

I. INTRODUCTION & BACKGROUND

HISTORY

In 1882, Thomas B. Quaw, an entrepreneur, located land along the newly surveyed Northern Pacific Railway about ten miles west of Bozeman. He found this property greatly to his liking, and thus, the community had its beginning. At that time, many European financiers invested money to complete the Northern Pacific Line. As a complimentary notice of appreciation to the Serbian investors, this blind siding was named Belgrade, after the capitol of Serbia.

From the turn of the century through the 1930's, Belgrade continued to expand, gaining businesses, professionals and the trappings of an established community. However, speculation in the community slowed, the Depression took its toll, and Belgrade settled into the quiet farming community it was to remain for some time. ¹

BACKGROUND

The City of Belgrade and the surrounding area experienced significant population growth in the decade ending in the year 2000. With this growth, has come an increase in the amount of vehicular traffic on the area's roadways.

The Montana Department of Transportation anticipated the Belgrade area would surpass the 5,000 persons threshold necessary to become classified as an Urban Area. 60-3-211 Montana Codes Annotated states in part, ". . . "urban population" is defined as population within the incorporated limits of cities with populations of over 5,000 and that population within unincorporated urban fringe areas delineated and reported in the latest federal census."

The 2000 Census credits the City of Belgrade with a population of 5728.

¹ Belgrade Chamber of Commerce History
<http://www.belgradechamber.avicom.net/area.html>

Urban Area classification makes additional Federal and State highway funds available for use on designated Urban routes within the Urban area. In order to identify and ultimately prioritize eligible projects, the Montana Department of Transportation, the City of Belgrade, Gallatin County and the Gallatin Airport Authority jointly funded this Belgrade Area Transportation Plan.

STUDY AREA

The study area for this Transportation Plan is shown on the following page on Figure I.1. The boundaries of the study area were selected based on an evaluation of the Future Land Use Map for the Belgrade City-County Planning Jurisdiction included in the Belgrade Area Plan adopted by the City-County Planning Board on May 19, 1999; the Water Facility Plan; the Sewer Facility Plan; the Airport Area of Influence; and a review of recent subdivisions of land.

The boundaries of the study area can generally be described as Cameron Bridge Road on the south, Royal Road, extended, on the west, (rural) Weaver Road to the north, and Harper Puckett Road, extended, on the east. This boundary, by and large, encompasses the City of Belgrade, Gallatin Field Airport and the areas of High- and Medium-Density shown on the referenced Land Use Map proximate to Belgrade.

TRANSPORTATION PLANNING GOALS





The goals of this transportation planning effort include identifying and ultimately prioritizing improvements to all facets of the area's transportation system, including roadways, pedestrian and bicycle facilities, and potentially, mass transit. Once the costs of these improvements have been estimated, and funding sources identified, an implementation strategy will be laid out in an effort to maintain the overall transportation system at an acceptable level of service.

Anticipating future transportation system improvements is an important goal of this planning effort in order to proactively program work on the system, and obtain

BELGRADE AREA TRANSPORTATION PLAN STUDY AREA



LEGEND

-  BOUNDARY
-  BELGRADE CITY LIMITS
-  BOZEMAN STUDY BOUNDARY
-  AIRPORT BOUNDARY

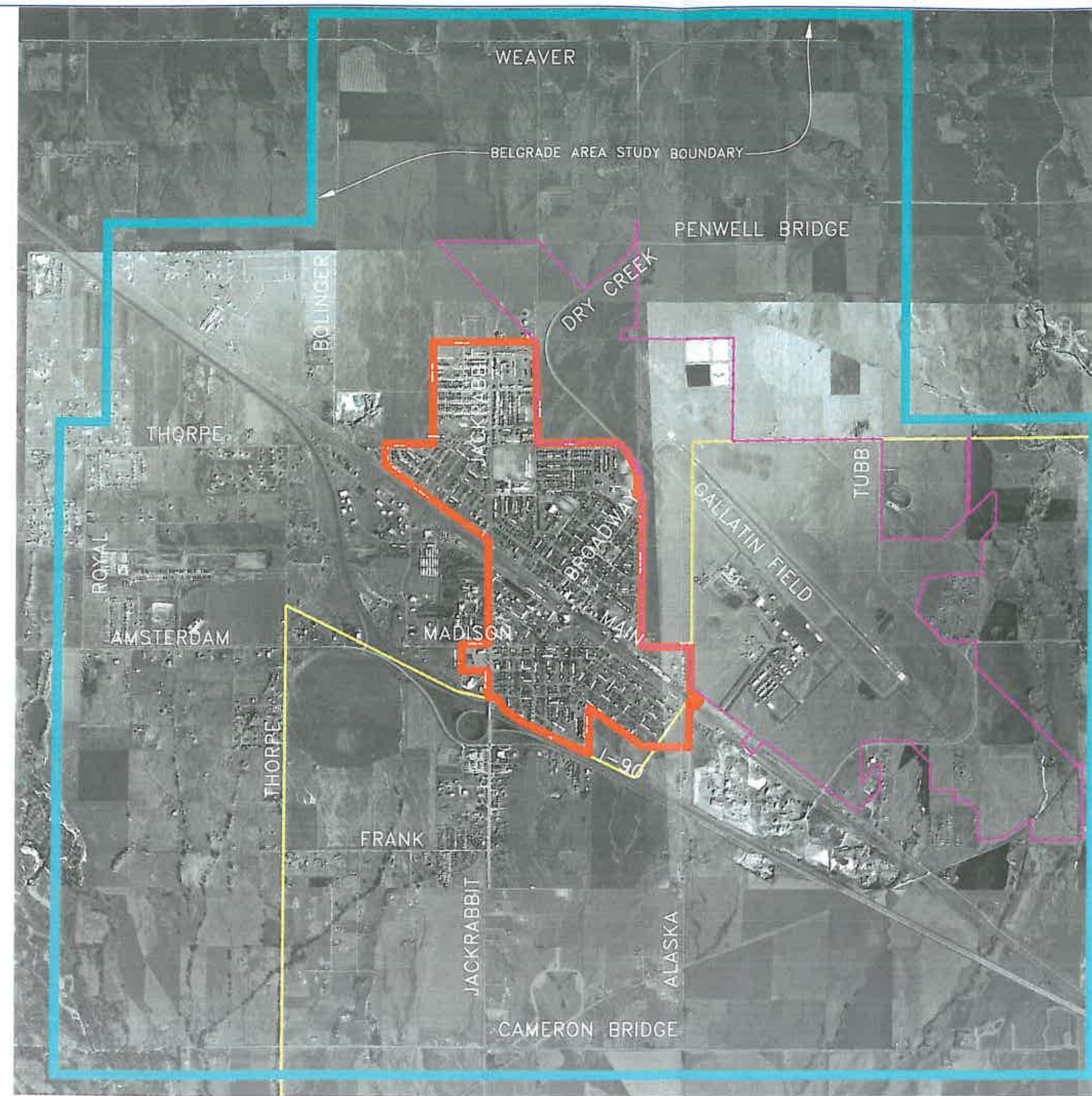


FIGURE I .J

BELGRADE CITY COUNTY PLANNING JURISDICTION FUTURE LAND USE MAP

4-28-99



City of Belgrade Zoning Jurisdiction. Land use must conform to the Belgrade Zoning Ordinance



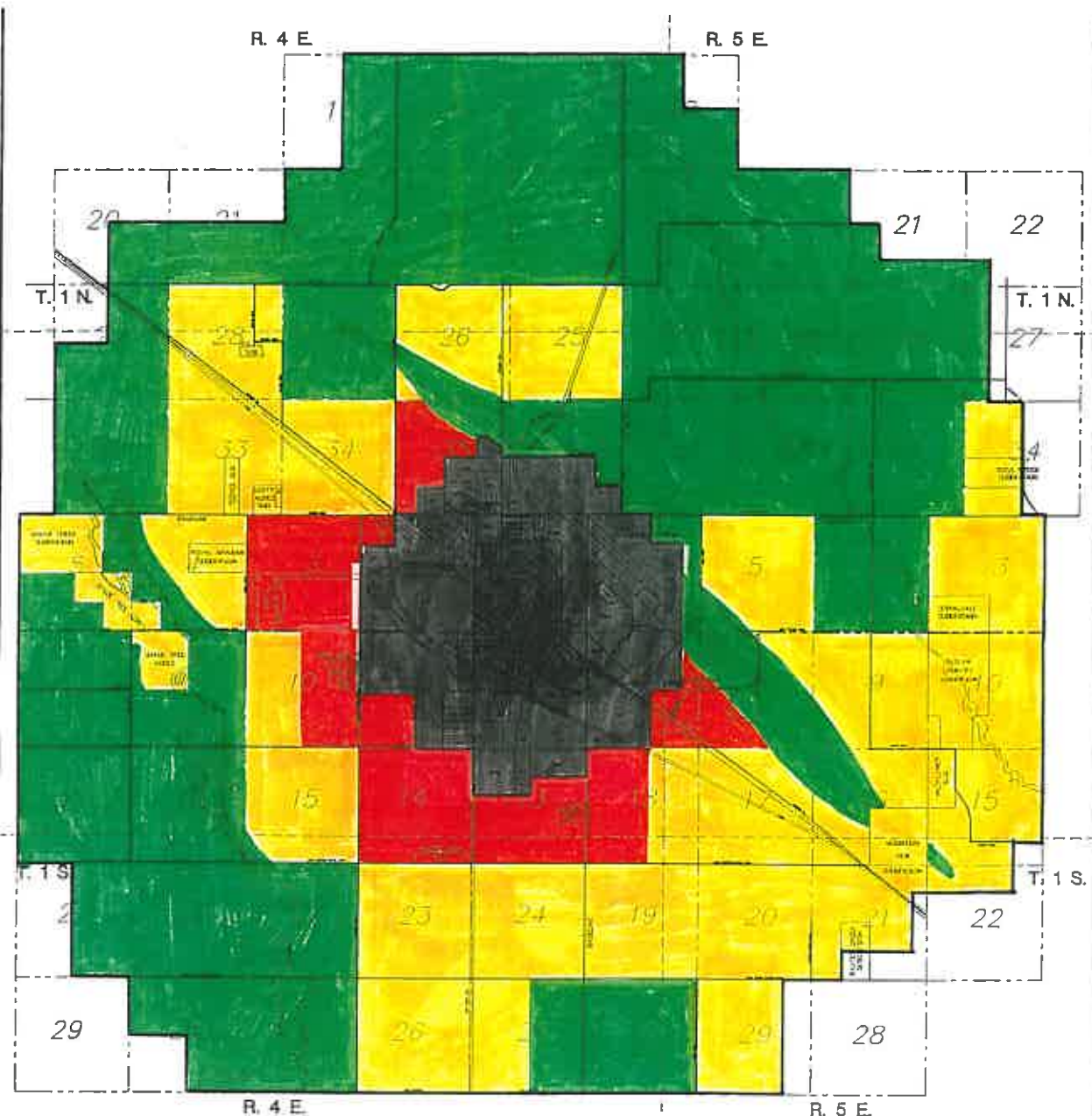
High Density. These areas outside of the City of Belgrade's current zoning jurisdiction are the most likely to be zoned and/or annexed by the City of Belgrade in the future. Commercial and Industrial subdivisions should be developed with adequate buffers when adjacent to residential areas. It is also recommended that residential lots be a maximum of 1 acre with smaller lot sizes encouraged that are served by community water and sewer systems. All development in these areas should be reviewed as if it will someday be located within the City of Belgrade.



Medium Density. Areas that are generally oriented to major roads and within a reasonable distance to schools and area businesses. New subdivisions should be adjacent to existing development, with consideration given to the existing characteristics of the area. Central water and sewer systems are recommended. Commercial uses (i.e. retail or light manufacturing) should be adequately buffered from residential areas. Existing agricultural land, especially land removed from existing development, should be preserved whenever practical.



Low Density. These areas generally contain the best soils for agricultural production in the planning jurisdiction. Most of this area has not been touched by extensive development activity. Low density development should only be allowed on land that is not suitable for agricultural production. This area also includes the airport noise contour. The Gallatin Field Airport Noise-Land Use Study recommends only low density residential development (1 house per 10 acres) on areas not already zoned by the Gallatin County Airport Influence Area Resolution.



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appropriate exactions from developers as the area develops. An example of such an exaction is the dedication of sufficient right-of-way on corridors identified herein as part of the arterial and collector streets system necessary to adequately serve the area at least 20 years into the future.

PUBLIC INVOLVEMENT

Public involvement in the preparation of this initial Belgrade Area Transportation Plan was made possible primarily through public meetings during the consultant's work on the Plan, and monthly informal meetings between the consultant and the Belgrade Chamber of Commerce Transportation Committee. This Transportation Committee has been an active participant in transportation-related activities in Belgrade for years, having served as a surrogate Transportation Coordinating Committee during the planning, design and reconstruction of the Jackrabbit Lane – I-90 Interchange completed in 1999.

The first public meeting was held in conjunction with a Belgrade City Council meeting on March 19, 2001. It was primarily an opportunity to brief the council and was not conducive to receiving meaningful comments and input from the general public.

Two additional meetings were scheduled as stand-alone meetings. These two meetings were held at City Hall on the evenings of June 7, 2001, and again on June 21, 2001. All comments received, both verbal and written, were considered in the preparation of the final draft of the Plan.

The final draft was made available to the public by placing copies of the Plan at City Hall, the Chamber of Commerce Office and the offices of the consultant, Morrison-Maierle, Inc. A formal public hearing was held before the Belgrade City-County Planning Board on February 11, 2002.

After the City-County Planning Board forwarded the draft to the City Council with a (favorable) recommendation and four specific comments, a final public hearing was held by the City Council on February 19, 2002, at which time the draft was preliminarily approved, subject to review and approval by the Gallatin County Commission.

A presentation and public hearing by the County Commission was conducted on _____, __, 2002.

After due consideration of the public input garnered at these formal public hearings, the Belgrade Area Transportation Plan was finally adopted by the Belgrade City Council on _____ __, 2002.