

# 7. TRANSPORTATION

## PART 1: KEY FINDINGS

### 1. Transportation and Land Use Relationships

A local transportation system should serve the community and its component neighborhoods in their locations, and with the character and qualities that the local citizens desire. In other words, the preferred land use plan drives---or should drive---the transportation plan, and not the other way around. There is, however, a reciprocal relationship between land use and transportation that should be recognized. This is of vital importance throughout the community planning process.

In a commercial area, trips are generated by the commercial activity (in addition to the through trips on the arterial street to get from one part of the community to the other). Daily trips on the adjacent street is a prime factor in the value of commercial real estate, and so trips generated by the commercial activity make the land more valuable for even more commercial activity. Increased commercial activity generates even more trips, which generates even more commercial activity. This phenomenon can be seen along commercial strips throughout the country. Arterial streets are most often “widened” for increased capacity to accommodate the traffic increases generated by the commercial activity along the arterial itself.

In residential areas, the reciprocal relationship operates in reverse. The more trips that take place on a residential street, generally, the less desirable it is to live there. When through traffic is allowed to “infiltrate” a residential neighborhood---usually due to poor transportation planning, poor land use practices, or both---the result is often disinvestment and the ultimate decline of a once viable neighborhood. As the neighborhood declines and residents retreat to interior living spaces and backyards, surrendering their street and front yards to the traffic and noise, the street can become even more desirable for through traffic as speeds increase and side friction is reduced. Further disinvestment in the neighborhood usually follows, and the cycle accelerates.

Functional street classifications and road design standards take these factors into account. In addition to traffic volumes and access concerns, transportation planning should consider the effect on neighborhoods and incorporate character sensitive standards. Streets and roads are just as much a part of the built environment as houses and yards.

### 2. Economic Development

Economic development strategies are often closely linked to the availability of key transportation facilities. In Anaconda-Deer Lodge County, the proximity to the interstate and Port of Montana are important assets that can be used to attract industry. Rail access at the Mill Creek and East Yards industrial areas are key to redevelopment strategies for these sites. Increased use of the airport can have significant positive economic impacts for the county, and the relatively close proximity to Bert Mooney airport in Butte makes air travel for business and visitation possible.

### 3. Transportation planning for all segments of the population

Transportation planning should accommodate all segments of the population. The county has a number of agencies that provide para-transit services for seniors, the disabled, and other special populations. As the population gets older, the demand for such services will increase. In addition to para-transit services, roadway and sidewalk design should also account for special needs populations. Upgrading sidewalks to meet the Americans with Disabilities Act (ADA) is needed throughout Anaconda, and much of this work has already been done in the downtown area. Designing streets for walkability and safe routes to schools will promote fitness goals by encouraging more citizens to walk and bike to work, school, shopping, and other destinations.

### 4. Trails as part of the transportation system.

Pedestrian/bike trails are an integral part of the transportation system. Since the 2010 Growth Policy was adopted, the County has completed a Master Trails Plan to help provide connectivity between communities and provide a safe alternative mode of travel. The benefits of a well-developed trail system include promoting healthy lifestyles and offering an alternative travel mode in order to reduce congestion. If designed properly, a trail system can also offer environmental benefits from greenways as well as attracting visitors.

## **PART 2: EXISTING CONDITIONS**

### 1. Road System

#### A. Overview

According to records kept by the County Road Supervisor, there are 522.6 miles of public access roads in Anaconda-Deer Lodge County. This total includes state-maintained roads, county roads, roads on public lands, and privately maintained roads in subdivisions. The State of Montana maintains 94.9 miles of roads in the county and all of these roads are paved. Most of the remaining 32 miles of paved roads are maintained by the county and are located in and around the Anaconda urban area, Opportunity, and West Valley. Unpaved gravel roads are primarily located in rural areas of the county, on United States Forest Service lands, and on other state and federal lands.

Standards for County roads and streets, including right-of-way width, maximum grades, curve radii, pavement/driving surface width, etc., are set forth in Resolution 06-58 adopted in September, 2006. It is recommended that these standards be revisited and possibly updated, driveway/approach standards added, and all standards be codified into the ADLC Code of Ordinances.

## B. Functional Street Classification

Functional street classification is an important planning tool for determining street design, funding, and system development. The functional classification is defined by characteristics such as level of access, and type of travel mobility. Urban and rural areas have different characteristics in regards to density, types of land use, travel patterns, and highway function. Federal regulations recognize these different features through separate urban and rural functional classifications. For planning and funding purposes, the Montana Department of Transportation (MDT) has classified roads in the Anaconda urban area (see Map 7-1). The MDT definitions for each classification are described below:

- **Arterials** – Arterials provide the highest level of mobility, at the highest speed, for long uninterrupted travel. The Interstate Highway System is an arterial network. Arterials generally have higher design standards than other roads and many principal arterials have multiple lanes with some degree of access control. Arterials are broken into principal and minor routes. The rural arterial network provides interstate and intercounty service so that all developed areas are within a reasonable distance of an arterial highway.

The urban principal arterial system serves major metropolitan centers, corridors with the highest traffic volume, and those with the longest trip lengths. It carries most trips entering and leaving urban areas, and it provides continuity for all rural arterials that intercept urban boundaries.

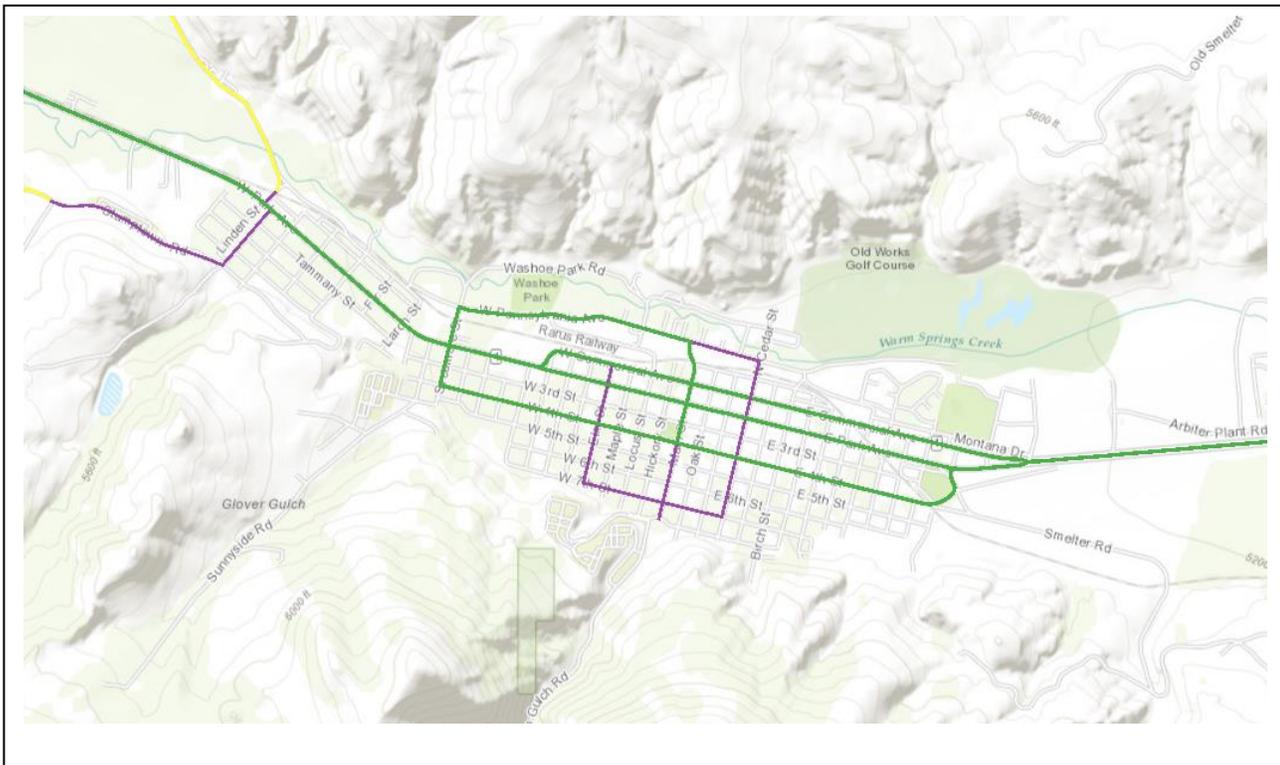
- **Collectors** – Collectors provide a lower degree of mobility than arterials. They are designed for travel at lower speeds and for shorter distances. Collectors are typically two-lane roads that collect and distribute traffic from the arterial system. The rural collector system is stratified into two subclasses: major and minor collectors.

In urban areas, the collector system provides traffic circulation within residential neighborhoods and commercial and industrial areas. Unlike arterials, collector roads may penetrate residential communities, distributing traffic from the arterials to the ultimate destination for many motorists. Urban collectors also channel traffic from local roads and streets onto the arterial system.

- **Local** – Local roads represent the largest element in the American public road network in terms of mileage. Local roads provide basic access between residential and commercial properties, connecting with higher order roadways.

*Source: Montana Department of Transportation, "A Guide to Functional Highway Classification Systems and Other Route Designations in Montana"*

Map 7.1: Anaconda Urban Area – Street Functional Classification Map



**Legend**

**Montana Functional Classification Routes**

Functional Class Routes

On System Routes Functional Class

- █ PRINCIPAL ARTERIAL - INTERSTATE
- █ PRINCIPAL ARTERIAL - NON-INTERSTATE
- █ MINOR ARTERIAL
- █ MAJOR COLLECTOR
- █ MINOR COLLECTOR

Source: [http://www.mdt.mt.gov/travinfo/maps/urban\\_maps.shtml](http://www.mdt.mt.gov/travinfo/maps/urban_maps.shtml)

**2. Traffic Volumes**

The following table contains Average Daily Traffic (ADT) counts for various road segments in Anaconda – Deer Lodge County. MT Highway 1 carries the heaviest volume of traffic in the county with the segment between Warm Springs Road and the Anaconda urban limits having the highest average daily traffic volumes. Commercial Avenue and Park Avenue were the most traveled segments in the urban area of Anaconda. MT Highway 48 between Warm Springs and Anaconda is the most heavily traveled Montana secondary highway in the county.

Table 7.1: Average Daily Traffic (ADT) for Selected Road Segments in ADLC – 2016

Road Segment	ADT
MT Hwy 1 (From 1-90 to MT Hwy 441)	4,001
MT Hwy 1 (From MT Hwy 441 to Mill Creek Rd.)	5,153
MT Hwy 1 (From Mill Creek Rd to Warm Springs Rd.)	6,852
MT Hwy 1 (From Warm Springs Rd to Anaconda Urban Limits)	8,200
MT Hwy 1 – Commercial Ave. (From East Urban Limits to Main St.)	5,300 – 5,700
MT Hwy 1 – Commercial Ave. (From Main St. to Elm St.)	4,479
MT Hwy 1 – Commercial Ave. (From Elm St. to Park)	3,365
Park Ave. (From East Urban Limits Main)	5,300 – 5,600
Park Ave. (From Main to Elm)	4,832
Park Ave. (From Elm to Willow)	6,608
Park Ave. (From Willow to Linden)	7,565
MT Hwy 1 – Linden to Jones	3,310
MT Hwy 1 – Jones to Granite County Line	1,353
MT Hwy 569 (From Mill Creek Rd.)	785
MT Hwy 48 (From Warm Springs Rd.)	1,618
MT Hwy 273	360
MT Hwy 441	488
Cable Road	512

Source: Montana Department of Transportation, 2016

**3. Safety**

**A. Crash Statistics**

According to data from the Montana Department of Transportation, the number of traffic crashes in the County increased dramatically from 2014 to 2015. Prior to 2014, there was little variation in the number of crashes from year-to-year. The spike in the number of crashes since 2014 may be an anomaly rather than a long-term trend.

Table 7.2: Crash Data for Anaconda-Deer Lodge County

Crash Severity	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	2	1	3	1	1	1	2	1	3	3
Serious Injury	10	8	8	4	9	2	5	4	11	3
Yearly Total	88	85	84	85	84	92	87	73	119	99

Source: <http://www.mdt.mt.gov/publications/datastats/crashdata.shtml>

The Montana Department of Transportation “Vision Zero” initiative has a goal to reduce injury and deaths on Montana highways through education, engineering, enforcement and emergency response. In addition, the Safe Accountable, Flexible, and Efficient Transportation Equity Act: (SAFETEA-LU) has an increased focus on highway safety. The law established new resources and opportunities to advance highway safety in a comprehensive, strategic way. SAFETEA-LU requires each state to develop a Strategic Highway Safety Plan that provides state and local transportation and safety agencies a life-saving blueprint to address their top safety issues. Montana’s Comprehensive Highway Safety Plan (CHSP) meets this requirement. <http://www.mdt.mt.gov/homepage/articles/vision-zero.shtml>

Vision Zero focuses on four emphasis areas:

- **Education** through public information campaigns during the busiest travel periods and local outreach through Buckle Up Montana, DUI Task Force, and Safe On All Roads (SOAR) programs.
- **Enforcement** of Montana seat belt and impaired driving laws by Montana Highway Patrol and local law enforcement agencies, whose presence reminds drivers and occupants to obey traffic laws.
- **Engineering** of Montana roadways to ensure that Montana’s thousands of miles of state roads and highways are built and maintained with safety as the first concern.
- **Emergency medical response** adequately funded and equipped to respond to vehicle crashes with proper emergency response vehicles, training, and medical equipment.

#### 4. Road Design Standards

Public street standards are set forth by County Resolution #06-58 and are implemented mainly through the Subdivision Regulations. Generally, collector and local streets require a right-of-way (R/W) width of 60 feet. Driving surface width varies from 24' to 28', depending on the functional classification. Most new developments are in rural areas of the county and sidewalks are not required. The governing body has the discretion to require paving of roads upon review of the subdivision. Streets and roads must be designed to have proper drainage with curbs and gutter or swales.

The urban area of Anaconda has a unique character that should be preserved as streets are reconstructed or where there are areas of infill development. Few factors can change the character and livability of a neighborhood more dramatically than streets, especially when they carry an excessive number of trips and/or allow excessive speeds. Wide residential streets designed to allow parking on both sides, and to allow two vehicles to pass safely, also can encourage excessive speed. Some communities have developed alternative character sensitive street standards. Street trees, street fixtures, and sidewalks are important components of the streetscape to be considered.

A complete street is a concept intended to promote street designs that accommodate pedestrians, bicycles, and transit in addition to automobile traffic. Neo-traditional designs emphasize grid street patterns, narrower pavement widths, and reduced rights-of-way. Such alternative standards must take into account projected volumes, connectivity, existing right-of-way, housing densities, and topography. A traffic impact analysis for a proposed development should be a factor in assessing the appropriateness of an alternative street standard.

*Figure 7.1: Residential Street in Anaconda*



## 5. Road System Condition

### A. Roadway Conditions

According to the 2015 Capital Improvements Plan (CIP) Anaconda-Deer Lodge County (ADLC) maintains 87.5 miles of gravel road outside of the Anaconda urban area. In 2015 the County Road Department conducted a Pavement Surface Evaluation and Rating (PASER) assessment of these gravel route segments based on a rating of 5 (excellent) to 1 (failing). The rating criteria included crowning, drainage, and gravel and surface deformations and defects. Results showed that 90% of the routes were in fair (3) or poor (2) condition. Only 5% were rated “failing”, but none were rated “excellent”. Asphalt pavements are generally in serviceable condition. Chip seal appears to be an appropriate remedy to prolong pavement life in many instances.

- Storm drains, including new/additional inlets and curbing, are a critical need. Sub-standard drainage facilities are a particularly crucial need in residential areas on the west side of Anaconda.
- Sidewalk replacements are needed throughout many portions of the community. New sidewalks are needed at the east end of the municipal area, especially on Park, Commercial, and major east-west routes east of Albertson’s were none currently exist.
- Wheelchair ramps for Americans with Disabilities Act (ADA) compliance need to be installed with all sidewalk replacements and additions.

### B. Bridges

The Montana Department of Transportation (MDT) maintains an inventory of bridges including data on deck and structural conditions. Of the 43 bridges listed (excluding those on I-90), 38 are in “good” structural condition, three (3) are rated “fair”, one is rated “poor”, and one is listed as “not applicable”. The average age for all bridges is 50 years. The one bridge rated “poor” is located on Mt. Evans Way in Warm Springs, and the bridge listed as “not applicable” is on Bridge Lane on the south side of MT Hwy 1 just west of Anaconda.

## 6. Transportation Planning

### A. Montana Highway 1 Corridor Study

This corridor study was conducted in 2011 and focused on MT Hwy 1 from Anaconda to Georgetown Lake. The purpose of the study was to determine financially feasible improvement options to address safety and geometrical concerns within the transportation corridor based on needs presented by the community, the study partners, and resource agencies. The study examined geometric characteristics, crash history, and existing and projected operational characteristics of the MT-1 corridor, along with existing and projected physical constraints, land uses, and environmental resources.

The corridor study, intended as a planning study and not a design project, was developed through a collaborative process with MDT, ADLC, and the Federal Highway Administration (FHWA) and involved focused outreach to the community, key stakeholders, and resource agencies. An evaluation of known and publically available resource information was conducted. Activities that were completed for the development of the study include the following:

- Research and analysis of existing MT-1 roadway conditions;
- Research and synthesis of known environmental resources and applicable regulations in the study area;
- Identification and documentation of future conditions;
- Identification of corridor issues and areas of concern;
- Consultation and coordination with local officials, stakeholders, resource agencies, and the community;
- Identification of corridor needs and objectives;
- Development of corridor improvement options with consideration to costs, available funding, feasibility, community input, and known environmental resource constraints; and
- Documentation of potential funding mechanisms for improvement options.

The Study included a comprehensive package of short and long-term recommendations intended to address the transportation needs of the highway over the planning horizon (year 2031). These recommendations will assist the study partners in targeting the most critical needs and allocating resources appropriately. The Study was completed in 2011. <http://www.mdt.mt.gov/pubinvolve/mt1>

#### B. Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) identifies projects to address Montana's transportation for a five-year period. The most current STIP covers the fiscal years 2017 through 2021. Funding for highway projects in the STIP is described below.

“The current Federal Aid Highway Program, the Fixing America's Surface Transportation Act (or FAST Act) was signed into law on December 4, 2015. The FAST Act established apportionment levels (through the end of FFY 2020) and these allocation amounts serve as the federal funding framework for this edition of the STIP. Montana's Federal - aid funding, MDT's non-federal match, the state-funded program, and other federal allocations (and transfers) form the revenue stream to support the project phases in this document. The majority of the non-federal match comes from Montana's 27-cent-per-gallon fuel tax and GVW fees.”

Source: [http://www.mdt.mt.gov/publications/docs/plans/stip/2017stip\\_final.pdf](http://www.mdt.mt.gov/publications/docs/plans/stip/2017stip_final.pdf)

Deer Lodge County is located in the District 2 region (offices in Butte). Major highway projects identified in this region in Deer Lodge County include:

- MT Highway 1 – West of Anaconda. Reconstruction (Year – TBD)
- MT Highway 569 – North of Moose Creek. Reconstruction & Widening (Year – 2019)
-

### C. Anaconda – Deer Lodge County Transportation Plan

Anaconda-Deer Lodge County has received funding to prepare a Multimodal Long-range Transportation Plan (MLRTP), and as of December, 2018, that plan is in final draft. The ADLC MLRTP should illustrate a clear vision of a balanced transportation system that meets the mobility needs of all users, while avoiding adverse impacts to the environment. The MLRTP should include comprehensive strategies for the operation, management, maintenance, and financing of the consolidated city-county transportation system. Project boundaries include a roughly 17- mile Hwy 1 corridor; though the MLRTP should address the transportation needs between Anaconda and the outlying communities within ADLC (Opportunity, Mill Creek, Warm Springs, West Valley, and Georgetown Lake), the primary focus is the urban boundary of Anaconda. The project is anticipated to be completed in 2018 and will include the following components.

- A public involvement process that illustrates how opportunities for participation by all ADLC users will be created during the development of the plan, including vulnerable populations (LMI, elderly, disabled);
- Coordinate with existing and future land use as well as existing long-term community-wide planning, building upon the transportation issues identified in previous community planning projects, and expanding the work of previous community plans;
- Analyze transportation circulation within the study area and identify primary travel demands for all modes of transportation to promote a safe, reliable transportation network that optimizes the safety, interconnectivity, and efficiency of the transportation system for users of all ages and abilities;
- Examine transportation needs, patterns and trends of the system to project future demands of all users, and develop recommendations;
- Assess the efficiency, safety, and accessibility of the transportation system for all users,
- Analyze truck/freight movements through the city of Anaconda, identifying strategies to improve efficiency of commercial traffic, while maintaining safety and accessibility for all users;
- Assess need for the establishment of a Complete Streets policy for A-DLC, offering suggestions for future policy development;
- Consider smart growth, encouraging overall sustainability and livability within the community, while avoiding adverse impacts to the environment;
- Evaluate and recommend operations and maintenance strategies that preserve the safety and function of the transportation system for all users;
- Evaluate efficiency of existing public transportation and assess local need for expansion of public transportation opportunities, identifying strategies to meet this determined need;
- Identify short, mid, and long-term improvement priorities, strategies and policies to assist the community and invested agencies in actualizing the future projects identified in the Plan; and
- Identify funding sources (Federal, State, Local, and Private) and action-oriented implementation process.

## 7. Trails

Expansive and well-designed trail systems provide an alternative, safe mode of transportation and a convenient way for residents to exercise. Trails are often incorporated as part of greenways or linear parks that provide environmental benefits such as connecting wildlife corridors, filtering storm water run-off, and providing buffers that minimize conflicts between different land uses. Well designed and maintained trail systems can be community assets that promote tourism and contribute to the visitor experience.

Anaconda Deer-Lodge County has an existing trail system consisting of paved trails in the Anaconda urban area, mountain bike trails on the public lands surrounding the town, and gravel trails in the Warm Springs Pond area. In addition, there is a proposed "Greenway Trail" system between Anaconda and Butte, as well as a proposed trail connecting Anaconda to West Valley.

The County completed a Trail Master Plan in 2010. The primary goals of the trail master plan include:

- 1) Design and construction of a new trailhead park at the existing Beaver Dam School site in Opportunity.
- 2) Design and construction of a multi-use trail system that will connect the communities of Anaconda, Opportunity, and Fairmont.
- 3) Provide a connection for the new trailhead park and interconnecting multi-use trail system to the proposed Greenway Trail System.
- 4) Provide for maintenance of the existing and proposed park and trail system components.

In addition to these goals, the Trail Master Plan recognizes that trail development must be coordinated with remediation and redevelopment efforts involving the Superfund clean-up. In order to serve various user groups, the trail system will be a combination of paved trails, gravel trails, on-street bike lanes, mountain bike trails, and equestrian trails. It will be equally important to provide a trail system that can meet the diverse needs of the population including those with disabilities and seniors. Developers of new subdivisions will be able to refer to the trail master plan for opportunities to connect new developments to the trail system.

Implementation of the plan will require the involvement of community groups and coordination among a number of government agencies.

Figure 7.2: Trail in Washoe Park





## 8. Transit

### A. Transit & Para-Transit

There is no fixed route transit service in the county. Para-transit is a term used to describe an alternative mode of flexible passenger transportation that does not followed fixed routes or schedules. Typically vans or mini-buses provide transportation services on a demand basis or on scheduled days. Para-transit services are operated by public transit agencies, community groups, or non-profit organizations. In ADLC these groups include the following:

- AWARE - Provides para-transit services to clients within the AWARE service system. This includes – but is not limited to – transportation to work, medical appointments, recreation, leisure, and community integration. <http://aware-inc.org>
- Anaconda Job Corps - Provides transit service for its students. Job Corps operates a number of passenger vans to transport students to specific job sites.
- Anaconda – Deer Lodge County Head Start Program - Provides a home-to-school transportation services for its students. Buses are also used for field trips and special activities. <http://anacondaheadstart.org/index.php5>
- Area V Agency on Aging - Rides to and from appointments, including trips to Butte, are provided as requested. <https://www.swmads.org/deer-lodge-county>
- Community Hospital of Anaconda – Provides a “Care-A-Van” service for medical appointments for patients in need of transportation. Transportation can be arranged through the individual physician, CHOA, or by phoning (406) 560-1311 directly.
- Disabled American Veterans- Provides transportation to and from the Ft. Harrison VA medical center and other medical appointments. <https://www.dav.org/veterans/MSO.aspx>

### B. Inter-City Transit

Greyhound Bus operates an inter-city bus route with stops along I-90 through Montana. The closest service to Anaconda is in Butte. Rimrock Trail Lines offer bus service from Billings to Whitefish and it also has a stop in Butte.

**9. Air Service**

A. Description

The Anaconda-Deer Lodge County Airport, Bowman Field, is located off of Hwy. 48 between Anaconda and Warm Springs. The airport is owned and operated by Anaconda – Deer Lodge County and governed by the Board of County Commissioners with assistance of the Airport Advisory Board. The airport covers 290 acres and has two runways. There are 13 hangars at the airport and nine aircraft based there. Aviation activities include recreational flying, corporate aviation, medical shipments, and patient transfer. Montana State Hospital in Warm Springs utilizes the airport on average 10 times per month. Other activities that occur occasionally are agricultural spraying, aerial inspections of properties, civilian flight training, prisoner transport, search and rescue operations, forest and rangeland firefighting operations, aerial photography, and real estate tours. There is no landing fee at Bowman Field, but the airport now provides a courtesy car for travelers to use while Anaconda and the surrounding area. <http://www.airnav.com/airport/3U3>

Table 7.3: Airport Statistics

Feature	Description
Runway 16/34 Length	6,000 ft.
Runway 4/22 Length	4,500 ft.
Surface	Asphalt (both runways)
Lights	Beacon
Type	General Aviation
Fuel & Services	None

Source: Montana Department of Transportation – Aeronautics Division - ADLC Airport Manager

B. Improvements and Safety

The Development Permit System contains an “Airport Safety Overlay Zone” which regulates building height and land use within the vicinity of the airport.

In 2016, a “Bowman Field Environmental Assessment Report” was completed for the County. ADLC is proposing to acquire land totaling 17.73 acres for approach protection and construction of an animal control fence for the Bowman Field Airport near Anaconda. This land acquisition will enable the airport to construct a 9 -foot high animal control fence that is clear of future Object Free Areas and FAR Part 77 imaginary surfaces for the airport. A flood plain permit for the fence was issued and the fence was constructed in 201.

C. Economic Impact

The Montana Department of Transportation, “2016, Economic Impact Study for Montana Airports” estimates direct and indirect (multiplier) economic impacts for local airports. Direct impacts include wages, airport operational budgets, and construction. Indirect economic impacts include visitor spending, aviation related businesses, and non-aviation businesses that use the airport. According to the study, Bowman field has a community economic impact of \$276,000. <https://www.mdt.mt.gov/aviation/docs/2016/economic-impact/brochures/bowman-field.pdf>

## 10. Rail

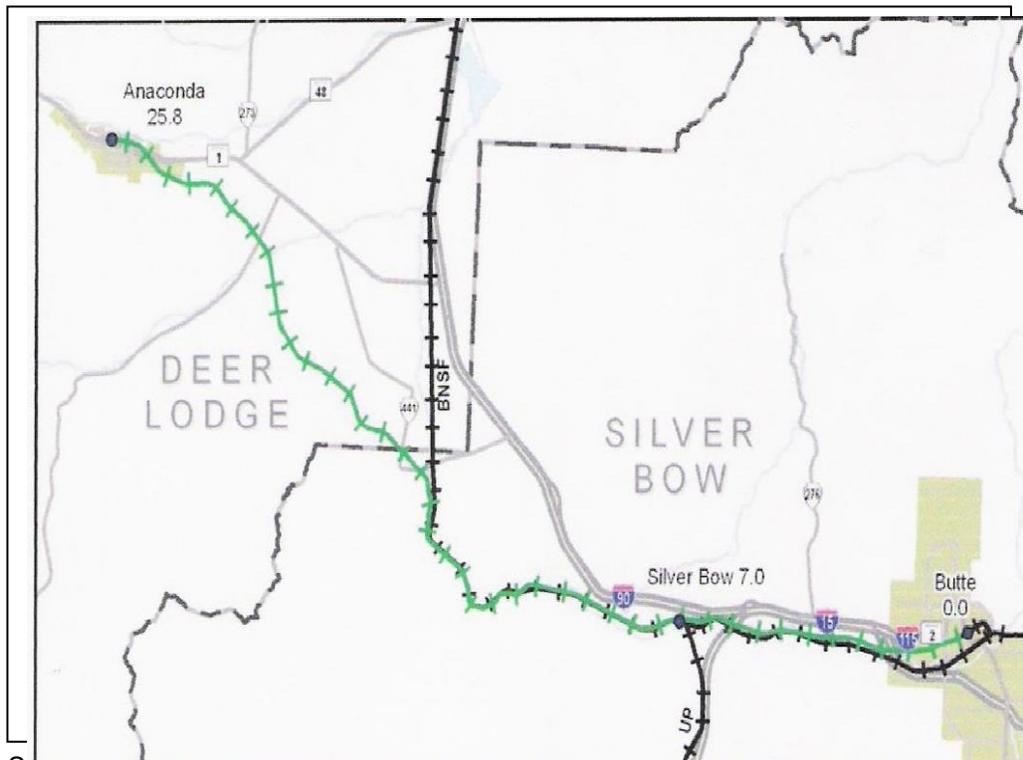
Access to rail transportation routes is often a key criterion in recruiting businesses for industrial developments. According to the Montana Department of Transportation, “2010 - Montana State Rail Plan”, rail transportation has been the fastest growing mode of freight shipment over the last decade and demand for rail services is expected to grow over the next 20 years. The East Anaconda Reuse Plan, adopted by the County in 2008, notes that the existing rail service in the Mill Creek, East Yards, and Opportunity Triangle as critical infrastructure in redevelopment of the industrial areas. Following is a description of rail service in Anaconda - Deer Lodge County.

### A. Butte, Anaconda & Pacific Railway, (BA&P)

Butte, Anaconda & Pacific Railway, formerly referred to as the Rarus Railway, connects Butte (MP 0.0) and Anaconda (MP 25.8). The short - line railroad currently is owned by Patriot Rail Corp., a short - line and regional freight railroad holding company based in Boca Raton, Florida. The company owns and operates 212 total rail miles nationwide.

According to the Patriot Rail web site, BA&P operates 63 miles of rail line, including 26 miles of main track, 30 miles of passing crossovers and turnouts, and 0.5 miles of yard switching tracks. The system is shown in Figure 7.3 below. The line interchanges with Class 1 carrier BNSF at Butte and with BNSF and Union Pacific at Silver Bow (MP 7.0). BA&P also maintains a well-equipped 20-bay locomotive roundhouse, wheel shop, and machine shop in Anaconda. Maximum track speed is 30 mph. BA&P lines are unsignaled and utilize track warrant control.

Figure 7.3: Butte, Anaconda and Pacific Rail System



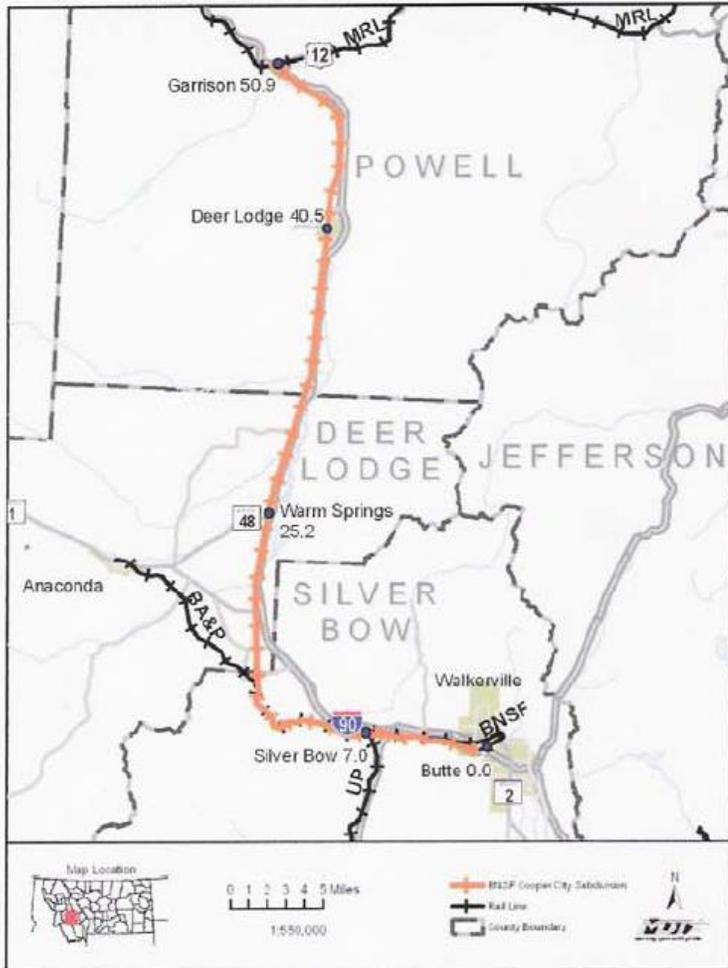
Source: Montana Department of Transportation, 2010 Montana State Rail Plan

<http://www.mdt.mt.gov/publications/docs/brochures/railways/railplan.pdf>

**B. Burlington Northern – Santa Fe (BNSF)**

The Copper City Main Line Subdivision connects Butte (MP 0.0) with Garrison (MP51.1). As shown in Figure 7.4, other stations along the line include Silver Bow (MP 7.0), Warm Springs (MP 25.2), and Deer Lodge (MP 40.5). The line is controlled by TWC. Maximum speed on this single - track is 25 mph, and operation on the line is Occupancy Permission System, i.e., “dark territory.” The line does not directly connect to other BNSF segments, but serves operations bridging between Montana Rail Link at Garrison and UP at Silver Bow.

Figure 7.4: BNSF – Copper City Line



Source: Montana Department of Transportation, “2010 Montana State Rail Plan”  
<http://www.mdt.mt.gov/publications/docs/brochures/railways/railplan.pdf>

**C. Passenger Service**

Currently, the closest Amtrak passenger service is available in Whitefish or Shelby, each approximately 230 miles north of Anaconda.

## 11. Port of Montana

The Port of Montana is located at the intersection of two major interstates, I-90 and I-15, and is the only point in Montana where two transcontinental railroads interface, the Burlington Northern/Santa Fe (BNSF) and the Union Pacific (UP). The Port of Montana intermodal hub facility provides access to new markets at competitive rates.

<http://www.portofmontana.org>

The Port of Montana Port Authority (POMPA) specializes in warehousing, transloading, and distribution of a wide variety of commodities that include forest products, minerals and ores, chemicals, packaged foods, and manufactured goods. The Port ships and receives products from both domestic and international points.

POMPA offers a wide variety of services including transportation planning, document preparation, inventory control, US Customs clearance, and a bonded warehouse. POMPA has equipment to handle most transloading jobs including a swath engine, forklifts, a front-end loader, piggy packers, and conveyors. The Port also has over 175,000 square feet of covered storage.

Anaconda has a rail line connecting to the Port of Montana. Anaconda also has excellent highway access to the port via Highway 1 and I-90. Business has been steady over the past few years but the volume of product through the Port fluctuates seasonally. The Port represents a significant asset to ADLC, and Butte has successfully attracted new employers to the area surrounding the Port. As property in Anaconda becomes available for development, the community will be able to participate in the opportunities presented as a result of the Port and Butte's current success.

Figure 7.5: Port of Montana



## **PART 3: GOALS, POLICIES, AND ACTIONS**

The purpose of these goals, policies, and actions is to provide for a modern and sustainable transportation system for the county, and to ensure that transportation considerations are part of the land use and economic development planning process.

### **GOALS:**

**Goal 1:** Provide a modern, efficient transportation system to support the County's economic development efforts and to meet the needs of present and future residents.

**Goal 2:** Integrate transportation considerations into the various land use and economic development planning processes.

**Goal 3:** Through integrated community planning, non-motorized system planning, and transportation system enhancements, provide the widest possible range of transportation choices for ADLC residents.

### **POLICIES:**

1. The County shall support non-motorized transportation through community planning, capital improvement programming, and appropriate grant opportunities, such as the Transportation Alternatives Program (formerly CTEP).
2. Traffic impacts and demands on the transportation system shall be a consideration in all land use issues such as subdivisions and development permits.
3. The County shall encourage sustainability in all aspects of the transportation system in order to control future maintenance costs and to provide a greater choice of transportation modes.

### **ACTIONS:**

1. Through the development review and permitting process, ensure that new development adequately addresses impacts to the transportation system.
2. Maintain, and where possible, extend the urban grid. Avoid truncating the grid with cul-de-sacs unless absolutely necessary because of topography, ownership, or other factors.
3. Always attempt to provide pedestrian and/or bicycle access between developments.
4. Systematically bring all urban street intersections into ADA compliance.
5. Reevaluate County street and road standards set forth in Res. 06-58. Consider new standards for driveways and approaches, and codify the revised standards into the ADLC Code of Ordinances.
6. Where indicated on the new trail plan, secure trail easements through new developments.
7. Make transportation improvements recommended in the East Deer Lodge Reuse Plan, and in the multi-modal transportation plan as they may apply, part of the discussion of a revised plan and vision for the Red Sands area.
8. Maintain the integrity of the air approach zones at Bowman Field.
9. Develop a pavement management plan as a maintenance item, separate and apart from the CIP.
10. Evaluate the feasibility of a Safe Routes to School program.

11. Evaluate the need for “safe crossing sections” near schools, the hospital, and other concentrations of high pedestrian activity.
12. Where indicated on the trail plan, secure trail easements in new developments, where appropriate.

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