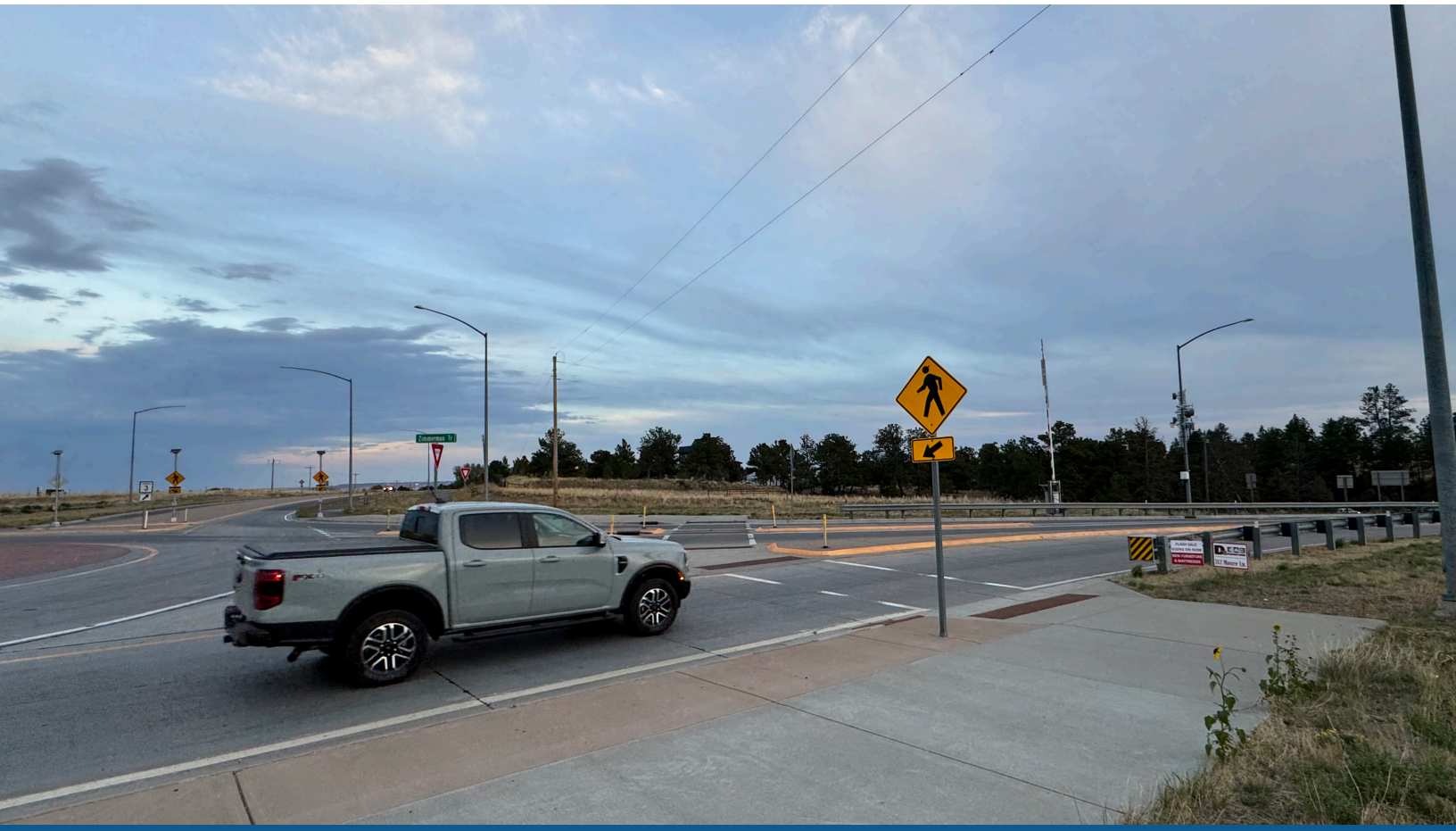
MONTANA 3 BILLINGS
CORRIDOR STUDY

Appendix B

Public and Stakeholder Engagement

MONTANA 3
BILLINGS
CORRIDOR STUDY



PUBLIC INVOLVEMENT PLAN

PREPARED FOR

MONTANA DEPARTMENT OF TRANSPORTATION
Jackson Lang
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✉ jlang@mdt.gov
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PREPARED BY

DOWL
Lisa Olmsted
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PROJECT INFO

CONTRACT #313851-A
TASK ORDER #2:
MONTANA HIGHWAY 3 - BILLINGS CORRIDOR STUDY

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PUBLIC INVOLVEMENT PLAN

1.0 Introduction

The Montana Department of Transportation (MDT) identified a need for a Corridor Study on Montana Highway 3, in Billings, Montana, from Apache Trail extending east to the roundabout that connects to E. Airport Road and N. 27th Street.

The purpose of the study is to develop a comprehensive long-range plan for managing the corridor and determining what can be done to improve the corridor based on needs, public and agency input, and financial feasibility. It will be a collaborative process with local jurisdictions, resource agencies, MDT, Federal Highway Administration (FHWA), and the public to identify transportation needs and potential solutions given environmental and funding constraints.

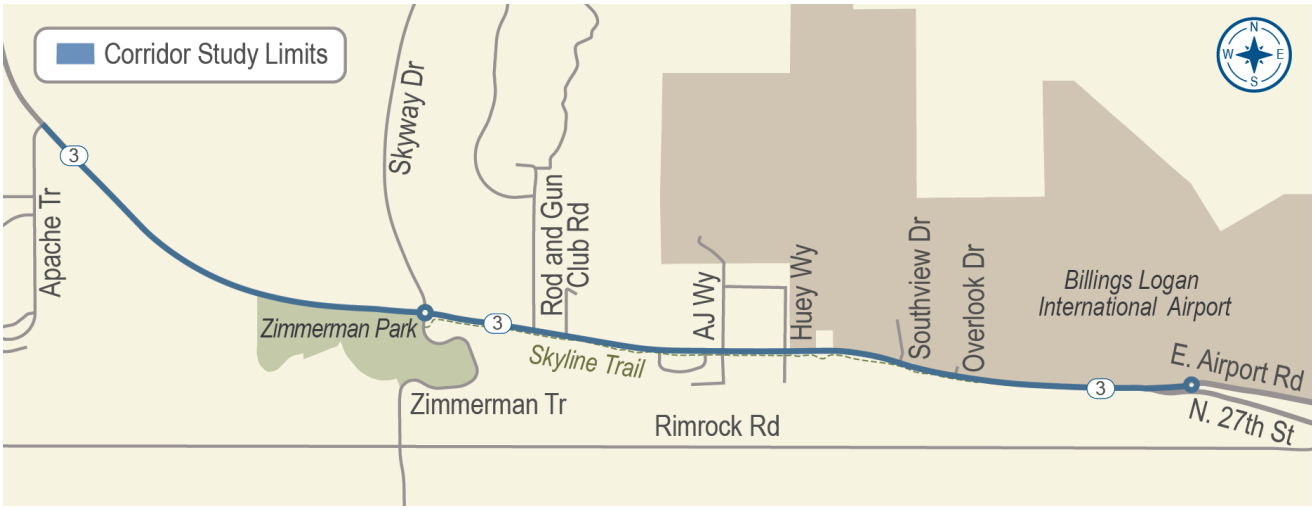
The purpose of the Public Involvement Plan (PIP) is to ensure the *Montana 3 Billings Corridor Study* team provides relevant, accurate, and consistent study information to local jurisdictions, stakeholders, and the general public while collecting perspectives through the facilitation of engagement-oriented conversations. Through effective involvement and communication the study will benefit from community support and cooperation.

1.1 Study Area

The study area will includes the following intersections of Montana Highway 3 (MT 3) with:

- Apache Trail.
- Zimmerman Trail and Skyway Drive.
- Rod and Gun Club Road.
- AJ Way.
- Huey Way.
- E. Airport Road and N. 27th Street.

MT 3 Billings Corridor Study Project Map



Growth in the Billings area has spurred capacity-related public comments. The corridor is the northwestern entry point to Billings, and serves a diverse group of users including agricultural, residential, military, construction, commuter, and tourism needs.

1.2 Goal of Public Involvement Plan

Effective and open communication is a vital component to the success of the study, as it relates to public, stakeholder, and agency receptiveness and their involvement.

The primary goal of this plan is to provide opportunities for members of the public, stakeholders, and elected leaders to learn about the process, review information about the corridor planning study, and provide input throughout the planning effort. In support of this goal, the following sections identify procedures that will guide the public and agency involvement effort.

The key communication objectives for this study are:

- Offer and communicate opportunities for public, agency, and stakeholder involvement in the study.
- Communicate the purpose of the study.
- Give timely and accurate responses to all media inquiries.
- Support the study team in message consistency.

2.0 Study Contacts

Contact information for MDT and the consultant will be provided in all published materials.

Jackson Lang, MDT Project Manager
Montana Department of Transportation
Statewide and Urban Planning
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-3246
jlang@mt.gov

Sarah Patterson, DOWL Project Manager
DOWL
1300 Cedar Street
Helena, MT 59601
406-324-7407
spatterson@dowl.com

Lisa Olmsted, DOWL Public Involvement Manager
DOWL
222 N. 32nd Street, #700
Billings, MT 59101
406-869-6329
lolmsted@dowl.com

3.0 Print Materials and Media Coordination

3.1 Display Advertisements. Announcements will be placed in the Billings Gazette at least three weeks before informational meetings. Advertisements will announce the meeting location, time, and date; the format (physical and virtual) and purpose of the meetings; and the locations where documents may be reviewed.

3.2 Press Releases and Media Coordination. Press releases will be distributed to local newspapers (Billings Gazette and Yellowstone County News), numerous radio stations, and television (KSVI, KTVQ, KULR8, and Northern Ag Network) stations announcing the study and explaining the objectives, schedule, provide contact information, and solicit public comment and involvement. DOWL will issue post-study press releases to the same area media that provides a retrospective view of study accomplishments, reinforce the value that potential improvements can have on the community, and thank community members for their involvement. We will coordinate with media representatives to maximize coverage on the study. After DOWL's contract is complete, MDT will serve as the point-of-contact for questions.



3.3 Stakeholder and Resource Agency Letters. Letters will be mailed or emailed to stakeholders, elected leaders, and property owners to inform them of the study and invite them to the public meetings.

4.0 Online Applications

4.1 MDT Website. We will provide website content pertaining to the study for MDT review and approval. This will include study branding, an overview of the schedule, contact information, and provide readers with the opportunity to engage with the study.

4.2 MDT Facebook and Nextdoor. Facebook and Nextdoor-ready content will be provided for updates to solicit public participation and invite the public to study meetings. Social media messaging will communicate the study needs and objective as well as encourage public comment.

4.3 Virtual Engagement Platform. We will use MDT's ArcGIS Reporter platform for the collection of study feedback and public comments.

5.0 Document Availability

5.1 Outreach and Meeting Documents. Public-facing materials will be posted to the study website. DOWL will also develop meeting materials for the informational meeting, including agendas, static exhibits, and other presentation materials. Electronic versions will be available on the project website prior to the meeting and distributed to virtual meeting attendees in advance of the meeting. If meetings are held in-person, print copies will be available at each informational meeting hosted for this study. Electronic versions of meeting materials will be posted on the study website following the meetings (at www.mdt.mt.gov/pubinvolve/hwy3billings/).

5.2 Reports. Electronic versions of reports will be posted on the study website. Print copies of the draft corridor study report will be available at the MDT Rail, Transit, and Planning Division Office (2701 Prospect Avenue; Helena, MT). Print copies of the report may also be made available at the Billings Public Library (510 N Broadway, Billings, MT) and the MDT Billings Area Office (424 Morey Street, Billings, MT). Physical copies of the draft corridor study report will also be provided by request (contact: Lisa Olmsted at 406-869-6329 or lolmsted@dowl.com). For post-study communications, MDT will be the point-of-contact (contact: MDT at 406-444-3445).



The recently improved Skyline Trail and Zimmerman Park draw many multimodal users to the trail system along the corridor.

6.0 Meetings

6.1 Technical Oversight Committee Meetings. Virtual Technical Oversight Committee (TOC) meetings will generally be scheduled to coincide with project milestones. TOC members will discuss study progress, analysis methodologies, and any issues or concerns that arise during the study. The TOC will also review study documentation before publication. Representatives from MDT, FHWA, Montana Army National Guard, Billings Logan International Airport, and various City of Billings and Yellowstone County representatives will be invited to participate in the oversight committee.

6.2 Stakeholder Meetings. We will conduct up to two one-hour in-person meetings (assuming there is interest from invitees) with representatives from local stakeholder groups to listen to concerns about the study corridor and discuss realistic solutions. These meetings will be informative and allow stakeholders time to provide comments. Stakeholder meetings would be held before informational meetings open to the public with the intent of identifying stakeholder concerns early in the process. We will invite elected officials and identify appropriate stakeholder representatives to engage during these meetings.

6.3 Informational Open Houses. We will facilitate a total of two in-person informational open houses. The first meeting will be after the existing and project conditions report to provide study overview, the second will be held after a draft improvement option report has been published. Each meeting will have approximately two 90-minute sessions, one held virtually mid-day along with an evening in-person open house to allow flexibility for participants. The general format will be to provide a study overview and allow participants an opportunity to provide comment at the end of the session. Zoom meetings will be recorded, edited to remove any dead time or technical issues, and posted on the project website.

6.4 Resource Agency Meetings. We will facilitate a one-hour virtual resource agency meeting, allowing flexibility for extended question and answer time, as needed. The meeting will present a summary of the draft environmental scan report and draft existing and projected conditions report and solicit input. MDT will assist in identifying appropriate agency contacts for this study, which may include the Montana Department of Environmental Quality (MDEQ); Montana Fish, Wildlife & Parks (FWP); the United States Fish and Wildlife Service (USFWS); the United States Army Corps of Engineers (USACE); and the United States Environmental Protection Agency (EPA).

7.0 Public, Resource Agency, and Stakeholder Comments

Public, resource agency, and stakeholder comments are welcome throughout the planning process. Written comments may be submitted by mail to Lisa Olmsted, DOWL, 222 N. 32nd Street #700, Billings, MT 59101; by email to lolmsted@dowl.com; or online at www.mdt.mt.gov/pubinvolve/hwy3billings/

8.0 Accessibility

The State of Montana attempts to provide accessible information and services to all individuals. MDT will employ the following measures for the *Montana 3 Billings Corridor Study*.

- MDT will host informational meetings in locations that are accessible and compliant with the Americans with Disabilities Act (ADA).
- MDT and the consultant will confer with the leaders of the communities and representative organizations about how best to involve traditionally under-served populations.
- MDT and the consultant will communicate effectively at the informational meetings by avoiding technical jargon and exercising appropriate conduct and judgment. Alternative accessible formats of study materials will be provided upon request.



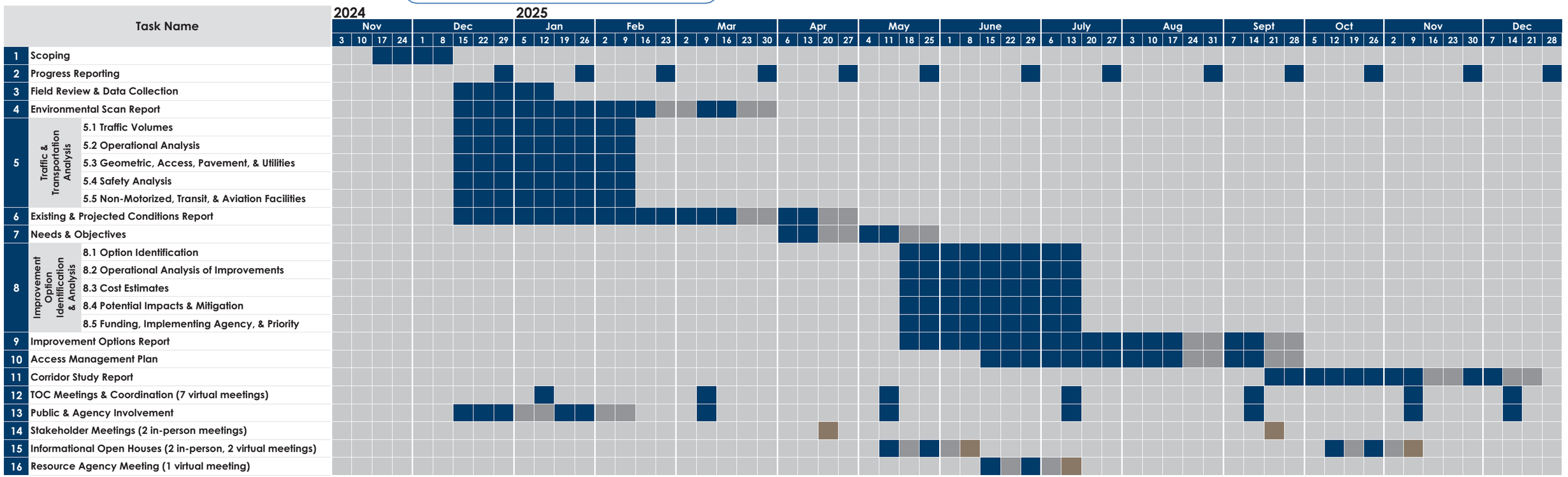
Airport traffic regularly passes through the corridor.

9.0 Anticipated Study Schedule

Highway 3 Billings Corridor Study

DOWL Tasks
MDT Review Periods
Informational/Agency Meetings

Meeting dates approximate. Exact dates to be determined in coordination with MDT.



MONTANA 3 BILLINGS CORRIDOR STUDY

Resource Agency Meeting Minutes

Thursday, July 31, 2025
9-10am

- Welcome and Introductions
- Planning Study Overview and Study Schedule
- Corridor Characteristics
- Environmental Characteristics

- Next Steps and Input from Resource Agencies
  - Does anyone have any specific concerns or thoughts about the information presented today?
    - Tim questioned how much involvement the US Army Corps of Engineers (USACE) would have and asked if there would be an extensive aquatic resource report completed.
      - Cameron explained that an extensive report is not included as part of this corridor study. Field work and additional reporting occur once a project is identified and moves forward into the design phase. Coordination with USACE, if needed, would start at that point.
      - Tim noted the area is dry and does not think there are any jurisdictional waters that USACE would need to be involved with, but the extensive aquatic resource report would help with that determination.
    - Christopher commented about the proposed threatened/endangered species in the area and requested that project design minimizes disturbance to vegetated areas, particularly areas that may have flowering plants. Milkweed may not necessarily be present in the project area, but avoidance would be key.
    - Samantha asked if there are Federal Land Management areas near the corridor.
      - The land ownership map shows there is only one parcel in the corridor study area that is federal land, which is located within the airport boundary.
    - Mike questioned how much FWP aquatic resources would be impacted but is interested to see how water would be delivered through dry channels that end up in Alkali creek and how that might impact water quality.
      - Mike shared an interest in reducing wildlife-vehicle collisions on the west end of the corridor.
      - Mike asked if ideas are being explored on how to widen the roadway to create turn lanes for the approaches to airport hangars. There are safety concerns with drivers rear ending vehicles in the through lane waiting for a gap in traffic to turn left. Traffic is expected to increase in the area with new airport hangars planned near the MT 3 and Overlook Drive intersection.
      - Sarah noted that improvement options will aim to address this concern; this was a comment the team heard frequently at the first public meeting.

- Mitch asked if there is anything that the team may have missed that any of the agencies are particularly concerned with that was not discussed today.
  - Mike explained that the USDA removes turkey vultures in this area to prevent avian incidents with aircraft. Future projects should restrict those species in the area, to prevent bird strikes at the airport.
  - Sarah commented that there are regulations with detention ponds and the time they need to drain dry after a rain event to make the area less attractive to birds.
- Samantha recommended that the team check to see if future projects would qualify for Federal Highway Administration grant programs or funding.

Attendees	**Organization**
Cheri Armstrong	City of Billings
Erin Mooer	City of Billings
Cole McQuillan	City of Billings
Mac Fogelsong	City of Billings
Gavin Woltjer	City of Billings
Jackson Lang	MDT
Mitch Buthod	MDT
Samantha Wood	MDT
Tommy Griffeth	MDT
Laura Evilsizer	MDT
Christopher Downs	USFWS
Mike Ruggles	FWP
Samantha Shields	WFLD
Keenan Storrar	DEQ
Joe Holzwarth	DNRC
Tim McNew	USACE
Cameron Sapp	DOWL
Cody Salo	DOWL
Mary Yellott	DOWL
Sarah Patterson	DOWL

MONTANA 3 BILLINGS CORRIDOR STUDY

MEETING SUMMARY

PROJECT:	MT 3 Billings Corridor Study	DATE:	6/4/2025
PROJECT NUMBER:	4671.12635.01	TIME:	1 – 2 p.m.
ORGANIZER:	MDT / DOWL	SUBJECT:	Virtual Meeting

PROJECT TEAM PRESENTERS:	ORGANIZATION:
Jackson Lang	MDT
Sarah Patterson	DOWL
Lisa Olmsted	DOWL

The Montana Department of Transportation (MDT) and DOWL hosted a virtual meeting via Microsoft Teams to discuss the *MT 3 Billings Corridor Study,* engaging city leadership and members of the public to gather their input.

Project messaging included:

- General study information (i.e. purpose, study area, etc.)
- Anticipated study schedule/timeline
- Corridor characteristics
- Traffic safety
- Traffic operations and daily traffic volumes
- Pedestrian and bicycle facilities

Virtual meeting materials included:

- PowerPoint with study information and how to submit a comment to the team

Attendance:

There were approximately 30 attendees for the virtual meeting. All attendees were engaged and inquisitive about the study, resulting in productive, collaborative conversations. Questions and concerns mostly centered around safety, the corridor study timeline, and specifically the area that will be included in the study.

Attendees primarily included:

- Adjacent property owners and residents
- General public who regularly travel through the project corridor
- Airport staff
- City staff including transportation planning, MET transit, and Billings Public Schools

Key take-aways and lessons learned:

- **Presentation format:** The presentation format worked well for this virtual event. The project team was able to present information on the corridor study with an appealing PowerPoint and offer all attendees an opportunity to participate in a Q&A session at the end of presentation. Some attendees couldn't access the Q&A, but we were able to unmute them to ask their questions live. Some of the attendees asked questions and took the opportunity to voice their concerns and experiences regarding the current state of the corridor.

- **Date/Time:** All attendees logged on between 12:50 and 1:15 p.m. and logged off at the end of the meeting at 2 p.m. Attendees seemed to appreciate that they could attend virtually as well as attend in-person.

- **Comments:** There were several comments received from the Q&A portion of the meeting, conversations were productive and resulted in many attendees voicing their concerns and asking questions about the study.
    - Comments regarding the need for improvements at intersections on Montana 3 accessing the airport (e.g., Overlook Drive and Southview Drive)
    - Questions about the expected traffic growth associated with planned commercial and residential development along the corridor
    - Comments regarding safety for pedestrians and bicyclists crossing side street approaches on Montana 3
    - Concerns regarding the speed limit along the corridor
    - Suggestions for the addition of turn lanes at heavily trafficked approaches
    - Concerns regarding snow storage and limited sight distance for side street traffic entering Montana 3

- **QR codes:** It was useful to have a QR code on the last slide of the PowerPoint. It helped attendees quickly access the website to learn more about the study and provide comments.

- **Reminder about In-Person Open House:** Even though the in-person open house and the virtual meeting were promoted concurrently in the weeks prior to the events, it was worth reminding the attendees when and where the in-person open house would be taking place in case anyone had remaining questions or need for additional discussion.

MONTANA 3 BILLINGS CORRIDOR STUDY

MEETING SUMMARY

PROJECT:	MT 3 Billings Corridor Study	DATE:	6/5/2025
PROJECT NUMBER:	4671.12635.01	TIME:	4 – 6 p.m.
ORGANIZER:	MDT / DOWL	SUBJECT:	Open House

MDT / DOWL ATTENDEES:	ORGANIZATION:
Jackson Lang	MDT
Samantha Wood	MDT
Kurtis Schnieber	MDT
Mike Taylor	MDT
Sarah Patterson	DOWL
Lisa Olmsted	DOWL
Sydney Pfeaster	DOWL

The Montana Department of Transportation (MDT) and DOWL hosted an open house at the Aviation Department Operations Center to discuss the *Montana 3 Billings Corridor Study* with members of the public.

Project messaging included:

- General study information (i.e. purpose, study area, etc.)
- Anticipated study schedule/timeline
- Corridor characteristics
- Traffic safety
- Traffic operations and daily traffic volumes
- Pedestrian and bicycle facilities

Open house materials included:

- Display boards with study information and how to submit a comment
- Large aerial map of the corridor study boundary with opportunities for attendees to draw or add comments to the map
- Postcards with a QR code for the website
- Comment cards
- Sign-in sheet
- QR code to the study website

Attendance:

There were approximately 20 attendees throughout the evening. All attendees were engaged and inquisitive about the study, resulting in productive, collaborative conversations. Questions and concerns mostly centered around traffic and pedestrian safety, access along the corridor, and the study timeline.

Attendees primarily included:

- Adjacent property owners and residents
- General public who regularly travel through the project corridor
- Airport staff
- Members of the Rimrock Neighborhood Task Force

Key take-aways and lessons learned:

- **Meeting format:** The open house format worked well for this event. The open layout of the room helped create an open house atmosphere. Attendees seemed to view the open house format favorably, as it allowed them to ask nuanced questions, provide comments and suggestions, and spend more time familiarizing themselves with the specifics of the study. There were some attendees who expected a presentation but were accepting of the open house format when informed. Many attendees expressed gratitude to MDT for hosting the event and said their questions were answered and appreciated that their comments and concerns will be considered.

- **Date/Time:** Most attendees arrived between 4 and 4:30 p.m. and left by 5:30 p.m. Attendees seemed to appreciate that they could come and go as they liked, rather than sitting down for a formal presentation.

- **Comments:** Two formal comment cards were received at the open house and several more have been added to the interactive commenting platform on the website. At the open house, conversations were productive and resulted in many attendees asking questions and voicing their concerns about the study.
    - Comments regarding the need for improvements at intersections on Montana 3 accessing the airport (e.g., Overlook Drive and Southview Drive)
    - Questions about the expected traffic growth along the corridor
    - Questions about the expected commercial and residential development along the corridor
    - General comments regarding safety at side street approaches due to high traffic volumes and crossing pedestrians/bicyclists
    - Concerns regarding semi-truck noise and the speed limit along the corridor
    - Suggestions for adding turn lanes at the heavily trafficked approaches

- **Roll Plot (aerial map print-out):** The roll plot map of the study boundary was useful in supporting conversations between attendees and members of the team. It also allowed attendees to provide their comments and suggestions directly on the map.

- **Postcard:** Even though the postcards were mailed out in the weeks prior to the open house, several of the attendees took an additional one. It was worth having them on-hand to provide them with easy access to the website to learn more about the study and provide comments after they left the open house.

- **QR codes:** It was useful to have QR codes on the postcard at the sign-in table and on display at other tables around the room. It helped attendees quickly access the website with the interactive commenting platform.

- **Interactive Commenting Platform**: It was very helpful to have a laptop with the interactive commenting platform open to demonstrate how to use the platform.


ADA Disclaimer





MONTANA 3 BILLINGS CORRIDOR STUDY

MEETING SUMMARY

PROJECT:	MT 3 Billings Corridor Study	DATE:	11/19/2025
PROJECT NUMBER:	4671.12635.01	TIME:	1 – 2 p.m.
ORGANIZER:	MDT / DOWL	SUBJECT:	Virtual Meeting

PROJECT TEAM PRESENTERS:	ORGANIZATION:
Jackson Lang	MDT
Kurtis Schnieber	MDT
Jon Burnett	MDT
Sarah Patterson	DOWL
Lisa Olmsted	DOWL
Sydney Pfeaster	DOWL

The Montana Department of Transportation (MDT) and DOWL hosted a virtual meeting via Zoom to share a progress update on the *MT 3 Billings Corridor Study,* engaging city leadership and members of the public to gather their input.

Project messaging included:

- General study information (i.e. purpose, study area, etc.)
- Updates on study schedule/timeline
- Corridor needs and objectives related to traffic safety and traffic operations
- Improvement Options summary
- Access Management Plan goals and recommendations

Virtual meeting materials included:

- PowerPoint with study information and how to submit a comment to the team

Attendance:

There were 6 panelists and 31 attendees for the virtual meeting. All attendees were engaged and inquisitive about the study, resulting in productive, collaborative conversations. Questions and concerns mostly centered around safety, the corridor study timeline, next steps following the completion of the study, as well as recommendations related to corridor access management.

Attendees primarily included:

- Adjacent property owners and residents
- General public who regularly travel through the project corridor
- City staff including Public Works, Planning, MET Transit, Billings Logan International Airport, and Billings Public Schools

Key take-aways and lessons learned:

- **Presentation format:** The presentation format worked well for this virtual event. The project team was able to present information on the corridor study with an appealing PowerPoint and offer all attendees an opportunity to participate in a Q&A session at the

end of presentation. Some of the attendees asked questions and took the opportunity to voice their concerns and suggestions regarding the improvement options and access management recommendations for the corridor.

- **Date/Time:** All attendees logged on between 12:45 and 1:05 p.m. and logged off at the end of the meeting at 2 p.m. Attendees seemed to appreciate that they could attend virtually as well as attend in-person.

- **Comments:** There were several comments received from the Q&A portion of the meeting. Conversations were productive and resulted in many attendees voicing their concerns and asking questions about the study. Those included:
    - Comments regarding the recommended improvements at intersections on Montana 3
    - Comments and questions regarding the access management recommendations and landowner coordination for properties along the corridor
    - Questions about the expected traffic growth along the corridor
    - Questions about the recommended roundabout upgrade at Zimmerman Trail
    - Concerns regarding the speed limit along the corridor
    - Suggestions for adding eastbound right turn lanes or widened shoulders to improve safety at Skyline Trail crossings
    - Concerns regarding capacity constraints on south leg of Zimmerman Trail roundabout

- **QR codes:** It was useful to have a QR code on the last slide of the PowerPoint. It helped attendees quickly access the website and provide comments.

- **Reminder about In-Person Open House:** Even though the in-person open house and the virtual meeting were promoted concurrently in the weeks prior to the events, it was worth reminding the attendees when and where the in-person open house would be taking place in case anyone had remaining questions or need for additional discussion.

MONTANA 3 BILLINGS CORRIDOR STUDY

MEETING SUMMARY

PROJECT:	MT 3 Billings Corridor Study	DATE:	11/21/2025
PROJECT NUMBER:	4671.12635.01	TIME:	4 – 6 p.m.
ORGANIZER:	MDT / DOWL	SUBJECT:	Open House

MDT / DOWL ATTENDEES:	ORGANIZATION:
Jackson Lang	MDT
Kurtis Schnieber	MDT
Zach Kirkemo	MDT
Sarah Patterson	DOWL
Lisa Olmsted	DOWL
Sydney Pfeaster	DOWL

The Montana Department of Transportation (MDT) and DOWL hosted an open house at the Aviation Department Operations Center to share a progress update on the *Montana 3 Billings Corridor Study* with members of the public.

Project messaging included:

- General study information (i.e. purpose, study area, etc.)
- Updates on study schedule/timeline
- Corridor needs and objectives related to traffic safety and traffic operations
- Improvement Options summary
- Access Management goals and recommendations

Open house materials included:

- Display boards with study information and how to submit a comment
- Postcards with a QR code for the website
- Comment cards
- Sign-in sheet
- QR code to the study website
- Printed version of draft Access Management Plan and draft Improvement Options Report

Attendance:

There were approximately 16 attendees throughout the evening. All attendees were engaged and inquisitive about the study, resulting in productive, collaborative conversations. Questions and concerns mostly centered around traffic and pedestrian safety, access along the corridor, and the study timeline.

Attendees primarily included:

- Adjacent property owners and residents
- General public who regularly travel through the project corridor
- Billings Logan International Airport staff
- Members of the Rimrock Neighborhood Task Force

Key take-aways and lessons learned:

- **Meeting format:** The open house format worked well for this event. The open layout of the room helped create an open house atmosphere. Attendees seemed to view the open house format favorably, as it allowed them to ask nuanced questions, provide comments and suggestions, and spend more time familiarizing themselves with the specifics and recommendations of the study. Many attendees expressed gratitude to MDT for hosting the event and said their questions were answered and appreciated that their comments and concerns were/will be considered.

- **Date/Time:** Most attendees arrived between 4 and 5 p.m. and left by 5:30 p.m. Attendees seemed to appreciate that they could come and go as they liked, rather than sitting down for a formal presentation.

- **Comments:** Two formal comment cards were received at the open house. Conversations were productive and resulted in many attendees asking questions and voicing their concerns about the study.
    - Comments and questions regarding the access management recommendations for properties along the corridor
    - Comments regarding the recommended improvement options for the intersections on Montana 3
    - Questions about the expected traffic growth along the corridor
    - Concerns about trucks parking along the roadway near the east leg of the Zimmerman Trail roundabout
    - Questions about the recommended roundabouts along the corridor
    - Questions regarding landowner coordination for recommendations resulting in reduced property access
    - General comments regarding safety at side street approaches on Skyline Trail related to turning vehicles and crossing pedestrians/bicyclists
    - Suggestions regarding the airport property boundaries in the study maps
    - Concerns regarding semi-truck noise and the speed limit along the corridor

- **Postcard:** Even though the postcards were mailed out in the weeks prior to the open house, several of the attendees took an additional one. It was worth having them on-hand, as they provided easy access to the project website and reports, along with a convenient way to provide comments after they left the open house.

- **QR codes:** It was useful to have QR codes on the postcard at the sign-in table and on display at other tables around the room. It helped attendees quickly access the website with the interactive commenting platform.

- **Printed versions of the draft Access Management Plan and draft Improvement Options Report.** It was very valuable to have printed copies of the Access Management Plan and Improvement Options report. These materials were actively referenced by the project team and attendees throughout discussions, supporting informed and productive conversations.

Date Comment Received	Source	Name	Comment	Response
May, 2025	Interactive Commenting Map	Stacy Stellflug	We have concerns about Skyline Trail users not yielding to traffic. It is difficult to see the trail when coming up Stoney Drive to turn onto HWY 3 and I worry about someone getting hurt. In addition traffic on HWY3 goes fast and sometimes we have to move quickly to turn onto Stoney Ridge and I worry a trail user will get hurt.	-
May, 2025	Interactive Commenting Map	Roger Petersen	Hwy 3 at sky ranch dr, Needs left turn lane for sky ranch dr. Also needs Jake brake prohibition	-
May, 2025	Interactive Commenting Map	Anonymous	Does anyone realize the number of people and families who live along Hwy 3? Widening the road will destroy home values there. The traffic noise and increased danger will keep families away. I believe the city has a responsibility to the folks living on the rims to mitigate noise and danger, NOT add to it. The city has a responsibility to protect home values and its citizens. At a minimum, build a 12 foot retaining wall along the hwy from Zimmerman to the airport to help protect the folks who live along the hwy and mitigate traffic (mostly semis) noise. Protect the public and home values.	-
May, 2025	Interactive Commenting Map	Taylor Arnold	Bike and pedestrian path from the roundabout to Apache Trail to connect to Pawnee Trail State Land Back 9	-
May, 2025	Interactive Commenting Map	Anonymous	There needs to be a turning lane into Masterson Circle as well.	-
May, 2025	Interactive Commenting Map	Anonymous	Highway 3 is very close to the Skyline Trail in several places including just east of the Zimmerman Pl intersection. The highway could be moved slightly north in these areas of close proximity to provide safer bike and pedestrian traffic on the Trail.	-
May, 2025	Interactive Commenting Map	Anonymous	Kudos for decreasing the speed limit to 50 a few years ago. Please don't make it any wider or with an additional lanes, it will become a race track just like E Airport Rd	-
May, 2025	Interactive Commenting Map	Steve Shandera	I would like to see trees, shrubs or some other buffer between the roadway and the multiuse path. Also, an underpass under the highway at the IBL intersection.s	-
June, 2025	Email	Theresa Helus	To Whom it May Concern: We have lived in our home at 3362 Stony Ridge Rd. for 30 years. We never anticipated the huge increase of traffic on Highway 3 between Zimmerman and the airport like it is today. We have considered the options especially for the intersection of Stony Ridge Rd. and AJ Way. We foresee major issues of adding a light or roundabout in this area. Semi-trucks already cause unbelievable noise because of their compression brakes (sure would be nice if using them was eliminated), and it will be even worse if they have to slow down for a light or roundabout. Also there is a danger of a major intersection a few yards from our neighborhood! Rather, we would like to see turn lanes instead. It would be safer and keep the flow of traffic going. If there were center turn lanes all the way from Zimmerman to the airport, and turn lanes to enter the neighborhoods on the south side of the highway, and businesses on the north side, we feel this would be the safest choice. Looking at the data from the MT 3 open house, it would also help eliminate many rear-end vehicle crashes. Please feel to contact us if you have any questions! Thank you!	Jim and Theresa, Thank you for your comment. I've added it to our project files. Have a nice week, Lisa Olmsted
June, 2025	Written Comment Card from Open House	Michael Tuss	Speed - most traffic exceeds 50 mph limit - speeds need to be reduced - round-a-bout noise- I am a fan of round-a-bouts. However, what was unexpected at the Zimmerman Trail intersection is the magnitude of noise from semi-trucks. I live 0.6 miles from the round-a-bout. Noise from the semis decelerating & accelerating at the intersection is surprising. Either the state does not require mufflers or semi truck engines and compression brakes, or the regulations are not enforced. However, the noise is extremely noticeable and annoying my house over 1/2 mile away. Additional roundabouts will create additional noise from the semis.	-
June, 2025	Written Comment Card from Open House	Jeff Roach, AAE	Consider airport access from Overlook Drive (Airport Frontage road) onto Hwy 3. High accident rate segment of Hwy 3 in study area with increasing traffic volumes. More access need them AJ Way or other intersecting side streets.	-

Date Comment Received	Source	Name	Comment	Response
July, 2025	Email	Leslie Cooke	Lisa - thanks again for your time Thursday I came away with a better understanding of the process Below are comments for Hwy 3, and if more come to my attention, I'll send them as well. These comments are based on discussions with RNTF members, though I'm sure that not all would be universally held by every member. We are having Sara Plath with the City present this Wednesday on their Transportation Corridor Plan, and it would not surprise me to hear comments about Hwy 3 during that meeting. *Knowing that semi truck traffic on Hwy 3 feeds Zimmerman Trail (and vice versa), members are concerned that there could be an increase in truck traffic in the future, and as such it's important that the impacts of semi truck traffic noise, weight and vibration on the stability of the sandstone cliffs be understood. * At one time, a Molt Rd/Hwy 3 connector was proposed. Will the Hwy 3 study include design features for the eventual installation of such a connector? * Many residents have advocated in the past for a pedestrian/bicycle tunnel under Hwy 3. This would protect people walking, running, biking who need to cross Hwy 3 to get to and from Zimmerman Park and Skyway Drive. * More guard rails and/or barricades are needed to protect pedestrians on Skyline Trail due to how close the trail is to the highway in many places. Are pedestrian safety measures part of the study? * The 2015 study by MPO recommended roundabouts at both Zimmerman and Rod & Gun Club Rd. Is the Rod & Gun Club Rd. roundabout still on the table from 2015? Will additional intersections be considered for roundabouts, such as AJ Way? Residents on the south side of Hwy 3 east of Zimmerman are concerned about having a safe way to go west on Hwy 3, and we've heard comments that roundabouts would help.* Residents need to see and be able to weigh in on the various options for lanes, pedestrian crossings, shoulders, and medians along Hwy 3. At what point will options be available to look at? Many concerns exist regarding the impacts to safety.* Now that the Billings Bypass is partially open, and will soon be fully open, what forecasts are in place to consider traffic pattern and volume changes, especially for large trucks within the study area? Per our discussion, since the bypass isn't a true bypass, this might not be an issue.* RNTF is disappointed that the State is not including stakeholders like the task force at this early stage of the plan. We will work with the City Planning Department (Wyeth Friday) to ensure our concerns are part of the development of the draft document prior to the next public meeting.* In 2014, there was a public meeting with the RNTF. Thus far we have not received any requests to meet with the task force. As we discussed, we'd like to have an RNTF meeting with the Hwy 3 team this fall, and look forward to getting that scheduled.* Skyway Drive (IBL) is posted at 45 mph. What criteria was used to determine that speed limit, and can it be applied to Hwy 3 in the study area? Hwy 3 is much more developed than Skyway Drive and residents have concerns about traffic speed in areas with significant cross traffic in/out of residential areas. * How will the study consider possible increases to traffic and safety on intersecting roads? N27, Zimmerman, AJ Way, Rod & Gun, Masterson, Apache Trail, Skyway (and more) NOTE: from time to time Zimmerman must be closed due to dangerous weather or rock falls. This means traffic must divert to N27th, and when that happens ripple effects are felt along Hwy 3 for the stretch between Zimmerman and N27. * Because the study area includes entrances to the City at both Zimmerman & N 27th, it is our hope that this study include considerations for aesthetics to ensure a welcoming entrance. This could easily include native trees and other landscaping. * We have heard that there may be a museum planned north of Hwy 3, and of course the military has plans for additional development. Do we know what other potential projects are in the works, such as more airport expansion, commercial subdivisions etc? And how is future development being monitored and tracked to understand the impacts on Hwy 3? * Is stormwater one of the issues for the study (it was for the 2015 study) * There is a great deal of safety concern around pedestrian signage on Skyline Trail, where trail users have yield signs which is not the norm most people are accustomed to. How will safety improvements for the signage along this stretch be considered?	* Because these roadways are components of the transportation and freight transit system, these users are unavoidable. There is statewide legislation making compression brakes legal though mufflers are required. * The Billings Long Range Transportation Plan (LRTP) includes a not about a possible study to look at a connection between MT 3 and Molt Road in 2045 * Yes – this is something we've heard from both the public and the Technical Oversight Committee (TOC), so will be considered as a part of the corridor study. * Yes – pedestrian and other multimodal users (safety, connectivity, functionality, etc.) are being conserved as a part of the corridor study. * This corridor is studying is specifically looking at these six intersections and will provide recommendations, which may include roundabouts. * The second open house will include draft recommendations for the public to provide input on. * Correct – the Billings Bypass purpose is to connect I-90 to Old Highway 312. Any impact to MT 3 is minimal. * As we spoke about, the RNTF has been involved at the open house, through direct mailers, and via our correspondence. We can set a time specifically for the RNTF to visit with the team prior to the second open house. The state's corridor study format includes a Technical Oversight Committee (TOC) of technical agency representatives as opposed to what you've seen from the City-County Planning format that involves a Steering Committee which often also includes members of the public and task force representatives. * There will be two public meetings/open houses. The first open house was well attended by members of the RNTF, which was appreciated. We can set a specific time for RNTF members to attend prior to the second open house. You'll all also be welcome at the open house itself as well. * Skyway Drive is a City roadway while MT 3 is a state highway. It's important to note the difference between the two. * Yes – see answer to question #5. * Noted. * The TOC is weighing in on this topic. Specifically, City representatives are well-informed on this topic and have provided quite a bit of insight. * Yes. The open house content includes some content on this. * Safety improvements throughout the corridor are being considered. We have heard concerns about the trail users and the potential conflicts at approaches on the south side of MT 3.
July, 2025	Interactive Commenting Map	Taylor Arnold	A bike/pedestrian underpass under highway 3 just west of the roundabout at Zimmerman Trail and highway 3 would make bike and pedestrian travel much safer for those traveling north and south of the highway.	-
July, 2025	Interactive Commenting Map	Lyle Gabrian	Highway 3 just east of the Zimmerman Pl intersection is in very close proximity to the Skyline Trail. The highway could be moved further north of the Trail to provide safer conditions for bike and pedestrian traffic. There may be other areas along the Skyline Trail where close proximity of the highway to the Trail could be looked at in future improvements to the highway.	-
July, 2025	Interactive Commenting Map	Leslie Cooke	If Hwy 3 is widened, I am concerned about the dangers associated with a center turn lane. I live on Rimrock Rd, and the center turn lane is mis-used daily when drivers treat it as a passing lane. A raised median with roundabouts at key points like Rod & Gun Club Rd, AJ Way etc would make the roadway safer for pedestrians and cyclists.	-
July, 2025	Interactive Commenting Map	Leslie Cooke	Pedestrian dangers - Hwy 3/Zimmerman/Skyway intersection. Traffic at the roundabout makes pedestrian crossing dangerous, even with the crosswalks/lights. The underpass for pedestrians & cyclists beneath Zimmerman was a great addition to the area. We would like to see a similar underpass that would run under Hwy 3, possible just east of the intersection, and see it connect Zimmerman and Skyway (IBL)	-
July, 2025	Interactive Commenting Map	Leslie Cooke	This comment applies to the entire Skyline Trail area. In many places the trail is much too close to Hwy 3 for people to feel safe walking, running or cycling. More barriers need to be added. Many families with children simply don't use the trail because of the proximity to the highway	-
July, 2025	Interactive Commenting Map	Lyle Gabrian	Please consider these three suggestions in the development of the current MT Highway 3 Study for future improvements to Highway 3: 1) Just east of the gate at Zimmerman Pl. on highway 3, look at moving the highway north some reasonable distance away from the Skyline Trail to improve the safety of pedestrians and bikers on the multiuse trail. There may be other areas that need attention where highway 3 and the Skyline Trail are very close to each other. 2) Recommend building an underpass for pedestrian/bikers under highway 3 just east or west of the Zimmerman Trail/Highway 3 roundabout to improve safety for those using the multiuse trails. There maybe other locations along Highway 3 Corridor Study that could have pedestrian underpasses, as well. 3) Recommend installation of a roundabout at the intersection of Rod and Gun Club Rd. and Highway 3 and there may be other intersections along the Highway 3 Corridor Study area where roundabouts could be constructed for improved safety. Thank you.	Hi Lyle, Thank you for your comments. We've made note of them for consideration in the corridor study process. Have a nice afternoon!
July, 2025	MDT Comment Form	James Robbins	MT 3 Corridor Study - I have lived in this area for about 21 years now. The MT3 Corridor Study is definitely needed. I live in Rehberg Ranch Subdivision and getting on to HY 3 in the morning and evening and even during mid day is getting to be almost impossible and is becoming very dangerous. You can wait an extended time frame and get onto the road - but most of the time it is easier to drive down to the Zimmerman Round about and come back towards the airport. There really isn't much room their for another round about and people would really be unsatisfied with a stop light - don't really have a good answer - maybe over or under pass - something - additional lanes - but the population of Billings has pretty much exploded in the last 7 - 8 years and is going to continue to grow at an excelereated rate for many years to come - this problem needs to be dealt with now not later. Zimmerman Trail and HY 3 back to the airport is to small for the extreme demand of vehicles it handles daily.	James, Thank you for your comment. The corridor study team is looking at safety concerns like yours closely as a part of this study. It's very useful to have resident perspectives to augment that review. Here's the website in case you haven't seen it already: Montana Highway 3 Billings Corridor Study | Montana Department of Transportation (MDT). We'll send out notifications prior to the next public open house – would you like to receive a notification about that? Have a nice day,

Date Comment Received	Source	Name	Comment	Response
July, 2025	MDT Comment Form	Debrah Lutke	I live in Rehberg Ranch Subdivision. Since Skyway Drive, the beautiful new road connection to Billings Heights, has opened, traffic has DEFINITELY increased on Highway 3 to Zimmerman roundabout. Making a left turn off of Rod and Gun Club Road has become very difficult and even dangerous as I've seen drivers take risky chances to turn left onto the highway. Also, there is no safe way to walk or bike from Rod and Gun Club Road across the busy highway to connect with Skyline Trail. I would foresee a traffic signal and safe pedestrian crosswalk at this intersection. Speeding is another problem on this highway. Hardly anyone drives the 50 MPH speed limit and as I do, I am typically tailgated....which is very unnerving. Zimmerman Trail speed limit is 25 MPH. I have actually been passed by a driver going down Zimmerman Trail. Most drivers on Skyway Drive do not obey speed limits either. I realize my comments on speeding may not be relevant to this study, but it might be helpful for someone to realize what goes on around this area of Billings. Thank you, Debrah Lutke	Debrah, Thank you for your comment. Safety is an important topic in the corridor study work and public involvement like your comment provides the team important insight. Have a nice day, Lisa Olmsted
July, 2025	MDT Comment Form	Lyle Gabrian	Please consider these three suggestions in the development of the current MT Highway 3 Study for future improvements to Highway 3: 1) Just east of the gate at Zimmerman Pl. on highway 3, look at moving the highway north some reasonable distance away from the Skyline Trail to improve the safety of pedestrians and bikers on the multiuse trail. There may be other areas that need attention where highway 3 and the Skyline Trail are very close to each other. 2) Recommend building an underpass for pedestrian/bikers under highway 3 just east or west of the Zimmerman Trail/Highway 3 roundabout to improve safety for those using the multiuse trails. There maybe other locations along Highway 3 Corridor Study that could have pedestrian underpasses, as well. 3) Recommend installation of a roundabout at the intersection of Rod and Gun Club Rd. and Highway 3 and there may be other intersections along the Highway 3 Corridor Study area where roundabouts could be constructed for improved safety. Thank you.	Lyle, Thank you for your comments. We've made note of them for consideration in the corridor study process. Have a nice afternoon, Lisa Olmsted
August, 2025	Email forwarded from Rimrock Task Force	Theresa Helus via Leslie Cooke	You asked for suggestions to slow people down on our neighborhood roads. I have always thought a flashing solar sign "speed limit is...your speed is..." at about Rehberg Ranch Rd. heading east, and another a bit past the airport, heading west, would perhaps slow people down on Highway 3. I don't think people pay attention to the fact that the speed limit is 50, not 70 mph!! I don't know what department would have information on how to acquire something like this, and what it would cost?? Just a thought...	Thanks, Leslie. I'll add this to our comment log.
September, 2025	MDT Comment Form	Lyle Gabrian	I have seen many truck drivers driving east on highway 3 pull over and park on the apron next to my neighborhood just a few yards east of the roundabout on Zimmerman Trail and Hwy 3. This can be a safety issue for those using the highway and those using the Skyline Trail right next to the highway. I have also noticed that truck drivers traveling east will pull over and use the apron on Hwy 3 a few hundred yards just west of the roundabout on ZT and Hwy 3. I would recommend that a pullout for truck drivers be constructed just east of the ZT/Hwy 3 roundabout as this would provide a safer place for the truck drivers to pull over for whatever their reasons before traveling east on Hwy 3 and would help with overall safety of other vehicles using the highway and those using the trail system. Thank you.	Lyle, Thanks for the message. I've shared your insight about the trucks parking along the roadway with the project team. Have a nice afternoon, Lisa Olmsted
November, 2025	MDT Comment Form	Michael and Joan Tuss	I am commenting on the Montana Highway 3 Billings Corridor Study Access Management Plan, specifically Sheet 1 of the Attachment 1. We own Parcel 33 and the private drive connected to Intersection 26. We object to relocating the approach and combining it with Intersection 28. The map doesn't take into account the true picture for the properties being served by 26. It doesn't merely serve 2 parcels, P29 and P30. It serves 4 parcels, P29, P30, Geocodes 03-1032-26-2-03-02-0000 and 03-1032-26-2-03-03-0000. The combined area served by this intersection is 24.18 acres. If P28 is added, the combined area would be nearly 36.7 acres. In contrast, the Plan proposes allowing Intersections 29 and 30 to remain. These approaches serve single parcels. P39 is only 5 acres. P42 is only 4.1 acres. It seems reasonable that P36 and P39 could share Intersection 29, leaving Intersection 26 as it is. We object to the taking of our property to create a frontage road to serve adjacent property owners. Forcing our intersection into a frontage road to serve 5 parcels and 36 acres while allowing other intersections to serve single parcels of 5 acres and less is unfair and unreasonable.	Michael and Joan, Thank you for your comment on the draft Access Management Plan. We will review the access management recommendations at your approach again and see if we can refine our recommendations based on this feedback. If you wish to meet to discuss further details, please let me know and we can get something scheduled. Please note that as a planning document, the Access Management Plan provides recommendations to consolidate approaches on MT 3 to help improve the safety of the traveling public, but no construction results directly from this plan. Have a nice day, Lisa Olmsted

Date Comment Received	Source	Name	Comment	Response
November, 2025	Email	Laura Seal	Hello! I live on Rimrock Road and I can't see that this is in the plans or in the study (and not sure I can make the meeting with work). However, I would like to comment that it is my sincere hope that no more traffic circles (aka roundabouts) are planned for Rimrock Road or this corridor. I purposely avoid Shiloh Road now and that end of town since there are so many. It is horrible during the busy times of the day with those. They are a menace and it is even worse during the inclement/icy weather, an accident(s) waiting to happen (as they say...) Thank you for your consideration.	Laura, Thanks for taking the time to reach out. This corridor study does not address Rimrock Road – only MT 3. There are either new roundabouts or roundabout improvements at the intersections of MT 3 with Zimmerman Trail, Rod and Gun Club Road, and AJ Way included in the recommended improvement options. The complete Improvement Options draft can be seen here: Montana Highway 3 Billings Corridor Study Improvement Options. These recommendations are the result of intensive research and data-gathering work. If it's of interest to you, you can see the documented results of that work here: Montana Highway 3 Billings Corridor Study - Documents | Montana Department of Transportation (MDT). Specifically, the recommendations for roundabouts are in response to safety concerns, traffic analysis (including anticipated traffic increases), public and stakeholder input, etc. Please note: A corridor study is a recommendation of options for the State to consider and budget for, if they opt to move forward with any of the recommendations. Construction projects do not directly follow a study. I'll make a note of your comment and share it with the project team. Have a nice day, Lisa Olmsted
November, 2025	MDT Comment Form	Mark D Parker	I own land along the corridor between Zimmerman Trail and the Airport--thus I have disclosed my bias. Here are my comments. The corridor is in that tough area to manage. The population, including me, have grown up with this stretch as a country road. We drove fast on it. It is now no longer a country road, it is more in the nature of a long city street. I have a vision for this whole area, not shared by others I fear, but here it is. In every beach town with which I am familiar and many river towns, a long skinny stretch of scenic property has been developed into a nice strip of bikes, pedestrians, coffee shops, bars, bistros, condominia, etc. The process is usually long, involved, lots of give and takes. But in the end I think of San Antonio's River Walk, South Beach, Mount Washington in Pittsburgh. Such a project would naturally abate the speed of traffic and undoubtedly generate wealth to finance it all. History has proven more times than we can count that visionary developments that withstand the test of history and historians are not the product of public surveys or committees, they are the product of a single or small group of visionaries (many a bit tyrannical regrettably) who, by sheer force of will, get their vision accomplished. We need that visionary here.	Mark, Thank you for your email regarding the MT 3 Billings Corridor Study. I will share your comments with the study team for further consideration. We appreciate your participation in the study. Have a great day! Jackson Lang
November, 2025	Email	Jeff Biscoe, Bird of Pray Foundation	Thanks for holding the virtual meeting this afternoon, Lisa. I plan to attend the open house tomorrow as well. I've attached our official letter responding to your call for public comment to this email. Have a nice evening. "Dear Ms. Olmsted: I am writing in response to the call for public comment regarding the MT Hwy-3 Corridor Study. represent Bird of Pray Foundation, a Montana non-profit corporation and landowner of the property located at 2765 Hwy 3 Billings, MT 59105 (Geocode: 03-1032-26-2-04-01-0000, Assessment Code D046050). We thought it pertinent to share our future development plans for this property as you continue your access planning on this corridor. Currently we have an active Building and Land Use Agreement with another Montana non-profit organization, Montana Beyond the Classroom, that runs a supplemental homeschool program (Discovery Fields} toward the north end of the parcel. In the not-too-distant future there are plans for the construction and operation of a fossil museum and a coffee shop that will be positioned closer to the highway for visibility. We anticipate this will result in a fair increase of traffic flow to the area. Currently the access to our land is a gravel road along the westside of the parcel. Our concern is for safe access in and out of the property for Discovery Fields students, teachers, and guest as well as for future employees and visitors. We are in favor of the center turn lane that you are already planning and discussed in your virtual meeting on Tuesday, Nov. 19, 2025. However, we also would strongly advocate for a right turn out lane, or even a frontage road providing access for all of the various woperty owners along northern side of this section of the highway. If your team is interested learning more about our organization or our specific development plans, please email us or reach out to our Executive Director, Jeff Biscoe directly. We wish you all the best with this highway access project. Warmest Regards, Danna S. Newell"	-
November, 2025	Open House Comment Card	Paul Khera	Airport property and roads are not labeled. The airport is the biggest traffic generator and it is growing. Without accounting for airport traffic, your project will not produce your justification results.	-
November, 2025	Open House Comment Card	Jeff Roach	Add accurate A/P property boundary. Show Backage Road connections. Label southview and overlook drive on all maps. Southview and overlook should have LOS labels.	-

Date Comment Received	Source	Name	Comment	Response
November, 2025	Email	Morgan Tuss	This email concerns the proposed Billings Highway 3 corridor plan that is currently subject to public comment and should serve as a noted objection to the proposal. My parents own property along Highway 3 subject to some changes that the planners have proposed. Their property is located at 2837 State Highway 3 and 2835 state Highway 3. Their acreage is approximately 12 acres going north to south. Their property is served by a private driveway off of Highway 3. The mouth of that driveway also serves the neighboring properties to the west. Your plan proposes to add a frontage road on my parents' property so that, supposedly, Hicock can be extended across the road and can serve as the single entry point to three properties THAT ALREADY HAVE ESTABLISHED ENTRY POINTS. Your proposal is incredibly unnecessary and it serves no good purpose at all. It proposes to take private property to add a short, pointless goddamn road up there. It will cost taxpayers half a million dollars, and it serves to consolidate access to highway 3 for THREE total properties. THREE. This is not a prudent investment by the city, rather it is a massive waste of taxpayer dollars. It is an infringement on private property rights and it is NOT WANTED. The ultimate outcome of this intersection is that it puts a road across the front of my parent's property and will serve the two properties next to them who, again, ALREADY HAVE ACCESS to highway 3. It will ultimately be a taking of land that serves to create merely a private road for the benefit of my parent's two neighboring properties only. Further, your planners did not consult a single property owner about this suggestion. You did not ask about the practical reality of this proposition. You also didn't consider that a consolidation of access to four other properties to the east off of "No fricken way", which, yes, is an actual private drive two driveways to the east, is a better proposition than what you have proposed now. Your plan to put in this stupid ass, short road on the front of my parent's property is infuriating. It is short sided. It is uneconomical. It is prejudicial. The benefit to the public in the face of the likely cost to the public is inflammatory. It's a waste in every direction. Ultimately, your plan punishes my parents for owning land that is across from Hicock drive. You could move Hicock drive to the east, connect it with "No fricken way" and capture a much better consolidation of properties than what you have planned now. Although I think that's also a pointless waste of money. Leave these properties alone. No one needs this shit. This kind of garbage is the reason why people don't trust this city, and don't want to live here. Poor, prejudicial planning is what this city does best, and surprise, you're at it again.	Morgan, Thank you for your comment on the draft Access Management Plan. The letter your parents received and the events over the past couple of days were the initiation of landowner coordination on this planning document. If you and/or your parents wish to meet to discuss further details, please let me know and we can get something schedule. Please note that as a planning document, the Access Management Plan provides recommendations to consolidate approaches on MT 3 to help improve the safety of the traveling public, but no construction results directly from this plan. Have a nice day, Lisa Olmsted
November, 2025	Virtual Meeting	Mark Parker	Are there any speed limit change recommendations?	Answered live
November, 2025	Virtual Meeting	Janice Rehberg	Would you provide a list of attendees?	Answered live
November, 2025	Virtual Meeting	Mike Hayes	Were right hand turn lanes talked about or considered? I was thinking more of Bike/Ped safety along the trail	Answered live
November, 2025	Virtual Meeting	Leslie Cooke	Please cover the Skyline Trail access again. Unclear if there will be shoulder or right lane (eastbound) once the widening is done.	Answered live
November, 2025	Virtual Meeting	Denny Rehberg	Will we receive a list of the attendees for the meeting?	Answered live
November, 2025	Virtual Meeting	Denny Rehberg	Why didn't you talk about your recommendations west of Zimmerman?	Answered live
November, 2025	Virtual Meeting	Lindsey Gran	Was there any considerations given to school bus pickups along HWY 3? SD@ has bus stops on the highway due access issued on the residential side streets. We worry about safety in the dark with high rates of speed.	Answered live
November, 2025	Virtual Meeting	Janice Rehberg	Could you clarify how much actual traffic data you had on the segment west of Zimmerman trail? I found data from one day at Apache Trail, but did not locate anything at Zimmerman Park?	Answered live
November, 2025	Virtual Meeting	Leslie Cooke	While the number of right hand turns is low, I believe we should still look at right turn lanes to ensure vehicles that are trying to turn right, and are being "tail-gated" can turn safely without endangering trail users.	Answered live
November, 2025	Virtual Meeting	Janice Rehberg	How do the physical constraints associated with Zimmerman Trail and the traffic below Rimrock impact this analysis?	Answered live
November, 2025	Virtual Meeting	Denny Rehberg	As west of Zimmerman is part of this study, when will the landowners be a part of the discussion. So far they have no input.	Answered live
November, 2025	Virtual Meeting	Brad Tecca	Did this report consider the future development projections outlined within the inner belt loop corridor study from 2020?	Answered live
November, 2025	Virtual Meeting	Jeff Roach	Airport Road into the N 27th is a two-lane entry and one-lane exit.	Answered live
November, 2025	Virtual Meeting	Janice Rehberg	What property owners have you consulted regarding the proposed access eliminations or modifications?	Answered live
November, 2025	Virtual Meeting	Janice Rehberg	Based upon this response, it seems like making recommendations at this time is premature, since there is little data to guide the recommendation. At least as far as west of Zimmerman trail.	Answered live
November, 2025	Interactive Commenting Map	Michael Tuss	We object to moving this intersection and the taking of our property to create a frontage road to serve neighboring properties. This intersection already serves 4 parcels, 24 acres.	-
November, 2025	Interactive Commenting Map	Michael Tuss	If the alignment of the Hickok Circle intersection with the driveway to the north is an issue, consider rebuilding and realigning the Hickok Circle drive approach to match the north approach rather than creating a frontage road on the north side of the highway.	-
December, 2025	Email	Michael and Joan Tuss	Lisa, I understand one of your tasks is to recommend reductions to the number of drive approaches. The suggestion I made could reduce three drive approaches to one, instead of the recommendation in the document that reduces two approaches to one. P36, P39, and P42 could be served by intersection 29 using a similar amount of frontage road. Thanks for acknowledging our comments.	Thanks for following up, Michael. We just submitted a revised Access Management Plan to MDT on Friday that includes modifications to the recommendation at your approach. After MDT's review, we'll be able to share it with you. I'll be in touch soon. Lisa Olmsted

Date Comment Received	Source	Name	Comment	Response
December, 2025	MDT Comment Form	Patricia L Holden	We live at the Rod and Gun Club Road intersection on the south side of Highway 3. Our concerns are primarily lack of enforcement of posted speed and posted muffled compression brake laws. I see you have access to information on these enforcement issues. I do not believe there has ever been enforcement of the compression brake issue as our family owns four semi tractor trailer units and MT DOT has "never" inspected for compression brake mufflers. I venture to guess that the state patrol or dot has ever issued a citation for the thousands of infractions in the study area every year. Further I and the rest of the residents in the study area would like to know how many speeding citations are issued every year in the study area. In closing we would like to see a lower speed limit such as 35 miles per hour and physical barricades to slow the speeding bicycles at the access points to Highway 3 on the new recreational trail.	Hi Patricia, Thank you for your comments. We've made note of them for consideration in the corridor study process. Have a nice afternoon! Thanks, Lisa Olmsted
December, 2025	Email	Jim and Theresa Helus	Mr. Lang and Ms. Olmsted: We were unable to attend the November open house, so we wanted to express our concerns about the roundabout being considered at AJ Way and Stony Ridge Rd. on HIghway 3. *We are concerned about accidents ending up in our neighbor's yard from people going too fast to navigate the roundabout. *We are concerned about increased traffic coming down our street. *We are concerned about the semi-trucks using their compression brakes approaching the roundabout which is extremely loud...it is bad enough as it is right now!! It rattles the house! We would prefer to see a center turn lane for left hand turns (for both east and west bound traffic) and right turn lanes onto AJ Way and Stony Ridge Rd. If you have any questions, please contact us. Thank you, Jim and Theresa Helus	Hello Jim and Theresa, Thank you for your comments for recommendations within the MT 3 Corridor. We've made note of them for consideration in the corridor study process. Have a great day! Jackson Lang
December, 2025	Email	Brad Tecca	Hi Lisa, Thank you for today's presentation, I know a lot of work goes into these. Can we set up a call to discuss questions and comments I have specifically relating to our land along Hwy. 3? (Unfortunately I'm out of state and can't attend the in-person meeting) Please let me know a few days and times that work for you and your team and we'll get it set up. Thanks again, Brad Tecca BE3G, Inc. Stewart-Griffin, Inc.	Thanks, Brad. We'll check calendars and circle back with some possible meetings times for you. Virtual works great for us too – it's nice to be able to share visuals. Lisa Olmsted
December, 2025	Interactive Commenting Map	Anonymous	Provided the BRIP facility is well underway in construction and will likely be comissioned soon, what is MDT's/BRIP's plan to address traffic and safety issues identified in the TIS for the project in the immediate term as Drill Weekends will commence without the recommended mitigation measures in place.	-
December, 2025	Interactive Commenting Map	Taylor Kasperick	How does the estimated cost to add an eastbound left-turn lane, westbound right-turn lane, and westbound left-turn lane amount to ~$5.5MM? Assuming the current taper at Rod and Gun Club is representative of the distance needed (775' length), and adding ~26' of asphalt width east of the intersection and 13' of asphalt west of the intersection, this would equate to roughly $182 per square foot of asphalt. I think typical high end of asphalt paving is ~$15 a square foot.	-
December, 2025	Interactive Commenting Map	Anonymous	Were traffic counts collected at Southview and Overlook Drive? I assume the existing westbound right turns and eastbound left turns in the AM and PM peak at those approaches equal or exceed those at Huey Way which is recommended for westbound right turn lanes and eastbound left turn lanes in the short term.	-
December, 2025	Interactive Commenting Map	Anonymous	Your proposal proposes to take private land to add a separate frontage road that will serve exactly three properties who ALREADY have access. This is an unnecessary taking of land, that serves no purpose at all, that costs taxpayers an unnecessary amount of money. It does not look at a longterm effect and it does not serve a greater public purpose. This is not appropriate, helpful or economical. Remove this stupid frontage road proposal. What in the hell are you thinking?	-
December, 2025	Interactive Commenting Map	Anonymous	I agree the pedestrians and bicyclists fail to yield to traffic. They also use the trail in the dark which is even more dangerous. The city considered and did not place opposing bars/barriers to slow trail users to a safe stop prior to crossing driveways and roads accessing Highway 3.	-
February, 2026	MDT Comment Form	Kerry Jay Byrd	billings is the worst when it comes to construction or improvements, i remember reports that new bypass and lockwood interchange was supoose to be completed by 2025, billings does nothing to attract out of state people, dont tell residents plans that you have no intention of completeing	Kerry, Thank you for your comment. For what it's worth, here are the website for the two projects you referenced: Billings Bypass (https://www.mdt.mt.gov/pubinvolve/billingsbypass/) and Lockwood Interchange (https://www.mdt.mt.gov/pubinvolve/i90lockwood/) so you can track their status. The Billings Bypass project is well into construction, having completed three of six total project segments. Have a nice day, Lisa Olmsted

Date Comment Received	Source	Name	Comment	Response
February, 2026	MDT Comment Form	Diana Hilden	I am concerned the intersection of Highway 3 and Skyway Drive. A roundabout or stop sign there is very needed. I drive that frequently and people are speeding down that road and do not slow down at the intersection. If one wants to turn right on that road from Skyway Drive it can be very dangerous. Currently there is also a large hole by the turn so if you turning right you frequently hit that large hole. It's just a matter of time before there is an extremely serious accident there.	Hi, Diana. Thank you for your comment. Would you mind clarifying the intersection you're referring to? There's already a roundabout at the intersection of MT 3 and Skyway Drive (at the top of Zimmerman Trail). I'd also like to look into the hole you're referencing at that intersection – is it a pothole? Thank you, Lisa Olmsted
February, 2026	MDT Comment Form	Steve Shandera	As part of the Highway 3 corridor study project, I'm hoping that the state will consider including some landscaping between the roadway and the Skyline Trail. If that is not something that can be included as part of the project, perhaps the Cigy of Billings or a volunteer group might create some attractive plantings to enhance the roadway and the trail. I'm not sure about the availability of water, so that might impact what is planted. Thank you	Hi, Steve. Thank you for your comment. I'll add it to the record for the MT 3 corridor study. Landscaping immediately along a roadway is sometimes challenging because of safety concerns – for example, it's not likely we'd be able to plant trees because someone may crash into them. But some lower-profile landscaping may be an option. Have a nice day, Lisa Olmsted
February, 2026	MDT Comment Form	Brooke Schlotterback	It would be so great to have a pedestrian tunnel to more safely access skyline the drive sidewalk. As someone who frequently recreates the skyline trail, I am always concerned for my safety when having to cross highway three via the roundabout. Highway 3 traffic is becoming more and more busy, so a pedestrian tunnel will greatly enhance safety for recreators. I would also love for the road to be widened and more roundabouts to be created, particularly connecting to Apache trail, to better regulate traffic.	Hi, Brooke. Thank you for your comment. A pedestrian tunnel under the east leg of the roundabout, new roundabouts, and widened roadways are recommendations included in the draft corridor study. The study looked at the Apache Trail intersection – right now, there isn't enough traffic to merit a roundabout there. Have a nice day, Lisa Olmsted
February, 2026	MDT Comment Form	Eileen Sheehy	Regarding the plans for the MT 3 corridor, the pedestrian/bike underpass at Zimmerman is an excellent start, but the crying need is for safe access from Billings proper to the fabulous trail system atop the Rims. There are references in the report to the Stagecoach and Yellowjacket trails, but I couldn't find anything that indicated partnership with TrailNet in getting these projects accomplished. I wish that was part of the plan.	Eileen, Thank you for your comment. This Corridor Study's recommendations are relegated to improvements on MT 3, though it's drafted with the hope that other area connections continue to contribute to the overall transportation system. Have a nice day, Lisa Olmsted
February, 2026	Email forwarded from Rimrock Task Force	Theresa and Jim Helus	Leslie, this is Theresa Helus, at 3362 Stony Ridge Rd. We sent our comments in quite a while ago. We are very concerned about a proposed round-about at our intersection with AJ Way. The noise from semis' compression brakes is bad enough as it is, but will be even louder as they slow down for the round-about. Also, it would be really close to our neighbor to the north...it will only take one slick road to have a car end up in their yard. We are concerned with our property values, with a round-about so close to where we live. We proposed a center turn lane, and right hand lanes for traffic moving both east and west. This would help when bikes and pedestrians are in the intersection, and having to wait for them before turning into our street without getting rear-ended. Thanks for all you are doing for our neighborhoods! Theresa and Jim Helus	Thanks for forwarding, Leslie. I've added this additional comment to the record.
February, 2026	MDT Comment Form	Brad Tecca Stewart-Griffin, Inc.	I (Stewart-Griffin, Inc.) own property within the Highway 3 Corridor Study area (The property fronts Highway 3 beginning at Rod and Gun Club and traveling west for approx. 1 mile - Skyway Drive bifurcates our approximately 280 acres beginning at the Highway 3/Zimmerman Trail roundabout and traveling north for approx. ½ mile). I want to go on notice reserving my right to make future comments relating to the Highway 3 Corridor Study, generally relating to the Access Management Plan and Improvement Options and specifically to Section 5.3.3 Multimodal Improvements - M1. MT3 / Zimmerman Trail Underpass (January 2026 Corridor Study Report). The proposed location for the pedestrian and bicycle underpass-on the east leg of the Zimmerman Trail Roundabout-could significantly restrict or potentially eliminate access to the eastern portion of our property from Skyway Drive. We strongly support projects that enhance pedestrian and bicycle safety. However, removing convenient and logical access from Skyway Drive and Highway 3 would materially impair access to our property and result in a substantial negative economic impact on the land. Thank you. Brad Tecca	Brad, Thank you for your comment. I've added it to the project record. Have a nice day, Lisa Olmsted

Date Comment Received	Source	Name	Comment	Response
February, 2026	MDT Comment Form	Kevin Moser	I live on the south side of Mt 3 and with the new skyline trail its become very dangerous with pedestrians not paying attention. We need turn offs or bikers to pay attention...I believe it will be easier to add turn lanes or slow traffic down.	Kevin, Thank you very much for your comment. I've added it to the Corridor Study record. Have a nice day, Lisa Olmsted