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ANACONDA-DEER LODGE COUNTY

Multimodal Long-Range Transportation Plan

Final Report | February 2019

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Acronyms

AADT.....Annual Average Daily Traffic
ADA..... Americans with Disabilities Act
ADLC.....Anaconda-Deer Lodge County
ADMP..... Anaconda Downtown Master Plan
ALDC.....Anaconda Local Development Corporation
ARM ..... Administrative Rules of the State of Montana
ATS.....Anaconda Trail Society
BAP..... Butte, Anaconda, and Pacific Railway
BID .....Business Improvement District
BNSF..... Burlington Northern Santa Fe Railway
BTS ..... Bureau of Transportation Statistics
CDBG..... Community Development Block Grant
CMAQ..... Congestion Mitigation and Air Quality Improvement Program
FAST Act..... Fixing America's Surface Transportation Act
FHWA.....Federal Highway Administration
FLAP ..... Federal lands Access Program
FTA..... Federal Transit Administration
HB473 ..... Montana House Bill 473
HCM .....Highway Capacity Manual
HSIP.....Highway Safety Improvement Program
HSSRA.....Highway State Special Revenue Account
LOS .....Level of Service
LRTP .....Long Range Transportation Plan
MAP-21 .....Moving Ahead for Progress in the 21st Century
MCA .....Montana Code Annotated
MDT.....Montana Department of Transportation
MLRTP .....Multimodal Long-Range Transportation Plan
MPH .....Miles per hour
MRFL..... Montana Rail Freight Loan Program
MT-1 .....Montana Highway 1
SIAP.....Systems Impact Action Process
SID .....Special Improvement District
STBG..... Surface Transportation Block Grant
STPB.....Surface Transportation Program Bridge
STPP.....Surface Transportation Program Primary
STPS.....Surface Transportation Program Secondary
STPU..... Surface Transportation Program Urban
STPX..... Surface Transportation Program for Other Routes
TAP .....Transportation Alternatives Program
TIF .....Tax Increment Financing
TIFID ..... Tax Increment Finance Industrial District
UPP .....Urban Pavement Preservation Program
WTI..... Western Transportation Institute

Acknowledgements

The Anaconda-Deer Lodge County Long-Range Transportation Plan is the first transportation planning document in this community. This report would not be possible without the efforts and hard work contributed by the following:

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Executive Summary

This multimodal long-range transportation plan (MLRTP) is the first of its kind to be developed for the ADLC community. This LRTP has been created through extensive public outreach and guided with the help of a technical steering committee comprised of Anaconda-Deer Lodge County Staff, Anaconda Local Development Corporation members, and the Montana Department of Transportation Planning and District staff. The wide range of input helped shape this plan into a document that is geared towards the citizens and needs of the Anaconda community.

Anaconda's leaders have developed numerous planning documents over the last decade designed to assist with downtown district development and provide for multi-modal user access. Several committees and workshops have addressed many of the individual citizen and business owner needs; however, many concerns remain and will be further developed by this plan. The goal of this plan is to incorporate previous planning efforts in addition to documenting overlooked transportation needs and summarize them into one comprehensive document.

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1.0 Introduction

1.1 Study Area Boundary

The study area boundary for this MLRTP was chosen to extend outside of Anaconda to include West Valley and portions of Opportunity along the Montana Highway 1 corridor. The study boundary includes the existing urban boundary as well as areas of anticipated growth within a 20-year planning horizon. The boundary as shown in ***Figure 1***, defines the limits of this study and the focus of this plan.

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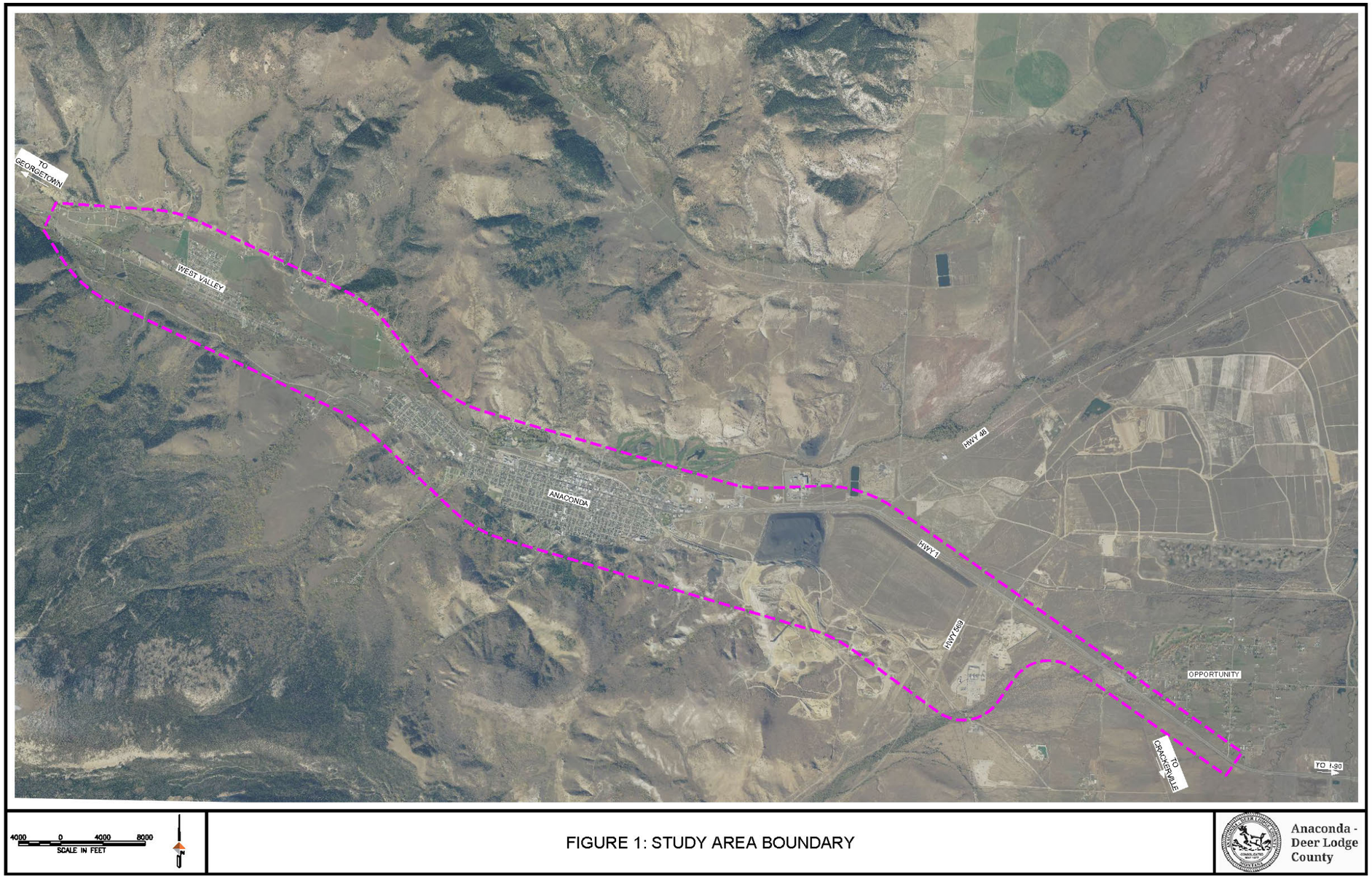
Figure 1: Study Area Boundary



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1.2 Goals and Objectives

Six goals have been established for the Anaconda community. Each goal is described below, along with specific, tangible objectives to meet the goal.

Goal 1: Provide a safe transportation system that promotes the economic vitality of the community. The need and desire for a safe transportation system is well recognized by the citizens of ADLC and has been highlighted throughout several recent planning endeavors. A transportation system can go beyond a means to move people and become to create a destination place. Creating a safe transportation system can transform streets into multimodal corridors that support the economic development and overall long-term health that attract visitors and encourages growth.

Objectives:

- **1.1** *Identify obstacles that limit or prevent safe and reliable multimodal movement throughout the community.*
- **1.2** *Promote existing transportation facilities in conjunction with economic revitalization efforts near the central business district.*
- **1.3** *Identify parking limitations and develop a parking plan to accommodate growth.*
- **1.4** *Revisit and update County street and road standards.*

Goal 2: Improve connectivity and encourage multimodal routes through a balanced multimodal transportation system. Transportation performs a critical role supporting and strengthening community revitalization and sustainability. Offering multimodal transportation opportunities that connect the central business district with nearby residential communities allows individuals to make route and mode of transportation decisions and can also offer public health, safety, and environmental quality benefits.

Objectives:

- **2.1** *Designate and promote bicycle and pedestrian thoroughfares and safe crossing sections.*
- **2.2** *Develop a community specific pedestrian safety campaign.*
- **2.3** *Develop strategies to connect existing and future trail systems to city and county transportation networks.*
- **2.4** *Identify strategies for continued maintenance and sustainability of trail systems and sidewalks.*
- **2.5** *Complete an ADA transition plan and identify a prioritized list of needs.*

Goal 3: Maintain the existing transportation system with a focus on preservation. Most of the existing transportation system is approaching or has exceeded its design life. Several competing needs ranging from new projects to maintenance and operations create a strain on available funding. Prioritizing needs and minimizing life cycle costs is critical to ensuring the longevity of existing infrastructure while balancing the desire for new development.

Objectives:

- ***3.1*** Encourage *sustainability to control future maintenance and operation costs.*
- ***3.2*** *Develop a city and county pavement management plan to track condition and provide guidance on how to prioritize needs.*
- **3.3** *Focus on maintaining the existing* transportation system rather than expansion.

Goal 4: Support consistency between transportation planning and land use to enhance mobility and accessibility. Supporting consistency between land use and transportation planning creates the foundation of what is often referred to as *smart growth* principles. These principles are intended to preserve and enhance mobility, accessibility, treasured natural and cultural resources, and ultimately facilitate sustainable communities and neighborhoods. Creating this consistency cultivates a balance of mixed uses which can improve options for people to access goods, services, and recreational opportunities that improve the quality of their lives.

Objectives:

- ***4.1*** *Through the development review and permitting process, ensure that new development adequately addresses impacts to the transportation system.*
- ***4.2*** *Develop access management standards and codify into ADLC Code of Ordinances.*
- ***4.3*** *Encourage revitalization and infill development to take advantage of existing transportation infrastructure.*

Goal 5: Safeguard and enhance environmental sustainability while preserving natural and historical integrity. Clean air, pristine water, and breathtaking natural features are among Montana's greatest virtues. Citizens of ADLC also treasure these aspects and attribute them to a high quality of life. Deer Lodge County has numerous natural resources that offer ample outdoor recreational activities, provide habitat for countless wildlife species, and showcase spectacular views.

Additionally, Anaconda has a rich history of copper smelting and community pride; however, it has also left its scar by contaminating air, water, and land. The need to continue remediation and restore the community to a sustainable equilibrium will be a continued focus for years to come.

Objectives:

- ***5.1*** *Encourage methods to preserve natural resource assets with any future transportation projects.*
- ***5.2*** *Continue to promote Montana Highway 1 as a scenic corridor and preserve its natural resources.*
- ***5.3*** *Coordinate with natural resource agencies and groups on land use and transportation planning efforts.*
- ***5.4*** *Seek ways to incorporate natural restoration programs to remediate and restore transportation facilities.*

Goal 6: Provide a financially responsible and sustainable transportation plan that is actively used to guide the transportation decision-making process. Transportation needs historically outweigh any obtainable funding a community or agency can generate. A transportation network must provide a reasonable level of reliability and sufficient opportunity to remain sustainable. Long-term transportation planning should provide sufficient guidance to decision makers to ensure longevity and reduce risk.

Objectives:

6.1 *Identify potential federal, state, local, and private funding mechanisms available to ADLC for use of transportation focused activities.*

6.2 *Utilize asset management principles and strategies focused on minimizing risk and life cycle cost, optimizing project prioritization, and maximizing funding flexibility.*

6.3 *Seek and promote cost effective alternatives that balance available funds with short and long-term transportation needs.*

1.3 Outreach and Public Involvement

Community and stakeholder involvement were key elements in the development of this document. Outreach efforts included monthly stakeholder meetings, a public open house, and a dedicated project website available for public review and comment on plan status and existing and future transportation needs and concerns.

Stakeholder Meetings

Stakeholder meetings guided the process and allowed for a forum to provide feedback on deliverables. This project included an advisory committee comprised of staff from the following agencies:

- Anaconda-Deer Lodge County (ADLC)
- Anaconda Local Development Corporation (ALDC)
- Montana Department of Transportation (MDT)

Public Informational Meeting

An informational open house was held on May 23, 2018 at the Metcalf Senior Center in Anaconda. The meeting was hosted to inform the public of the purpose of the plan, provide an opportunity for questions and comments, and to discuss the community's priorities and visioning for the MLRTP.

Social Pinpoint

An interactive webservice was utilized for the transportation plan to allow citizens the ability to geographically comment on the plan. By selecting a specific location within the study boundary, an individual could post a comment, question, or concern. The project webpage gathered 50 comments and proved to be a valuable tool to interact with participants. ***Figure 2*** shows a screenshot of the website (https://dowl.mysocialpinpoint.com/anaconda-deerlodge-lrtp#/).

Webpage

To better inform the community of the transportation plan scope and goals and provide additional opportunity for comment, a webpage was created specifically to support the MLRTP. The webpage provided informational elements in addition to providing an opportunity to fill out a comment form and a link to access the Social Pinpoint website.

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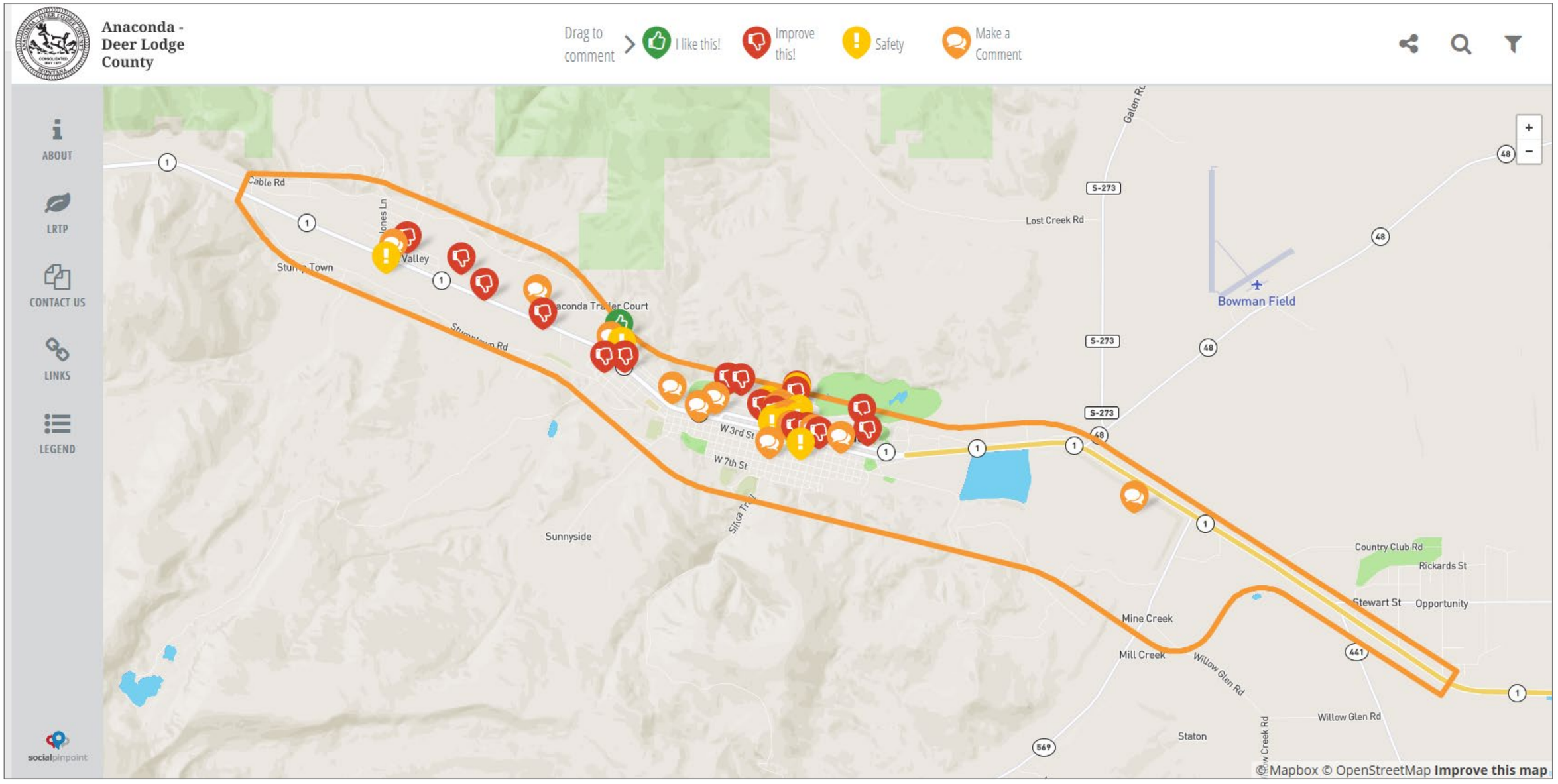
Figure 2: Social Pinpoint Website



Appendix A includes all public comments received over the course of the planning process.

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2.0 Policy Review

2.1 Overview of Existing Plans, Policies, and Codes

Anaconda-Deer Lodge County has been very proactive in recent years publishing numerous plans, policies, and codes that assist and guide with land use, business development, transportation, and tourism to name a few. This section serves as a summary of these guiding principles and how they influence the development of the ADLC MLRTP.

✓ Anaconda-Deer Lodge County Growth Policy – 2018 Update

The ADLC Growth Plan references existing transportation network conditions and establishes multiple goals with the purpose of securing a sustainable transportation system in support of the land use and economic development planning efforts and to provide a wide range of transportation choices in support of current and future needs. Policies and actions which support these goals include; non-motorized transportation support, traffic impact consideration in land use matters, preservation and sustainability of the entire transportation network, urban street ADA compliance, and pedestrian and trail facility expansion with a focus on safety near schools and other highly used pedestrian routes.

Complementary goals and objectives target the revitalization of the downtown business district and creation of new businesses and industries. Some of these strategies include expanding tourism-based economy, attracting retail and service industry to mitigate leakage of retail dollars, and focusing on strategies recommended in the Anaconda Downtown Master Plan. The land use focus of the growth policy update is centered on the promotion of sustainable communities through revitalization and infill development in addition to encouraging new growth while protecting natural resources and the historic heritage. The ADLC Growth Policy land use goals and policies will help shape how the MLRTP will address transportation needs, safety, and planning for the future.

✓ Anaconda Downtown Master Plan

The recently adopted Anaconda Downtown Master Plan (ADMP) builds on several efforts undertaken by ADLC and the Anaconda Local Development Corporation (ALDC) to clearly define the long-term vision of preservation, growth, and sustainability of downtown Anaconda. Opportunities presented in the ADMP have been incorporated into the ADLC Growth Policy land use goals and will help shape how the MLRTP will address transportation needs, safety, and planning for the future.

Montana Highway 1 runs directly through Downtown Anaconda on Commercial and Park Avenues. These two roadways serve as the primary thoroughfares for local and through motorized traffic trailed by Main Street, and Cedar Street. Many residents view the one-way traffic flow and plentiful right-of-way along Commercial and Park Avenues negatively; sighting safety concerns regarding traffic speed, pedestrian commuting difficulties, and non-destination feel as issues of concern.

With the promotion of walkability clearly identified, the Downtown Plan stresses three main areas of focus; transportation circulation, complete streets policy, and pedestrian safety. Transportation circulation refers to the transportation network and the choices available. As part of this focus the Downtown Plan recommends the development of a Transportation Plan, evaluation of two-way traffic along Commercial and Park Avenues, and development of a parking plan. Complete Streets refers to the concept of providing transportation alternatives for all modes of transport into the design and development of all streets. Designing for multiple uses ultimately provides more choices and added safety. Commercial and Park Avenues as well as Cherry, Cedar, and Oak Streets were

all identified with specific pedestrian safety needs. Additional concerns regarding missing or damaged sidewalks and safety education were also noted.

The linkage between economic development and land use is focused at improving infrastructure and opportunity to revitalize the downtown business district and promote growth in the Red Sands and industrial areas of Anaconda. These policies tie directly to transportation planning efforts and, at a minimum, the coordination between all three greatly improves how land use and economic development decisions effect the transportation system. Likewise, transportation planning efforts should consider the effects that existing and future transportation networks may have on land use and economic development.

✓ A Vision for Downtown Anaconda

New Mobility West hosted several community workshops which pinpointed two main challenges; one-way traffic along Commercial and Park Avenues has a negative impact to local business, and the general lack of pedestrian and bicycle facilities between residential, commercial, and recreational areas.

The Vision for Downtown Anaconda emphasizes streets as places and emphasizes the desire to transform streets into multimodal corridors that support the economic development and long-term health that attract visitors and encourages growth. Several design alternatives were proposed as part of this effort that include; traffic calming near the east end of town, narrowed driving lanes with the addition of bike lanes, addition of bulbouts and pedestrian crossings, two-way traffic along Commercial and Park Avenues, and wider sidewalks with reduced roadway width. Additional design alternatives were suggested for side streets that include; diagonal parking on Oak and Cherry Streets, or closure of Oak Street through traffic between Commercial and Park Avenues and creating a plaza.

✓ Anaconda-Deer Lodge County Parks and Trails Master Plan

The Parks and Trails Master Plan was intended to provide residents and visitors with an expanded multi-use trail and park system that provides access to a wide variety of users. Community input inspired many of the recommendations of this plan. Recommendations include the development of a trailhead park at the Beaver Dam School site; connecting Anaconda, Opportunity, and Fairmont with a multi-use trail system; connection to the proposed Greenway Trail System; and continued maintenance to ensure the sustainability of the trail system. Numerous proposed trails and routes are identified in the plan that include; Opportunity Trailhead Park; multiple trails within Opportunity connecting to Beaver Dam Park and the Greenway trail system; existing haul road trails; various on-street bicycle lanes; paved trails; mountain biking and equestrian trails; and designated ATV trails.

✓ Montana Right-Of-Way Operations Manual – Access Management

The purpose of access management is to maintain the flow of traffic and the functional integrity of the roadway, enhance safety, sustainability of Montana's infrastructure asset, and allow growth. Access control measures differ by system classification. Within the MLRTP study boundary three systems governed by the state of Montana include: Primary Highway System, Secondary Highway System, and Urban Highway System. Each of these highway systems require Montana Department of Transportation (MDT) recommendation and Transportation Commission action. Additional consent is required by the County on the Secondary Highway System and similarly ADLC consent on the Urban Highway System. Furthermore, the Operations Manual defines access control guidelines and approval process which is needed prior to modification of any state-maintained roadway.

- ✓ **Anaconda-Deer Lodge County Code of Ordinances**

  Chapter 14 provides the standards and procedures that govern construction and repair work within City/County easements and rights-of-way on the ADLC's utilities, streets, sidewalks, curbs, and other fixtures and appurtenances. Furthermore Section 14-102 defines the cleaning, snow removal, and general road maintenance as deemed necessary by the road and shop department.

  Chapter 22 provides vehicle and traffic standards including; speed limits for several roadways, placement of stop signs, designated fire lanes, loading zones, and use of bicycles or other non-motorized methods of travel.

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3.0 Existing Conditions

It is of upmost importance to recognize the current state of a community to thoughtfully plan for its future. To achieve this objective, this section evaluates the existing socioeconomic conditions, land use, and local transportation network. Existing traffic operations and traffic safety on roadways within the study area are also determined.

3.1 Socioeconomics

Social and economic evaluations assist in both determining community transportation needs, as well as reveal the impact of transportation improvements. To better understand area needs an evaluation of population and employment trends assists with more targeted transportation network planning.

3.1.1 Population Trends

Anaconda-Deer Lodge County has experienced population declines beginning in the early 1960's. Nearly half of the population still lives in Anaconda or Deer Lodge County as once did almost six decades ago. However, the rate of population decline has slowed significantly in recent years plateauing near 9,100 residents. ***Table 1*** lists census population data from 1960-2010 and population estimates for 2014-2017.

Table 1: Census Population 1960 to 2017 – Anaconda-Deer Lodge County

	1960	1970	1980	1990	2000	2010	2014	2015	2016	2017*
Anaconda	12,054	9,771	-	-	-	-	-	-	-	-
Deer Lodge County	18,640	15,652	12,518	10,356	9,417	9,298	9,140	9,148	9,085	9,106

Source: U.S. Census of the Population 1960-2017

Note: Post 1970 census, the City of Anaconda and Deer Lodge County became a consolidated government and population figures are only available countywide beginning in the 1980 census.

**2017 is the most recent population estimate, July 1, 2017 V2017*

More recently there has been a slight uptick in population and this trend is projected to continue over the next twenty years according to the Montana Census and Economic Information Center as shown in ***Table 2***. These predictions are based on recent state and county trends and are dependent on multiple factors that must all align for this level of growth. The Montana Department of Commerce is projecting a 5.6% overall growth for years 2017 through 2020 suggesting a sudden influx followed by a slowed rate of increase through 2035.

Table 2: Anaconda-Deer Lodge County Population Projections

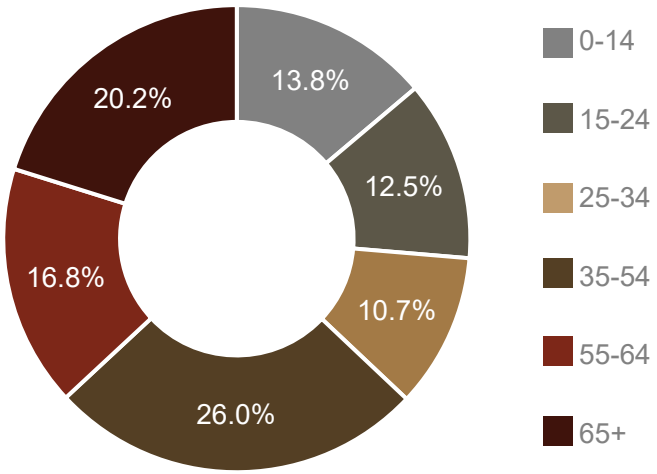
Year	Projected Population	Annual Growth
2017	9,106	-
2020	9,614	5.6%
2025	10,064	4.7%
2030	10,500	4.3%
2035	10,832	3.2%

Source: 2018 ADLC Growth Policy; Montana Census and Economic Information Center, Department of Commerce & NPA Data Services

3.1.2 Age Distribution

The ADLC population is one of the oldest in the state; 20.2% of the county population was 65 years of age and over according to 2014 US Census Bureau estimates as shown in ***Figure 3***. Additionally, the median age was 46.0 years as compared to the statewide median of 39.8 years of age. These statistics are of particular interest because transportation, housing, and other needs of older generations differ significantly from those of younger generations. Persons older than 65 are generally retired and do not commute as much as those traveling to and from the work place. Conversely, persons of ages 0 to 34 comprise 37% of the population which may suggest that younger generations are leaving home to pursue higher education and employment opportunities.

Figure 3: Anaconda-Deer Lodge County Population by Age Group

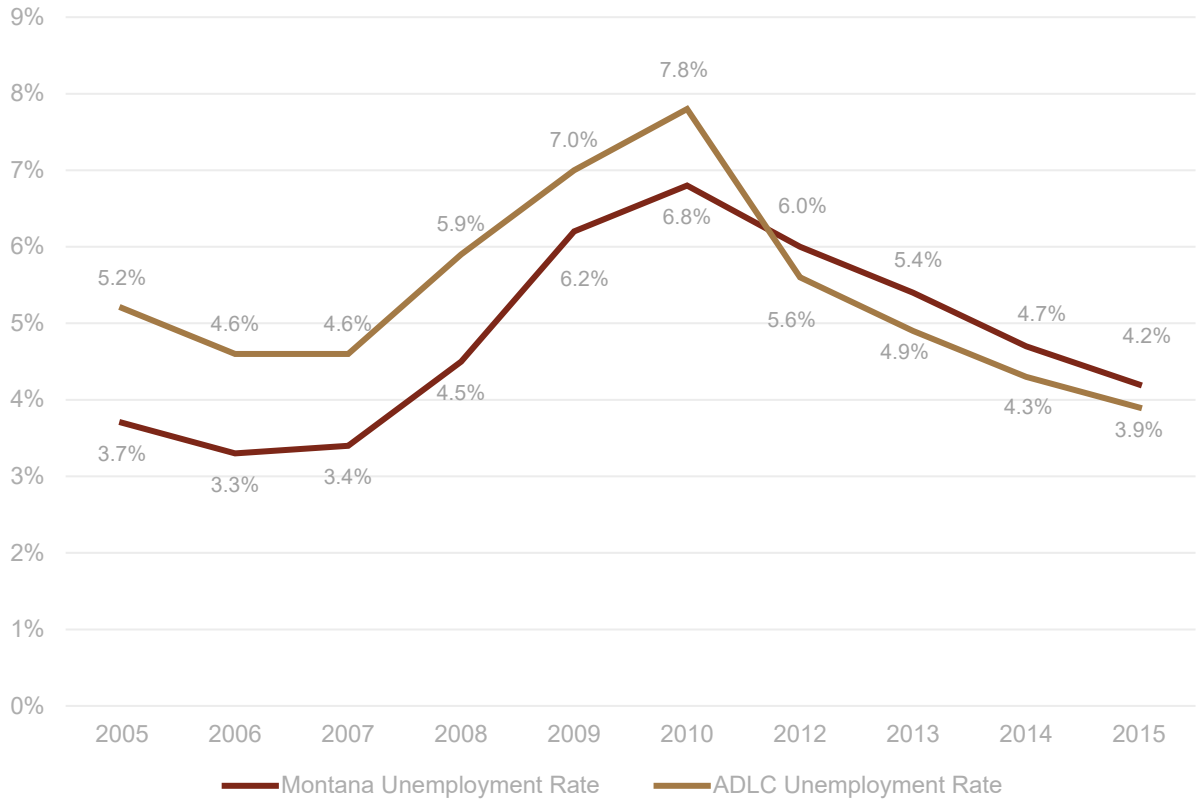


Source: Montana Department of Labor Industry Local Area Profiles – Deer Lodge County

3.1.3 Labor Force and Employment Trends

The unemployment rate in Deer Lodge County has been considerably higher compared to the statewide average. Beginning in 2012, the county unemployment rate dipped below the statewide average and in 2015 experienced the lowest unemployment rate in over a decade at 3.9%. ***Figure 4*** depicts unemployment rates for the state of Montana and Deer Lodge County from 2005 through 2015.

Figure 4: Anaconda-Deer Lodge County and Montana Unemployment Rate

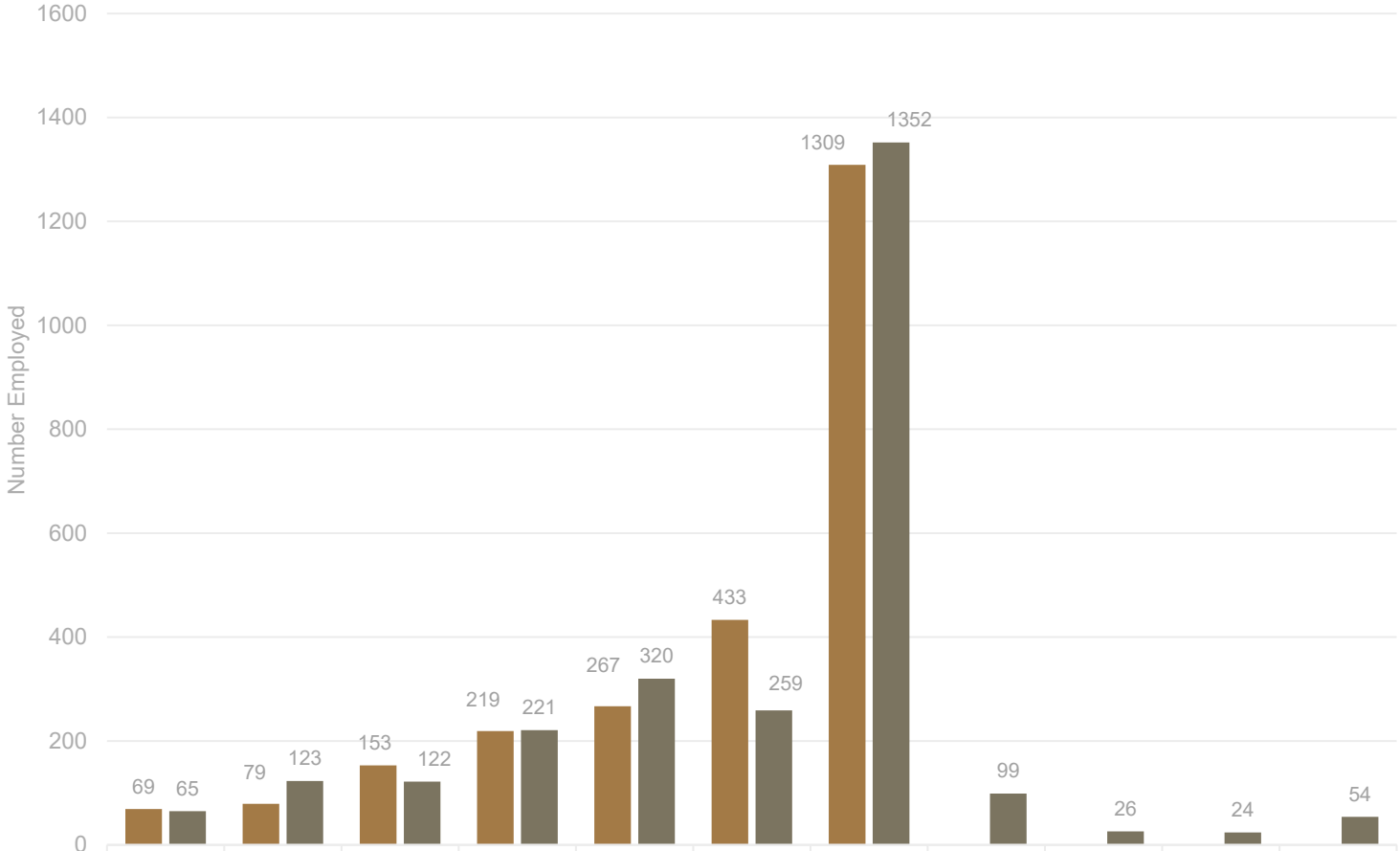


Source: Montana Department of Labor, http://lmi.mt.gov/Local-Area-Profiles

2010 percentages are based on the month of August

Figure 5 provides a closer look at changing employment trends in recent years. While there has been a significant decline in construction, accommodations, and food services opportunities; there has been development in retail trade and professional and technical services from 2011 to 2015.

Figure 5: Anaconda-Deer Lodge County Employment by Major Industry Sector



	Finance & Insurance	Professional & Technical Services	Construction	Arts, Entertainment & Recreation	Retail Trade	Accommodation & Food Services	Health Care	Manufacturing	Information	Real Estate	Other Services
2011	69	79	153	219	267	433	1309				
2015	65	123	122	221	320	259	1352	99	26	24	54
% Change	-6%	56%	-20%	1%	20%	-40%	3%	0%	0%	0%	0%

Source: U.S. Census County Business Patterns

Notes:

1. *Total employment does not include government employees or those self-employed.*
2. *Industry categories are based on the North American Industry Classification System. Categories with no measured change include: Manufacturing, Information, Real Estate, and Other*

3.2 Land Use and Proposed Development

Land use and transportation networks possess an interdependent relationship where each directly and indirectly affect each other. Land use creates the need for a transportation network. As land becomes more accessible, the more attractive and valuable it becomes. Then ensues higher volumes of use and accelerated condition and level of service deterioration. Conversely, existing and future transportation networks can be influenced by future planned and inadvertent land use changes.

Geological constraints and land use restrictions limit growth to the east and west extremities of town. Residential growth continues toward the west end in addition to a focus on revitalization and infill near the downtown area. Where the east end of town has been staged as an industrial development area through tax increment industrial finance district incentives.

3.2.1 Historic Land Use

The city of Anaconda quickly grew as smelter operations matured and a few years later, in 1887, became an incorporated city of Montana. The population swelled from approximately 3,900 in 1890 to over 12,000 in 1930. As expected, housing, retail, and communal infrastructure also followed suit

Anaconda-Deer Lodge County Courthouse

springing up primarily on the east end of town. The original townsite layout was divided into smaller residential lots for the working class on the east end and larger lots on the west end for those with greater means. The two residential areas were separated by a central commercial district full of shops and businesses.

As Anaconda grew through the 1960's, newer housing expanded to the west creating the need for expanded city services and infrastructure.

3.2.2 Future Land Use

Anaconda-Deer Lodge County is experiencing an influx of commercial development and growing interest from former and new residents to move into the community. Potential future developments may impact local transportation systems and increase daily traffic volumes including truck and freight traffic. An increase in economic development and job creation will also increase the demand for housing and subsequent transportation impacts. It is essential that local developers and Anaconda-Deer Lodge County work together to develop traffic control solutions and improvements to the existing roadways and infrastructure to accommodate future growth.

A vision for future industrial land use has been conceptualized through the creation of the 2008 East Anaconda Reuse Plan. The Reuse Plan established guidelines for development in areas of Red Sands, Opportunity Triangle, and the Arbiter area. A focus on utilization of existing infrastructure and promotion of innovative solutions for transportation is a central theme designed to set the stage for economic growth in the region. The Anaconda community has a committed desire to revitalize economic development through innovative land use principles that recognize the interdependent relationship with transportation.

Further incentivization through the Mill Creek Tax Increment Finance Industrial District (TIFID) has been created to attract commercial development along Mill Creek Highway. The TIFID promotes the use and connectivity of nearby rail and highway network as one of the tools to attract new development in the region.

3.3 Transportation Network

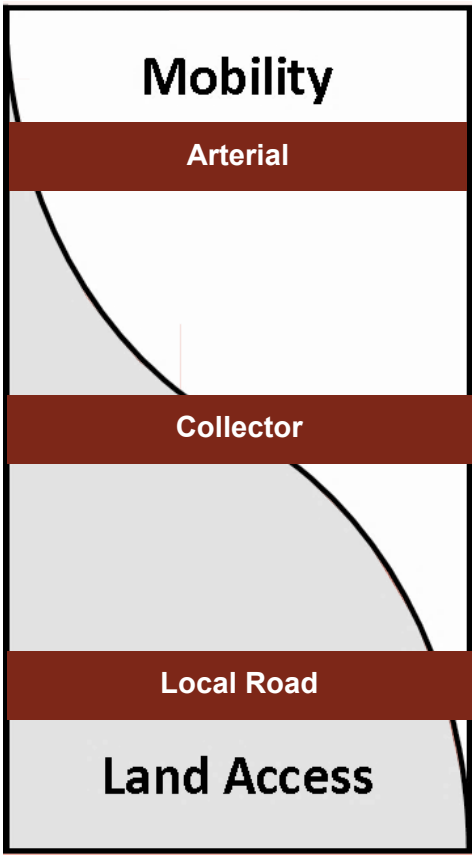
The current roadway network within the study boundary is comprised of numerous miles of state-maintained highway, city, and county roads. The transportation network was analyzed to establish existing conditions and to identify improvement areas. Data was provided by ADLC, MDT, and collected through field observation. This section covers an assessment of the existing street network and non-motorized routes, as well as transit, freight, and rail systems.

3.3.1 Street Network

3.3.1.1 Roadway Classifications and Designations

Montana roadways are assigned designations and classifications to assist with design, maintenance, operations, and management decisions. Montana highway designations are identified as either Interstate, U.S. numbered route, State numbered route, or State Secondary numbered route. The current MDT classification process follows the 2013 Highway Functional Classification Concepts, Criteria, and Procedures.

Functional classification is a categorized system used to classify roads based on a relative emphasis on mobility versus land access.



Arterials provide the greatest mobility; however, are intended to have limited access. Typically, arterials have higher travel speeds primarily serving long-distance travel. Arterial roads focus more on mobility and provide connections between the freeway system and collector roads. Arterials can be further broken into principal arterials and minor arterials.

Collectors provide less mobility and a higher degree of land access than arterials. Typically, collectors accumulate and distribute traffic from the arterial system. Collector roads focus more on land access and provide connections between arterial and local roads. Collectors can be further classified as major and minor collectors.

Local roads focus mainly on land access and have limited mobility. Local roads have lower travel speeds and primarily serve adjacent land uses.

Figure 6 provides a map the roadway functional class within the study area. Montana Highway 1 (MT-1) forms a two-lane, one-way couplet along Commercial and Park Avenues, which function as the main thoroughfares through Anaconda. There are two traffic signals on MT-1, located at Commercial Ave/Main Street and Park Ave/Main Street; all other intersections are stop or yield controlled.

HWY 1 – Looking West

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Figure 6: Roadway Functional Class

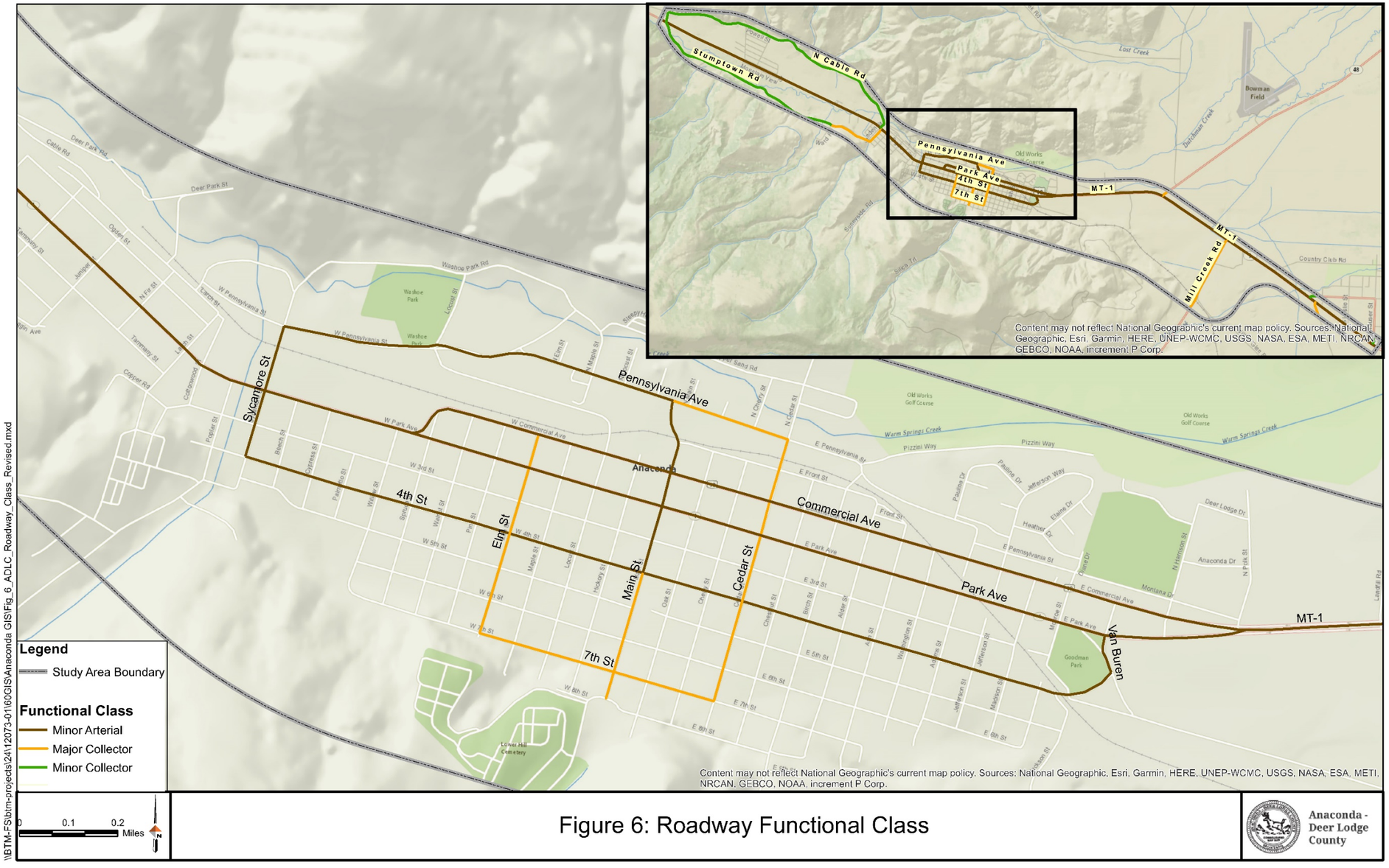

Figure 6: Roadway Functional Class

Anaconda - Deer Lodge County

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3.3.1.2 Fire Lanes and Emergency Services

An essential function for emergency services is to be able to quickly respond to incidents. Whether injury or the threat of injury, damage, or loss of property; emergency responders rely on efficient and reliable routing throughout a community. An an& 31alysis of Fire Lanes and Emergency Medical Service routes was performed to identify critical thoroughfares within the study area boundary. ADLC has prioritized these routes as critical to the community and prioritizes them on the top of the list for winter maintenance and roadwork activities.

The Anaconda Fire Department is located at 420 West Commercial Avenue near the corner of Elm Street and West Commercial Avenue. The city has identified several fire lanes as per the Anaconda-Deer Lodge County Code of Ordinances, Article VII, Sec. 22-212. ***Figure 7*** highlights streets that are designated as fire lanes.

The Community Hospital of Anaconda is located at 401 West Pennsylvania Street near Washoe Park. Although not specifically identified as emergency medical service routes, Fire Lanes are recognized as reliable routes throughout the community to respond to emergency situations.

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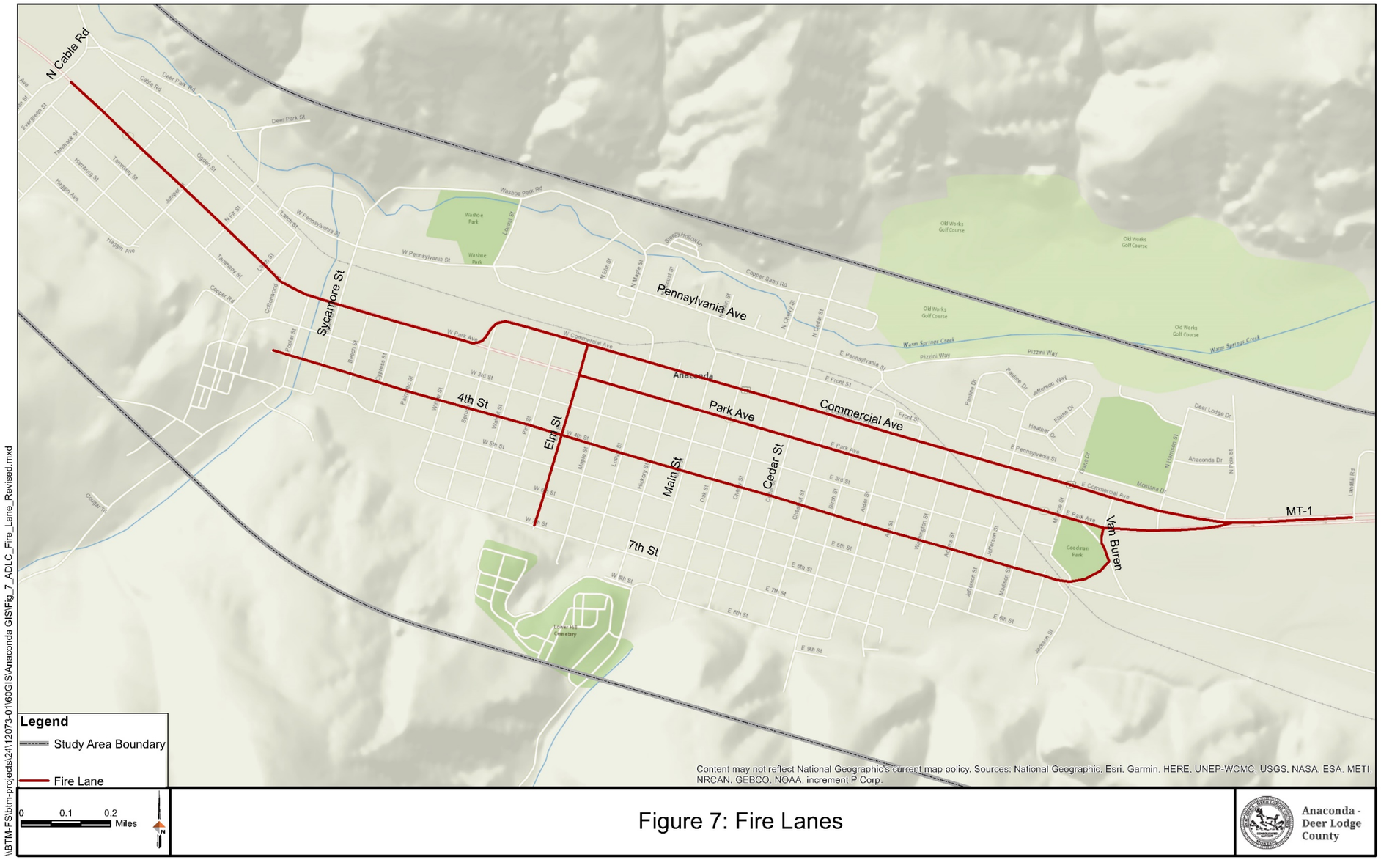
Figure 7: Fire Lanes



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3.3.1.3 Pavement Condition

The ADLC Road Department has completed a visual condition inventory of over 39 miles of paved streets throughout the community and 87.5 miles of gravel roads outside the urban area. A specific inventory of each street's condition is currently under development and planned to be completed in the next 5 years. This effort will utilize a pavement condition rating to rate the condition of the roadway surface. Observed pavement distress type, condition extent, and severity are elements used to develop the pavement condition index. Typically, this method identifies cracking, rutting, and missing pavement currently exists or drainage, and surface deformations for gravel roads.

The pavement condition rating is the cornerstone of a solid pavement management practices. Pavement ratings are used to identify critical maintenance needs, monitor pavement condition over time, develop preventative maintenance strategies, and establish roadway budgets. Also, by maintaining and managing an active pavement management system, ADLC is also eligible to participate in the MDT Urban Pavement Preservation, (UPP) Program for preservation activities on the Urban Highway System.

It has been observed throughout Montana that chip seals and other preservation activities have been a successful and appropriate solution to prolong pavement life. ADLC has focused much of its future transportation plans on larger roadway preservation and reconstruction projects as compared to in previous years. The current administration has planned on spending between $1.0 and $1.5 million per year on pavement restoration and reconstruction projects in Anaconda.

3.3.1.4 Street Maintenance

The Road Department maintains and repairs the roads within Anaconda-Deer Lodge County. Many of the services provided also include signage, patching, grading, general repair, repair of guard rails, sweeping, and winter snow and ice removal. Not only is ADLC responsible for the local city streets, but it is also responsible for many of the arterial roadways including Mill Creek Road, Lost Creek, Echo Road, North Cable Road and Denton Road to list a few. The county has focused its efforts over the last decade on spreading and grading asphalt millings along existing gravel roads to provide an improved surface to many rural users.

The vast service area and limited county budget for maintenance makes it extremely difficult to address all needs in a timely manner. The annual maintenance costs consist primarily of direct labor and expenses for fuel and operations. Annual maintenance effort is not tracked directly; however, accounts for a portion of the Road Fund. Specifically, ADLC budgets $10,000 annually for emergency snow removal in cases where they must contract for snow removal during large snow events. Signing consists of approximately $10,000 annually to update and install new signs throughout the county. Many of Anaconda's roads still lack street signage which has been a focus of the department each year. Additionally, ADLC budgets approximately $30,000 annually for asphalt patching and maintenance of paved roads.

3.3.1.5 Access Management

The objectives of access management are to preserve the flow of traffic and the functional consistency of a roadway; in addition to, enhancing public safety, preserving existing infrastructure, reducing future maintenance costs, and establishing a process to authorize future roadway modifications and expansion. State and local access management policy and guidelines have been instituted to assist with future land use and transportation system development.

Restrictions of controlled access per MCA 61-8-332 state "The department of transportation may by rule and local authorities may by ordinance regulate or prohibit the use of a controlled-access highway under

their respective jurisdictions by any class or kind of traffic that is found to be incompatible with the normal and safe movement of traffic or by any vehicle"[1]. Additionally, MDT has a defined a procedure known as the Systems Impact Action Process (SIAP) to provide an opportunity to request access to and from the state highway system. The SIAP is designed to identify reasonable accommodation to the developer's needs; while preserving safety and operational efficiency of the state's transportation system. Additional consideration is given to taxpayer investment stewardship, and preservation of Montana's pristine environment. Future access improvements may require operations and maintenance agreements between the developer and MDT. Driveway access on city and county streets are outlined in the Anaconda-Deer Lodge County Code of Ordinances; however, additional consideration must be given to new or reconfigured access on the state highway system.

It is important to highlight that future land use planning and economic development efforts reflect the relationship with the transportation sector and how access management policy could restrict or add additional requirements to future endeavors.

3.3.1.6 Parking

The Anaconda transportation system is unique with Montana Highway 1 running through the downtown district. Both Park and Commercial Avenue are separated by one block and consists of two-lane, one-way travel. This provides an efficient means to move traffic through Anaconda but segregates the downtown business district from the residents and does not provide an intimate or inviting atmosphere for travelers to stop. Each corridor has on-street parallel parking on both sides of the street providing some opportunities for parking in the downtown district. However, there is very limited off-street parking provided in the downtown area. Many of the comments received during the public meeting and online revolve around a lack of parking and overnight parking opportunities. It is perceived that potential customers traveling through town are having difficulty parking and they may be more likely to continue through town instead of stopping and shopping locally.

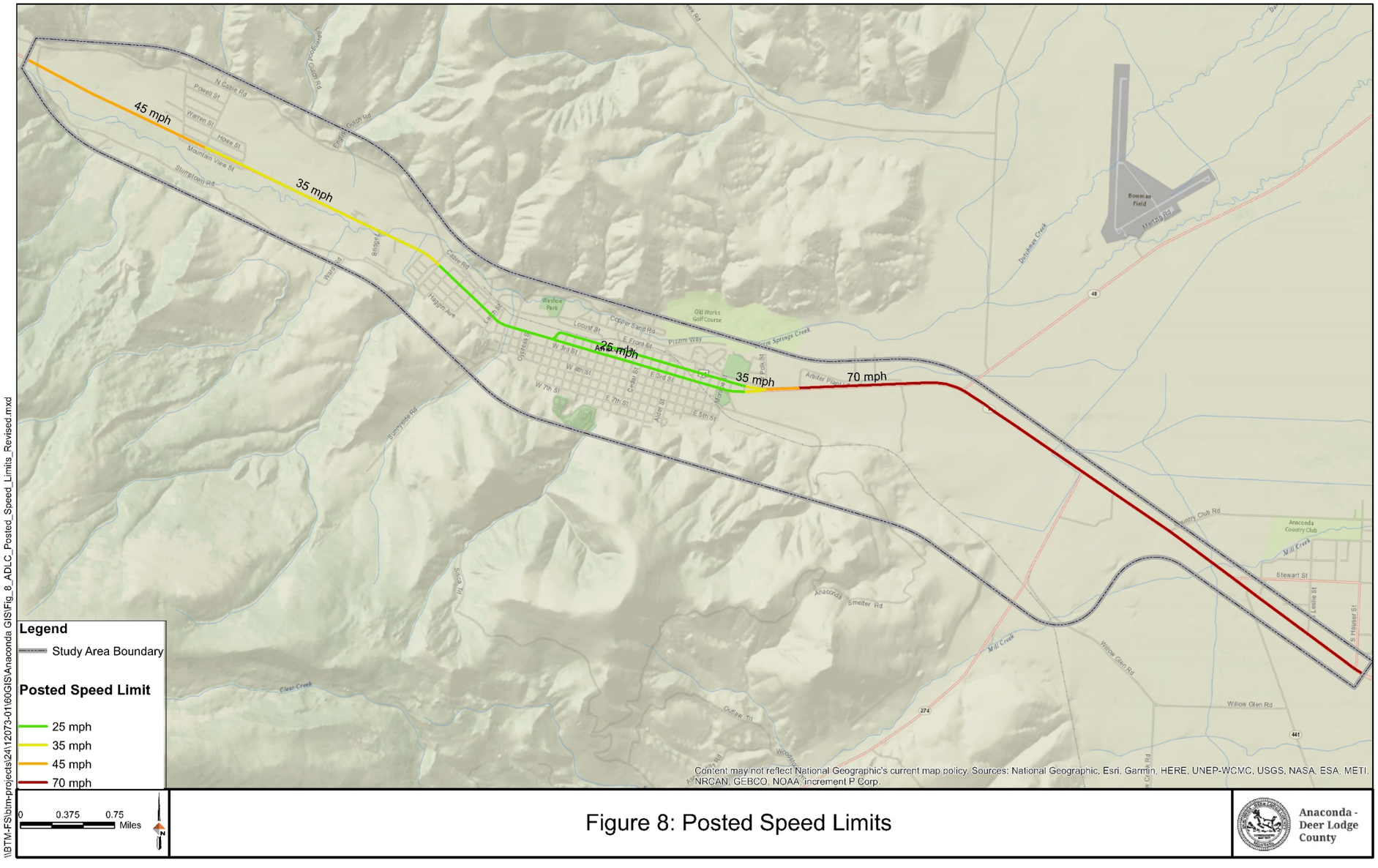
Anaconda has been working with existing businesses and landowners of potential properties to identify good off-street parking locations. It is essential that additional parking opportunities be identified so that Anaconda may continue to grow the local economy and expand the businesses that have established along the MT-1 corridor.

3.3.1.7 Speed Limits

The posted speed limit along MT-1 from the study area boundary limit near South Hauser Street to just west of Landfill Road is 70 miles per hour (mph) where it transitions to 45 mph as seen in ***Figure 8***. The posted speed limit is further reduced to 35 mph near North Polk Street to North Harrison Street where it is further reduced to 25 mph. The 25-mph speed zone continues to just east of Linden Street where it transitions back to 35 mph. The 35-mph speed zone continues from Linden Street to east of Mt. Haggin Drive where it is raised to 45 mph to the end of the study boundary near Stumptown Road. Other city and county roads within the study boundary are posted as 25 mph with 15 mph speed zones near the schools.

1 Montana Code Annotated 2017; Title 61, Chapter 8, Part 3 Vehicle Operating Requirements. 61-8-332. http://leg.mt.gov/bills/mca/title_0610/chapter_0080/part_0030/section_0320/0610-0080-0030-0320.html

Figure 8: Posted Speed Limits



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3.3.1.8 Structures (Bridges)

A total of seven bridges over 20 feet in length reside within the MLRTP study boundary. All bridges are located along Warm Springs Creek that runs east to west on the north side of town. ***Table 3*** below lists each bridge, its condition and the party responsible for maintenance.

Table 3: Bridge Conditions and Maintenance Responsibility

Bridge Location	Structure Condition	Deck Condition	Maintenance Responsibility
North Cedar Street	Good	Fair-1	Deer Lodge County
North Maple Street	Good	Fair-1	Deer Lodge County
Sycamore Street	Good	Fair-1	Deer Lodge County
North Cable Road	Good	Fair-1	Deer Lodge County
MT-1 1 Mile west of Anaconda	Good	Fair-1	MDT
Bridge Drive	Good	Good	Deer Lodge County
Stumptown Road	Good	Good	Deer Lodge County

Regardless of maintenance responsibility, MDT inspects bridges every two years as required by the Federal Highway Administration (FHWA). During each bridge inspection, three major components are examined and rated. These components include: the deck surface, superstructure supporting the deck, and the substructure. A Good/Fair/Poor condition rating system is used for the bridge superstructure and substructure. A Fair or Poor rating for the structure condition triggers the bridge as a candidate for

Pedestrian Bridge across Warm Spring Creek at Washoe Park

repair or replacement. Deck condition ratings are further aggregated into Fair-1 and Fair-2 categories. These rating scales are used to determine the appropriate preservation treatments for bridge decks. Typically, a bridge deck with a rating of Fair-1 may be a good candidate for a sealer and a Fair-2 deck may be a good candidate for a resurfacing treatment.

If any of the three categories is considered poor, then the bridge is designated as structurally deficient. Structurally deficient bridges are not meant to imply that a bridge is unsafe; but to identify bridges that require significant repair to remain in service. These bridges will eventually require rehabilitation or replacement to address underlying deficiencies.

Maintenance responsibility of all but one, located on MT-1, is that of ADLC Road Department. The majority of these bridges are currently rated with good structure conditions; however, the Fair-1 deck condition states may indicate that deck preservation activities could help extend the life of these structures.

3.3.1.9 Roadway Lighting

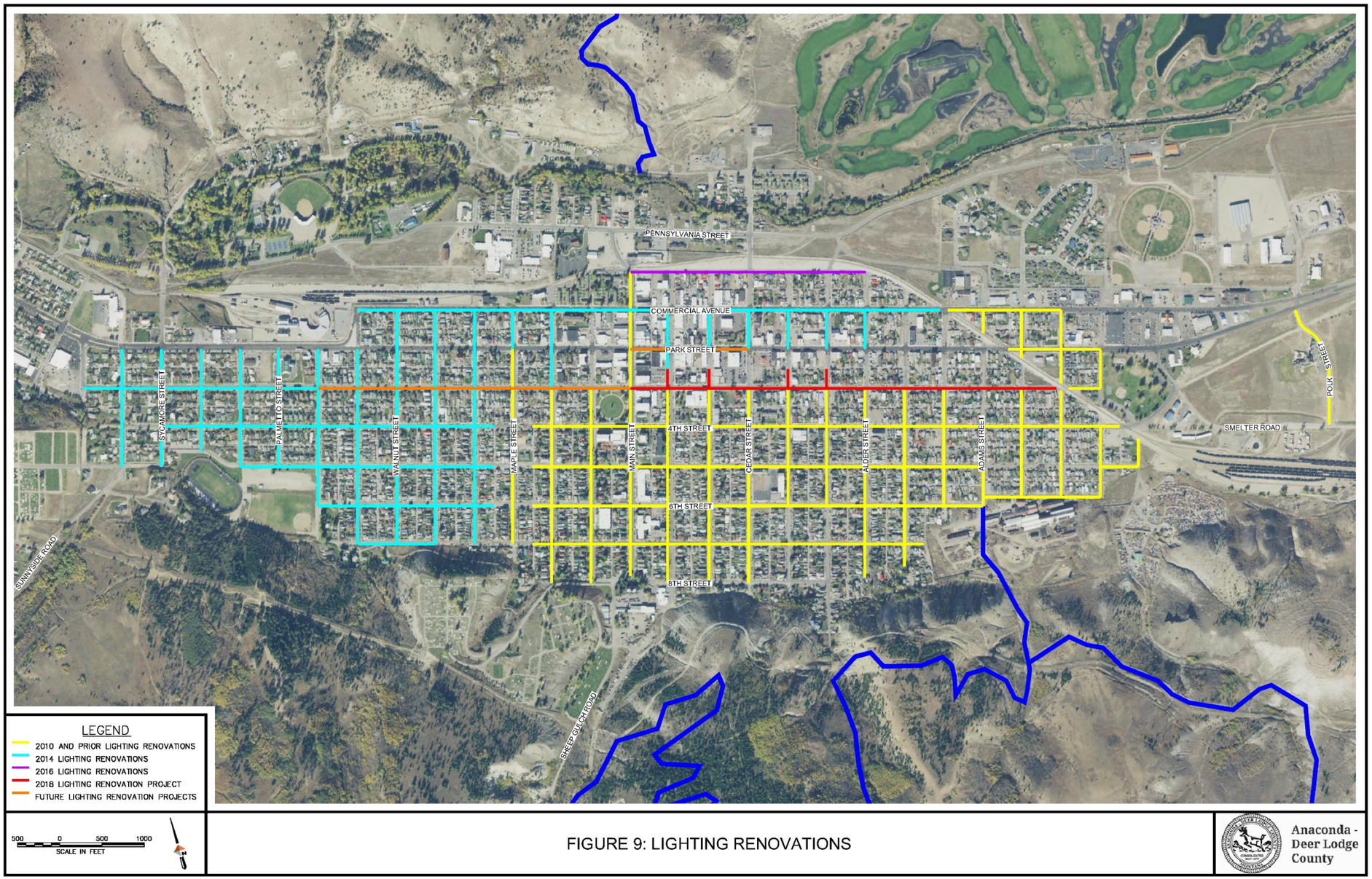
Lighting installation along 3rd Street

Lighting along MT-1 outside of the Anaconda urban boundary is typical to what can be expected in rural settings. Overhead lighting exists near intersections with MT-1 at South Hauser Street, Steward Street, MT-48, and the at-grade BAP rail crossing. Within the urban boundary limits there is a mixture of modern overhead luminaires and historic on street lamp posts along Commercial and Park Avenues as well as many of the local residential roads around town.

ADLC has created an online form to report street light outages that is utilized by the ADLC Road Department to identify needed repairs and maintenance. Engaging the public and providing a means to identify lamps in need of repair allows for more efficient and cost-effective approach to maintain lighting and provide for a better/safer transportation network.

Anaconda has updated numerous historic lights around the community with modern LED bulbs as well as replace old wiring and conduit. Many historic light poles have been repainted and reused for most of the lighting projects and set on new concrete bases. In 2017, Stahly Engineering and Associates mapped out the replacement projects by year. An updated illustration is shown in ***Figure 9*** showing past and future projects.

Figure 9: Lighting Renovations



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3.3.2 Non-Motorized Network

3.3.2.1 Bicycle and Pedestrian Facilities

Anaconda has limited dedicated bike and pedestrian accommodations; however, there is a growing demand for active transportation options in the community. ***Figure 10*** displays the existing and proposed trails/paths as developed by WWC Engineering for Anaconda-Deer Lodge County's Parks and Trails Master Plan. The following section describes the existing and proposed bicycle/pedestrian facilities in the study area.

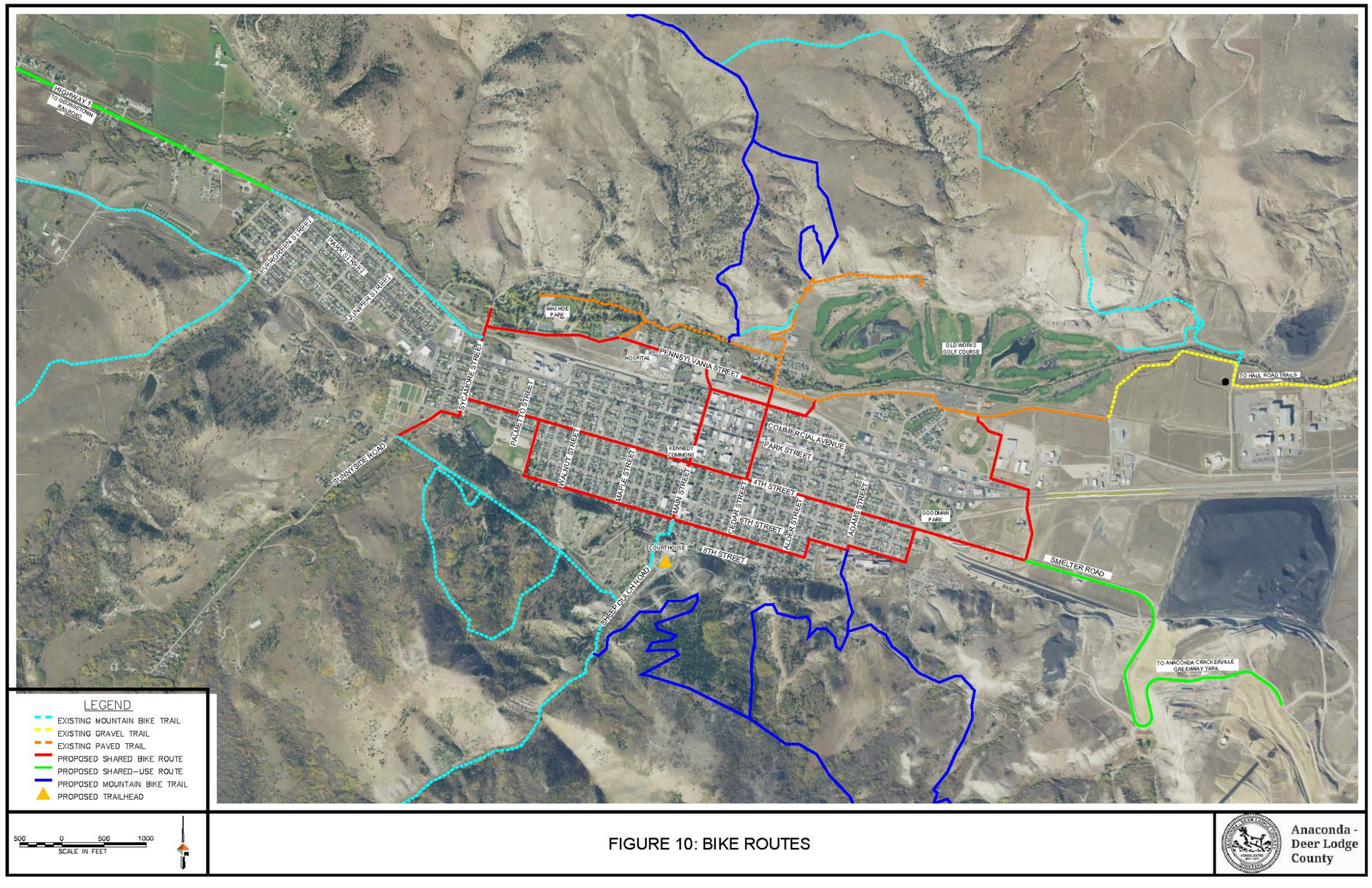
- **Sidewalks:** Over 44 miles of sidewalks are located within the study area. Sidewalk conditions vary widely, and some locations lack sidewalks altogether (e.g., neighborhoods located in West Valley and near the Hospital). Anaconda-Deer Lodge County has created a sidewalk improvement program where residents can apply to have the sidewalk in front of their property replaced and then defer payment for five years through a special tax assessment on the improved property. Furthermore, ADLC is currently working on a sidewalk Improvement Study/Plan to identify needed improvements.
- **Trails:** Over 54 miles of hiking/mountain bike trails, 17 miles of gravel trails, and 3.3 miles of paved trails can be found within the study area. The Anaconda Trail Society has been working on several projects addressing the existing and proposed trail network in and around Anaconda-Deer Lodge County. These projects include:
    - compacted gravel paths throughout Washoe Park;
    - a wayfinding plan connecting the various trails running through Anaconda, Washoe Park and the Upper/Lower Old Works trails; and,
    - signage throughout the existing trails showing users mileage to/from points of interest.

Crosswalk across Hwy 1 at Poplar

- **Bike Routes (sharrows):** There are two bike routes along Park and Commercial installed in 2016 that run from the west end of town to the east end. No other dedicated bike lanes or existing sharrows are located in the study area. **Figure 10** shows proposed locations for such routes. Proposed corridors for east-west bike routes include: 4th Street, 7th Street, Front Street, and Pennsylvania Street. Proposed corridors for north-south bike routes include: Sycamore, Willow, Main, Cedar, Monroe, Polk, and Harrison Streets.
- **Anaconda-Crackerville Greenway Trail:** The Anaconda Trail Society continues to pursue a connection between Anaconda and the Butte Greenway Service District trail. The Greenway trail system would provide a vast expansion of alternative transportation routes between the communities of Anaconda, Crackerville, Fairmont, Warm Springs, Rocker and Butte.Highway 1 – The Montana Department of Transportation completed the MT-1 Corridor Planning Study in 2011 and have been phasing sections of this plan into construction. One of the proposed design elements is to install a 4.2 mile separated shared use path between the west end of Anaconda and West Valley, construction by others.

Paved Old Works Trail East of Anaconda

Figure 10: Bike Routes



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3.3.2.2 School-Related Activity

Three schools and a high school gymnasium are located downtown: Anaconda Junior/Senior High School, Fred Moodry Intermediate School, Lincoln Primary School, and Memorial Gym. All are located within four blocks of Park Avenue, an east-west arterial. Community stakeholders have expressed concern for the safety of pedestrian traffic around these schools and gymnasiums. The primary concern with the schools was related to traffic and the conflicts between pickup/drop-off and pedestrian crossings. Given the proximity of the schools, many parents are dropping off multiple children in one location and then walking to their respective schools. It is essential that safe routes are developed around the schools to provide a safe means for pedestrians to travel to and from their school and adjacent drop-off locations.

Figure 11 highlights locations near the schools where crosswalks and ADA ramps are missing in the area. The figure also shows the proposed locations of designated school routes (highlighted in yellow); these routes have been proposed near the school, to alert drivers to expect pedestrian activity. To mark the designated school routes, cross walk enhancements have been recommended at 22 intersections; the addition of ADA compliant curb ramps have been recommended at 24 intersections.

Anaconda Junior/Senior High School

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Figure 11: School Access

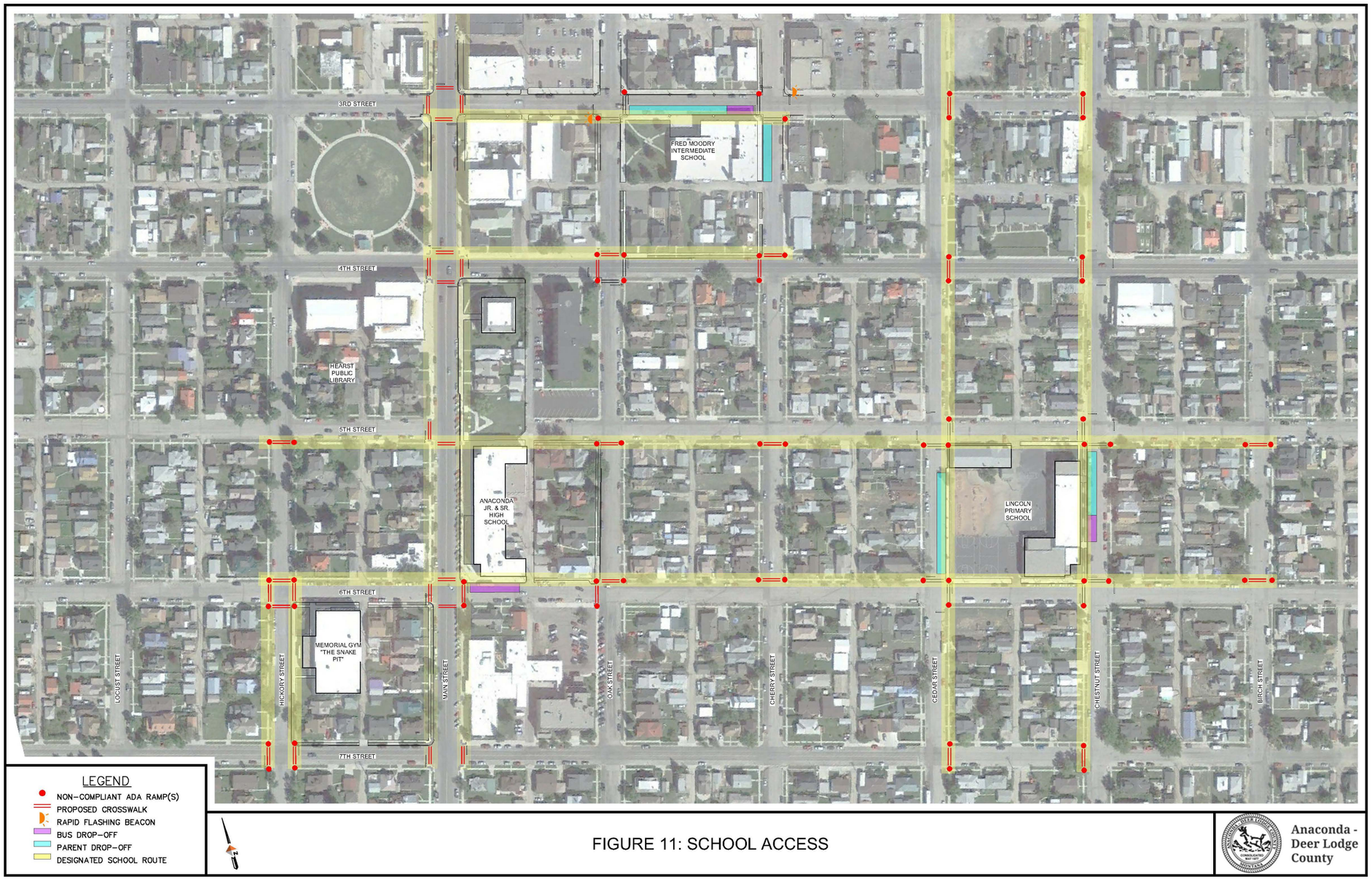

FIGURE 11: SCHOOL ACCESS

Anaconda - Deer Lodge County

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3.3.3 Transit Services

Traditionally, two main types of services characterize community and public transportation: fixed-route and flexible transportation services. Fixed-route transportation services consist of a transit service along an established path and at fixed times. Buses, trains, and subways are common examples of this type of service. It is also important to note that the U.S. Department of Transportation requires fixed-route public transit operators to provide ADA matching paratransit for people who cannot use the fixed-route services due to their disability. Alternatively, a flexible transportation services may incorporate elements of a fixed-route service; however, often have deviations in route, schedule, and destinations.

A fixed route transit service is not currently provided in Anaconda or Deer Lodge County. There are several organizations that provide transportation services for designated clientele with specific needs. Listed below are a few examples of flexible transportation services within Anaconda.

- **AWARE Incorporated** – A non-profit corporation that provides para-transit services to clients with metal, emotional, and physical needs. AWARE operates several vans that provide transportation to work, medical appointments, recreation, leisure, and community integration. Most of these trips are within Anaconda; however, every other day AWARE provides trips to Butte or Missoula typically for medical visits.
- **Anaconda Job Corps** – A U.S. Department of Labor funded vocational program that provides training to young people. The Anaconda Job Corps provide transit service for students to job sites, medical appointments, and recreational locations. Job Corps operates several passenger vans to transport over two hundred students.
- **Anaconda – Deer Lodge County Head Start Program** – Provides early childhood development programs to over sixty 3-5-year-old children and their families in ADLC. The program also provides a home-to-school transportation service for its students. Buses are also used for field trips and special activities.
- **Metcalf Memorial Senior Center** – Operates a bus to provide transportation services for senior citizens. The service is provided Monday through Friday transporting agency seniors from their homes to the Metcalf Center for meals, programs, and other activities. Additionally, the service will shuttle clients from the Center to and from the local grocery store as well as monthly service to Butte for additional shopping opportunities.
- **Community Hospital and Nursing Home of Anaconda** – Provides a Care-A-Van service for medical appointments for seniors. The service also provides rides to families who wish to visit residents of the nursing home. The Care-A-Van service provides wheelchair accessible vans and has a dedicated budget that funds several thousands of rides annually.
- **Disabled American Veteran**s – A non-profit charity that provides support to U.S. veterans and their families. This charity provides over 600,000 rides annually to veterans who need to attend medical appointments. Transportation to and from the Ft. Harrison VA medical center in Helena and other medical appointments are typical services provided.

The Western Transportation Institute, (WTI) published a study in 2013 that identified several local and regional stakeholders and current transportation service providers that have an interest in expanding transit service access in the greater Anaconda region. However, there are several limiting factors preventing an extended service that included; a lack of a local champion, a need to clarify roles and responsibilities, and the desire for additional technical assistance.

More recently, the Powell County Council on Aging applied for and was awarded FTA Section 5311 funds to create a public transportation service to provide transportation service to senior citizens in Deer Lodge. This service is currently providing service locally Monday through Friday from 8 a.m. to 5 p.m. and trips to Anaconda and Butte twice a month.

The demand from Anaconda residents may not warrant a fixed-route transit system; however, as the community ages additional flexible transportation services may be welcomed. Further efforts would be required to upgrade sidewalks to meet American with Disabilities Act (ADA) to assist with extended para-transit network and assist with the vision of a more walkable community. Further investigation to FTA Section 5311 funding and the Powell County Transit could assist ADLC expand local transit service.

3.3.4 Freight and Rail Network

The ability to move cargo efficiently and cost-effectively within a region is essential to the economic development and vitality of a community. Industrial, agricultural, and consumer good commerce all depend on the ability to distribute product to client base. This movement of goods is crucial to the current and future local customer need of ADLC.

Anaconda serves as the primary destination for goods in Deer Lodge County. Interstate 90 (I-90), a designated roadway on the National Highway Freight Network, connects to MT-1 and routes east and west through Anaconda. MT-1 serves as the primary freight corridor in Anaconda-Deer Lodge County which serves the communities of Opportunity, Anaconda, and Georgetown.

Additionally, 26 miles of the Butte, Anaconda & Pacific Railway track routes from Butte to Anaconda with connection to the Port of Montana. This section of railroad has served Anaconda copper operations for over a century and will continue for the foreseeable future.

Railroad Crossing at Park Avenue

3.3.4.1 Freight and Heavy Vehicles

Existing Conditions

Montana freight by value and weight is largely moved by truck and pipeline, followed by rail.[2] Interstate 90 carries a large portion of truck freight traffic that is moved through and within the State. The majority of truck freight utilizing ADLC routes through I-90 to MT-1. Over the last few years, approximately 2-3% of the traffic along MT-1 has been comprised of commercial traffic.[3] Although not designated as a truck route, MT-1 provides direct access to Anaconda and its neighboring communities located along the corridor.

Typically, truck freight services the downtown business district in the early weekday morning making deliveries. Even though trucks park in one travel lane along Commercial and Park Avenues, very few traffic issues are created due to lower traffic volumes in the early morning hours. However, some issues have been observed near the public schools when similar deliveries are being made during the school year completely blocking one direction of travel.

Future Demand

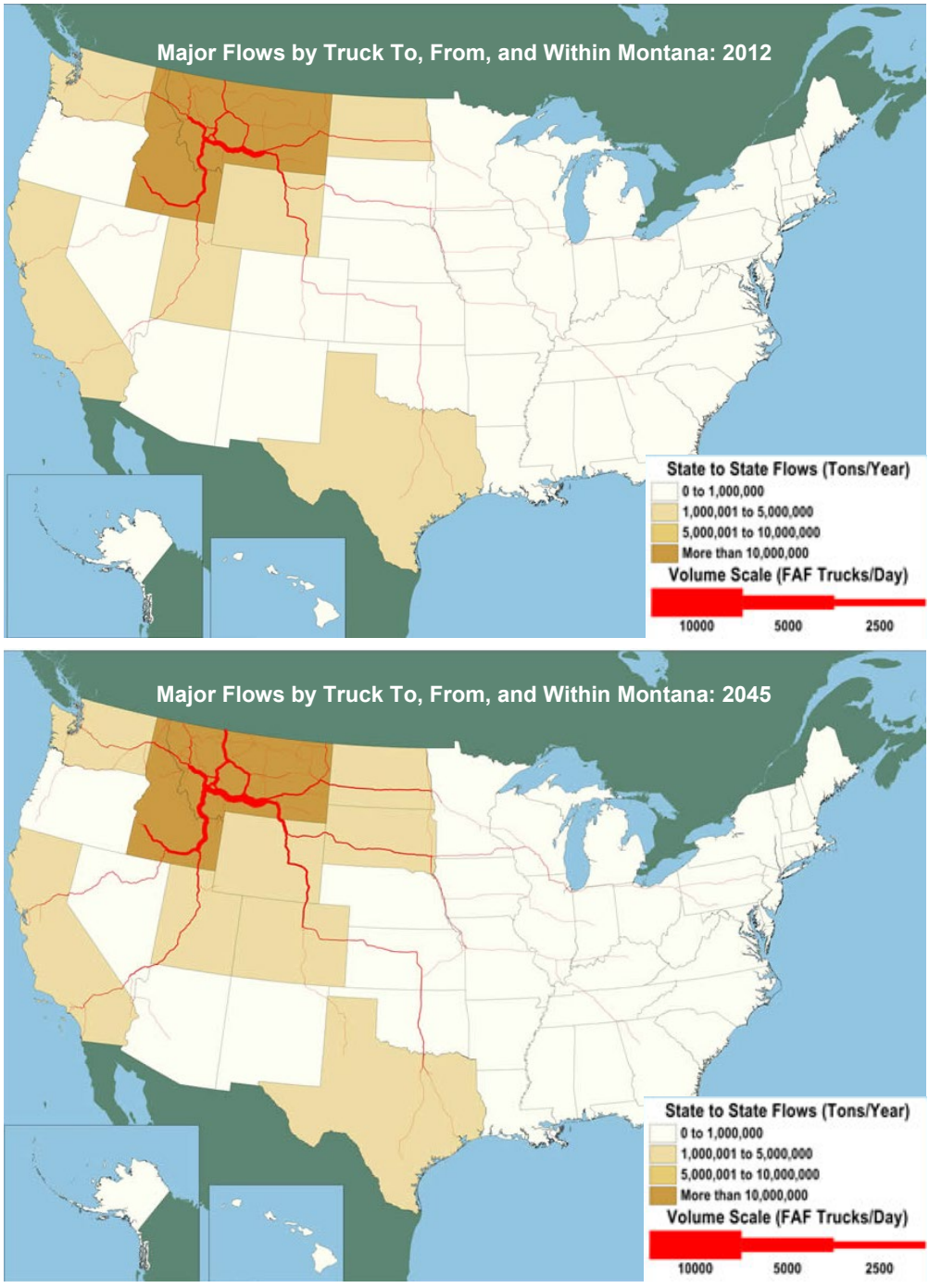
According to the U.S. Department of Transportation Bureau of Transportation Statistics (BTS) long-range forecasts show that national freight tonnage will grow about 1.2 percent annually between 2015 and 2045; which equates to roughly 40% growth over the 30-year time period.[4] ***Figure 12*** **on the following page** illustrates the BTS projected increase in Montana freight movement between 2012 and 2045.

[2] US DOT FHWA Freight Management and Operations, Montana Freight Profiles and Maps; https://ops.fhwa.dot.gov/freight/freight_analysis/state_info/montana/mt.htm

[3] Montana Department of Transportation, 2016 Traffic by Section

[4] U.S. Department of Transportation – Bureau of Transportation Statistics, 2017 Transportation Statistics Annual Report; https://www.bts.gov/tsar17

Figure 12: Projected Increase in Montana Freight Movement from 2012 to 2045



Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 4.3, 2017

Note Major flows include domestic and international freight moving by truck on highway segments with more than twenty-five FAF trucks per day and between places typically more than fifty miles apart.

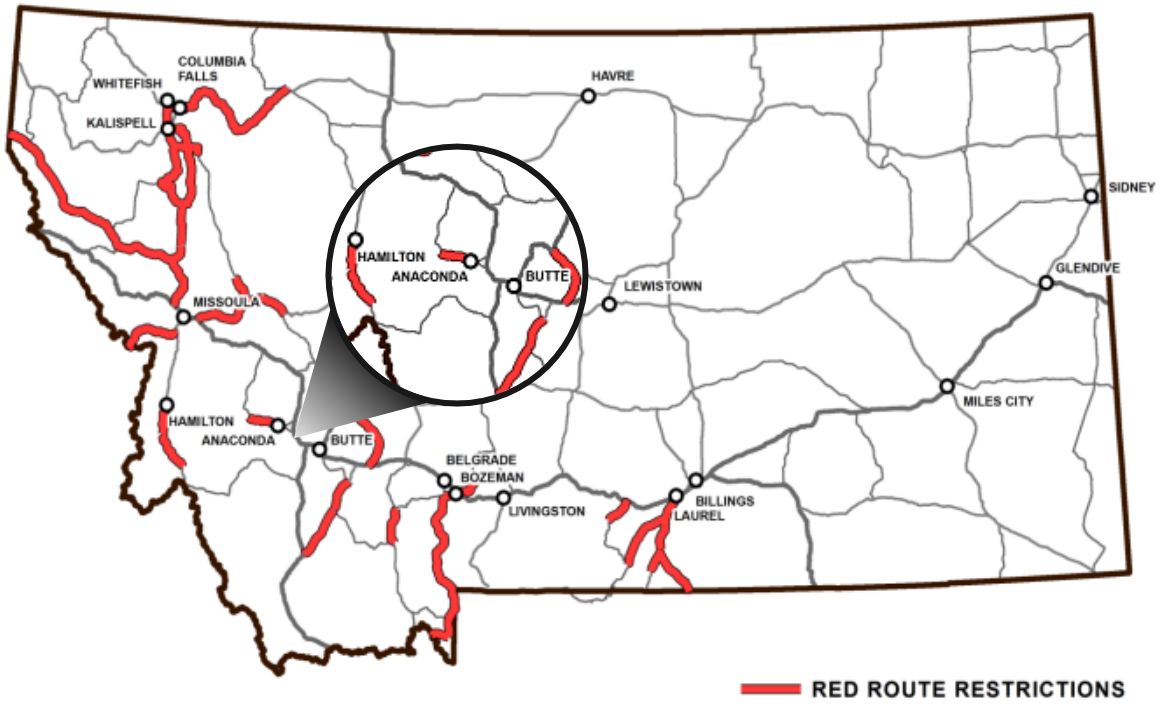
Efforts to attract new industrial developments on the east end of Anaconda and near Mill Creek Road could increase freight tonnage along MT-1. However, assuming the national moderate growth rate of 1.2 percent annually, this will most likely have little to no impact on freight movement in and through Anaconda and Deer Lodge County.

Freight Restrictions

MDT implements travel restrictions on various loads throughout the state. In particular, state designated "red routes" restrict operation during the weekend and holidays, per ARM 18.8.509, to vehicles operating under special permit. "The intent of red routes is to limit overlap of higher weekend passenger volumes and larger commercial loads to improve overall highway capacity and safety during high-volume periods"[5]. As shown in

Figure 13, MDT has designated approximately 15 miles of MT-1 as a red route, beginning near the Butte, Anaconda & Pacific Railway roundhouse and extending west to Georgetown Lake Road.).

Figure 13: Freight Restricted Routes



Source: MDT Geospatial Information Section

[5] *Montana Department of Transportation, Montana Freight Plan, Administrative Rule of Montana, pg. 83*

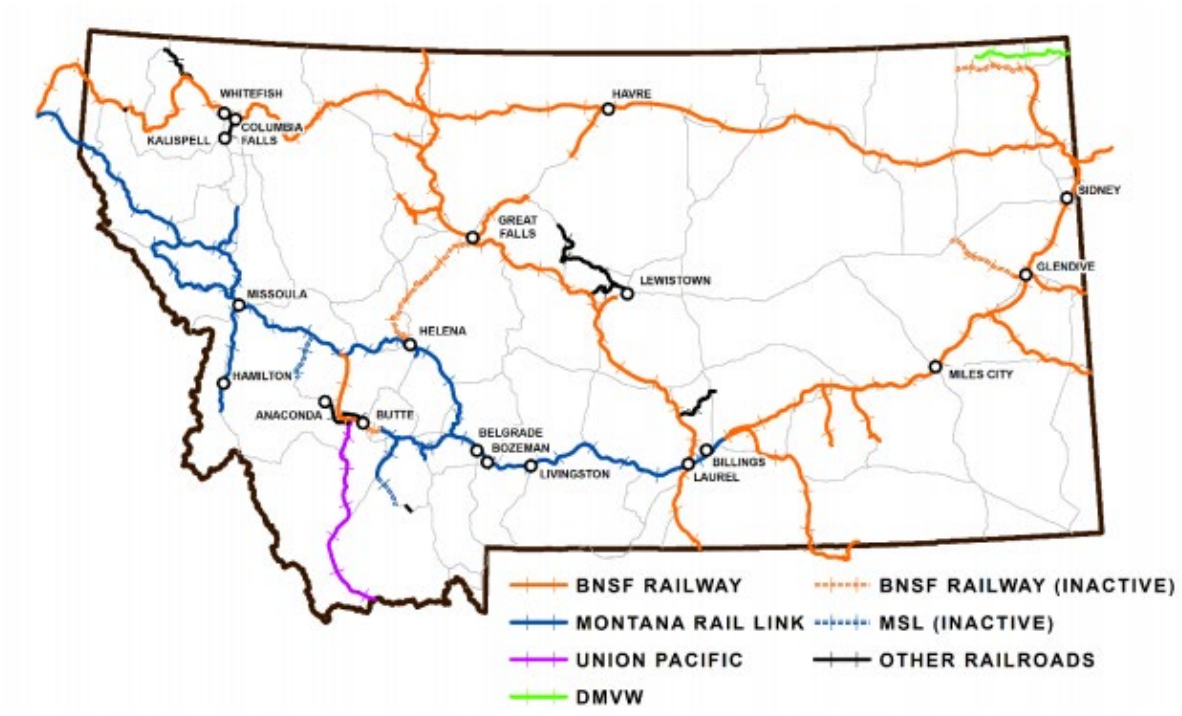
3.3.4.2 Rail System

Existing Conditions

Beginning in 2007, the Butte, Anaconda & Pacific Railway (BAP) has been operated by Patriot Rail. In addition to the 26 miles of mainline track originating on the west end of Anaconda and connecting to Butte, there are an additional 37 miles of rail yard and other industrial track.

Today, Patriot Rail traffic is comprised heavily of copper-related materials including; copper tailings, impacted soils, copper concentrates, and slag. The BAP connects with the BNSF Railway in Butte and Union Pacific Railroad near the Port of Montana**.** Figure 14 shows all railways in Montana, while Figure 15 shows the Patriot Rail System extending from Butte to Anaconda.

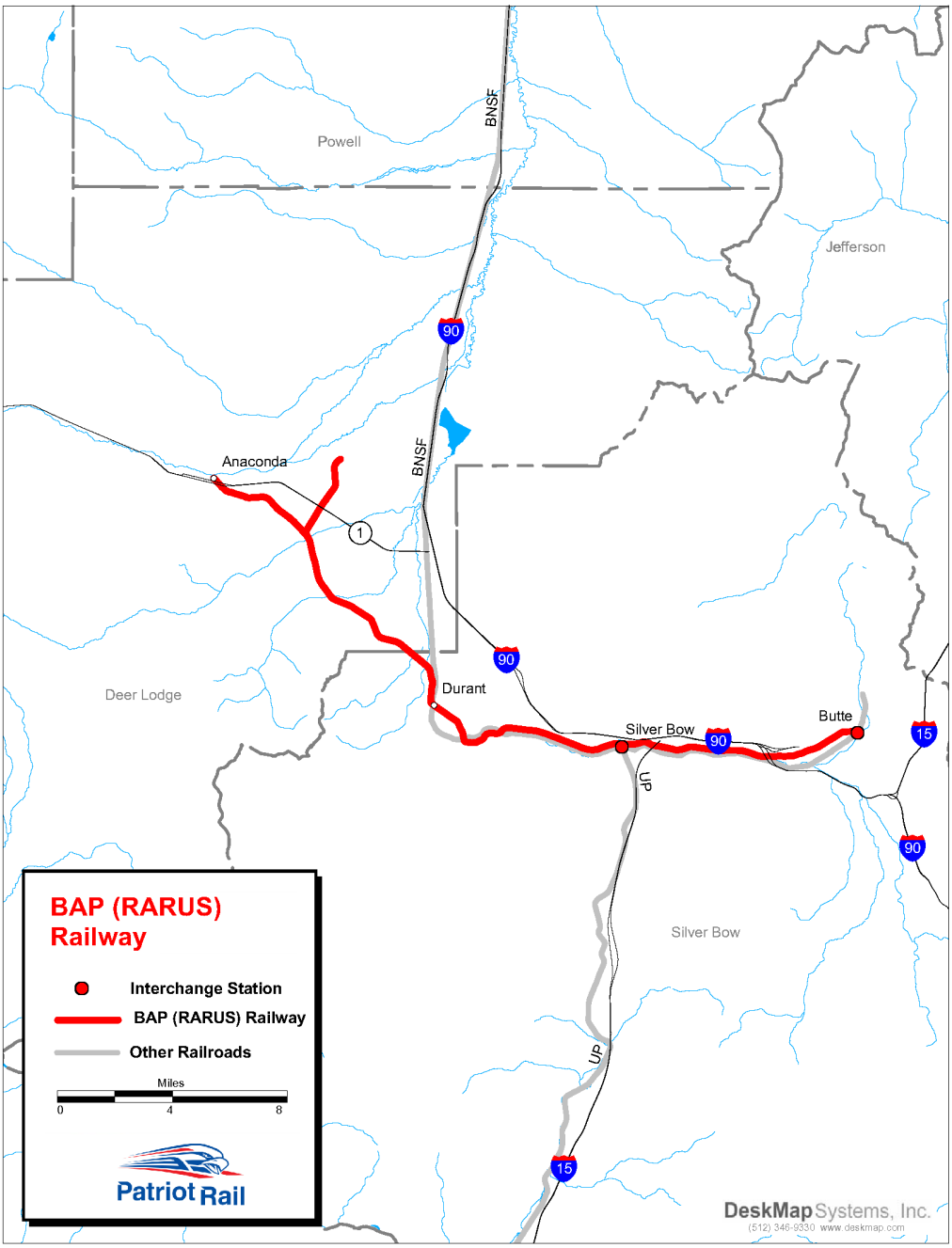
Figure 14: Montana Railway Systems



Source: MDT Geospatial Information Section

Source: MDT Geospatial Information Section

Figure 15: Patriot Rail System



Source: Patriot Rail, Rail Transport in Montana – Butte, Anaconda & Pacific Railway; http://www.patriotrail.com/services/patriot-rail-services/patriot-railroads/butte-anaconda-pacific-railway/

The BAP crosses a public road in 10 locations throughout the ADLC MLRTP study boundary. Location and type of warning indicators are listed in ***Table 4***.

Table 4: At-Grade Crossing Locations

At-Grade Crossing Locations	Type of Warning Indicator
Sycamore Street	Post Flashing Lights
Main Street	Post Flashing Lights
Cedar Street	Post Flashing Lights
4th Street	Post Flashing Lights
Mill Creek Road	Post Flashing Lights
Commercial Avenue	Crossing Gates
Park Avenue	Crossing Gates
Birch Street	Crossbucks
Willow Glen Road	Crossbucks
MT-1	Cantilever Arm and Flashing Lights

Currently, the limited railroad operations in Anaconda create infrequent and minimal delay at many of the at-grade crossings within the study area. Occasional delay is experienced when railcars are being moved and loaded within the railyard near the crossing on 4th Street near Benny Goodman Park; however, motor vehicles and pedestrians can cross two blocks north on Park Avenue. Only four non-fatal incidents involving a motor vehicle and locomotive/rail cars have been recorded at these crossings since 1975.[6]

Future Demand

Future rail demand is largely dependent on the sustainability and anticipated growth of the ADLC industrial sector. As noted above, the BAP railway's principal consignments are comprised heavily of copper-related materials and slag. Future development of the proposed slag processing plant located in Anaconda could foster additional usage of this short line railroad.

[6] *Federal Railroad Administration Accident/Incident Reports, https://safetydata.fra.dot.gov/officeofsafety/publicsite/crossing/XingLocResults.aspx?state=30&countycity=023%2c&railroad=&reportinglevel=ALL&radionm=County&street=&xingtype=3&xingstatus=1&xingpos=1*

3.4 Traffic Volumes

Multimodal traffic volumes reflect demand for travel modes within the study area. The following section documents daily traffic volumes, percent trucks, pedestrian/bicycle volumes, and intersection turn movements at select intersections.

3.4.1 Annual Average Daily Traffic

Annual Average Daily Traffic (AADT) is the estimated number of vehicles traveling over a given road segment during an average 24-hour day. It is usually obtained from sample counts that are adjusted for seasonality. AADT on routes in the study area were obtained from MDT's Traffic Count Database***. Table 5*** shows the AADT on each route, based on a ten-year average (from 2007-2017).

Table 5: Average AADT on Urban Routes

Roadway	Direction	Functional Class	AADT
MT-1	E-W	Minor Arterial	5,500
Main St	N-S	Major Collector	2,250
Fourth St	E-W	Minor Arterial	2,000
Pennsylvania Ave	E-W	Minor Arterial	1,500
Cedar St	N-S	Major Collector	900
Sycamore St	N-S	Minor Arterial	650
Seventh St	E-W	Major Collector	500
Elm St	N-S	Major Collector	400

Figure 16 shows the variation in AADT along the routes. MT-1 has the highest local AADT, with about 3,000 vehicles per day on the west end of the study area, and 5,000 vehicles per day on the east end of the study area. In the core of downtown, there are about 5,500 vehicles per day on the Commercial Ave and Park Ave couplet streets. All other roads in the study area have less than 3,000 vehicles per day.

Figure 17 shows the locations where intersection turning movement counts were taken within the study area.

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Figure 16: Annual Average Daily Traffic Volumes

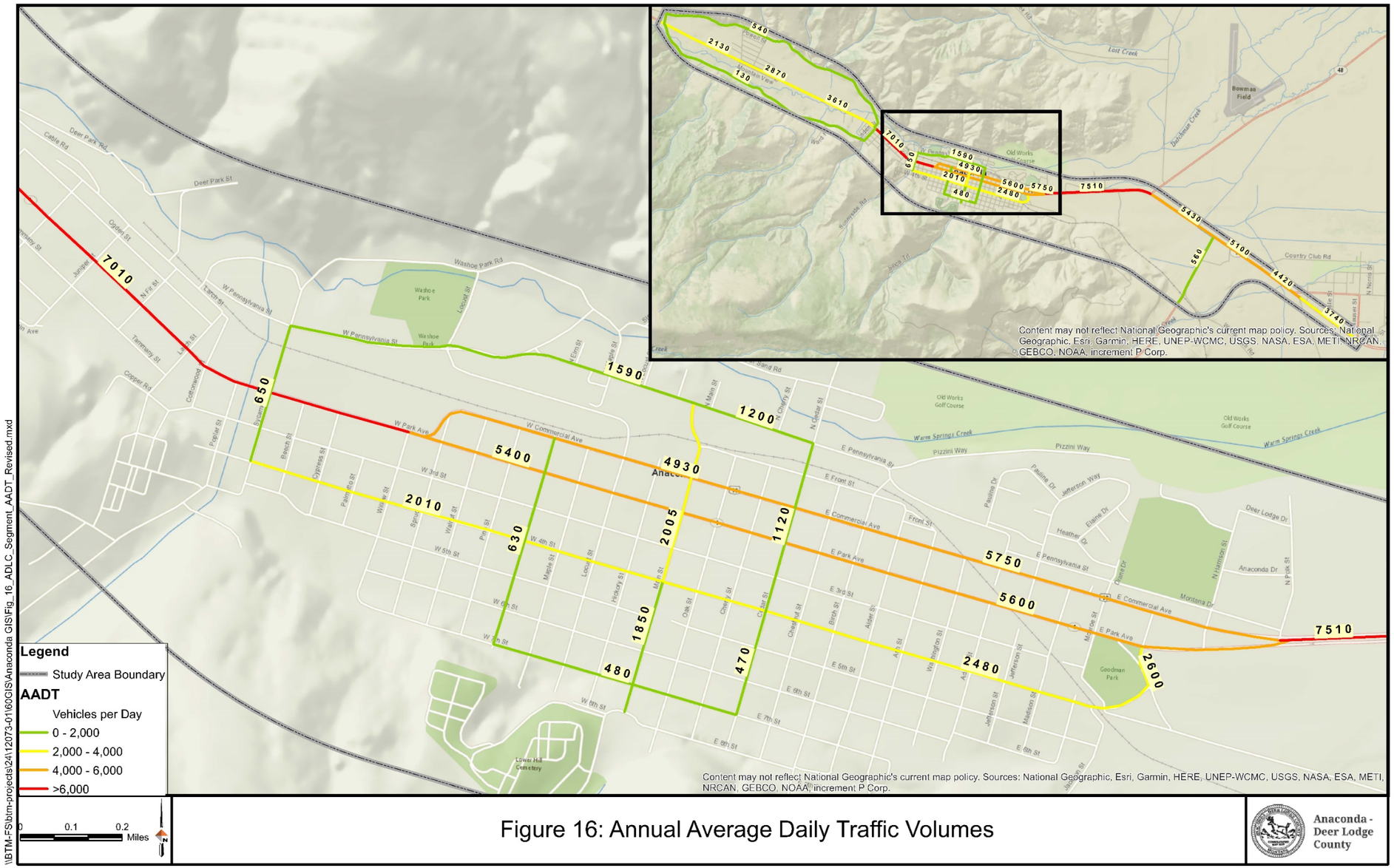


Figure 17: Traffic Count Locations

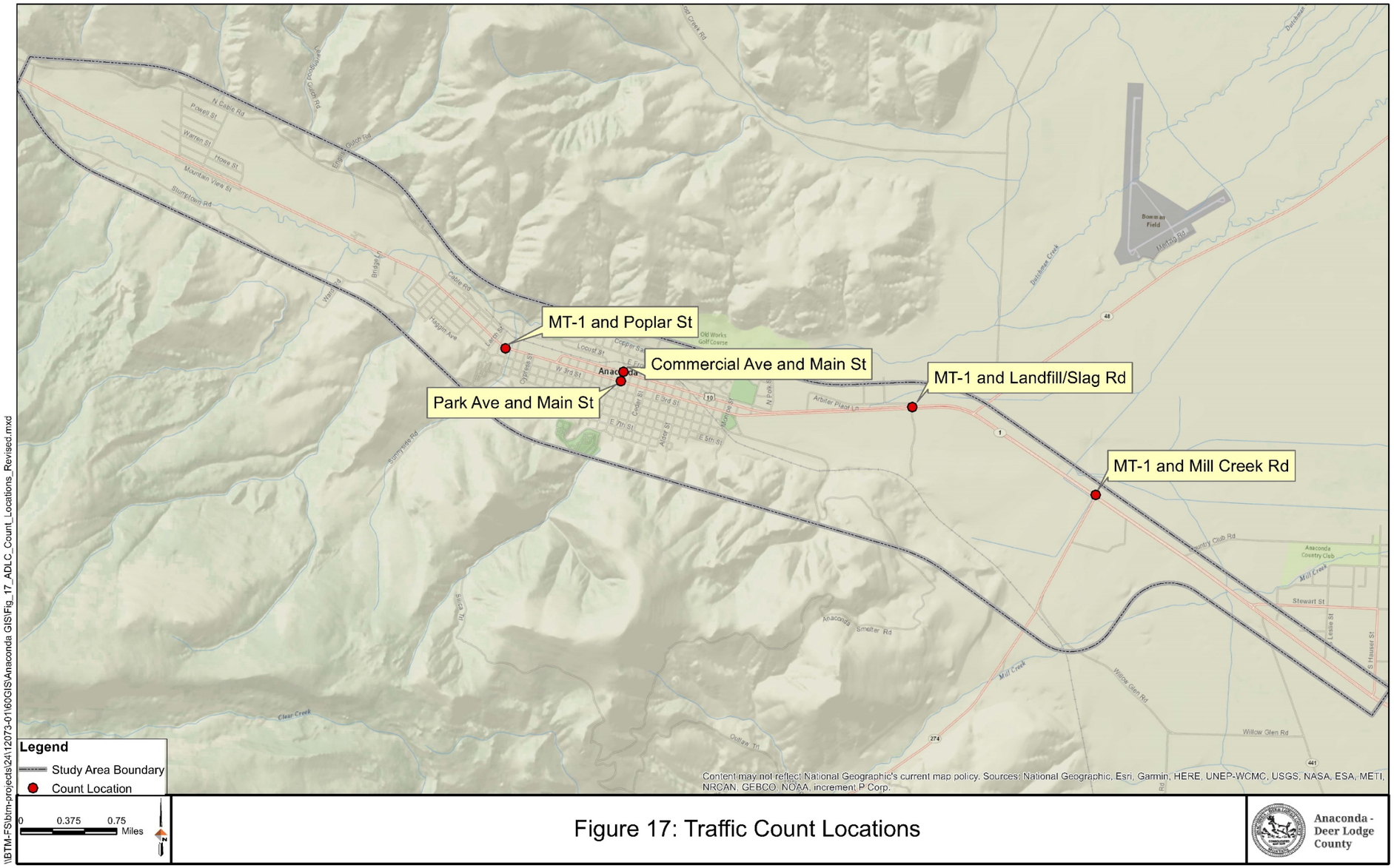


Figure 17: Traffic Count Locations

Anaconda - Deer Lodge County

3.4.2 Truck Volumes

Intersection turn movement counts were conducted at five intersections on MT-1. The counts at the signalized intersections on Main Street were obtained in October 2017; all other count data was obtained in April 2018. The percent heavy vehicles on MT-1 was estimated based on the count data collected. ***Table 6*** shows that east of Anaconda, MT-1 has about 8-11% heavy vehicles in the AM peak and 4-5% heavy vehicles in the PM peak. In town, there are about 1-2% heavy vehicles on MT-1 during peak hours.

Table 6: Percent Heavy Vehicles on MT-1 (AM and PM Peak Hour)

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	% Heavy Vehicles	*Number of Heavy Vehicles*	*% Heavy Vehicles*	*Number of Heavy Vehicles*
MT-1 and Mill Creek Road	11%	43	4%	21
MT-1 and Landfill/Slag Road	8%	48	5%	43
MT-1 (Commercial Ave) and Main St	2%	6	2%	8
MT-1 (Park Ave) and Main St	2%	7	2%	8
MT-1 and Poplar Street	1%	5	1%	5

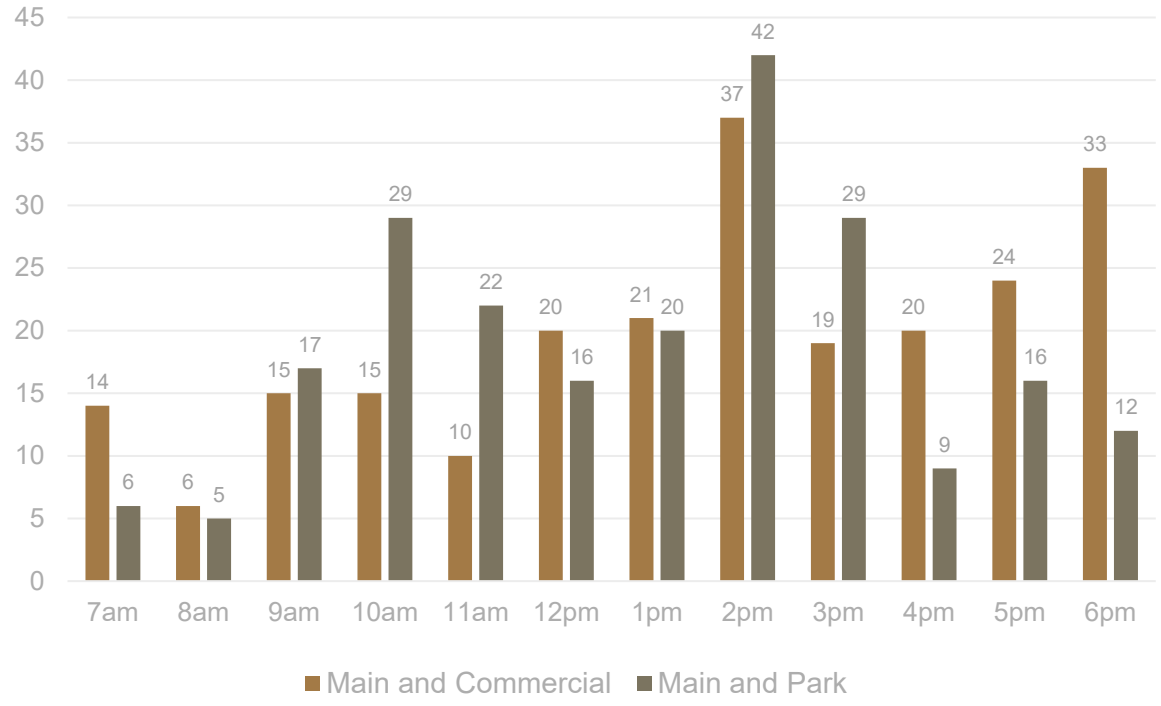
During the AM and PM peak, there are low truck volumes in the downtown core of Anaconda. While east of town, truck volumes are significantly higher.

3.4.3 Pedestrian and Bicycle Volumes

Pedestrian traffic was recorded at the two signalized intersections in Anaconda (Main St/Commercial Ave and Main St/Park Ave) in October 2017. The number of pedestrians counted includes all pedestrian crossing movements (i.e., a pedestrian crossing two legs of the intersection would be counted twice). The count also includes bicyclists which used the cross walk. As shown in ***Figure 18***, the number of pedestrians at these intersections peaks from 2-3pm, with about 40 pedestrians crossing movements per hour.

The existing traffic signals provide a protected crossing location for pedestrians crossing Commercial Ave and Park Ave, the two highest-volume arterials within downtown Anaconda. The relatively high pedestrian counts at these intersections indicate that a substantial number of pedestrians rely on the signals to cross the high-volume arterials.

Figure 18: Hourly Pedestrian Volumes



3.4.4 Intersection Analysis

Intersection operations were analyzed for three intersections in Anaconda. The intersections of interest are listed below.

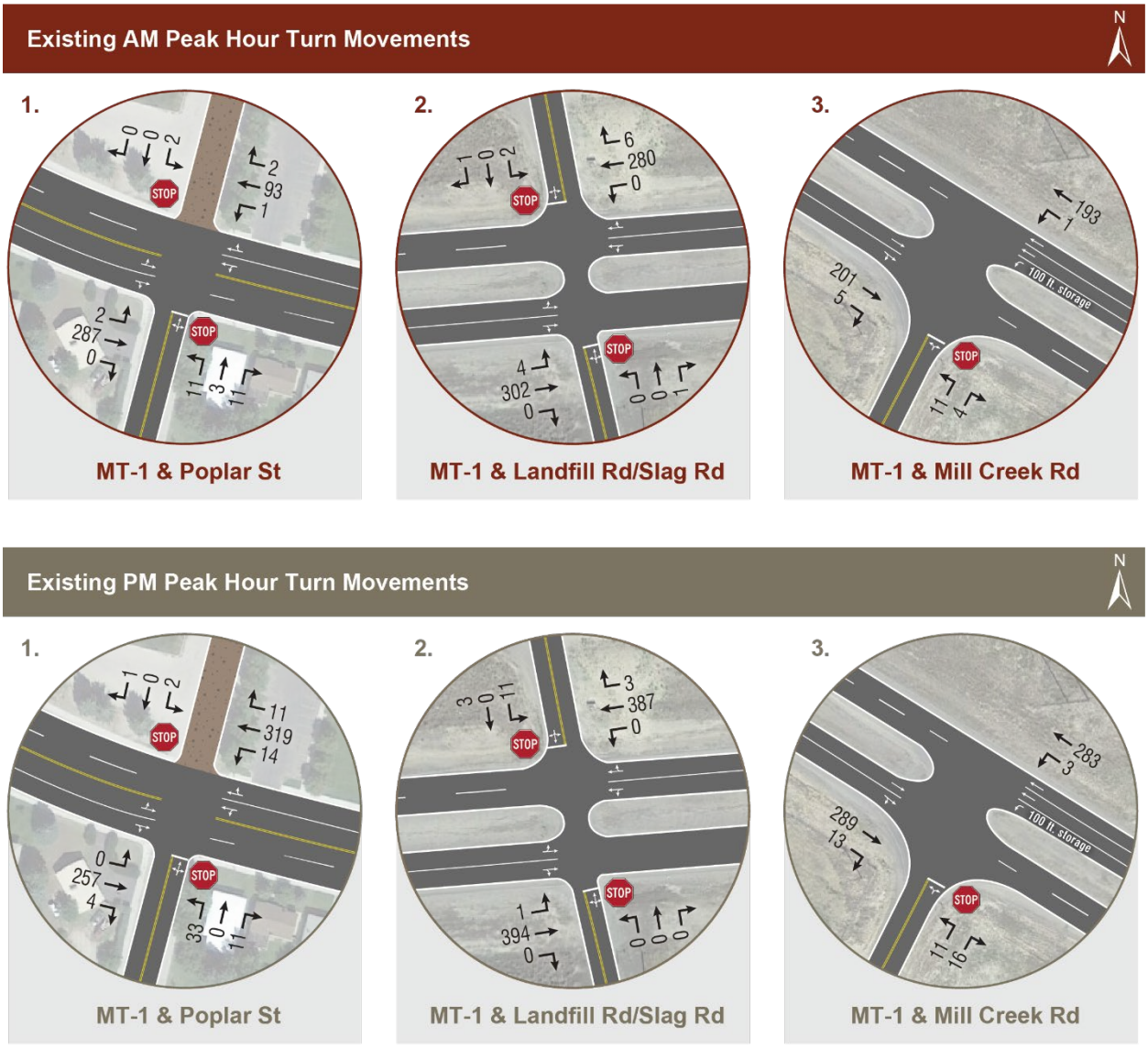
- MT-1 and Mill Creek Road
- MT-1 and Landfill Road/Slag Rd
- MT-1 and Poplar Street

These intersections were of interest as development is planned on the side street approaches to these intersections. The existing conditions were analyzed, as well as forecasted traffic operations in year 2028. Year 2028 volumes were calculated based on a 2% annual growth rate. Insufficient information was available on the anticipated developments to be able to analyze their impact on intersection operations although the traffic volumes contributed to the network are likely reflected in the 2% annual growth rate.

Of note, the Mill Creek Road and Landfill Road intersections are located east of Anaconda, where the east-west traffic on MT-1 has a 70-mph posted speed limit. The Poplar Street intersection is located in Anaconda, where the posted speed limit is 25 mph on MT-1.

Figure 19 shows the existing peak hour turning movements at the study intersections.

Figure 19: AM and PM Peak Hour Turn Movements



Intersection level of service (LOS) analysis was performed for the study intersections using Synchro 10 software and Highway Capacity Manual (HCM) 6th Edition methodology for unsignalized intersections.

Table 7 provides the analysis results for both the existing condition and forecasted operations in year 2028. The side-street delay in both the existing and forecasted condition ranges from 10-18 seconds and operates at a LOS B or C.

Table 7: Existing and Forecasted Intersection Delay and LOS (AM and PM Peak Hour)

Intersection	A.M. Peak Hour				P.M. Peak Hour			
	Worst Movement	2018 Delay	2028 Delay	LOS	Worst Movement	2018 Delay	2028 Delay	LOS
MT-1 /Mill Creek Rd	NBL	10	11	B	NBL	11	11	B
MT-1 /Landfill/Slag Rd	SBL	11	12	B	SBL	15	18	C
MT-1 /Poplar St	NBL	11	12	B	NBL	13	14	B

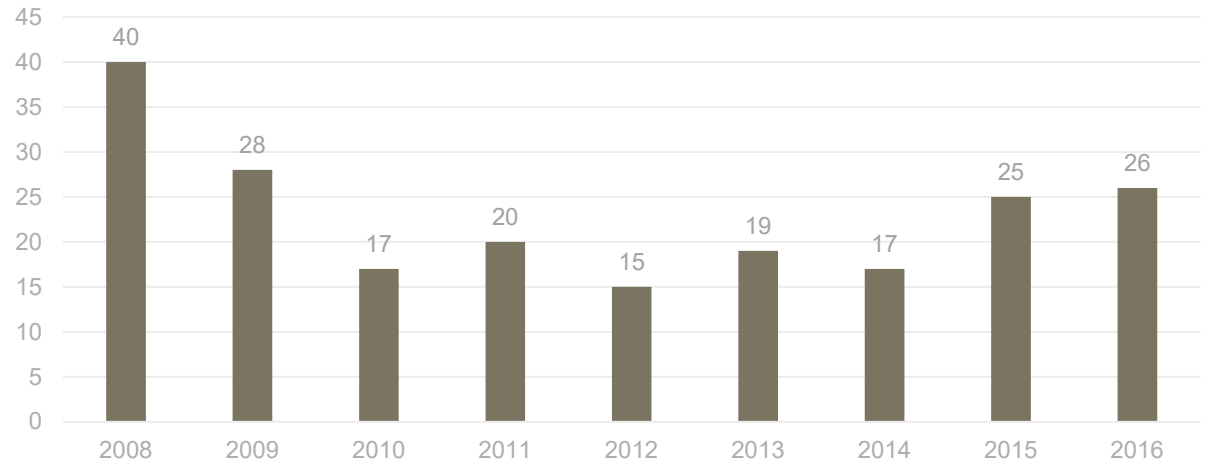
Delay = Average stopped delay (in seconds) for worst movement

From an operational perspective, the delay at these intersections is relatively low. However, at Mill Creek Rd and Landfill Rd, intersections with 70 mph traffic on MT-1, improvements could be made to the intersection lane arrangement to enhance safety. The following section details specific recommended improvements at these intersections.

3.5 Safety Analysis

Historical crash data was obtained from MDT and reviewed to identify crashes involving different modes over the nine-year period from January 1st, 2008 to December 31st, 2016. The following section documents total number, severity, location, rates, and types crashes within the MLRTP study boundary area over the nine-year period. ***Figure 20*** presents the number per crashes per year for the nine-year study period; on average there were 23 crashes per year.

Figure 20: Number of Crashes per Year (2008-2016)



3.5.1 Crash Severity

A total of 207 crashes were reported over the nine-year period in the study area. From 2008 to 2014, there was a general downward trend in crashes; however, there was a recent increase in crashes in 2015 and 2016. A total of 59 injury crashes occurred (29% of total crashes) which resulted in 82 injuries over the nine-year period. Of the injury crashes, 16 (27% of injury crashes) resulted in an incapacitating injury. In addition, there were 3 fatal crashes (1% of total crashes) which resulted in 3 fatalities. ***Figure 21*** illustrates the location of crashes within the study area. As shown in the figure, several of the incapacitating injury crashes occur of the east side of the study area, where the speed limit on MT-1 is 70 mph.

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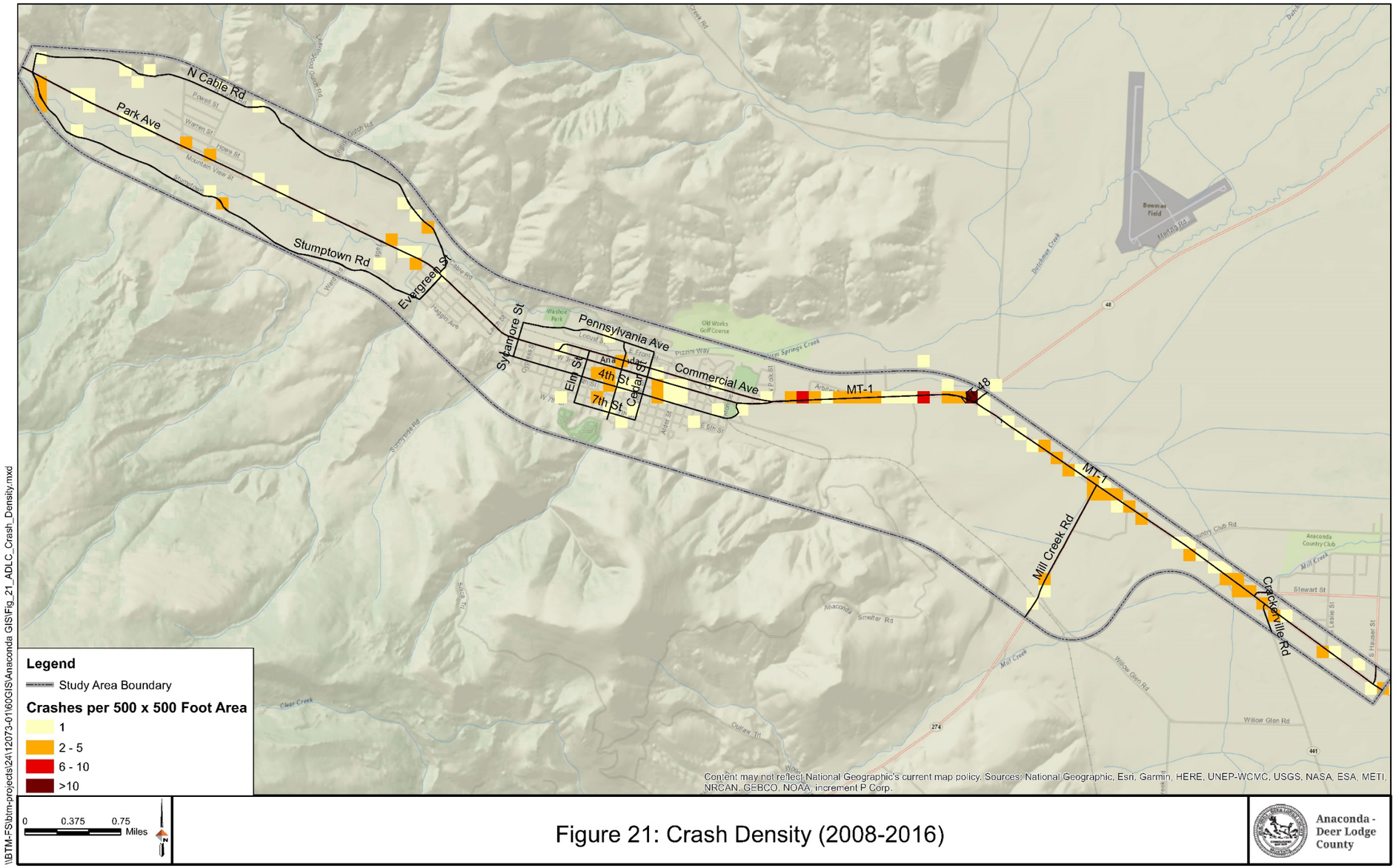
Figure 21: Crash Density (2008-2016)



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3.5.2 Crash Rates

Roadway segment crash rates are reported in ***Figure 22***. The crash rate provides more information than crash frequency alone, as it factors in the number of vehicles entering an intersection or roadway segment. This makes the crash rate an effective tool for comparing the relative safety of one segment to another. Of note, due to different crash reporting methods used in different jurisdictions, the crash rate is best used to compare the relative safety of an intersection compared to similar intersections within the same jurisdiction.

The crash rate equation is provided below. Segment crash rate is the number of crashes per million vehicle miles of travel on the segment.

$$\textbf{Crash Rate} = \frac{Total\ Number\ of\ Crashes * 1{,}000{,}000\ Vehicles}{Vehicles\ per\ Day * Number\ of\ Years * 365\ Days\ per\ Year * Segment\ Length}$$

The highest crash rate segments were located on two segments of MT-1 east of town (24 and 32 crashes per segment), Mill Creek Road (10 crashes), and Stumptown Road (10 crashes), and Main Street (8 crashes).

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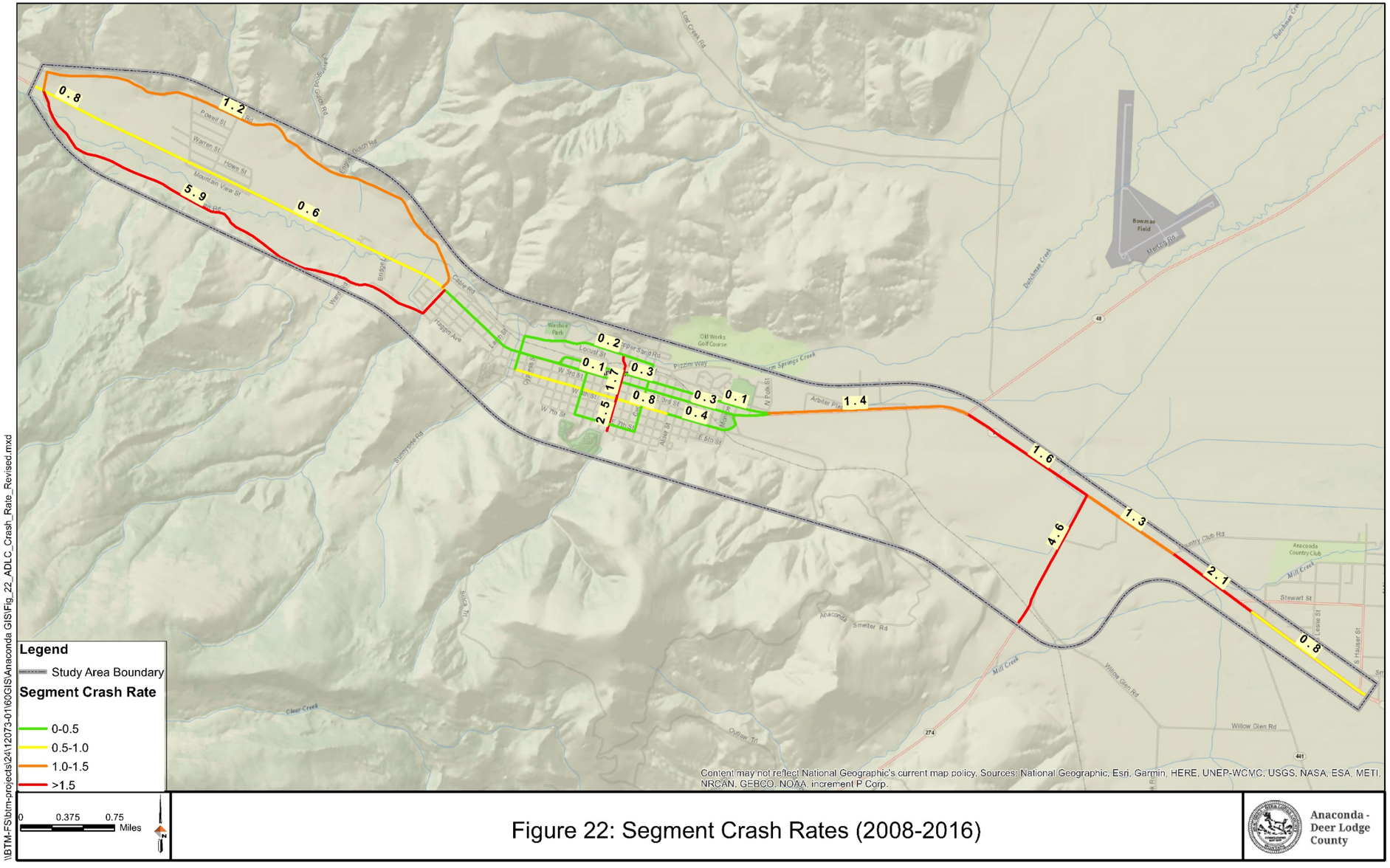
Figure 22: Segment Crash Rate (2008-2016)



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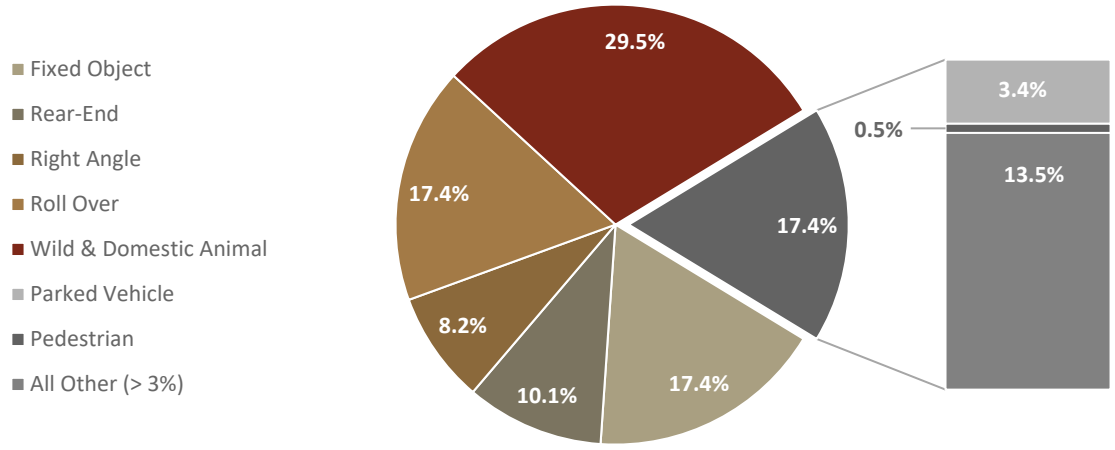
3.5.3 Collision Types

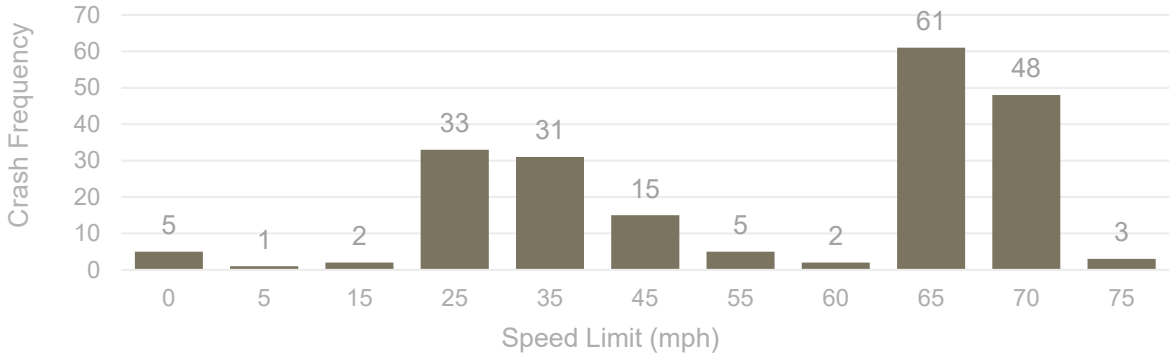
Further evaluation into the types of crashes revealed that a significant proportion, (29.5%) of incidents involved striking a wild or domestic animal (***Figure 23***). Of the 61 crashes involving wild or domestic animals, 53 (87%) occurred along the segment of MT- 1 from the eastern most limit of the study boundary to the Anaconda. Other prevalent types of crashes included roll overs and collisions with a fixed object (both 17.4%). The majority of roll over (58%) and collision with fixed object (56%) occurred along MT-1. Only one crash involved a pedestrian; there were no reported bicycle crashes over the 9-year period.

Figure 23: Collision Types (2008-2016)



High speeds have been involved in most of crashes in the study boundary. Posted speed limits of 65 mph and over comprise over 54 percent or 112 crashes from 2008 -2016, as illustrated in **Figure** 24. Most of these high-speed crashes occurred along or near MT-1. Whereas 32% of crashes occurred on roadways where the posted speed was 25 to 35 mph.

Figure 24: Crash Totals by Speed (2008-2016)



4.0 Recommended Improvements

4.1 Overview

This section provides a list of recommendations for improvements to the transportation system. Improvements are categorized by timeframe to complete. Short-Term Improvements are those projects that are planned in the next 5 years, and Long-Term Improvements which are planned out 5+ years in advance.

In 2015, Anaconda-Deer Lodge County and Beard Environmental & Technical Assistance, LLC developed the 2015 Capital Improvements Plan which outlined many motorized and non-motorized projects to be completed. This list has been updated based on completed projects and includes new projects developed by this plan.

4.2 Short-Term Improvements

Short-term improvements are intended to be completed in the next 5 years to address a wide range of improvements for all users of the transportation system.

4.2.1 Complete Streets

One primary focus for both ADLC and ALDC has been to identify ways to better accommodate all citizens regardless of their mode of transportation. Communities across the nation and throughout Montana are drafting and adopting their own policies for Complete Streets. The Complete Streets movement is a means for a community to identify all transportation users: automobiles, pedestrians and bicyclists when designing, maintaining and operating the transportation system network. A complete streets policy specifically identifies safe and convenient means for pedestrians to walk and bicycle within the transportation system. Identifying these needs in the planning and operations stages allows for these essential components to be considered and factored into the transportation system. They provide for safe, healthy and progressive means of transportation for all users regardless of age or ability. If Anaconda adopts a complete streets policy, it would provide specific guidelines and an ordinance to assist with future and current developments including ongoing preservation projects. ***Appendix B*** outlines the specific goals identified by this plan to consider when adopting a Complete Streets program. Whether a formal Complete Streets program is adopted is up to the community however, the design elements covered in ***Appendix B*** should become a standard of care when considering transportation projects for the community.

4.2.2 Street Network

The following section describes projects that are to be completed or have been completed in the next five years. ***Table 8*** below identifies projects to be completed based on the 2015 CIP, public comment and through work sessions with the steering committee.

4.2.3 Non-Motorized Network

Non-motorized network improvements, including proposed locations for new shared-use paths, sharrows, crosswalk striping, sidewalks and curb ramp improvements are essential to making a community fully accessible by all citizens. Many of these non-motorized users and projects have been covered in section 3.3.2 (Non-Motorized Network).

Sidewalks are an essential part of a safe and efficient means for all citizens to access residential, commercial and recreational opportunities including travel between these sectors. Anaconda's sidewalks vary widely in condition, including areas with no sidewalk at all. The public comments

received regarding sidewalks were extensive; focusing on the need for sidewalks in West Valley, the lack of access between Washoe Park and the Hospital, and the need for better connectivity between residential and commercial businesses in the downtown area. An evaluation of sidewalk condition and existing network should be conducted to better understand system needs and deficiencies. Critical evaluation elements should focus beyond condition and highlight access, segmental breaks and connectivity, and condition of ADA facilities. Recommendations from a sidewalk evaluation could be used to prioritize local funding and apply for Transportation Alternatives projects through the Montana Department of Transportation.

Additional consideration should be given to the development of an ADA Transition Plan as defined in the Americans with Disabilities Act – Title II Regulations. The plan must include a strategy and timetable for providing curb ramps and sloped areas for pedestrians where sidewalks cross curbs, State and local government facilities, places of public housing and employment, as well as walkways serving other areas of those facilities. Additionally, an ADA Coordinator shall be appointed to implement the plan and respond to complaints submitted by the public.

A Pavement Management Plan was identified to assess the condition of the existing paved roads within the study area. This plan would provide a means to conduct a “windshield survey” and assign each road segment with a condition and proposed treatment. One option to accomplish this would be to utilize the PASER rating system which provides a means to assess a road segment based on the condition and proposed treatment.

Parking was identified as an issue within primarily the downtown business district. A Parking Analysis would identify parking needs and develop a plan to address these needs.

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Table 8: Short-Term Improvements

Target Year	Improvement	Estimated Cost	Proposed Funding Sources	Description
Route Improvements				
2019	N. Cable Road Phase 2 - Chip Seal Olssen Gulch Rd. - Chip Seal	**$50,000**	Road Fund	Pavement preservation project
2019	NRD Waterline Replacements - Road Projects (Evergreen, Tamarack, Balsam, Juniper, Hamburg and Haggin)	**$650,000**	Road Fund	Road resurfacing and reconstruction project done in conjunction with waterline replacements, including ADA upgrades
2019	Cross Streets Pavement Restoration Project	**$1,500,000**	Road Fund	Street restoration that includes reconstruction, ADA upgrades and mill/fill
2020	Third St. West Reconstruction Willow to Main St.	**$800,000**	Road Fund	Road reconstruction project including ADA upgrades and lighting
2020	MT-48 Seal & Cover (RP 0 to 6.8) STPP 47-1(10)	**$750,000**	STPP	Pavement Preservation Project
2021	West Cross Streets (Commercial to 3rd) from Spruce St. to Hickory St.	**$1,500,000**	Road Fund	Street restoration that includes reconstruction, ADA upgrades and mill/fill
Miscellaneous				
2019	Historic Lighting Project (Main to Cedar on Park St.)	**$20,000**	Lighting Fund; Grant Funding	Project to install historic lighting along Park St.
2019	3rd to Commercial (Oak, Cherry, Chestnut & Birch)	**$10,000**	Lighting Fund	Project to install historic lighting.
2019	Sidewalk Improvement Study/Plan	**$25,000**	Planning Fund; MDT TA Project Funding	Planning level study to identify needed ADA upgrades to existing sidewalks and connectivity between blocks with existing sidewalk and those without sidewalk
2019	Bike Safety Education Program	**$1,000**	Trail Society Funding	Develop a bike program for ADLC for safety and education including workshops and helmet safety inspections.
2020	Parking Analysis	**$5,000**	TIF Funding	Develop a program to identify parking needs, develop plans to share parking lots and identify property to construct new lots.
2020	Benny Goodman Park Sidewalk	**$125,000**	Park Service; Conservation Funds	Sidewalk around perimeter of Park from 4th to Park including a cross-walk and potential flashing beacon on Park St.
2020	Golf Course Entrance	**$150,000**	Private Funding; Grant Funding	Alternate road to the golf course.
2020	ADA Transition Plan	**$30,000**	Planning Fund	Assessment of accessibility of sidewalks and other public facilities owned and operated by ADLC
2021	Sidewalk Project - Pennsylvania and Sycamore	**$350,000**	STPU	Sidewalk Access
2021	School Route Upgrades - 4th-6th St., Chestnut St. & Hickory St.	**$75,000**	Road Fund; MDT TA Project Funding	ADA upgrades to select intersections including cross-walks to improve student access and safety
2021	Pavement Management Plan	**$30,000**	Road Fund	Assessment of existing paved and gravel roadways maintained by ADLC including development of a Paser rating system
2022	Central Business District Alley Improvements	**$100,000**	Grant Funding	Reconstruct alleys to promote traffic flow in the business district. Promotion of Walkability and Accessibility in the district.

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4.3 Long-Term Improvements

4.3.1 Street Network

Improvements to intersection geometry, access, and safety improvements are shown in ***Appendix B*** for the following locations:

- MT-1 and Highway 48
- MT-1 and Mill Creek Rd
- MT-1 and Crackerville Rd
- MT-1 and Landfill Rd

MT-1 West of Anaconda to Georgetown Lake is an area with several known safety concerns and a formalized plan to address the needs of the users. Among resurfacing and widening this section of highway is designated to expand into a three-lane section west of Anaconda to West Valley providing a more efficient and safer means of traffic turning movements. Additional safety improvements include minimizing driveway approaches and concentrating turning traffic at preferred locations with better visibility and wider approaches.

Various road reconstruction projects have been added to anticipate future road rehabilitation work primarily north of Park St.

Wildlife incidents on both the east and west ends of town should be studied to determine what possible improvements can be added to the highway to reduce vehicle collisions.

4.3.2 Non-Motorized Network

The Anaconda community is becoming more active and is developing a greater need for expanded and additional non-motorized facilities. Providing a better means of walking and biking in the community will also improve foot traffic to and from the business district. There is an obvious need for better connectivity between residential, commercial and recreational opportunities.

Park and Commercial Avenues provide the main thoroughfares through town and with only two traffic lights, crossing these streets can be very difficult and unsafe. Defining better pedestrian crossing opportunities along Park and Commercial Avenues is essential in providing the community a safer and more efficient means of travel. A pedestrian crossing is needed on the west end of town where both roads merge to form the 5-lane typical section with parking. This section of road is nearly 100-feet wide with no safety features such as a pedestrian activated beacon, raised crossing, pedestrian islands or a traffic light.

Sidewalks are abundant throughout town with various cross-walk striping; however, there are several sections of town with no sidewalk and others that need sidewalks replaced. Some public comments received identified the lack of sidewalks in West Valley and many street corners throughout Anaconda that need proper ADA considerations. Specifically, the railroad crossings were identified as physical barrier to accessible route for non-motorized traffic. Addressing these crossing specifically will not only improve access but will provide for safer crossings.

The Anaconda Trail Society in conjunction with ADLC has developed an extensive trail system. Unfortunately, there are no trails that connect Anaconda with nearby communities to the east and there are no safe, designated and maintained trails connecting West Valley with the west side of town. The

MT-1 project west of Anaconda has developed a plan to accommodate a separated trail between the west end of Anaconda and West Valley. The Anaconda Local Development Corporation in conjunction with the Anaconda Trails Society is in the process of developing a plan to connect the east side of Anaconda with the Greenway Trails District to connect Anaconda with several of the neighboring communities to the east.

Currently only two routes in Anaconda provide bicycle opportunity. Park and Commercial Avenue provide shared use lanes with no other dedicated bicycling facilities to provide movements in and around town. ***Figure 10*** identifies proposed bike routes to develop that would provide a safer means for bicyclists to travel.

Table 9: Long-Term Improvements

Target Year	Improvement	Estimated Cost	Proposed Funding Sources	Description
Route Improvements				
2024	6th St. (Monroe to Willow)	**$2,250,000**	Road Fund	Road reconstruction project including ADA upgrades
TBD	Anaconda West	**UNKN**	STPP	3-Lane road section West of Anaconda
2025	Hickory & Chestnut (Park to 4th)	**$400,000**	Road Fund	Road reconstruction with ADA upgrades
2025	Locust & Birch (Park to 4th)	**$400,000**	Road Fund	Road reconstruction with ADA upgrades
2026	Maple & Alder (Park to 4th)	**$400,000**	Road Fund	Road reconstruction with ADA upgrades
2026	Elm & Ash (Park to 4th)	**$400,000**	Road Fund	Road reconstruction with ADA upgrades
2027	Pine & Washington (Park to 4th)	**$400,000**	Road Fund	Road reconstruction with ADA upgrades
2027	Walnut & Adams (Park to 4th)	**$400,000**	Road Fund	Road reconstruction with ADA upgrades
2028	Spruce & Jefferson (Park to 4th)	**$400,000**	Road Fund	Road reconstruction with ADA upgrades
2029	Linden (Evergreen to Park)	**$300,000**	Road Fund	Road reconstruction with ADA upgrades
2030	Front St. (Ash to Main)	**$720,000**	Road Fund	Road reconstruction with ADA upgrades
2031	Oak to Ash (Commercial to Front)	**$550,000**	Road Fund	Road reconstruction with ADA upgrades
Miscellaneous				
2024	Railroad Crossings	**$300,000**	MDT TA Project; Grant Funding	Replace existing Railroad Crossings with ADA accessible crossings.
2024	Multiuse Trail Anaconda West	**$380,000**	MDT TA Funding; NRD Funds; Conservation Funds	Multiuse Trail to be built West of Anaconda to West Valley
2025	Greenway Trail Connection	**TBD**	Grant Funding	Trail Connection from the Greenway Trail to Anaconda
2025	Public Transportation	**$15,000**	Grant Funding	Develop a public transportation plan.
2027	Bike Routes	**$30,000**	MDT TA Project; Grant Funding	Bike Routes - striping/sharrows
2029	Courthouse Parking Lot Paving	**$150,000**	Road Fund; MDT TA Project Funding	Overlay of courthouse parking lot
2030	Trailhead Parking Lot	**$50,000**	Grant Funding; Trail Society Funds	Gravel parking lot with designated trailhead and signage

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5.0 Funding Analysis

5.1 Overview of Available Funding Sources

Various funding sources can be utilized for transportation improvements. Typically, transportation funding can be separated into three categories which include; Federal, State, and Local funding sources. Federally funded transportation programs provide a larger funding pot, though have clearly defined program guidelines and often require a percentage match payment. State and Local funds frequently have more flexibility; however, are usually very limited and have several competing needs.

MDT administers numerous programs that are funded from State and Federal sources. Each year, in accordance with 60-2-127, Montana Code Annotated (MCA), the Montana Transportation Commission allocates a portion of available Federal-aid highway funds for construction purposes and for projects located on the various systems in the state as described throughout this document. This Chapter outlines the MLRTP Financial Plan for years 2018 – 2038.

5.2 Federal Funding Sources

5.2.1 Fixing America's Surface Transportation Act (FAST Act)

On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act authorized $305 billion stretched over fiscal years 2016 through 2020 for various highway, rail, and public transportation programs. Through equation, the State of Montana will receive roughly $430 million of apportionment per year on average for years 2016-2020. The majority of these funds are dedicated to the National Highway Performance (58%), and the Surface Transportation Block Grant (29%) programs. The remaining proportion is split between the Highway Safety Improvement Program, Railway-Highway Crossing Program, Congestion Mitigation and Air Quality Improvement Program, Metropolitan Planning, and National Freight Program.

The following sections summarize relevant federal transportation funding categories received by the state of Montana through Titles 23 & 49 of the U.S. Code, including state developed implementation/sub-programs that may be potential sources for projects. To receive project funding under these programs, projects must be included in the STIP, where relevant.

5.2.2 Surface Transportation Block Grant Program (STBG)

Surface Transportation Block Grant Program (STBG) funding may be used to improve or preserve performance and condition of any Federal-aid highway. Federally apportioned STP funds are allocated by the Montana Transportation Commission to various programs including the Surface Transportation Program Primary, Surface Transportation Program Secondary, Surface Transportation Program Urban, Surface Transportation Program Bridge, and Urban Pavement Preservation Program. The federal share rate for STP projects is 86.58% with a 13.42% state match typically funded through HSSRA funds.

Surface Transportation Program Primary (STPP) [7]

Funds available under the Surface Transportation Program Primary (STPP) are used to finance transportation projects on the state-designated Primary Highway System. The Primary Highway System is comprised of highways that have been functionally classified as either principal arterial or minor arterial and have been prioritized on the Primary Highway System by the Montana Transportation Commission [MCA 60-2-125(3)]. These funds are primarily used to reconstruct, rehabilitate or preserve roads and bridges; as well as highway and transit safety infrastructure, environmental mitigation, carpooling, vehicle-to-infrastructure communication equipment and bicycle and pedestrian transportation facilities on the Primary Highway System.

Surface Transportation Program Secondary (STPS) [8]

Funds available under the Surface Transportation Program Secondary (STPS) are used to finance transportation projects on the state-designated Secondary Highway System. The Secondary Highway System includes highways not classified as a local route or rural minor collector and that has been prioritized on the Secondary Highway System by the Montana Transportation Commission. STPS funds are distributed statewide (MCA 60-3-206) to each of MDT's five Financial Districts, based on a formula, which takes into account the land area, population, road mileage and bridge square footage. Federal funds for secondary highways must be matched by non-Federal funds. STPS project activities include reconstruction, rehabilitation, and preservation of roadways and bridges on the Secondary Highway System. The reconstruction and Rehabilitation activities are allocated at 65% of the program funds with the remaining 35% dedicated to preservation. Priorities are identified in consultation with the appropriate local government authorizes and approved by the Montana Transportation Commission.

Surface Transportation Program Urban (STPU) [9]

Funds available under the Surface Transportation Program Urban (STPU) are used to finance transportation projects on Montana's Urban Highway System as per MCA 60-3-211. These funds are allocated based on the most recent census data through a per capita distribution. STPU funding is primarily used for reconstruction, rehabilitation, or preservation of existing multimodal facilities and operational improvements. State law guides the allocation of Urban funds to Montana's urban areas (population of 5,000 or greater) through a statutory formula based on each area's population compared to the total population in all urban areas.

Montana's 19 Urban Areas are as follows:

- Anaconda
- Belgrade
- Billings
- Bozeman
- Butte
- Columbia Falls
- Kalispell
- Great Falls
- Hamilton
- Havre
- Helena
- Glendive
- Laurel
- Lewistown
- Livingston
- Miles City
- Missoula
- Sidney
- Whitefish

[7] State funding program developed to distribute Federal funding within Montana.

[8] State funding program developed to distribute Federal funding within Montana.

[9] State funding program developed to distribute Federal funding within Montana.

Surface Transportation Program Bridge (STPB)

Funds available under the Surface Transportation Program Bridge (STPB) are used to finance bridge projects for most routes in Montana. Title 23 U.S.C requires a minimum of 15% of Montana's 2009 federal Bridge Program apportionment to be set aside for off-system bridge projects. Additional Bridge Program funding is established at the discretion of the state of Montana. These funds are primarily used for bridge reconstruction, rehabilitation, or preservation activities on Primary, Secondary, Urban, and off-system routes. STPB projects are identified based on bridge condition and multiple performance metrics.

Surface Transportation Program for Other Routes (STPX) [10]

Funds available under the Surface Transportation Program for Other Routes (STPX) are used to finance transportation projects on state-maintained highways (or in other areas) that are not located on a defined highway system.

Urban Pavement Preservation Program (UPP) [11]

The Urban Pavement Preservation Program (UPP) is a sub-allocation of the STP that provides funding to urban areas with a qualifying Pavement Management Systems. This sub-allocation is approved annually by the Transportation Commission and provides opportunities for pavement preservation work on urban routes based on system needs identified by the local Pavement Management Systems and verified by MDT and FHWA.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a set-aside from the Surface Transportation Block Grant Program. MDT is required to obligate 50% of the funds within the state based on population, using a competitive process, while the other 50% may be obligated in any area of the state. The Transportation Alternatives program provides assistance to local governments, tribal entities, transit providers, resource agencies, and school districts for community improvements deemed eligible. MDT solicits proposals for projects, then ranks each proposal, and advances the highest priorities. Projects are awarded through a competitive process with the federal share at 86.58% and the state/local match at 13.42%.

Recreation Trails Program (RTP)

The Recreational Trails Program (RTP) is an additional set-aside from the TA program that provides funding to States for the purposes of developing and maintaining trails and related facilities for both nonmotorized and motorized uses. The RTP benefits recreation activities including; hiking, bicycling, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, and ATV use. Montana State Parks administers the RTP several grants ranging up to $90,000. Up to 80% of actual documented costs incurred will be reimbursed through this program.

5.2.3 Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding to state and local governments for transportation projects that assist with meeting the requirements of the Clean Air Act. Funds are available to reduce congestion and improve air quality for areas that do not meet the

[10] State funding program developed to distribute Federal funding within Montana.

[11] State funding program developed to distribute Federal funding within Montana.

National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). Currently, ADLC is not listed as a nonattainment or maintenance area.

CMAQ funds are Federally-apportioned to Montana and allocated to various eligible programs by formula and by the Transportation Commission. As a minimum apportionment state, a Federally-required formula-based distribution of CMAQ funds goes to projects in Missoula, (Montana's only designated and classified air quality non-attainment area). The remaining, non-formula funds, referred to as "flexible CMAQ" is primarily directed to areas of the state with emerging air quality issues through various state programs. Infrastructure and capital equipment projects are let through a competitive bidding process. The federal share for this program is 86.58% and the State is responsible for the remaining 13.42%. The State share is funded through the HSSRA for projects on state highways and local governments provide the match for local projects.

In general, eligible activities include transit improvements, ADA upgrades, traffic signal synchronization, bicycle and pedestrian projects, intersection improvements, travel demand management strategies, traffic flow improvements, air-quality equipment purchases, vehicle-to-infrastructure communication equipment, and public fleet conversions to cleaner fuels. At the project level, the use of CMAQ funds is not constrained to a particular system (i.e., Primary, Urban, and NHS). A requirement for the use of these funds is the estimation of the reduction in pollutants resulting from implementing a program/project. These estimates are reported to FHWA on a yearly basis.

CMAQ (formula)
Mandatory CMAQ funds that come to Montana based on a Federal formula and are directed to Missoula, Montana's only classified, moderate CO non-attainment area. Projects are prioritized through the Missoula Metropolitan planning process.

5.2.4 Federal Lands Access Program (FLAP)

The Federal Lands Access Program (FLAP) was created to improve access to Federal lands. The program supplements State and local resources for transportation facilities with an emphasis on high-use recreation sites and economic generators. Eligible FLAP activities include; reconstruction, rehabilitation, preservation, acquisition of scenic easements, parking areas, pedestrian and bicycle provisions, environmental mitigation, rest areas, and transit facilities. Proposed projects must be located on a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government.

FHWA's Western Federal Lands Division administers the program and MDT is an eligible applicant for the funds. Program funds are subject to the overall Federal-aid obligation limitation. Funds are allocated among the states using a statutory formula based on road mileage, number of bridges, land area, and visitation. The federal share for this program is 86.58% and the State provides match for projects on state highways that address MDT identified infrastructure condition deficiencies; local governments provide the match for off-system projects. State share is funded through the HSSRA.

5.2.5 Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) funds are apportioned to Montana for safety improvement projects approved by the Transportation Commission and are consistent with the strategic highway safety improvement plan. Projects described in the State strategic highway safety plan must correct or improve a hazardous road location or feature, or address a highway safety problem. The Transportation Commission approves and awards the projects which are let through a competitive

bidding process. Typically, HSIP projects are 90% federally funded and the State is responsible for the remaining 10% through HSSRA funds.

5.2.6 Congressionally Directed Funds

Congressionally directed funds may be received through highway program authorization or annual appropriations processes. Typically, the funds are described as “demonstration” or “earmark” funds and awarded through a federal application process or other Congressional direction. If a locally-sponsored project receives these types of funds, MDT will administer the funds in accordance with the Montana Transportation Commission Policy #5 – “Policy resolution regarding Congressionally-directed funding: including Demonstration Projects, High Priority Projects, and Project Earmarks.”

Nationally Significant Freight and Highway Projects

This program was also established by the FAST Act to create competitive grants or TIFA loans for projects >$100 million. This is a discretionary freight-focused grant program that allows States, MPOs, local governments, tribal governments, special purpose districts and public authorities (including port authorities), and other parties to apply for funding to complete projects that improve safety and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements. Generally, the Federal share for this program is 91.24% and the State is responsible for the remaining 8.76%. The State provides match for projects on state highways that address MDT identified infrastructure condition deficiencies; local governments provide the match for off-system projects. The State share is typically funded through the HSSRA. Eligible activities include; freight projects on the National Highway Freight Network, NHS highway and bridge projects, projects in National Scenic Areas, freight rail/intermodal/port projects, and rail-highway grade crossings or grade separation projects.

5.2.7 Transit Capital and Operating Assistance Funding

The MDT Transit Section provides federal and state funding to eligible recipients through Federal and state programs. Federal funding is provided through the Section 5310 and Section 5311 transit programs and state funding is provided through the TransADE program. Moving Ahead for Progress in the 21st Century Act (MAP-21) incorporated the Job Access and Reverse Commute and New Freedoms Programs into the Section 5311 and 5310 programs, respectively. It also created a new bus and bus facilities discretionary formula program (Section 5339) for fixed route bus operators. All projects funded must be derived from a locally developed, coordinated public transit-human services transportation plan (a “coordinated plan”). The coordinated plan must be developed through a process that includes representatives of public, private, and nonprofit transportation and human service providers and participation from the public.

Bus and Bus Facilities (Section 5339)

This program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Federal funds pay 80 percent of capital costs. The remaining 20 percent must come from the local recipient. Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs (5307 and 5311, respectively).

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

Section 5310 authorizes capital grants to eligible organizations to assist in providing transportation for the elderly and/or persons with disabilities. Federal Transit Administration (FTA) funds 80 percent of all costs for equipment, with 20 percent match provided by the local recipient. Eligible recipients for this program are private, nonprofit organizations; public bodies approved by the State to coordinate services for elderly persons and persons with disabilities; or public bodies which certify to the Governor that no nonprofit organization is readily available in a service area to provide this transportation service. Ten

percent of the state's Section 5310 apportionment can be used to administer the program, to plan, and to provide technical assistance.

Formula Grants for Rural Areas (Section 5311)

This program enhances the access of people in non-urbanized (<50,000 population) areas by providing public transportation. Federal funds pay 86.58 percent of capital costs and 54.11 percent of deficit operating costs, 80 percent of administrative costs, and 80 percent of maintenance costs. The remaining 13.42, 45.89, 20, and 20 percent respectively must come from the local recipient. Eligible recipients of these funds can be a state agency, a local public body, a nonprofit agency, or an operator of public transportation services. Ten percent of the state's Section 5311 apportionment is dedicated to carry out a program to develop and support intercity bus transportation.

5.3 State Funding Sources

5.3.1 Montana State Fuel Tax

The State of Montana assesses a tax of $0.315 per gallon on gasoline and $0.2925 per gallon on clear diesel fuel used for transportation purposes. According to State law, each incorporated city and town within the State receives an allocation of the total tax funds based upon:

1. the ratio of the population within each city and town to the total population in all cities and towns in the State, and
2. the ratio of the street mileage within each city and town to the total street mileage in all incorporated cities and towns in the State. (The street mileage is exclusive of the Federal-Aid Interstate and Primary Systems.)

State law also establishes that each county be allocated a percentage of the total tax funds based upon:

1. the ratio of the rural population of each county to the total rural population in the state, excluding the population of all incorporated cities or towns within the county and State;
2. the ratio of the rural road mileage in each county to the total rural road mileage in the State, less the certified mileage of all cities or towns within the county and State; and
3. the ratio of the land area in each county to the total land area of the State.

Effective July 1, 2017, House Bill (HB473), the Bridge and Road Safety and Accountability Act increased Montana's fuel tax rate to $0.315 per gallon for gasoline and $0.2925 per gallon for special fuel. HB473 directs the fuel tax rate increase each biennium, until 2023, at the following increments shown in ***Table 10***.

Table 10. Fuel Tax Rate

Date	State Gas Rate	State Diesel Rate
July 1, 2017	0.315	0.2925
July 1, 2019	0.32	0.2945
July 1, 2021	0.325	0.2955
July 1, 2023	0.33	0.2975

Effective March 1, 2018 cities and counties must request distribution of increased fuel tax allocations for eligible projects through the MT Webgrants website. Requests are accepted from March 1 – November 1 of the calendar year the funds were allocated.

For State Fiscal Year 2017, the City of Anaconda received $102,773, and Anaconda-Deer Lodge County received $40,340 in State fuel tax funds. The amount varies annually.

All fuel tax funds allocated to the city and county governments must be used for the construction, reconstruction, maintenance, and repair of rural roads or city streets and alleys. The funds may also be used for the share that the city or county might otherwise expend for proportionate matching of Federal funds allocated for the construction of roads or streets that are part of the primary, secondary or urban system. Priorities for the use of these funds are established by each recipient jurisdiction.

5.3.2 Montana State Funds for Transit Subsidies

The 46th Montana Legislature amended Section 7-14-102 MCA providing funds to offset up to 50 percent of the expenditures of a municipality or urban transportation district for public transportation. The allocation to operators of transit systems is based on the ratio of its local support for public transportation to the total financial support for all general-purpose transportation systems in the State. Local support is defined as:

Local Support = $\frac{Expenditure\ for\ Public\ Transportation\ Operations}{Mill\ Value\ of\ City\ or\ Urban\ Transportation\ District}$

5.3.3 Rail/Loan Funds

The Montana Rail Freight Loan Program (MRFL) is a revolving loan fund administered by MDT to encourage projects for construction, reconstruction, or rehabilitation of railroads and related facilities in the State and implements MCA 60-11-113 to MCA 60-11-115. Loans are targeted to rehabilitation and improvement of railroads and their attendant facilities, including sidings, yards, buildings, and intermodal facilities. Rehabilitation and improvement assistance projects require a 30 percent loan-to value match. Facility construction assistance projects require a 50 percent match.

Eligible applicants for loans under the program include railroads, cities, counties, companies, and regional rail authorities. Port authorities may also qualify, provided they have been included in the state transportation planning process. Projects must be integrally related to the railroad transportation system in the State and demonstrate that they will preserve and enhance cost-effective rail service to Montana communities and businesses

5.4 Local Funding Sources

5.4.1 Anaconda-Deer Lodge County

The City of Anaconda and Deer Lodge County generates revenue through multiple funding streams that typically include motor vehicle registration, business licensing, property tax fees, payments in lieu of taxes, and state entitlements. These funding sources subsidize the ADLC General Fund which provides a variety of government services, including transportation and non-transportation alike. Local funding sources can be used as a method to provide match for state and federally funded transportation projects as well as a method to solely fund maintenance, operations, and capital improvement projects. Additional transportation specific financing mechanisms may also include Tax Increment Financing, Business Improvement, and Special Improvement Districts.

Tax Increment Financing (TIF) is a financing method used by public agencies as a means to subsidize infrastructure improvement projects. The Downtown Anaconda Tax Increment Finance District was established in 2014. Funds generated or borrowed from can be used to fund street improvements and other major infrastructure projects that stimulate private development.

Business Improvement Districts (BID) can be created to collect funds through a special assessment on commercial properties within a defined business district area. BID generated funds are most commonly used for special projects that benefit the business district. Examples of BID expenditures include roadway maintenance, parking, bicycle and pedestrian facility expansion, and beautification.

Special Improvement District (SID) can be created to assess property owners for funds that target a specific purpose. Most often SID funds are used for infrastructure improvements and maintenance. Examples include pavement preservation and sidewalk renovations.

5.4.2 Private Funding

There are numerous opportunities to use private funding for transportation projects. Private funding is generally available from businesses, community funds, and private foundations in the form of a grant. Private grant funds are issued are most commonly either corporate, nonprofit, or from a public source. Notable transportation grants are Community Development Block Grants, and Main Street Montana Grants.

Community Development Block Grant (CDBG) Program is a U.S. Department of Housing and Urban Development funded grant program to assist communities with needs such as housing, public facilities, economic development, and planning. Grant applications are reviewed and awarded once a year on a first-come, first-served basis.

Main Street Grants Main Street member communities may apply for grants to assist in planning and completing revitalization projects. A local match is required, and communities may apply on an annual basis. Awards are capped at $10,000. The Main Street Program is a program of the Montana Department of Commerce

5.5 Projected Funding

The MDT Statewide and Urban Planning Section has provided the current federal and state fuel tax funding allocations for Anaconda-Deer Lodge County. Current STPU and State Fuel Tax allocations are far outweighed by the extensive list of recommended transportation-related projects. Substantial local and private funding will be required to bridge the gap between transportation needs over the next twenty years (***Table 11***).

Table 11: Funding Allocations for ADLC

Funding Source	2018 Annual Allocation	Future Annual Allocation	Future Revenue Total (2038)
STPU	$138,755	$140,000	$2,800,000
Fuel Tax (County)	$40,490	$40,000	$800,000
Fuel Tax (City)	$101,842	$102,000	$2,040,000
HB 473 Fuel Tax (County)	$14,889	$15,000	$300,000
HB 473 Fuel Tax (City)	$37,895	$40,000	$800,000
TOTAL	**$333,871**	**$337,000**	**$6,740,000**

Appendix A:

Public Comments

A-1

Social Pinpoint Website

An interactive webservice was utilized for the transportation plan to allow citizens the ability to geographically comment on the plan. By selecting a specific location within the study boundary, an individual could post a comment, question, or concern. The website was hosted from April through September 2018 and 50 comments were added to the website through public participation.

The following sections present information contained on the website; including a general overview of the project, detailed description of a transportation plan, the importance of public comment, contact information, additional resources, and comments received.

About the Social Pinpoint Website

Welcome to the Anaconda-Deer Lodge County (ADLC) Multimodal Long-Range Transportation Plan (MLRTP) public involvement document.

Anaconda-Deer Lodge County (ADLC) was recently awarded a Community Development Block Grant (CDBG), Montana Main Street Program funds, and funding from the Montana Department of Transportation (MDT) to develop a Multimodal Long-Range Transportation Plan (MLRTP). The city/county submitted a Request for Proposal which DOWL responded to and was awarded the contract.

The intent of this site is to provide the public with an overview of the upcoming 2018 Multimodal Long-Range Transportation Plan (MLRTP) and provide you updated information regarding the process and an opportunity to let your voice be heard.

Defining the vision for the community and identifying opportunities to reach that goal is paramount to this MLRTP. The plan will focus on addressing the needs of Anaconda and how outlying communities may affect those needs. Essential aspects of this plan will focus on safety, active transportation opportunities, multi-modal transportation, downtown access and promoting interconnectivity from residential to commercial and recreational opportunities. Well-defined and concise language identifying the goals and objectives will guide decisions and processes during the MLRTP development. The process to identify and create specific goals and objectives will include steering committee, public, and stakeholder input to be effective.

Long-Range Transportation Plans[12]

Long Range Transportation Plans establish the future vision, guide policy direction, and identify desired transportation improvements. A LRTP guides the continuing development, management, and operation of transportation systems and facilities. They identify projected transportation demands and address all transportation modes (including bicycle and pedestrian). A LRTP includes broad design concepts and general scopes of recommended transportation improvements, that are consistent with the area's comprehensive Land Use Policy and urban development plans. Additionally, they are developed through an extensive public involvement process and typically cover a 20-year planning horizon including both long and short-range strategies and actions.

[12] *From MDT multimodal Planning Bureau Programs*

Public Input

Public input and involvement is paramount to ensuring this Long-Range Transportation Plan is thorough and reflects the needs of the community. Anaconda-Deer Lodge County, Anaconda Local Development Corporation, the Montana Department of Transportation and DOWL will be hosting an upcoming public meeting to solicit input from the public and discuss your ideas for what should be included in this plan. Stay tuned for a time and location…

DOWL has created an interactive map that will allow you the opportunity to review the study area conditions and comment on features of the study area from the comfort of your home.

Below you will find a link to Social Pinpoints website, here you will be able to click and drag comments onto the map click on any feature on the map or review the information provided in the sidebar to get started!

https://dowl.mysocialpinpoint.com/anaconda-deerlodge-lrtp#/

Contacts

If you have suggestions, comments, or issues you believe the project team should be aware of, please contact us using the information below.

Jeremy Salle, Project Manager
DOWL
jsalle@dowl.com
(406) 723-8213

Links

- Anaconda-Deer Lodge County
- Anaconda on Facebook
- Montana Department of Transportation
- U.S. Department of Housing and Urban Development – Community Development Block Program
- Montana Department of Commerce – Montana Main Street Program

Comments Received

Type	Location	Comment
Safety	E. Park Ave. and Monroe St.	**“Pedestrians crossing Park St. to/from Benny Goodman Park is a real safety issue. A cross-walk and flashing beacon should be considered to allow for a safe location to cross Park St.**

A-3

Safety	W. Park Ave.	**“The lack of speed enforcement on the west end of Park St. (in both directions) leads to higher speeds through town by locals, Buttites, skiers, and tourists due to general lack of adherence to speed limits. P.S. Keep the one-way streets.**
Safety	E. Commercial Ave and Main St.	**“I would be adamantly opposed to removing any of the stop lights at Park or Commercial and Main St. They are needed and really need to be updated. They are needed for the safety of the pedestrians and traffic control.**
Make a Comment	Central Business District	**“Adding outdoor seating areas to local restaurants and the brewery could help entice people traveling from out of town to stop and experience the downtown area. It works for us when we are traveling to new areas and will choose to sit outside 99% of the time on a nice day.**
Make a Comment	Central Business District	**“Slower traffic through downtown area.**
Safety	Main St. and E. 3rd St.	**“Repair sidewalks throughout town. Downtown is difficult to maneuver on electric scooters because of unlevel sidewalks and difficult grades.**
Make a Comment	MT-1	**“Complete trail along Highway 1.**
Make a Comment	W. 4th St.	**“The residents of Anaconda-Deer Lodge County could use a bus system or taxi.**
Safety	West Valley	**“Repair/resurface roads in West Valley.**

Make a Comment	E. 3rd St. and Cherry St.	**3rd street needs to be repaired throughout town. Also, get rid of uncontrolled traffic in east side intersections.**
Safety	E. 5th St. and Chestnut St.	**Declare school zone, bring traffic to a max of 15 mph for a few blocks before the school.**
Safety	Main St. near Kennedy Commons	**Declare a school zone, bring traffic to a max of 15 mph and clearly mark the area.**
Safety	E. 3rd Street	**School zone should be clearly marked and extended for blocks in all directions with a minimum speed of 15 mph.**
Safety	E. Park Ave. and Cedar St.	**People do not stop at cross walks, to cross the street. It's safer to get back in the car and try to find another parking spot than cross the street to shop.**
Improve this!	West Valley	**Make a bike path next to railroad.**
Improve this!	Locust St.	**The road needs to be improved.**
Improve this!	Jefferson Way and Elaine Dr.	**Street lights in this area.**
Improve this!	Tammany St.	**This street needs to be repaired.**
Improve this!	West Valley	**Storm drains in the west valley.**
Improve this!	W. Pennsylvania St.	**Speed limit through park is too slow.**

A-5

Improve this!	MT-1 West Valley	**Speed limit increased.**
Make a Comment	W. Park and Willow St.	**increase the speed limit.**
Make a Comment	W. Park and Poplar St.	**Speed limit should be 35.**
Improve this!	E. Third St. and Alder St.	**Third street needs to be improved.**
I like this!	Cable Rd.	**I love the new trail!**
Make a Comment	Linden St. and W. Park Ave.	**Find a way to prevent drivers leaving one lane traffic to early.**
Make a Comment	E. 3rd St. and Birch St.	**Fix the crater sized pot holes on third street! They are actually damaging peoples vehicles! The intersections are in terrible condition too.**
Improve this!	E. Park Ave. and Main St.	**The traffic lights at Park and Commercial should be setup so you are not waiting at a light in the middle of the night for the light to change.**
Safety	W. Commercial Ave. and Hickory St.	**A cross-walk is needed across Commercial St. to address pedestrian traffic. Children are crossing across this busy street and it is an unsafe location for them to cross.**
Improve this!	W. Pennsylvania St. and Locust St.	**No sidewalks between hospital and Washoe Park make for a very difficult and unsafe walk. Walkers/bikers protrude into street, also making this stretch risky for drivers.**

Make a Comment	MT-1 near Mill Creek	**“ Adding a path or walkway along Highway 1 for bike riding and walking that would allow for the connection of the trail system along Silver Bow Creek to Butte and also to Warm Springs ponds and eventually with a connection to Deer Lodge.**
Make a Comment	Hunters RV Park	**“ A walker/bike path extending west would be an excellent addition to the community. As more and more people are participating in these activities in Anaconda, this would be a great improvement.**
Improve this!	Haggin Ave.	**“ The street is totally gone in front of the house at 2004 Haggin.**
Improve this!	MT-1 West Valley	**“ Raise the speed limit going out west from 35 to 45 from Thriftway to the lime quarry I drive that road daily living out west and would like to see the speed limit raised.**
Improve this!	All Streets	**“ Our streets are in desperate need of resurfacing. Besides them being an eyesore and a detriment to our vehicles, if we end up with any kind of public transportation the city streets need to be able to support it. It's even difficult for the kids to bicycle on them.**
Make a Comment	E. Park Ave. and Cherry St.	**“ Overnight parking is needed especially when street cleaning is being done.**
Make a Comment	E. Commercial Ave. and Main St.	**“ Kids headed to school.**
Make a Comment	Main St.	**“ Parking issue.**

A-7

Make a Comment	E. Commercial Ave. and Cherry St.	**Parking issues.**
Make a Comment	Near Oak St. and E. Park Ave.	**Parking issues.**
Make a Comment	E. Commercial Ave. and Main St.	**Parking congestion.**
Safety	E. Commercial Ave. and Main St.	**Loss of this stop light could cause problems.**
Safety	E. Commercial Ave. and Cedar St.	**Major school crossing for kids going to school.**
Make a Comment	E. 6th St. and Main St.	**Drop off zone for school kids is congested. Crosswalk to gym is a pain while classes are changing.**
Make a Comment	E. 3rd St. and Oak St.	**Lots of parents dropping and picking up kids. How safe with them running across street to catch playground balls?**
Safety	N. Cherry St.	**We have cottonwood trees along the creek that need to be trimmed or cut down. They did cut some down last year as one fell into our yard and bent our fence. The trees have been falling on our property (7 times to be exact) for 15 years. Almost hitting a semitrailer and my husband and causing us to continually fix the fence. Are they waiting for them to hit our house?**
Improve this!	N. Cherry St.	**North Cherry St. never gets street cleaned in the spring.**
Improve this!	E. Pennsylvania St.	**Paint the curbs yellow. It is hard to see oncoming traffic when cars are parked on end of curb. They use Cherry St. for a U turn!**

Improve this!	Monroe St.	**Monroe between Park and Commercial - needs serious repair.**
Improve this!	E. 3rd St.	**Needs Repair.**
Make a Comment	E. 3rd St. and Adams St.	**Third Street is absolutely horrible!!!!! The street is uneven and feels like being on a roller coaster. This is 12 blocks of an uneven street. Pot holes make it unbelievably worse!! Tammany Street in the west addition of Anaconda (new section of Anaconda) is absolutely horrible. Good thing there is no school in that area any longer. Many of the side streets such as Oak (heading South) is uneven and full of bumps. This makes traveling through Anaconda hard on any vehicle.**
Make a Comment	Park & Commercial Ave.	**Previous planning efforts have noted that posted speed limits are not enough to slow down traffic in the downtown business district. The lack of traffic control and two lanes of one-way traffic along Park & Commercial Ave. may encourage drivers to exceed posted speed limits.**
Make a Comment	Park & Commercial Ave.	**Enforcement and future speed studies. Slow down traffic on west park beyond the 1600 block. The road is so wide it invites people to drive over the speed limit. Enforcement is one way to deal with it, but road design may have a greater effect. This could be addressed in solutions with different designs and striping patterns. Shrinking lane size, increasing sidewalk widths into the right-of-way, etc.**
Make a Comment	Main to Cherry	**We need to add parking to the area of Main to Cherry and Front to 3rd.**
Make a Comment	All Streets	**Sidewalks need to be better maintained. ADLC has an ordinance in place that requires landowners to keep their sidewalks clear of snow. This ordinance needs to be better enforced.**

A-9

Make a Comment	School Zones	**“Law enforcement around the schools is very good. Primarily when school is starting and when class is being let out. Expanding patrol times after school starts and after class is out of session would assist catching those that are driving in excess of the posted 15 mph speed limits. Violators have been seen speeding and even running stop signs near the schools after the initial patrols have been conducted.**
Make a Comment	Draft Document	**“Page 41: update three blocks to four. The high school is four blocks from Park Ave.**
Make a Comment	Draft Document	**“Page 30/31: change the 45-mph speed limit from Saddle Club Road to east of Mt. Haggin Drive.**

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Appendix B:

Complete Streets

B-1

Complete Streets

The ability to reach everyday destinations is critical to people of all ages and needs. Street design, network layout, bicycle and pedestrian infrastructure, and informational signage influence neighborhood-level access to destinations within a community. The ADLC transportation system plays a critical role ensuring that travelers can reach destinations safely, reliably, and conveniently.

Some ways Anaconda-Deer Lodge County can increase multimodal connectivity include the following:

1. **Transportation and land use planning integration:** Promote commercial and retail opportunities in highly accessible areas, such as Anaconda's central business district.
2. **Pedestrian and bicycle infrastructure and parking improvements:** Improve infrastructure and ADA concerns at key access points to neighborhood destinations. This includes pedestrian crossings on Anaconda's busiest roads, sidewalks throughout the central business district, and sidewalks and shared use paths that provide safe access to schools.
3. **Education:** Educate residents about safe walking and bicycling, enforce laws that make it more convenient and safer for people to walk and bike, and encourage walking and bicycling activity.
4. **Promote Connectivity:** Encourage well-connected, multimodal networks which incorporate pedestrian and bicycle infrastructure, direct routing, accessibility, and minimize physical barriers.

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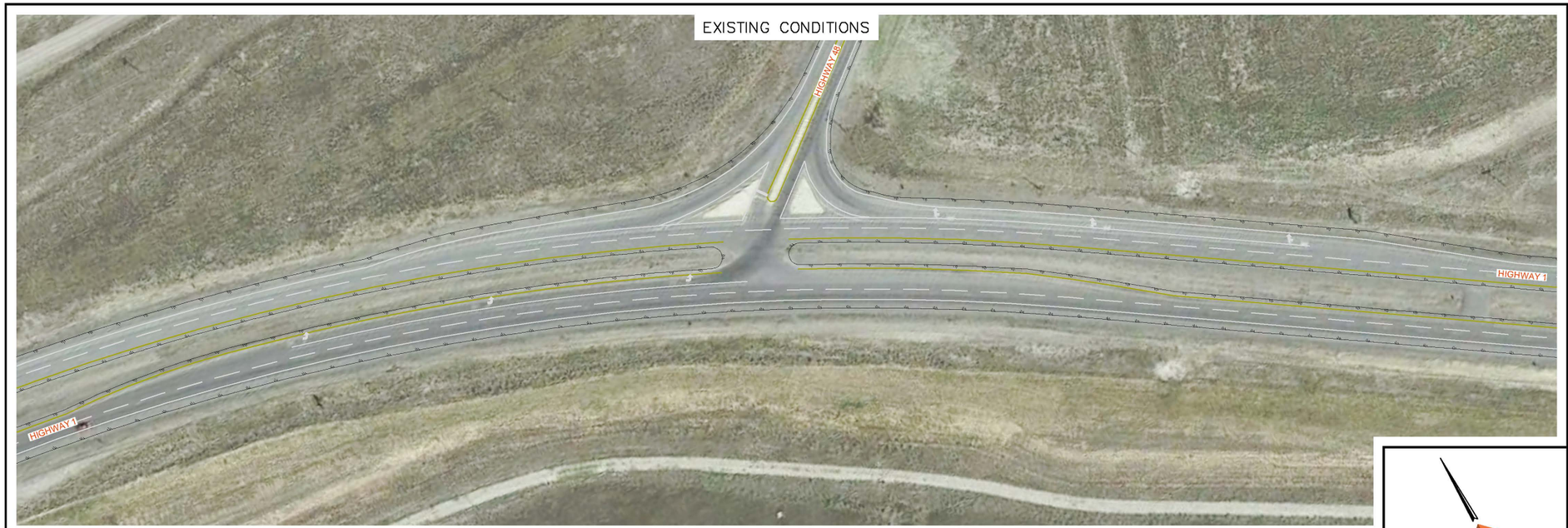
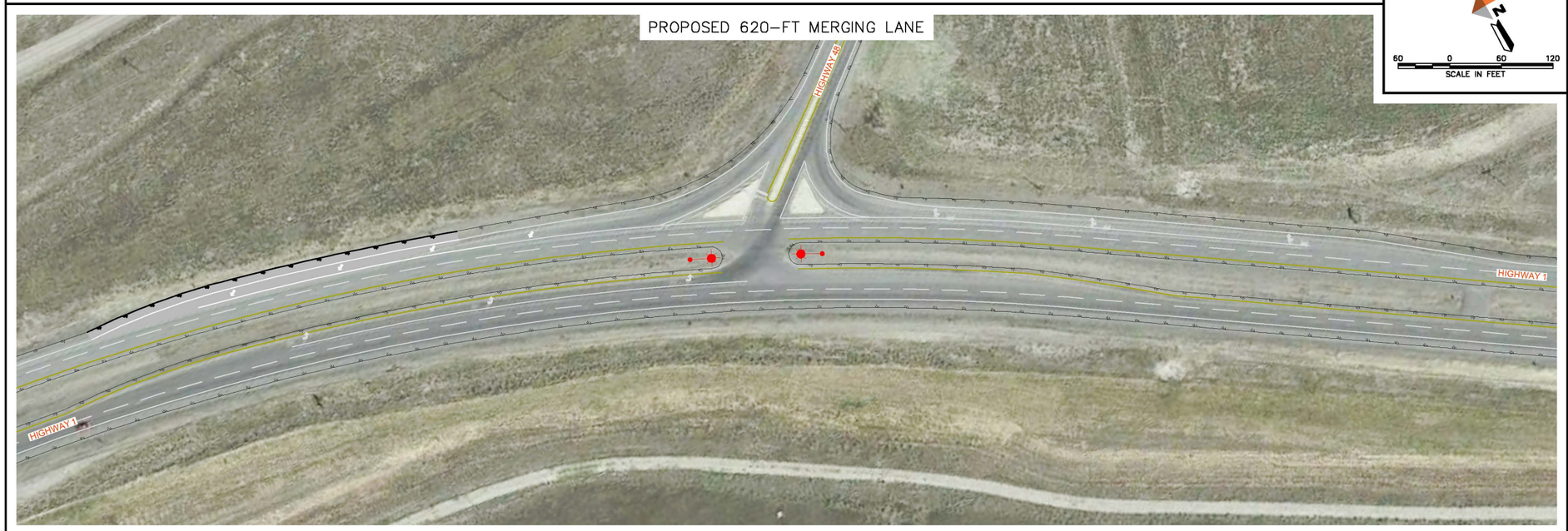
Appendix C:

Intersection Planning Alternatives

C-1





REVISIONS

REV	DATE	DESCRIPTION	BY

Anaconda - Deer Lodge County

ANACONDA - DEER LODGE COUNTY

LONG RANGE TRANSPORTATION PLAN
HWY 48 & HWY 1 INTERSECTION

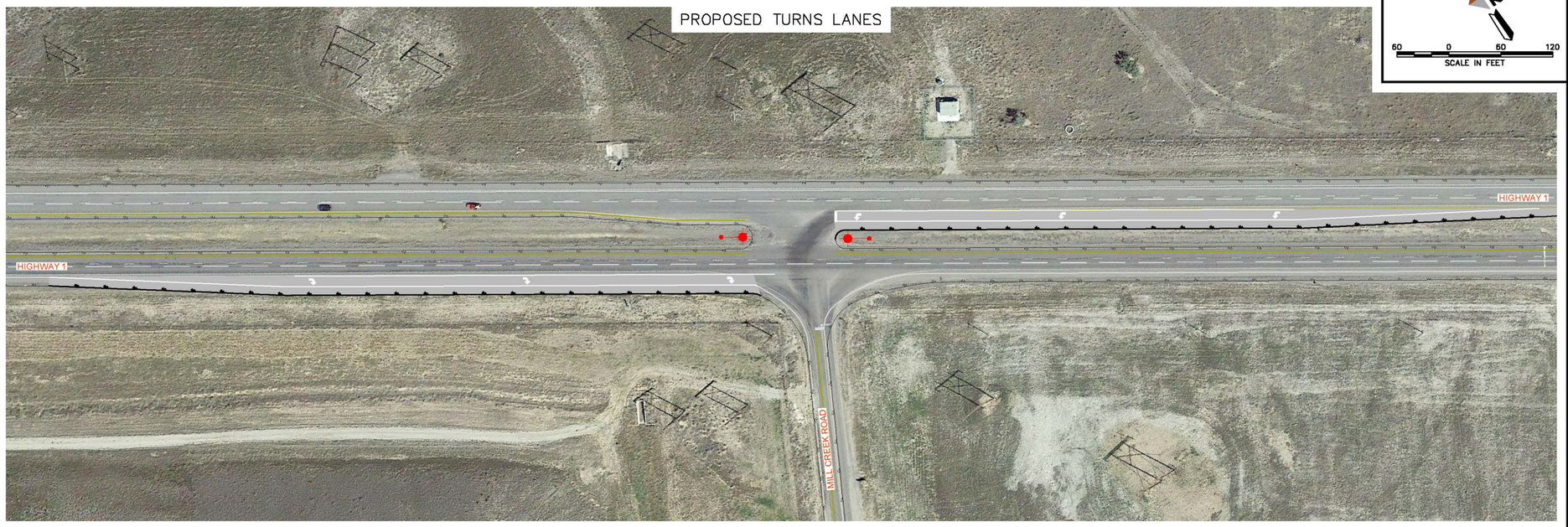
ANACONDA, MONTANA

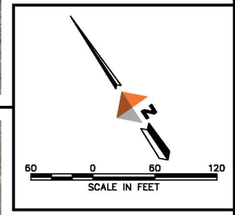
PROJECT 4424.12073.01
DATE AUGUST 2018

SHEET
C1

EXISTING CONDITIONS

PROPOSED TURNS LANES





REVISIONS			
REV	DATE	DESCRIPTION	BY

Anaconda - Deer Lodge County

ANACONDA - DEER LODGE COUNTY

LONG RANGE TRANSPORTATION PLAN
MILL CREEK RD & HWY 1 INTERSECTION

ANACONDA, MONTANA

PROJECT 4424.12073.01
DATE AUGUST 2018

SHEET
C2

C-3

REV	DATE	DESCRIPTION	BY

REVISIONS

Anaconda - Deer Lodge County

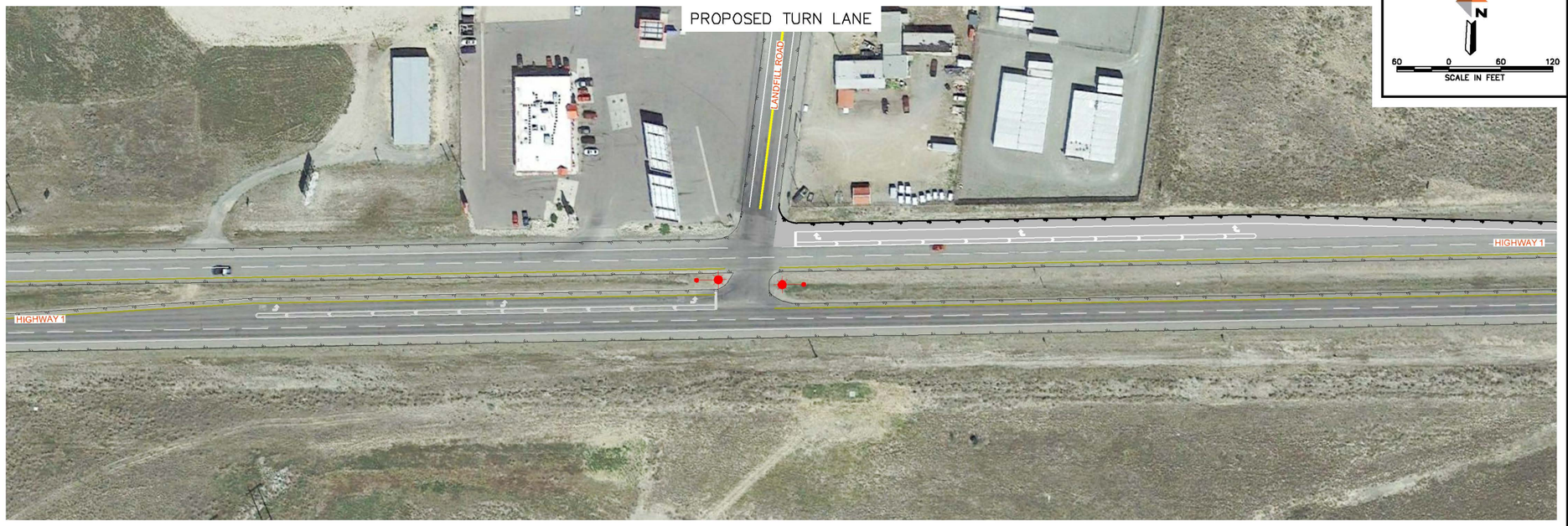
ANACONDA - DEER LODGE COUNTY

LONG RANGE TRANSPORTATION PLAN
CRACKERVILLE RD & HWY 1 INTERSECTION

ANACONDA, MONTANA

PROJECT 4424.12073.01
DATE AUGUST 2018

SHEET
C3



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SCALE IN FEET

REVISIONS

REV	DATE	DESCRIPTION	BY

Anaconda - Deer Lodge County

ANACONDA - DEER LODGE COUNTY

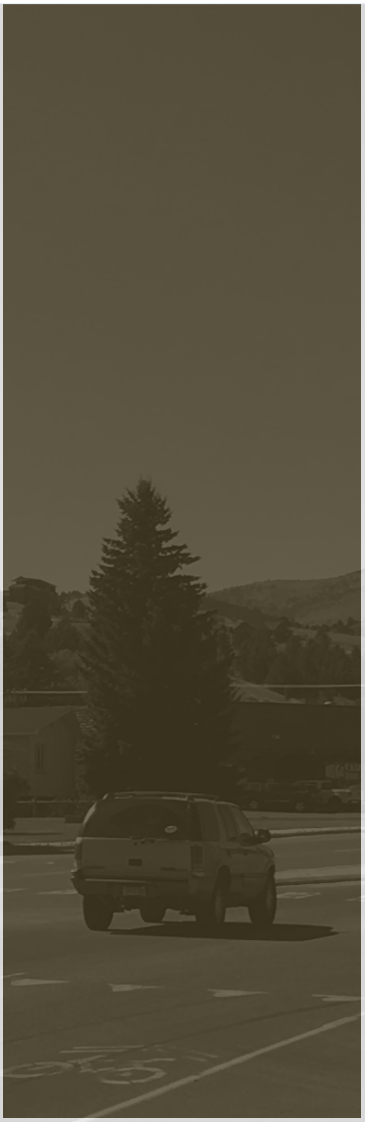
LONG RANGE TRANSPORTATION PLAN
LANDFILL RD & HWY 1 INTERSECTION

ANACONDA, MONTANA

PROJECT 4424.12073.01
DATE AUGUST 2018

SHEET

C4




HERE
TO