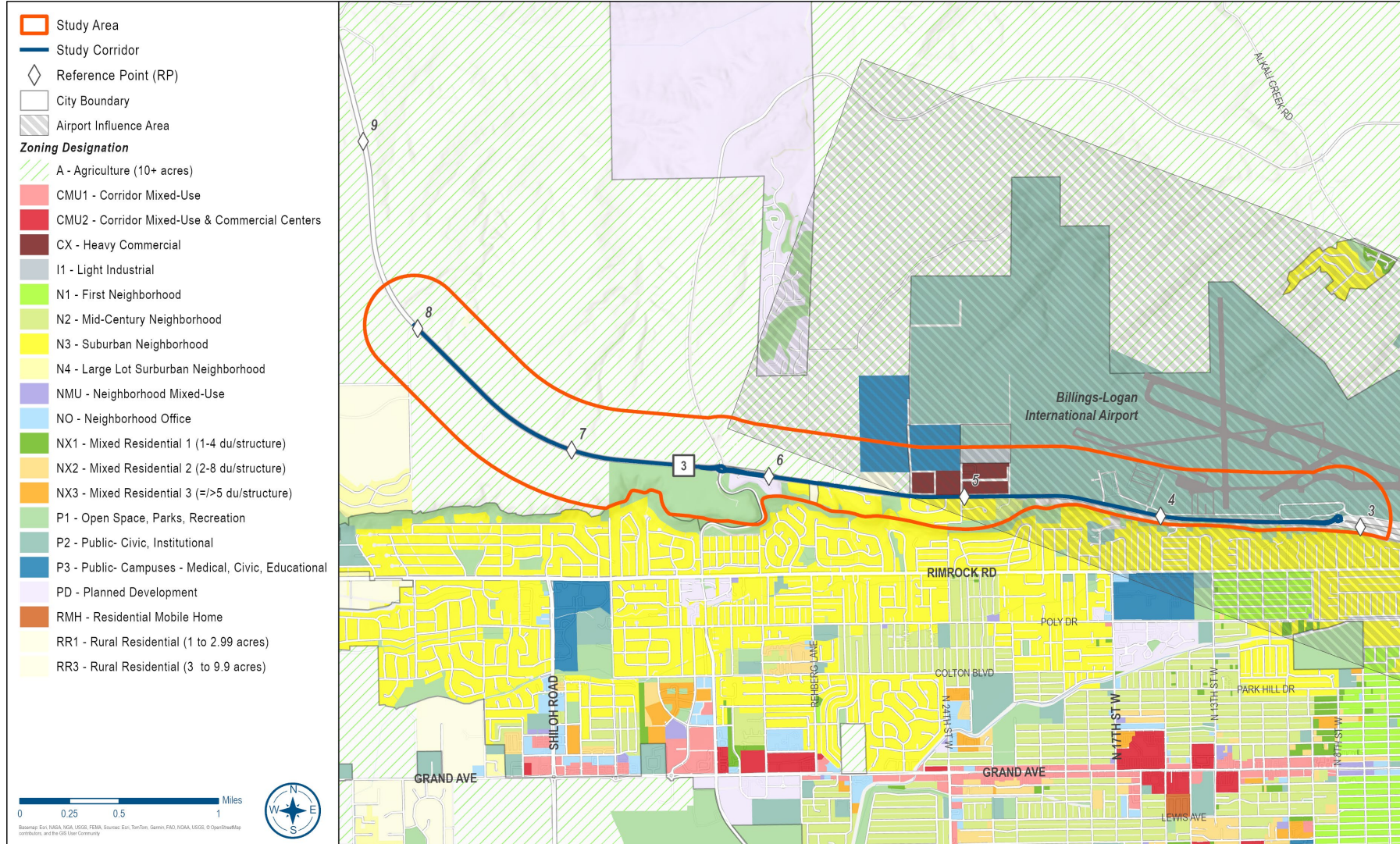


Access control implemented on MT 3 in 1990, begins east of Zimmerman Trail and extends west



# CORRIDOR CHARACTERISTICS

## ZONING



- Agriculture north and west of corridor
- Residential south of study corridor, east of Zimmerman Trail
- Heavy commercial north of corridor at AJ Way and Huey Way
- Multiple parks
- Airport zoned public



# AREAS OF CONCERN AND CONSIDERATION

## Traffic Safety



Increasing crash frequency on MT 3

## Traffic Operations



Increasing traffic volumes and high delay in future conditions

## Planned Development



National Guard Facility and commercial development planned on AJ Way

# AREAS OF CONCERN AND CONSIDERATION

## Pedestrian and Bicycle Facilities



Safe crossings for non-motorized users

## Environmental Impacts



Impacts of widening on adjacent land and environmental resources

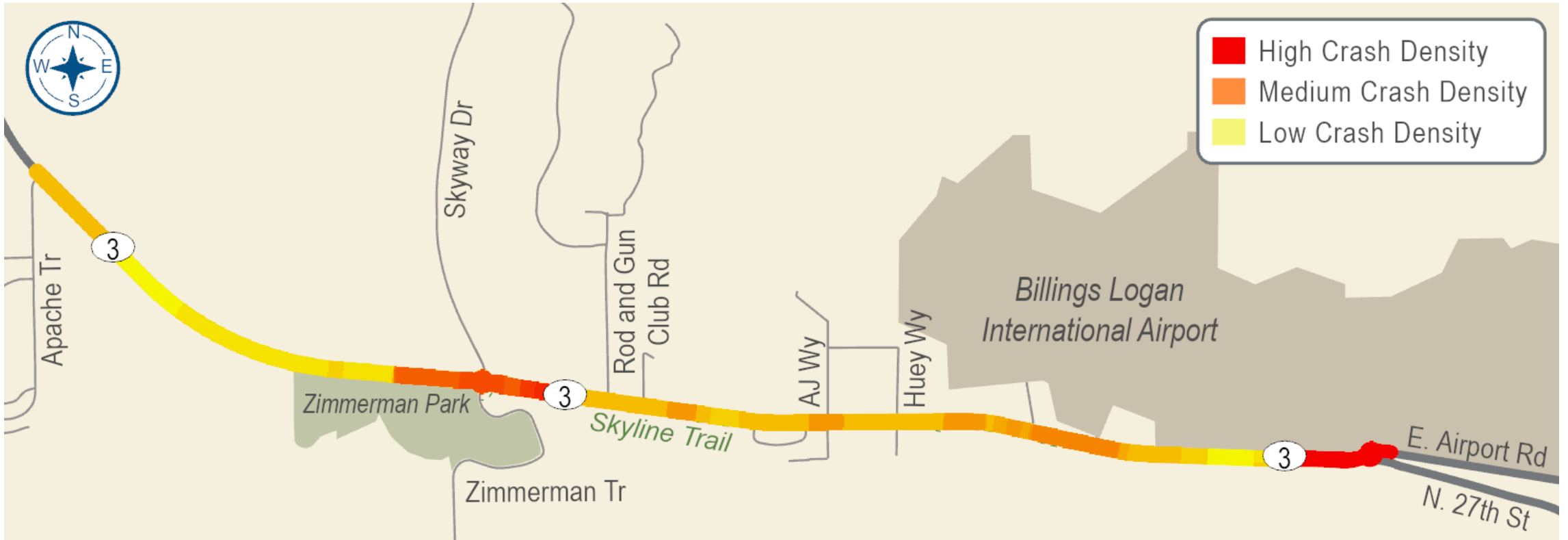
## Hydraulic Impacts



Avoid increase in runoff due to limited stormwater facilities

# TRAFFIC SAFETY

## CRASH DENSITY (2019 – 2023)

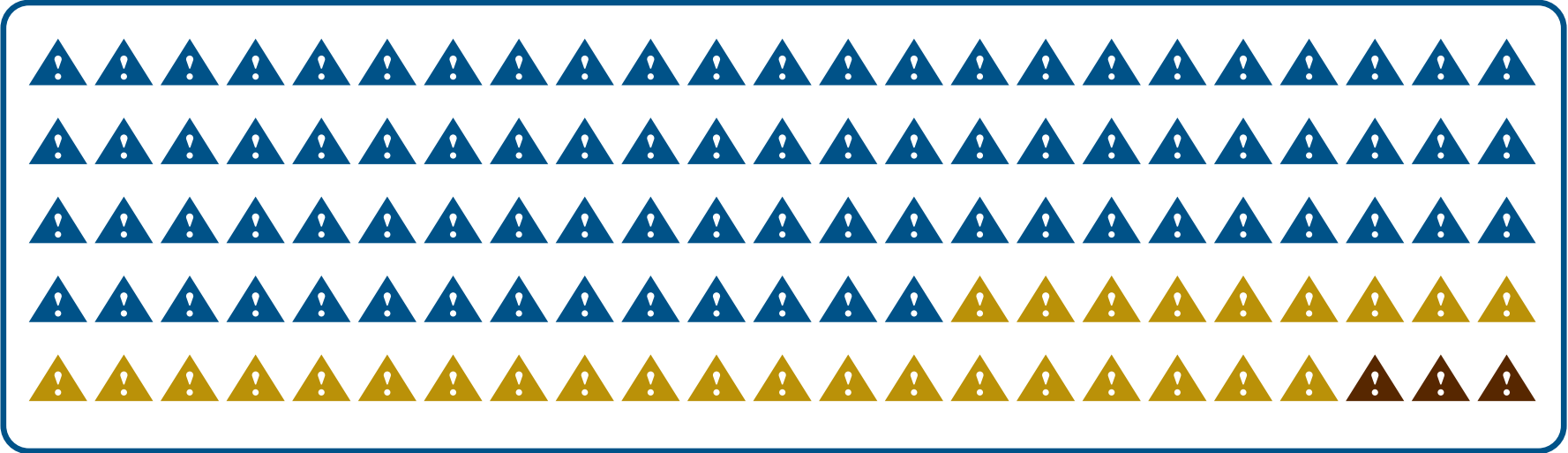


- Crash density highest at Zimmerman Trail and E. Airport Road roundabouts
- Higher crash density associated with higher side street traffic

# TRAFFIC SAFETY

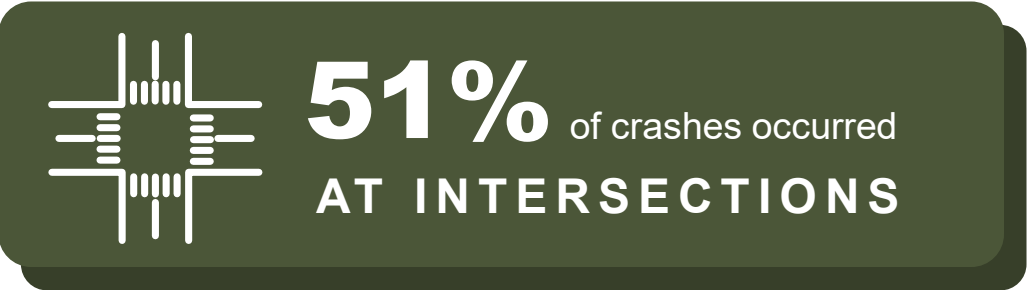
## CRASH SEVERITY & CRASH TYPES

 **115 Total Crashes (2019-2023)**



 **29** MINOR INJURY CRASHES

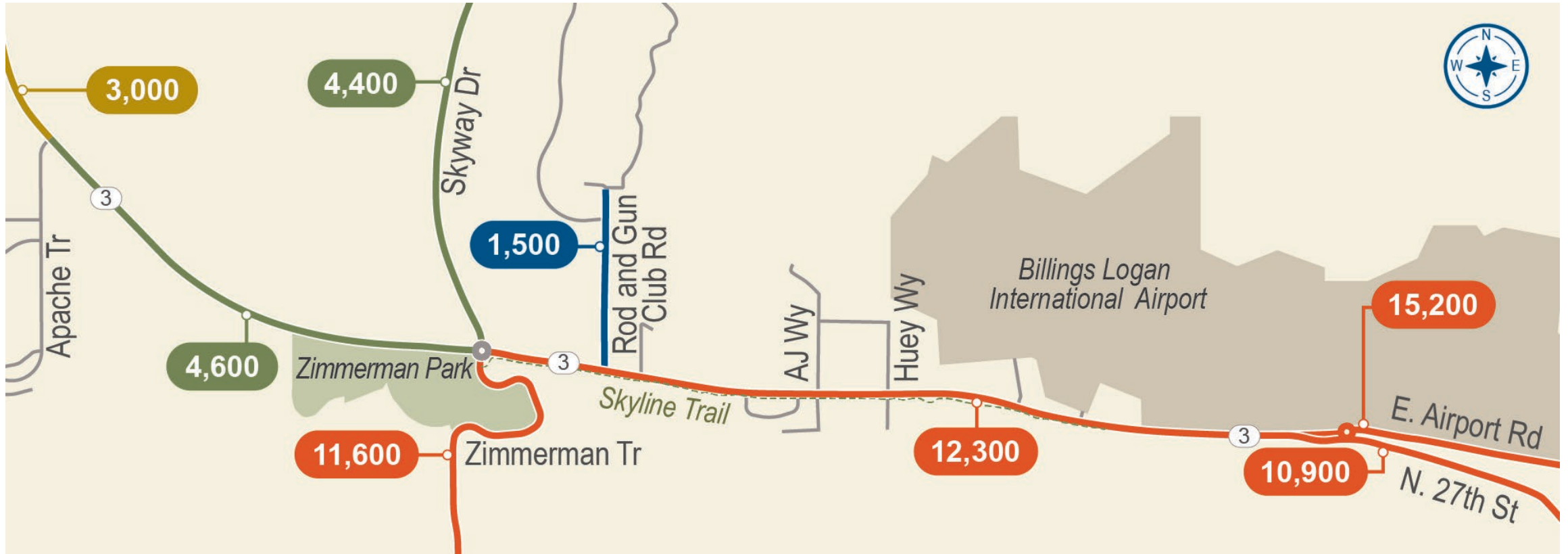
 **3** SERIOUS INJURY AND/OR FATAL CRASHES





# TRAFFIC OPERATIONS

## EXISTING ANNUAL AVERAGE DAILY TRAFFIC

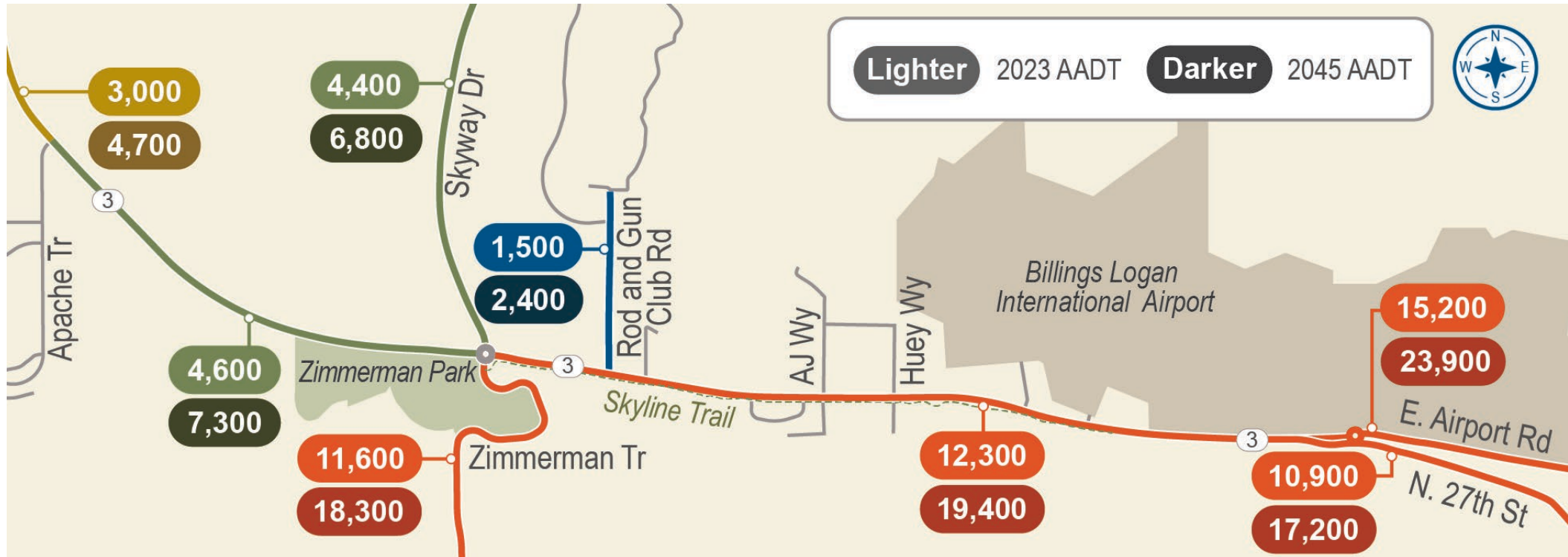


- Currently 12,300 vehicles per day on MT 3 east of Zimmerman Trail



# TRAFFIC OPERATIONS

## EXISTING AND FORECASTED ANNUAL AVERAGE DAILY TRAFFIC

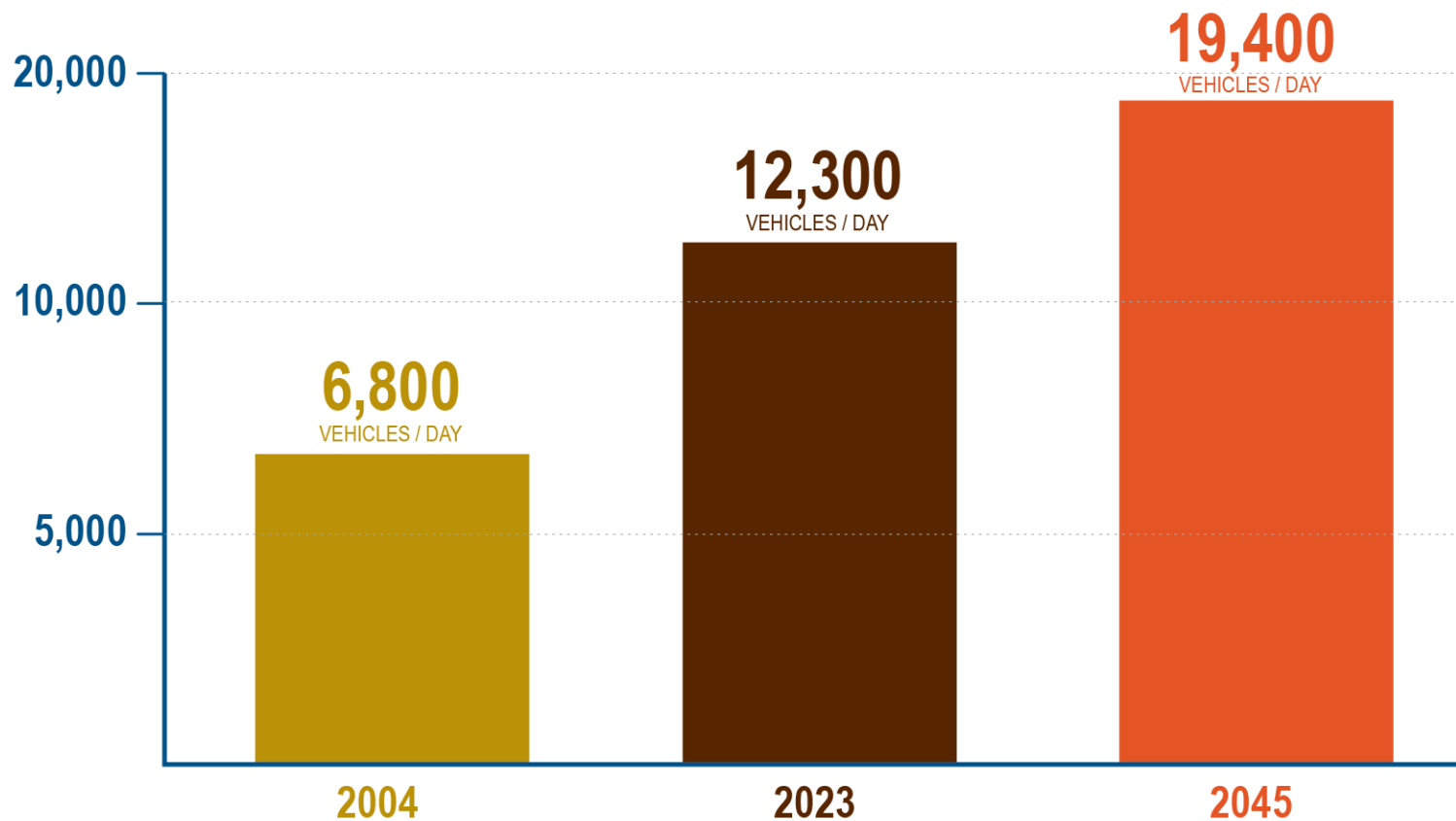


- With 2.1% growth, 19,400 vehicles per day are forecasted on MT 3 east of Zimmerman Trail in 2045
- Capacity of an urban two-lane arterial with left-turn lanes is 18,300 vehicles per day

# TRAFFIC OPERATIONS

## SUMMARY OF ANNUAL AVERAGE DAILY TRAFFIC TRENDS

Expected change in Daily Traffic on MT 3 from 2023 to 2045 (↑7,100 vehicles)



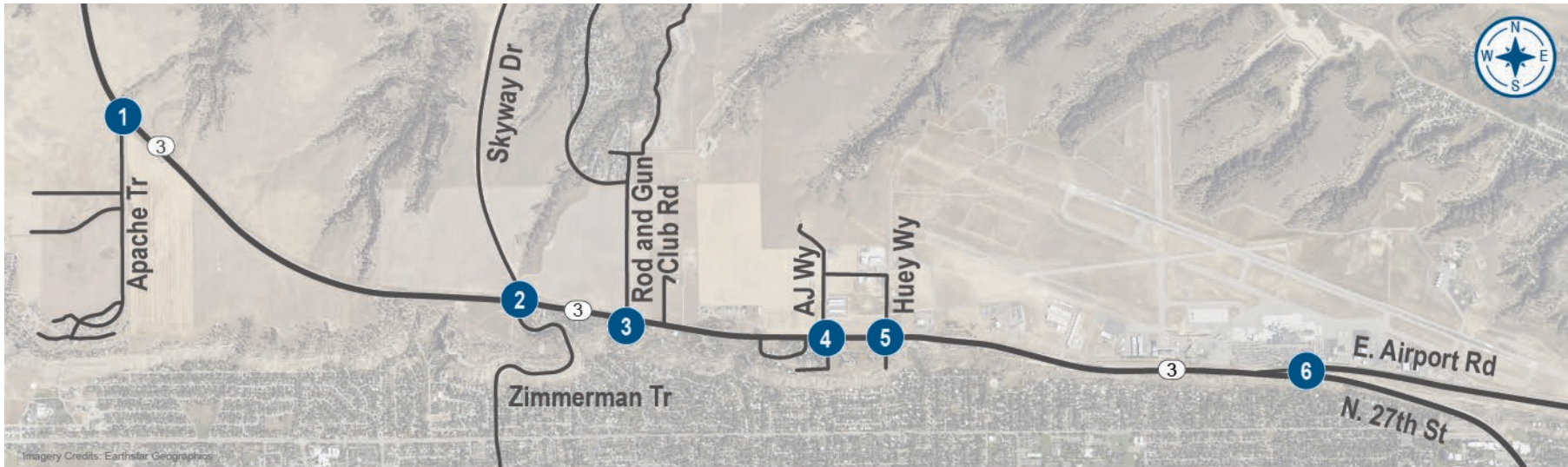
**2.1%**  
GROWTH EXPECTED  
PER YEAR



**FAILING  
TRAFFIC**  
operations in 2045

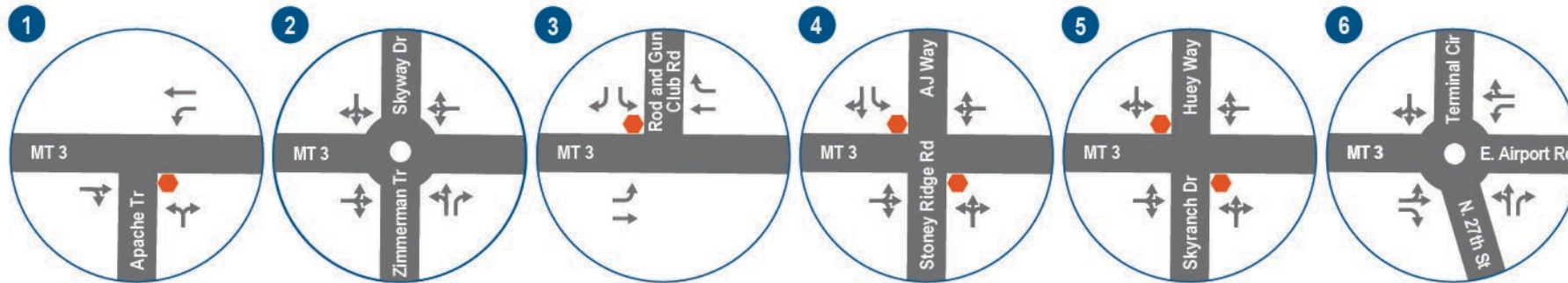
# TRAFFIC OPERATIONS

## TRAFFIC CONTROL AND INTERSECTION CONFIGURATION



### Traffic operations analyzed at:

- Four two-way stop-controlled intersections
- Two roundabouts





# TRAFFIC CONDITIONS

## PM PEAK HOUR LEVEL OF SERVICE (LOS)



**A** Free flow conditions

**B** Reasonably free flow

**C** Stable flow; maneuverability somewhat restricted

**D** Approaching unstable flow

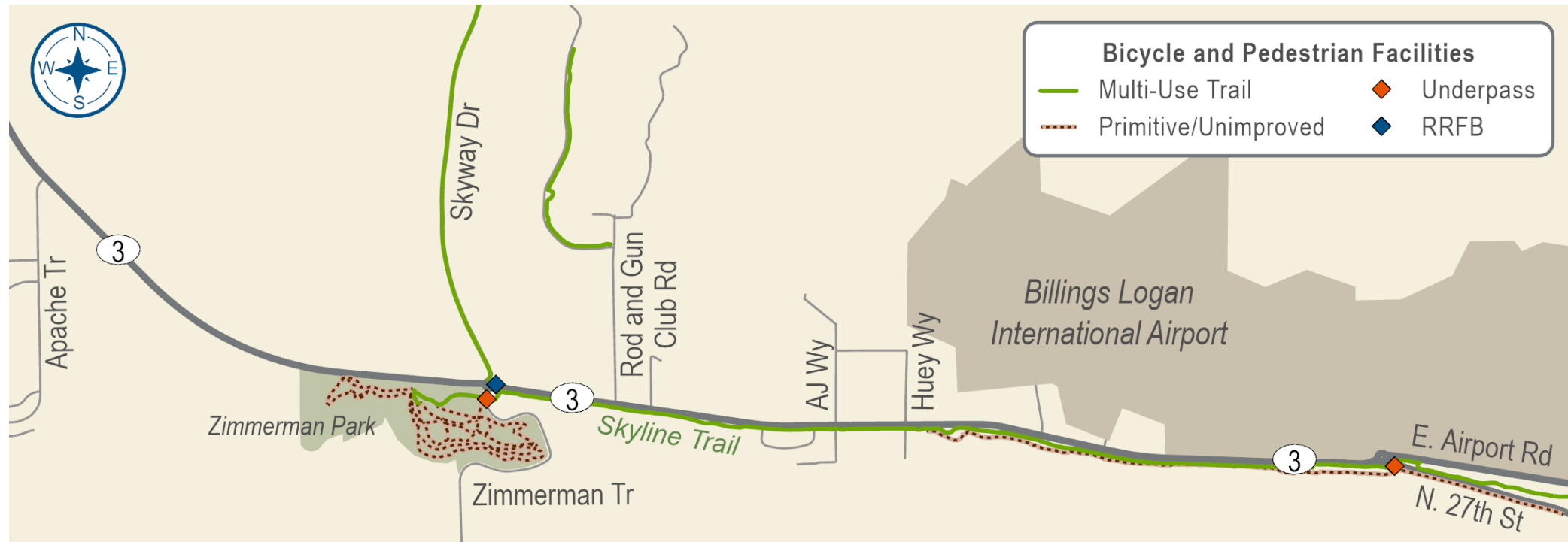
**E** Unstable flow; at capacity

**F** Traffic volumes exceed capacity

- Four study intersections are expected to fail in 2045
- Includes forecasted development traffic (e.g., National Guard facility planned on AJ Way)

# PEDESTRIAN AND BICYCLE FACILITIES

## EXISTING TRAILS AND NON-MOTORIZED CROSSINGS



- Intersection of multiple regional trails at Zimmerman Trail roundabout
- Rectangular Rapid Flashing Beacon (RRFB) on east leg of Zimmerman Trail roundabout
- Stagecoach Trail will be added on south leg of Zimmerman Trail roundabout



# PEDESTRIAN AND BICYCLE FACILITIES

## PEDESTRIAN AND BICYCLE CONNECTIVITY



### Pedestrian Safety Concerns:

- Skyline Trail crosses several driveways providing access to residential development along MT 3
- North-south crossings on east leg of Zimmerman Trail roundabout



# PUBLIC INVOLVEMENT OPPORTUNITIES



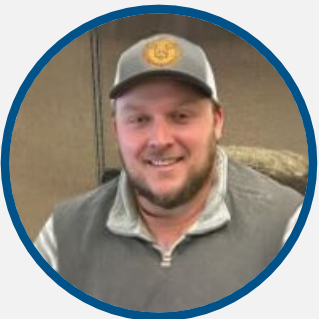
**Lisa Olmsted**

DOWL Public Involvement  
406-869-6329  
[lolmsted@dowl.com](mailto:lolmsted@dowl.com)



**Sarah Patterson**

DOWL Project Manager  
406-324-7407  
[spatterson@dowl.com](mailto:spatterson@dowl.com)



**Jackson Lang**

MDT Project Manager  
406-444-3246  
[jlang@mt.gov](mailto:jlang@mt.gov)

Submit your comment **online** at:



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



# QUESTIONS?

