II. EXISTING FACILITIES/CONDITIONS

RAIL

The main line of what was once the Northern Pacific, now owned and operated by Montana Rail Link, runs diagonally through Belgrade. With sidings and spurs serving the Belgrade area, large quantities of goods can readily be shipped by rail. Major markets from the West Coast to the Midwest can all be reached in less than one week.

No regularly scheduled passenger rail service is provided in this area.

AIR TRAVEL

Gallatin Field is a commercial air carrier airport within the study area boundary. Commercial freight and passenger service is currently provided by a total of seven (7) carriers, two of which are all-cargo. With a projected 58,000 landings and takeoffs in the year 2001, Gallatin Field is the 3rd busiest airport in Montana. When considering passenger service alone, Gallatin Field is the 7th busiest airport in the Northwest Mountain Region, which includes the states of Washington, Oregon, Idaho, Montana, Wyoming, Utah and Colorado, serving approximately 530,000 passengers annually.

Private, non-commercial activity is also well served at Gallatin Field. In fact, the greatest number of all aircraft based at any one airport in the state of Montana is at Gallatin Field with over 200 aircraft.

In terms of connection to the area's roadways, in addition to the drop-offs and pick-ups associated with the air activity described above, nearly 400 full-time and part-time employees work at Gallatin Field.

ROAD SYSTEM

There are a number of major roadways in the Belgrade area that make up the backbone street system for vehicular travel. At the time of this study, prior to the adoption of an Urban Area, there existed three hierarchical levels of roadways determined by the Montana Department of Transportation to be "on-system." Being on-system makes the roadways eligible for Federal and State funding.

Interstate 90 is a part of the *National Highway System – Interstate* and generally bisects the study area from northwest corner to southeast corner. This fully access-controlled facility prioritizes movement of vehicles at the expense of freedom of access. Improvements include two lanes of travel in both eastbound and westbound directions, separated by a wide, depressed median. Only one interchange exists in the study area, at Jackrabbit Lane.

That portion of Jackrabbit Lane from the I-90 interchange south to Four Corners is on the *National Highway System – Non-Interstate*. From the interchange south to Frank Road, Jackrabbit was recently reconstructed as an urban five-lane facility. South of Frank Road to the study area boundary, Jackrabbit is a two-lane, rural highway. The five-lane portion of Jackrabbit is currently limited access controlled; MDT is actively working on controlling access on the balance of this roadway from Frank Road to Four Corners.

There are a number of roadways on the *Secondary System* in the area. These roadways are the lowest echelon of the backbone system, blending vehicular movement and access to adjoining properties. Main Street, also known as old Highway 10, is designated as Secondary 205. It, too, generally bisects the study area from northwest corner to southeast corner running parallel to the railroad tracks.

Other Secondaries include:

- Amsterdam Road, Secondary 347;
- Jackrabbit Lane (I-90 to Main Street), Secondary 291; and
- Madison / Broadway / Dry Creek, Secondary 290.

All of these roads are shown as Interstate, Principal Arterial, and Minor Arterials on Figure II.1.

TRAFFIC VOLUMES

Montana Department of Transportation and Gallatin County Road Office traffic volume records were utilized in the preparation of this document. In addition, Morrison-Maierle, Inc. traffic counters were set out to record volumes on other streets in the study area, generally in April 2000. These existing volumes are presented graphically & numerically on Figure II.2.

TRAFFIC CONTROL

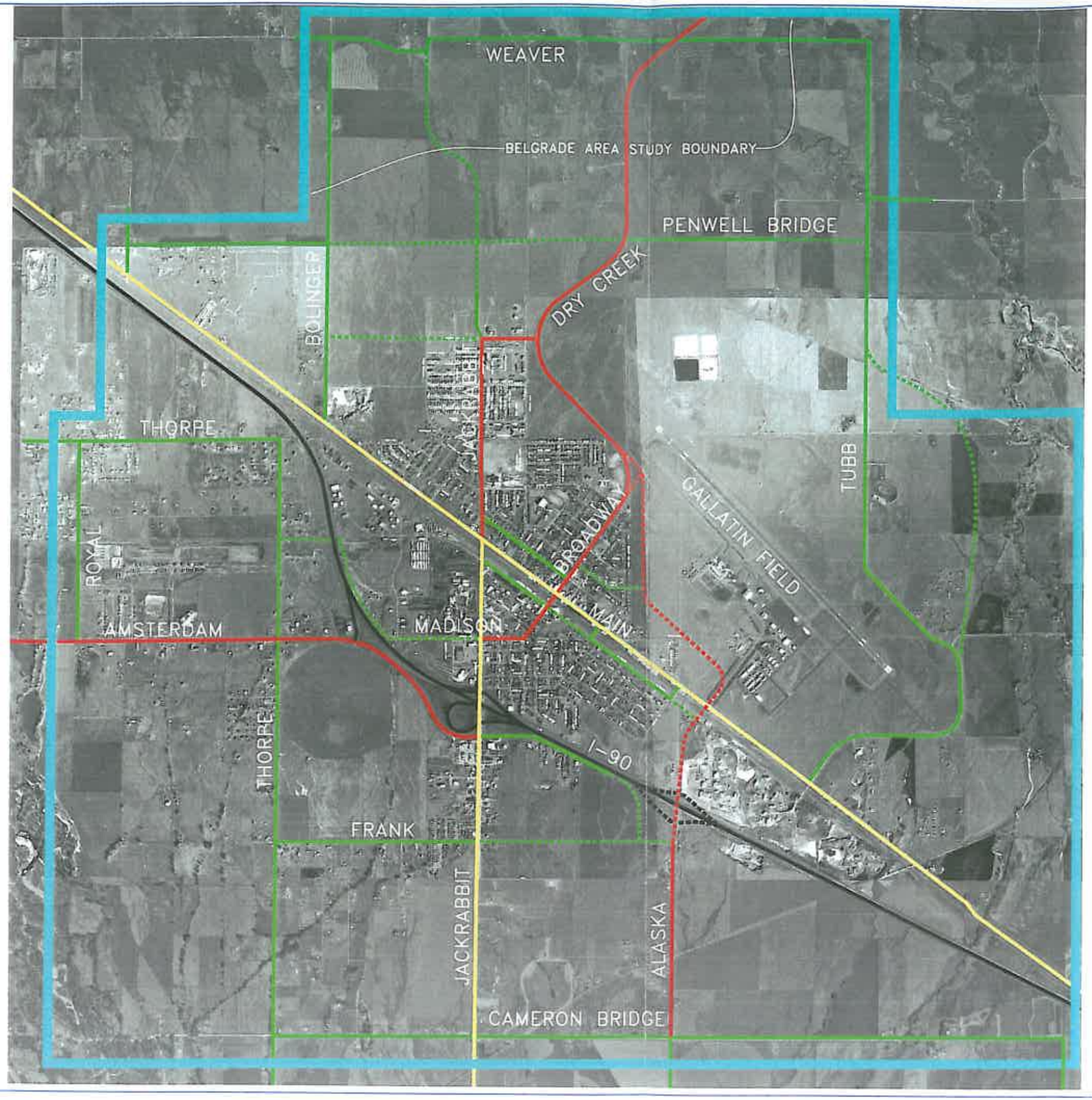
At the time of this study, there are three signalized intersections in the area, all located on Jackrabbit Lane. From south to north along Jackrabbit, signals are operating at Amsterdam Road, the westbound I-90 interchange ramps, and at Madison Avenue.

Two four-way stops are in-place on Main Street: one at Broadway Street, the other at Jackrabbit Lane. Numerous two-way stop intersections exist in the study area.

TRUCK TRAFFIC

While no statistically significant data was gathered for this study, by observation there is a greater than normal percentage of large trucks on some roads in the study area. This conclusion is supported by the fact that there are three large, commercial gravel mining

BELGRADE AREA MAJOR STREET NETWORK



GRAPHIC SCALE

LEGEND

- INTERSTATE
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- FUTURE INTERSTATE
- FUTURE PRINCIPAL ARTERIAL
- FUTURE MINOR ARTERIAL
- FUTURE COLLECTOR

NOTE: ROADWAY CLASSIFICATIONS SHOWN DO NOT REFLECT THE OFFICIAL FUNCTIONAL CLASSIFICATIONS AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION & MONTANA DEPARTMENT OF TRANSPORTATION

FIGURE II .1

MORRISON MAIERLE, INC.

BELGRADE TRAFFIC VOLUMES YEAR 2000

LEGEND

INTERSTATE

- 0 – 2,000 ADT
- 2,000 – 5,000 ADT
- 5,000 – 10,000 ADT
- 10,000 – 15,000 ADT
- 15,000 – UP ADT

FIGURE II .2

MORRISON MAIERLE, Inc.
An Employee-Owned Company
ENGINEERS
SCIENTISTS
SURVEYORS
PLANNERS
SINCE 1945
PO Box 1113, 601 Technology Blvd., Bozeman, MT. 59771 · Phone: (406) 587-4721 Fax: (406) 587-1178

operations in the southeast corner of the study area, between the railroad tracks/Secondary 205 and Interstate 90. With significant growth in both the study area and parts of Gallatin County south of Belgrade, there is a great demand for gravel that is trucked through the City of Belgrade to get to Jackrabbit Lane and parts south.

There are also a number of logging trucks using the area's roadways to access the Louisiana Pacific operations on the west side of Jackrabbit Lane, north of Madison.

STREET LIGHTING

The majority of the developed areas within the City of Belgrade are well lit. Most street intersections have overhead luminaires, while lighting within individual blocks varies from full corridor lighting to no intermediate lighting within a block. Some newer residential neighborhoods utilize small, pedestrian-scale lights along the streets on individual lots to provide area lighting.

SIDEWALKS / BICYCLE / PEDESTRIAN FACILITIES

From an inventory of the sidewalks within the City of Belgrade, it is apparent that significant work has been done recently towards providing a contiguous system of walks connecting neighborhoods with schools. There are some gaps in this system, which should be eliminated to accommodate pedestrian travel, particularly school-related traffic.

No designated bicycle routes exist in the study area.

PUBLIC TRANSIT

During the Montana State University school year, the Bobcat Transit bus system operates a route in the Bozeman / Belgrade area with a single Belgrade stop at Lee &

Dad's on Jackrabbit. The significant limitation of this service to the school year makes this form of transportation truly convenient only for area students attending Montana State University – Bozeman.

Private taxicabs also serve a public transit function in the area. The 4x4 Stage, and All Valley Cab both serve the area from offices in Belgrade.

Some of the motels in this part of the Gallatin Valley area provide shuttle services to and from Gallatin Field Airport, as does the Big Sky Resort Area.

SCHOOLS

A number of schools for age levels K through 12 exist in the Belgrade area. Two elementary schools, Martha Fox Heck and Thomas B. Quaw Schools, are located on either side of Broadway between Southview and Allison Avenues. The newest school, Ridgeview Elementary, is located west of Thorpe Road, north of Amsterdam Road in the River Rock Subdivision.

The Intermediate School is located on Spooner Road, north of Triple Crown Road. Immediately to the west of the Intermediate School is the Middle School, located adjacent to Jackrabbit Lane.

The Belgrade High School is generally located in the area bounded by Hoffman Street, Park Avenue, and Spooner Road. Total enrollment in all area schools is approximately 2,200 students.

PARKING

A random study of the parking situation in downtown Belgrade was conducted. Observation of parking utilization in both the City parking lot at the corner of Broadway

and Main Streets, as well as on-street parking in the vicinity of the City parking lot was made over the course of a three-week period in April 2001.

In general, there is excess space in the City parking lot. At the same time, there are generally on-street spaces available. This information is presented in Table II.1.

RAIL CROSSINGS

The Montana Rail Link Railroad roughly bisects the Belgrade area. Currently there are only three legitimate public street crossings of the railroad within the study area. Jackrabbit Lane, Broadway Avenue and Oregon Street have at-grade crossings, with only Jackrabbit on its true north/south orientation having a significant skew relative to the tracks. Each of the three crossings has a crossing signal complete with automatic gates that close upon the approach of a train.

The distance along the track between the Oregon and Jackrabbit crossings is only 1,500 feet. There have been instances when a train has stopped in the area and completely blocked all three crossings. This situation, while at best aggravating for local traffic, is very problematic for emergency service providers such as the Belgrade Fire Department and the Belgrade Police.

Construction of Transportation System Management (TSM) Project "a", which is the extension of Arizona from the Halverson Subdivision to Main Street, should significantly decrease the probability that a train will obstruct all of the crossings in the Belgrade area at any one time. An even greater improvement will be seen with the construction of the proposed airport interchange, where it appears feasible to provide an at-grade intersection with Main Street while having a grade separated crossing of the railroad. Constructing a tunnel under the railroad to access the interchange and areas south of the Interstate will give drivers and emergency service providers the ability to cross the railroad tracks without regard to railroad operations.

MORRISON MAIERLE, INC.

BELGRADE AREA TRANSPORTATION PLAN

MMI #0267.023

Chamber of Commerce Parking — 11 Total Spaces

4/4/2001 AM	9	81.82%	
4/5/2001 PM	2	18.18%	
4/23/01 AM	7	63.64%	56%
4/23/01 PM	9	81.82%	
4/25/2001 PM	4	36.36%	

Downtown Parking lot — 125 Painted Spaces

4/4/2001 AM	73	58.40%	
4/5/2001 PM	45	36.00%	
4/23/01 AM	64	51.20%	45%
4/23/01 PM	46	36.80%	
4/25/01 PM	51	40.80%	

Main St on-street parallel parking - East of Broadway — Approx 10 Spaces

4/4/2001 AM	4	40.00%	
4/5/2001 PM	6	60.00%	
4/23/01 AM	6	60.00%	52%
4/23/01 PM	4	40.00%	
4/25/2001 PM	6	60.00%	

Main St on-street parallel parking - West of Broadway — Approx 11 Spaces

4/4/2001 AM	9	81.82%	
4/5/2001 PM	8	72.73%	
4/23/01 AM	8	72.73%	65%
4/23/01 PM	5	45.45%	
4/25/01 PM	6	54.55%	

Broadway **on-street** parking - **East side** — Approx 10 Spaces

4/4/2001 AM	8	80.00%	
4/5/2001 PM	7	70.00%	
4/23/01 AM	4	40.00%	74%
4/23/01 PM	10	100.00%	
4/25/01 PM	8	80.00%	

Broadway **on-street** parking - **West side** — Approx 11 Spaces

4/4/2001 AM	6	50.00%	
4/5/2001 PM	10	83.33%	
4/23/01 AM	3	25.00%	53%
4/23/01 PM	6	50.00%	
4/25/01 PM	7	58.33%	

Downtown Parking Total Parking Spaces	178
Downtown Parking Total Percentage use	49%

TABLE II.1

A siding serving Louisiana Pacific crosses Jackrabbit Lane approximately 800' south of the main line tracks.

Within the Bruce Industrial Park, at the end of Andrea Street, there is an un-signed, un-signalized crossing that sees little use.

ACCESS CONTROL

In the hierarchy of roadway functional classifications, beginning with the interstate highway working down to local streets, one key element that affects the function and capacity of each roadway is the degree to which direct access to the roadway is allowed, as shown graphically on Figure II.3 on the following page.

There is a continuum of balance between full access control as seen on the interstate highway system down to almost unlimited access on local roads and streets. It is critical that access be controlled appropriately on each road based on its functional classification.

Within the City of Belgrade, Main Street is classified as a principal arterial. As such, access to Main Street should be limited to only the minimum necessary to serve the adjoining properties, and still allow for safe operation of Main Street at its intersections with local streets. However, control of access is currently virtually non-existent on Main Street.

There are also numerous examples on the collector and arterial streets where control of access is not adequate. Newer developments within the study area have been required to provide some means of clearly defining the point of access to the private property from the adjoining public street. This practice should be continued.

Limited access control is in-place on Jackrabbit Lane from Frank Road north to Madison Avenue. Access is controlled legally through action taken by the Montana

MOVEMENT
VS.
ACCESS

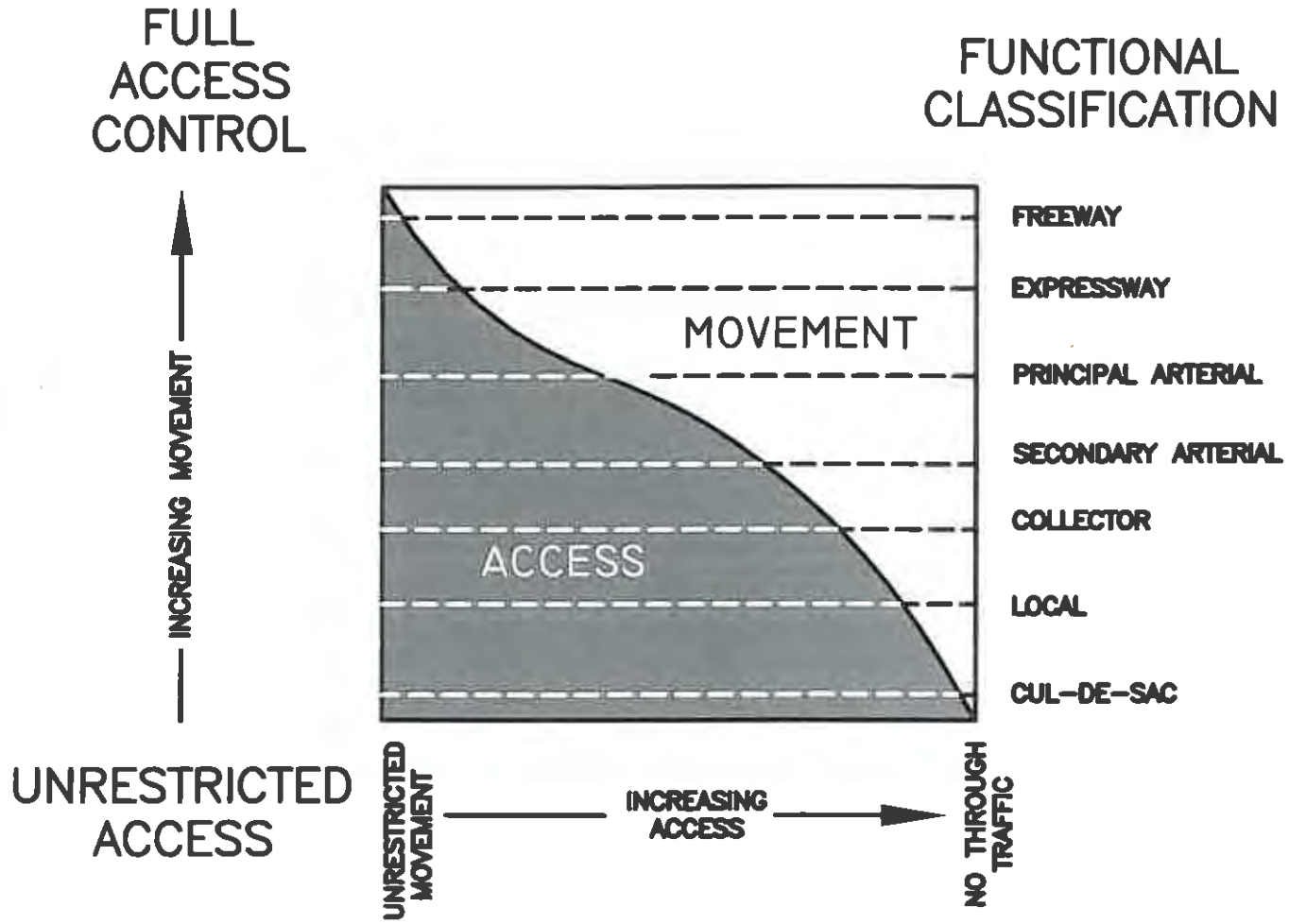


FIGURE II.3

Transportation Commission, and physically through the use of vertical curb and gutter, and raised median islands north of the Interstate.

In the balance of the study area without curb and gutter, virtually no physical access control is operative, although legal controls established by various governmental permitting processes are in-place.