

A VISION FOR TRAILS ACROSS BROADWATER COUNTY

A Vision
for
Hiking, Biking, Equestrian and Aquatic Trail Routes
presented by
Broadwater County Development Corporation

Prepared for:

Broadwater County Development Corporation (BCDC)

Prepared by:

BCDC Trails Committee

November 2025

Broadwater County Development Corporation
A Vision for Trails Across Broadwater County

Table of Contents	Page	2
Chapter 1: Introduction and Background	Page	5
Chapter 2: Purpose	Page	11
Existing plans, surveys, public input (Fairgrounds MP, Silos MP, Rec plan, Hwy 287 plans)		
Chapter 3: Vision Planning Process	Page	14
Committee Development Agency participation Steering committee Vision Statement Reviews of existing plans and planning efforts		
Chapter 4: Existing Condition for Broadwater County and City of Townsend	Page	19
Existing identified trail/routes and levels of use Issues with existing condition Existing Planned actions Identified needs from existing efforts		
Chapter 5: Broadwater County setting for developing a proposed system	Page	21
Physical setting-geology, topography, water, wetlands, existing road network, climate Bio setting-Vegetation, Fish and wildlife, Threatened, Endangered, special concern species Social and cultural setting-critical infrastructure, transportation corridors, community connections, cultural sites and routes, Recreation, heritage and history, visual, Multi-modal transportation systems		
Chapter 6: Trail Opportunities	Page	26
Identified travel corridor opportunities across Broadwater County, network of federal, state and county roads, existing identified trails, needs to create better connections and proposed routes Safety and health issues, opportunities Emergency/evacuation travel routes, needs Detailed description of each proposed trail route		
Chapter 7: Recommendations and Priorities	Page	41
Alternatives considered, dropped and presented Conceptual designs, needed improvements		
Chapter 8: Long-term management and Policy Considerations	Page	44
Right-of-Way acquisition management responsibility		

- Trail maintenance needs and responsibility-long-term funding
- Safety issues and design needs
- Safe School routes and needs
- Critical infrastructure access
- Community cohesion
- Local, county and regional transportation design needs
- Emergency escape, evacuation routes

Chapter 9: Costs, Funding and Grants	Page 46
Costs of development of trail segments, enhancements	
Funding sources-City, county, state, federal, foundations	

Chapter 10: Conclusions and Next Steps	Page 49
Summary of proposed trail/route segments and mileage	
Benefits of having a system plan VISION	
Live, Work, Play values	
Grants-in-place plan, competitiveness	
Critical Infrastructure access	
Safe Schools	
Senior and ADA use and access	
Business opportunities	
Tourism impacts	
Future Needs for completion of a final draft plan:	
County wide presentations and reviews of draft vision plan	
Make revisions to the draft plan, letters of support, approval	
Develop a draft fundraising protocol packet	

Begin Implementation

TABLES, EXHIBITS and APPENDICES

Tables

Table 1: BCDC Trail Plan segment details	Page 51
Table 2: City of Townsend streets sidewalk length	Page 58
Table 3: Top Priority Trail segments	Page 59

Exhibits

Exhibit M	Page 60
Display of Broadwater County Trail-Route Maps, M1-M14	
Exhibit P	Page 75
Missouri River Paddlers Trail Access site photos P-1 – P-15	

Appendices

E-1	BCDC Trails Plan ties to the Broadwater County Growth Policy Plan Addendum 2024	Page	91
E-2	BCDC Trails Plan ties to the City of Townsend Growth Policy Plan Draft 2025	Page	96
V-1	BCDC Trails Committee Vision Statement	Page	102
F-1	Trail Funding Opportunities Background	Page	103
References		Page	110
BCDC Trails Committee participants list		Page	112

**A VISION
for
TRAIL ROUTES ACROSS BROADWATER COUNTY**

CHAPTER 1: INTRODUCTION, HISTORY AND BACKGROUND

Introduction

Broadwater County is a large land based rural county located in central to southwestern Montana, Exhibit 1. It lies adjacent to Gallatin and Meagher Counties to the south and east, Jefferson County to the west and Lewis and Clark County to the north. It is transected by Interstate 90 (I-90) on the south end, Highway 287 that runs from north to south, Highway 12 to the west-east and state secondary Highways 284, 285 and 543. Burlington Northern Santa Fe is the only railroad traversing the county. The Jefferson River is the county boundary from the southern tip to the headwaters of the Missouri and then the Missouri is the boundary to the mouth of Sixteen Mile Creek. Then the Missouri runs northerly through the county, including Canyon Ferry Reservoir. These systems make Broadwater County a key connector with its adjacent neighbor counties.

Broadwater County residents and visitors have been surveyed, evaluated and analyzed through many planning efforts designed to help determine the needs, wishes and usage they want to see relative to what they want as they “live, work and play” in Broadwater County. These efforts have all shown a very high desire and need for alternative non-motorized transportation modes and systems. The planning documents support results providing access to emergency and evacuation sites, business connections, critical infrastructure that is accessible to all citizens, safe routes to schools and medical facilities as well as providing a healthy recreational system.

The current trails status in Broadwater County consists of a paved roadside trail along Highway 12/287 from the north edge of Townsend to the Indian Road Campground/Day Use area next to the Missouri River. A second roadside trail along the highway 12/287 north of the Missouri River Bridge for 1-mile and is a variable gravel surfaced trail. There is a mountain bike trail complex at Copper City in the southern end of the county but it is not connected to any other trails systems and is managed by the BLM. No other formal non-motorized hike/bike trails exist within Broadwater County.

There is a Missouri River Paddlers Trail that is a waterway trail from Headwaters State Park to Toston Dam in Broadwater County. There are no current existing trail connections to this river trail.

The City of Townsend has a sidewalk system in place in portions of the city. There are many sidewalk segments in various stages of usability that may or may not connect to a larger identified system.

Broadwater County, with its adjacency to the aforementioned counties, contains significant opportunities to develop additional transportation amenities that support various non-motorized modes of transportation. Gallatin County already has significant trails systems and segments throughout the county with the Headwaters Trail system from Three Forks to the Headwaters State Park being adjacent to Broadwater County. There is no current connection from anything in Broadwater County to this system.

Lewis and Clark County has several trail systems including recent expansion of East Helena pathways by Prickly Pear Land Trust, but none lead to or provide any connections directly to Broadwater County.

Gallatin County has an extensive trail system for hiking and biking with most of it connecting Bozeman, Belgrade and the Four-Corners areas. There is an extensive system also developed in the Three Forks area that connects the town to the Headwaters State Park and extending towards Logan and Manhattan. This system is the one that any trails on the south end of Broadwater County need to recognize and work to make connections to this existing system.

There are no identified hike-bike trails within Meagher and Jefferson Counties that this plan can tie directly to.

This plan is designed to identify and display existing trails systems within the County and within the City of Townsend. It is also designed to identify a wide range of various transportation methods and their systems that are potential within the County. This plan identifies existing routes that may not be a “trail” today but suffice as a usable route and could be developed as a trail as demand, support and finances increase.

This plan will identify existing and potential trails, routes and identify the highest priority trail segments. This plan will also identify the opportunities to tie into existing trail systems in adjacent counties. These connections lead to a regional trail transportation network within southwest Central Montana that leads to expanded visitation and business within the county and region. This plan helps set Broadwater County up as a live, work, play county.

Trail Planning Background

Broadwater County is traversed by a short east-west oriented segment of Interstate 90 near Three Forks from the Jefferson River bridge to the Broadwater County line about 5 miles west on I-90.

Hwy 287 traverses the county from north to south from just out of Willow Creek to the Jefferson County line near Claysoil, basically the full north-south length of Broadwater County. Hwy 12 leads east from Townsend to the Meagher County line. There are several secondary state highways within Broadwater County, those being Hwy 284 from its junction about 2 miles east of Townsend near the fairgrounds around the east side of the Canyon Ferry Reservoir and connects into Lewis and Clark County on the north end; Hwy 285 leaves Hwy 287 at Toston and goes about 9 miles to Radersburg and then an additional 6 miles as the Crow Creek Road to the National Forest Boundary. Hwy 457 leaves Hwy 285 and travels south to its intersection with Hwy 287, about 8.5 miles. These major highways traversing the county are all transportation corridors that provide sufficient roadways and Right-of-Way to facilitate use as hike-bike trails and with sufficient work could support trail pathways.

There are numerous county roads throughout the county that are also major travel corridor routes that may be identified as trail routes. There is an extensive network close to Townsend and several that travel across longer segments of the county.

Broadwater County is a special county due to the adjacency and inclusion of the Missouri River; its headwaters site and the Jefferson River that helps form one leg of the Missouri. The rivers run the full length of Broadwater County including much of Canyon Ferry Reservoir, a major regional attraction.

Broadwater County contains substantial federal lands managed by the USDA Forest Service (FS), USDI Bureau of Land Management, (BLM) and USDI Bureau of Reclamation, (BOR). The State of Montana manages school trust lands (DNRC) and the Canyon Ferry Wildlife Management Area lands (FWP).

There are existing trails and travel routes within the county on Forest Service and BLM lands. They have existing travel plans that address their management of those systems and their travel planning process is extensive and involves their public involvement procedures. The BCDC Trails committee has opted not to try to request these agencies to re-open their travel planning process for any proposals on these lands. There may be opportunities to be involved with proposals when they do or to address travel routes/trails that already fit within their plans but have not been a recognized travel route with the public and that will be part of this plan.

The BOR has their Canyon Ferry Resource Management Plan and the Silos Recreation Area Master Plan that identifies several trail segments along the Canyon Ferry shorelines. These segments are being proposed, along with others, that the BOR will be involved with.

There are two recognized travel use areas within Broadwater County, one being the Radersburg Off Highway Vehicle Area for motorized bikes and ATV types and second, the Copper City Mountain Bike Area both managed by the BLM. These two areas are specific sites and the permitted uses are restricted to those areas.

The Gallatin Valley Land Trust and the Montana Fish, Wildlife and Parks have collaborated and designated the Missouri River from the Headwaters State Park at the headwaters of the Missouri River to the take-out ramp at the Toston Dam as the Missouri River Paddlers Trail. The Missouri River flowing downstream, north, from Toston Dam to the upper reaches of Canyon Ferry Reservoir has three FWP managed access sites to the river and Indian Road Campground/Day Use site at the Townsend bridge is managed by the BOR.

There is an existing pedestrian trail existing from the north edge of Townsend to the Indian Road Campground (BOR) on Centerville Road. It is an asphalt surfaced trail and is heavily used by the public and the local schools. It connects to the primary sidewalk system of Townsend.

There is an existing pedestrian trail (non-motorized) established from the north side of the Missouri River bridge near Townsend. That trail was established several decades ago, via grant programs, that connect to the old highway left in place when the newer Highway 12/287 was constructed north of the bridge. That trail leads about a mile north from the bridge and receives minimal levels of use because of the bridge safety issues and uneven gravel surfaces and washouts.

The Missouri River bridge is the major safe passage concern on the full length of all envisioned trails within Broadwater County. The bridge is a two lane with center turn lane to access Centerville Road on the south side and Indian Creek/Riverside Roads on the north. There is heavy highway traffic, including a lot of commercial trucks that cross this bridge that only has a 3-foot white line pedestrian lane and has a 55-mph speed limit over the bridge. This is a recognized huge safety issue so people do not cross this bridge on foot and very few locals use bicycles over it. This creates a total disconnect of existing trails systems and virtually precludes pedestrians from crossing the bridge for accessing any business, emergency, evacuation, social, community, neighborhood or recreational facilities north of the bridge or tying into already existing trail facilities. There is no alternate safe trail facility connection leading north

out of Townsend across the Missouri River. This effects local, regional and national use of these travel routes and impacts the economics of all these type interests. (MDT count data)

The existing sidewalk system within Townsend spans Front Street (Hwy 287) from Tahoe Acres on the north side to E Street on the south. This sidewalk connects to Broadway Street (Hwy 12) which has sidewalks on both sides of the street to Harrison Street. There are some sidewalks that lead to the schools, hospital, county and city offices and some businesses. There are several north-south streets that have sidewalks on at least one side but there are no east-west sidewalk systems in town other than Broadway. There is no coordinated sidewalk/trail system within Townsend that provides safe and identifiable routes to critical infrastructure (schools, clinics, government offices, critical businesses) nor identified emergency evacuation facilities.

The Burlington Northern (BNSF) railroad line parallels the Missouri River from its headwaters to Toston and then follows Hwy 287 from Toston to the northern county line. This is a very heavily used freight transportation route but is not available for trail development within their Right-of-Way (ROW).

Historical and Cultural Background of Broadwater County

“Broadwater County was named for Colonel Charles Broadwater and made an official county by the Montana Legislature in 1897. Broadwater County is roughly defined by the Big Belt Mountains to the east and north, the Elkhorn Mountains to the west, and the Horseshoe Hills to the south.

Townsend is the first city on the Missouri River and is the county seat. Townsend is the only incorporated city in the county, although there are several other communities, including Toston, Radersburg, Winston, the Wheatland area, Silos Area, and the Spokane Flats.

Broadwater County is in Western Montana and has an area of 1,239 square miles (796,000 acres). Broadwater County is 50 of 56 counties in total land area with the 7th most square miles of water area in the state. Broadwater County population is 6,774 according to the 2020 Census data which is a 20.7% increase from 2010.

Approximately 35% of Broadwater County is publicly owned land managed by Helena Lewis & Clark National Forest, Bureau of Land Management, State of Montana, and the US Bureau of Reclamation. Canyon Ferry (3rd largest reservoir in MT is comprised of 33,500 acres or 4.6% of the counties surface area). Private Lands make up about 65% of Broadwater County and is made up of about 65% rangeland (315,000 acres), 14% forest (69,000 acres), 9% irrigated (44,000 acres) and 12% dryland crop (57,000 acres).

There are 287 farms in Broadwater County, covering 476,797 acres (2018 NASS Census). Over \$38 million of agricultural products were sold in 2012, with the predominant products being beef cattle and hay. Average age of the principal operators is 58.8 years old. About 54% of the principal operators list farming as their primary occupation.

The Elkhorn Mountains are an island mountain range that provide open space, clean water, and diverse animal and plant communities. About 160,000 acres within the Elkhorn Mountains are managed by both the Helena- Lewis and Clark and Beaverhead-Deerlodge National Forests as a Wildlife Management Unit, the only one of its kind in the entire National Forest System. In addition, there are another 70,000 acres of foothills that are managed by the Bureau of Land Management as an “Area of Critical Environment

Concern” (ACEC). ACEC designations highlight areas where special management attention is needed to protect important historical, cultural, and scenic values, or fish and wildlife or other natural resources.

The remaining area comprises State school trust lands, the Limestone Hills managed by the Montana Army National Guard, and private lands.

In the interest of managing this ecosystem with an emphasis on fish and wildlife values, the land and wildlife management agencies in the Elkhorns – BLM; Montana Fish, Wildlife, and Parks; and the Helena and Beaverhead-Deerlodge National Forest - entered into a Memorandum of Understanding in 1992 in order to provide consistent management across administrative boundaries with the Elkhorn Cooperative Management Area (ECMA). In 2013, NRCS signed on as a partner. The MOU establishes the framework for interagency cooperation and management in the Elkhorns through the identification of roles and responsibilities. Agency staff fulfill those roles and responsibilities through an assemblage of committees to cooperatively manage resources in the Elkhorns. A collaborative Elkhorn-specific program of work is developed annually that is decided upon by the Elkhorn Steering Committee.

Northwestern Energy and Vigilante Electric Cooperative service Broadwater County. In general Northwestern Energy covers the western portion of the county and Vigilante Electric Co-Op covers the eastern portion.

Canyon Ferry Reservoir: Montana's third largest water body covering 33,500 acres with 96 miles of shoreline. Peak power generation is 50,000 KW's.

Construction of Canyon Ferry Power Plant started in 1949 and was completed in 1954. Unit 1 began operation in December 1953, and Units 2 and 3 in March 1954. Canyon Ferry Power Plant is part of the Eastern Division of the Pick-Sloan Missouri Basin Program.

The Canyon Ferry Unit is a multi-purpose project, which provides low-cost power generation and makes an important contribution to the flood control, irrigation, and power supply in the upper Missouri Basin. Canyon Ferry was constructed to provide regulation of runoff for low-cost power and to permit increased irrigation diversions in the upper Missouri River Basin. With a total capacity of 2,051,000 acre-feet, Canyon Ferry Reservoir makes possible the irrigation of 155,600 acres of land and supplements irrigation of 82,000 acres in the upper Missouri area. The reservoir permits upstream irrigation development by reregulating residual flows of the river for downstream power plants.

Revenue from the energy sales provides funds for other State Water Projects Bureau (SWPB) water projects (which include 22 dams and approximately 250 miles of irrigation canals) maintenance and repairs. Most of these large projects were completed in the 1930s and 1940s and have significant needs.

Toston Reservoir: The project began generating power in June 1989 and has an operating capacity of 10 megawatts. DNRC owns and operates the facility; the electrical energy produced is sold to North Western Energy; Gross revenue power sales in 2014 totaled \$4,221,877; Provides irrigation water through 200 contracts for 29,218 acre-feet. Delivered to users through the Broadwater-Missouri Canal.” (NRCS).

There was substantial mining activity across Broadwater County with several mining towns springing up for a few years and then dwindling down as the strike material was depleted. There were several early stagecoach lines serving those mining towns from freight supply towns and larger population centers like Gallatin Valley, Helena and Fort Benton. Trails also connected south to Virginia City, Bannack and Yellowstone Park. Some segments of the stage line/Park Trail can still be found today.

Trails began disappearing with the arrival of the railroad through Broadwater County in 1883 serving Toston and Townsend. Mining in the Elkhorns and Belts continued for some time. Graymont is now the only active commercial mine in Broadwater County extracting limestone from the Limestone Hills.

Sawmill operations commenced as mining and towns sprang up. RY Lumber operated in Townsend for several decades as the largest sawmill operation and only recently closed. There are several small sawmill operations currently active in Broadwater County.

CHAPTER 2: PURPOSE, VISION, MISSION

Purpose

Broadwater County and the City of Townsend have either undertaken or been a partner/supporter of many efforts to understand the view of and interest in many aspects of serving the public. To that end there have been surveys, community workshops, growth policy planning and master planning efforts completed on several projects. Several government agencies have conducted their own large scale planning efforts. Every one of these efforts have brought several community supported visions forward that profile the needs for alternative transportation opportunities, specifically various trail systems within and through Broadwater County. The needs to have a trails system vision that satisfies the public requests for facilities and necessary action to get them developed has been heard. The most recent community workshop conducted in March 2023 sponsored by BCDC and MSU Extension services elevated multi-modal trail facilities and their development in priority by establishing working committees to deal with each. The workshop assembled a widely diverse attendance that worked to reach agreement on county priorities and how to get them moving ahead considering current and foreseeable development within Broadwater County and what they mean to community health, safety, welfare and business development.

Vision

The BCDC Trails Committee was established to develop a planning vision that:

- Identifies a vision for a diverse trails system within and across Broadwater County,
- Provides a setting with social, safety and health, historical and economic benefits,
- Helps support community business and tourism through multi-modal trail system development
- Specifically meets objectives that:
 - Inventory existing trails infrastructure and identify their needs
 - Review and evaluate existing plans that have trail components
 - Propose a vision for a diverse trails system within Broadwater County, including Townsend
 - Envision and propose trails that are functional for a diversity of users and ADA compliance
 - Ensure a trail system to be educational, safe, scenic, provide emergency and critical infrastructure access, promotes healthy use, business friendly
 - Evaluate priorities, explain rationale
 - Identify economic and business impacts
 - Identifies funding, development and maintenance opportunities
 - Identify potential funding sources, grants, phasing, costs

This document provides an identification, excerpts of existing master plans or planning documents that include proposals or identify a vision for trail development:

The **Broadwater County Fairgrounds Master Plan**, (2020) identified the vision for a developed pedestrian/hike/bike/equestrian trail from Harrison Street in Townsend to the main entrance to the fairgrounds. This plan was developed through thorough public involvement and is profiled along the route as part of the final plan recommendation following the water pipeline profile.

The **Canyon Ferry Resource Management Plan, January 2003**, identifies the recognized need by the BOR, through extensive public involvement, that a connector trail from the Silos Recreation Area to the Indian Road Campground be completed

The **Silos Recreation Area Master Plan, January 2022**, identified and recommended a connecting trail leading from the site to the trail system along Highway 12/287. It also acknowledges the trail need along the reservoir shorelines north and south of the recreation area.

The **Canyon Ferry Wildlife Management Area (WMA)**, is managed by the Montana Fish, Wildlife and Parks. Their management plan for the WMA does not identify any publicized trails within the WMA as its primary function is to provide wildlife habitat.

The **Park and Recreation Parks and Open Spaces Master Plan** undertaken by Broadwater County to provide direction for the development of the county park lands lying along Centerville and Canton Lane north of Townsend. This master plan addresses the needs for development of these park lands and the trail needs to access them. These access trails are the same high priority trails identified in this trails plan.

Broadwater County Parks and Recreation Board Recreation Survey (2019) was completed to determine recreational priorities input from the public. That survey report identified the need for trails as the number one priority from active recreational users and the second highest priority for facility needs from all respondents.

The **Montana Department of Transportation** has begun planning for the expansion of Highway 12/287 from Silos to Springville Road to a five-lane design. They have called for public input into design criteria and issues associated with this section of road. Pedestrian hike/bike trails have been identified to the Department for inclusion into the design criteria.

Broadwater County Growth Plan approved in 2020 and amended in 2024 has many references to the development of trail systems within Broadwater County

City of Townsend Growth Policy Plan, 2025 draft proposal that identifies the desires of the City for planning for future growth needs.

Broadwater County and City of Townsend Community Review Reports provide the details of the development of community action plans. One such action item identified in 2023 was the establishment of a trails committee to accomplish the development of the draft plan and the specific objectives outlined above.

Mission

This trails vision document provides all interested individuals, organizations and local governments with the support and background summaries necessary to begin successful trail development efforts. This vision can be very important in being successful in acquiring public and financial support for individual trail segments. This plan helps provide that building block of support.

It now becomes a community mission to utilize all of the information and vision to muster the interest, support and commitment to move ahead with implementing efforts to develop the means of getting

trails developed. Members of the Trails committee are committed to helping the communities to get various trail segments implemented.

CHAPTER 3 – THE PLANNING PROCESS

Committee Development

In March 2022 a community review workshop was conducted through efforts of the Montana State University Extension Service, University of Idaho and Broadwater County Development Corporation. This workshop brought many interested parties together to address what were felt to be important issues being faced by Broadwater County and the City of Townsend. The Community Review Workshop Summary report highlights the discussions and highlights the issues being pursued through this effort. This discussion led to the establishment of several committees including one dealing with non-motorized trail needs for alternative transportation modes within Broadwater County.

One of the major topics was the lack of non-motorized trail systems across Broadwater County to serve the needs and interests of residents and visitors to the county, community and city. Volunteers from the workshop formed the initial core of the BCDC Trails Committee (TC) followed by some specific recruitment of member volunteers that brought additional diversity of interests and experiences to help bolster vision and expertise of the committee.

The TC met within 6 weeks after the workshop to begin defining their purpose, vision, mission, time-lines and scope of their efforts. Initially discussions focused on identifying any specific people they wanted on the committee and what additional skills and backgrounds should be added to the committee. A list of people or groups that could help provide such needs and outreach was compiled for that list of people and groups. Several additional committee members were acquired from these efforts as well as contacts for future use for reviews and feedback on the committee's work.

The TC met periodically to build potential trail/route maps, address issues, develop the vision and objectives, draft a plan and conduct public outreach and listening sessions.

The committee recognized that the term "trails" would apply to existing and future non-motorized trails and a "route" being an existing motorized travel way like a road, two-track or any facility that will currently facilitate use but in the future may warrant a separate parallel trail when that level of use and safety are needed.

The committee focused on developing a plan that represents a wide spectrum of kinds of use and issues dealing with the lack of an adequate non-motorized trail transportation system. The kinds of use envisioned included the need for emergency and evacuation routes and access to critical infrastructure such as medical, government, educational and business resources; community connections to neighborhoods; healthy activities and outdoor recreation facilities.

Agency Participation

The TC reached out to all the public land management agencies that would likely be a partner in identifying, developing and managing a trail system on their public lands. These included the USDA Forest Service (FS), (Helena-Lewis and Clark Forest); USDI Bureau of Land Management (BLM), (Butte Field Office); USDI Bureau of Reclamation (BOR), (Canyon Ferry Field Office); Montana Fish, Wildlife and Parks (FWP), (Region 3); Montana Department of Natural Resources (DNRC), (Central Land Office); and Montana Department of Transportation (MDT). All agencies were contacted and asked for a

representative that the committee could communicate with to provide input and insights on their agencies' interests in working with the committee on non-motorized trails systems and development. All agencies provided contacts.

The FS and BLM stated that they have travel plans in place to handle motorized use that includes management of e-bikes. Helena-Lewis and Clark Motor Vehicle Use Maps: <https://www.fs.usda.gov/r01/helena-lewisclark/maps-guides/motor-vehicle-use-maps>. BLM Butte Field Office: <https://www.blm.gov/office/butte-field-office>. Their land management plans also show their existing and managed trail systems. Their travel plans display which travel routes are open and when closed and to which types of users. They also describe and delineate routes closed to motorized use but are open to hiking and biking uses.

FWP, who manages the Canyon Ferry Wildlife Management Area, manages it for wildlife and their habitat objectives. While hiking and biking are current uses of this area FWP priorities do not support developed trails and no publications should address trails within this area. The TC has honored their management preferences and has not pursued any trail information in the WMA.

Steering Committee

The BCDC Board members and agency representative contacts serve as a steering committee by providing guidance to the TC on the scope of their planning and efficiency of their efforts. Staying focused and working with priority issues have been closely monitored.

Vision statement

The following vision statement was developed by the TC early in the planning to create an agreed upon focus.

“Develop a Draft Broadwater County Hike/Bike Master plan for identifying, implementing and maintaining a county-wide hike/bike trails and route system that is accessible, informative and welcoming to all interested users, that is safe, provides connectivity to and through county communities, considers emergency needs, critical infrastructure and community business and social connections and promotes healthy, educational, and recreational activities. The trails system will utilize existing transportation corridors to the greatest extent possible.” (v-1)

Trails Committee Mission/Objectives

Committee mission is to develop a Hike/Bike (Multi-modal) Trail System Master Plan for Broadwater County that meets these objectives:

1. ties the Counties geography and communities together
2. utilizes connections to the business and critical infrastructure of the county
3. reflects History and cultural aspects of the County
4. recognizes and uses, to the extent practicable, existing transportation corridors as trails and routes
5. recognizes and incorporates the diversity of users in determining trails and routes
6. utilizes existing plans and efforts that have transportation needs identified that trails can be a part of this network
7. identifies current top priorities

8. identifies long-term phased-in trails or segments and necessary steps to get them completed
9. provides a snapshot in time of costs by year, phase or similar breakdown for priority segments
10. identifies current and future funding avenues and opportunities
11. obtains endorsement by local residents and elected community officials
12. Prepares a final draft brochure of the County Trail plan

Public Outreach

The TC conducted several public outreach meetings in 2024: 3-18-24 in Bridger Brewing in Three Forks, 4 attendees; 3-21-24 in the Lodge in Townsend, 5 attendees; Park and Recreation Board meeting 4-29-24, 8 attendees; Townsend City Council meeting 3-19, 7 council members, 11 public guest attendees; Broadwater County Commissioners meeting 3-20-24, 7 staff, 2 public guest attendees; 4-9-24 Broadwater County Trust Board meeting, 8 attendees; 4-9-24, Broadwater County Rod and Gun Club meeting, 30 attendees; Local Emergency Planning Committee (LEPC), 3-21-24, 18 attendees; 2023-24 Big Sky Leadership Class presentation 3-7-24, 15 attendees and BCDC Board meeting 9-18-24, 8 attendees. Agendas for each of these meetings included listing a presentation on the TC efforts. These presentations all covered the background of why the TC is working, their vision, mission/objectives and maps of all the potential trails identified as of that date and what the process will bring together for the county and city.

Feedback received from meetings were captured and have been reviewed by the TC to clarify, change and edit materials presented at meetings. Additional public, organizational and government presentations and briefings will continue to occur as the vision plan continues to evolve and develop.

Existing Planning efforts

There have been no separate surveys conducted on trails visions to date. There have been several previous surveys tied to other planning efforts that have helped prioritize and define issues relative to a trails plan vision. The Broadwater Counties Park and Recreation Board survey in 2019 and final report out in 2023 found that participants wanted new or expanded bicycle and hiking trail facilities as the second highest priority to focus on and bicycle and hiking trails were the highest ranking of recreational facilities to focus on.

The 2024 Addendum to the Broadwater County Growth Policy describes the need for multi-modal community and neighborhood connections. It states the importance of multi-modal transportation value on page 15 as “Broadwater County envisions well-connected communities that prioritize safety and resident wellbeing. Having multiple options of multi-modal transportation enhances accessibility and community cohesion. This also facilitates interactions among residents and the interconnectedness contributes to a supportive and safe community environment. Exhibit 1.

The City of Townsend is currently reviewing a draft Growth Policy that has many references to the needs for access, ADA compliance to infrastructure and seniors’ ability to move about the city and access businesses and offices. Exhibit 2.

Residents in rural communities face a lack of public transportation options, making it difficult to get around for individuals without access to a personal vehicle. Multi-modal transportation systems

integrate buses, bicycles, and walking paths enabling residents to navigate the town more conveniently and efficiently. This can be a catalyst for economic growth in small towns attracting more people to the area. Businesses benefit from the increased foot traffic and improved access to employees, leading to job growth and the expansion of the local economy. The presence of well-maintained trails, bike lanes, and pedestrian friendly areas can encourage active lifestyles, which has far-reaching benefits for public health and mental health. Walking and biking to daily destinations can help combat sedentary lifestyles, leading to a healthier population in an area that is otherwise auto dependent. These alternative forms of transport can also significantly reduce the carbon footprint by decreasing the number of vehicles on the road. Walking and biking promote healthier forms of transport and align with the environmental values of a rural community.”

The Broadwater Fairgrounds Master Plan addresses the recognized need for the development of a multi-use trail from the Fairgrounds to the east edge of Townsend at Harrison Street. Page 41 of that master plan states “New Multi-Use Pedestrian Path: A new pedestrian path from the City of Townsend to the Fairgrounds was proposed due to multiple requests from users of the Fairgrounds and citizens of Broadwater County. The proposed new pathway would extend from Henderson Street in Townsend along the north side of US Highway 12 to the Fairgrounds as shown on Exhibit 7. The proposed new pathway would be a 10’ wide paved surface to provide ample room for pedestrian use.” The Plan estimated the cost at \$377,000. Fairgrounds Master Plan, 2020

The Silos Master Plan approved in 2022 that describes the public’s, Broadwater County and BOR collective vision for the development of the Silos Recreation Area addresses the need for non-motorized hike-bike trails along Silos Road from the Recreation area to the Highway 12/287 Right-of-Way and trails going north and south from the recreation area. There was substantial support during this planning effort for the connecting trails. The BOR initiated a value planning assessment of the SRA during 2024 using the Master Plan and included proposals to follow that plan’s trail designs.

The BOR’s Canyon Ferry Reservoir Resource Management Plan Environmental Assessment has many references as to the development of trails on the BOR managed shoreline lands around Canyon Ferry Reservoir. Specific references are made about the need to develop a trail connecting the Silos Recreation Area to the Indian Road Campground which is on the south side of the Highway 12/287 bridge over the Missouri river at Townsend. Specific commitments are also made relative to the development of a trail connecting the White Earth recreation area to the end of the west shore road.

MDT is planning the upgrading of the Highway 12/287 from Silos Road to Springville Road over the next several years. Through their scoping for that project several public comments have been submitted to utilize the existing ROW to develop a hike-bike trail from the end of the existing trail one-mile north of the bridge to the Silos Road and to evaluate the need for wildlife/pedestrian underpasses at Silos Road and Springville Roads.

The Montana Fish, Wildlife and Parks and the Gallatin Valley Land Trust (GVLTL) have developed and implemented the Missouri River Paddlers River Trail that begins at the Missouri River Headwaters State Park and is a river trail to Toston Dam. They have developed and installed portal signage and maps that identified the trail and associated information points along the route.

There is a recently completed and adopted Parklands and Open Spaces Master Plan by Broadwater County. This plan specifically addresses the Centerville and Canton Lane county park lands and provides development choices to the county. It addresses the needs for safe trails allowing local and city

residents access to these parcels once development occurs. These trails are also part of this trails plan. This effort will continue to add to and support the web of multi-modal transportation needs in Broadwater County.

All of these plans and planning processes have surfaced a wide spectrum of support from the public and a lot of the support goes back over 20 years. This Trails vision plan works to develop trail/route proposals that are rooted in all of these documents and recent public input and the work of a very dynamic committee working hard to build a current snapshot of a long-term plan for alternative transportation methods within and across Broadwater County.

CHAPTER 4 – EXISTING CONDITION

Broadwater County is a rural county with a small but growing population in the County seat (Townsend) and outlying areas. The City of Townsend is the only incorporated town in the county and is a small town. There are a significant number of county roads, secondary state highways and federal highways within the county. Highways 12/287, 284 and Interstate 90 (I-90) cross the county boundary. All of these transportation corridors except I-90 are viable routes that trails could be developed on. Existing trails are limited in Broadwater County but a couple do exist.

City of Townsend

The City of Townsend has some sidewalk systems on some streets that are displayed in Exhibit M-? and described in the City of Townsend sidewalk/trails system write-up. Sidewalks are generally along the main highway roads through town and ones that connect to the schools, some parks and city/county offices and clinics. The majority of streets in Townsend have no sidewalks, sidewalks for only partial city blocks or just in front of scattered residences. Many of the existing sidewalks are in dire need of repair or replacement.

There is an existing sidewalk pathway that extends along the Highway 287 ROW on the south end of town from “E” Street through town to the north edge of the Townsend City limits at Townsend Tire. Broadway, Highway 12, from the stop light at Highway 12 and 287 junctions, east through town to Harrison Street is lined with sidewalks on both sides of the street. North and south Pine and Spruce streets have at least one sidewalk that accesses the school and Broadway business and offices.

All of the sidewalk systems in Townsend receive substantial use including use by school children, residents, seniors and mobility impaired people getting their everyday business, shopping and health care clinics in town. Residents that do not have sidewalk access from their homes to parts of the existing systems in town must use streets or the parking strips along the streets to get around and get connected. Use of streets in inclement weather can be very hazardous and is always a safety concern. There are no other identified trail systems within Townsend.

The limited sidewalk and trail systems within Townsend and surrounding community do not serve the county Disaster and Emergency Services needs for safe and efficient travel for all users that may need to reach emergency and disaster shelters and services. Evacuation routes are neither identified nor linked to existing systems to get all residents safely and speedily to shelters or services in an emergency.

None of the city parks contain internal walking paths allowing people to walk the park perimeter without having to walk in the grass or dirt/mud depending upon the conditions.

Broadwater County

There is an existing trail pathway from the north city limits along Highway 287 at Townsend Tire to the Indian Road Campground/Day Use site within the Highway 287 ROW. The last several hundred feet of this trail is actually along the Centerville Road. This trail has an asphalt surface and it is in good condition. This trail segment is heavily used by residents, impaired mobility residents and school activities. Many joggers, runners, teams from the schools and sports leagues and recreational users access this trail.

There is an existing trail on the east side of Highway 287 ROW from the north side of the Missouri River Bridge north of Townsend and it extends for a mile connecting into the old highway asphalt surface within the current existing ROW. This trail was developed about 20 years ago and has a couple of rest benches along it. It is in poor condition for hiking or biking due to various type gravel surfaces and several major erosion gullies in the trail template where it is elevated close to the bridge guardrail end. This trail needs a full reconditioning. This trail currently receives light use because it is not safely connected to any other hiking trails, especially into Townsend.

The major critical obstruction to use of the trail north of the bridge is the Missouri River bridge. The Highway 287 bridge has a 55 MPH speed limit and has a minimal shoulder strip of 30 inches. Residents in the Townsend community do not use the bridge as a crossing because of the speed and the narrow shoulder. Residents do not allow their children to cross the bridge because of this safety issue and do not use it themselves. School PE classes and sports teams do not cross the bridge thereby limiting their ability to access the trails north of the bridge. This restricts them to use community roads and streets. A few trans-county highway bikers use the bridge because they have no other choice to get across the river. Users do not like the crossing and may have to spend substantial time waiting for breaks in the ever-increasing vehicular traffic for a safe spacing to cross. This is the major safety pinch point for all people just trying to connect with the growing neighborhoods north of town but also effectively blocks or substantially limits use by tour groups wanting to travel from the Three Forks interchange to Helena through Broadwater County. This is a substantial restriction to developing regional bike tourism and general use across Broadwater County.

The Copper City Mountain Bike Trail system located in the southeastern portion of Broadwater County is on BLM lands and managed by them. This trail system is monitored and maintained by the Southwest Montana Mountain Bike Association. There is also a motorized trail area about a mile west of Radersburg, managed by the BLM. The BLM has expressed concerns that no further intensely used systems can be properly managed by the current staffing and asked the TC to not pursue system area proposals for new areas. A couple of new trail proposals are contained in this plan knowing it could be some time before the agency can address them.

The Canyon Ferry Wildlife Management Area lies along both sides of the Missouri River from the bridge at Townsend to Canyon Ferry Reservoir. The Montana Fish, Wildlife and Parks was consulted about identifying and developing trails within the WMA. Their management priorities within the WMA are wildlife and habitat use. Therefore, at their direction there are no proposals within the WMA boundaries.

The USDA Forest Service (FS) and USDI Bureau of Land Management (BLM) provided liaisons to the TC to advise on use of their federally managed lands. They have travel plans in place and advised the TC that proposals for new trails that are in addition to the current plans would require a revisiting of those plans. That revisiting is likely years away.

The Broadwater County Fairgrounds Master Plan (2020) identified the need for a trail “pathway” connecting the fairgrounds to the City of Townsend. This trail would be established within the Highway 12 ROW and would meet state standards to provide emergency egress from the flood plain, any disaster emergencies in town. This trail would provide a 2-foot gravel shoulder that would support equestrian use for horse riders moving between Townsend and the fairgrounds. This use is very low now but there

have been substantial requests to recognize this use and it will increase significantly if developed to include equestrian needs.

The Silos Recreation Area Master Plan (SRA 2022) identifies the need to develop a pedestrian trail from the Silos Recreation Area along the Silos Road to the Highway 287 ROW, a mile west. Traffic counts on this segment of road have exceeded 2,000 trips per day and is heavily used by local residents and many of the 50,000+ visitor days per year visiting the recreation area. This plan also identifies the need for trailheads on both ends of the SRA to facilitate future trails north and south along the Canyon Ferry lakeshore.

The BOR Canyon Ferry Resource Management Plan (2003) identifies the need for a connector trail from the SRA to the Indian Road Campground, both managed by the BOR. This plan also identifies a trail need from White Earth campground north along the lakeshore to the end of the west side road.

The Broadwater County Parklands and Open Spaces Master Plan identifies the need to the Centerville and Canton Lane roadside trails that will provide a safe access to these parklands. These trails are included in this trail plan and identified as part of the high priority set of trails.

There is an established river trail in the south end of the county following the upper Missouri River. The trail called "Missouri River Paddlers' Trail" extends from the Headwaters State Park, several miles north of Three Forks, to the Toston Dam, about 21 river miles, and is managed by FWP.

The TC has proposed initial trail and route segments across the County, also within the City of Townsend and mapped them on the County Road maps, Exhibit M1 - M15. Chapter 6 has a segment-by-segment description. Table 1 and 2 contains further details of each segment.

CHAPTER 5: BROADWATER COUNTY BIOPHYSICAL SETTING (NRCS referenced report)

General

Broadwater County is a beautiful place, with a rich history and culture. The county is home to a variety of landscapes, including mountains, valleys, forests, rivers, and an even more diverse population of farmers, ranchers, business owners, families, and young professionals (Growth Plan addendum). Broadwater County recognizes that although the north and south sub-areas face different struggles, as a community they are united in their values. Protecting land, water, and quality of life are of the utmost importance to Broadwater County (GPA-Growth Policy Addendum) It is a fundamental goal to continue to protect natural habitats, parks, and recreational areas within these agricultural lands, greenbelts and similar open areas, while accommodating new commercial and residential growth compatible with these goals.(GPA)

Historically the county developed around mining interests in the surrounding mountains and major drainages leading into those mountain sites. Many mining towns sprung up in those early years and most were short lived. With the mining then came support businesses and the development of trail systems to get people, equipment and supplies to those mining towns. Several of the early townsites can still be visited and segments of the original trails can still be seen across the county. Then the railroads came and replaced the use of trails along the main travel ways. With the railroads came the more intense settling of Toston and Townsend with Townsend eventually becoming the County seat. Many of the early trails became roadways and exist as such today.

Broadwater County was named for Colonel Charles Broadwater and officially made a county by the Montana Legislature in 1897. Broadwater County is a predominantly rural county with Townsend being the only incorporated town. There are several neighborhood communities located around the county at Spokane Creek, Winston, Silos, Deep Creek/Dry Creek, Toston, Radersburg and Wheatland. These areas are all connected via major transportation corridors of Highways 12, 287, 284, 285 and 458. The county has a significant web of county roads that provide alternate transportation connections to all of these communities.

Broadwater County is an agriculturally based county. Farming of croplands has been a major component with hay crops, grain crops and potatoes. The county is well known for its prized seed potato production that sources all over the northwest. Ranching is also a major agricultural enterprise with the raising of various livestock including the production of various cattle breeds, horses, sheep and swine among the most significant components. There is one large production dairy in the county.

Soil background of Broadwater County relative to trail systems

The original completed soil survey covers Broadwater County except for the lands within the Helena Lewis & Clark National Forest. The soil survey was published in 1977 and is available for public access online through the Web Soil Survey. The Helena Lewis & Clark National Forest soils information is also available on the Web Soil Survey. There is some prime farmland (if irrigated) in the county. Most of the prime farmland occurs along the historic flood plains and alluvial fans of the Missouri River and its tributaries. Soils are largely silty clays, clays, silty sands, and clayey sands weathered from sedimentary and igneous rocks. Shales, mudstones, and argillite rocks typically weather to calcareous silty clays and clays. Silty sands, sandy silts, and clayey sands typically weather from sandstones. NRCS Soils

Most of Broadwater County is within the Townsend Basin, surrounded by the Big Belt Mountains on the east, Elkhorn Mountains on the west, Spokane Hills on the north, and Hossfeld Hills on the south. The geology is predominated by Precambrian (4.6 billion years ago (bya)) to recent sedimentary rocks with intrusive Precambrian to Tertiary (2.5 million years ago (mya)) igneous rocks of varying composition.

Water

The Missouri River and local streams are deeply incised generally within broad valleys that are still evident today, creating a complex group of terraces, and remained unmoved by the renewed uplifting. Existing water quality reports across Broadwater County indicate water quality is generally good. However, there is a possibility for high total dissolved solids, sulfate, fluoride, manganese, and iron levels in groundwater. There is currently no major groundwater or drinking water quality issues in Broadwater County.

Most of the private land receives 10 to 14 inches of annual precipitation with an area of land in the southern portion receiving 8 to 10 inches of annual precipitation. Soils throughout the county are influenced by the prevailing winds depositing calcium carbonate from the Elkhorn Mountains making much of the county's soils function as droughty limey. Private forest land has an average precipitation range of 14 to 22 inches. Higher elevation mountainous areas receive precipitation above 22 inches, however most of these lands are national forests. Data from long term weather records indicate that any single year may vary up to 5 inches from the long-term average precipitation.

The Missouri River Basin above Canyon Ferry Reservoir is a snowmelt-driven hydrologic system that peaks in spring and reaches base flow through summer and fall. The tributaries originate in the mountains and provide cold water that drains into three rivers (Gallatin River, Madison River, and Jefferson River) which make up the Headwaters of the Missouri. These three rivers merge near Headwaters State Park in the southern portion of the county downstream from Three Forks, Montana.

Canyon Ferry Reservoir and Toston Reservoir provide significant irrigation water supplies to the adjacent valley farmlands helping make them very productive crop lands. They also provide a substantial electrical supply to the local areas. (NRCS)

Plants

There are multiple plants and animals listed as species of concern or threatened and endangered found in Broadwater County. These can be found in the Natural Heritage Program data base at the following link <http://mtnhp.org/>.

Historically much of the county's range land was dominated by blue bunch wheatgrass, green needlegrass, blue gramma, Idaho fescue and rough fescue (found in higher elevations and moist sites). The rangelands are now becoming invaded by annual grasses and noxious weeds (spotted & diffuse knapweed, dalmatian toadflax, leafy spurge, Houndstongue, musk thistle & Canada thistle). Rocky mountain juniper, although native to rocky outcrops, has expanded outside of its original area and is now considered invasive on historic rangeland.

Widescale noxious weed infestations of Dalmatian toadflax, spotted & diffuse knapweed, leafy spurge, Houndstongue, and musk thistle continue to persist on public and adjacent private lands.

Invasive Species have been identified as the number two resource concern in Broadwater County due to the rate at which the problem grows and the negative economic impact; degradation of ecosystem

function and wildlife habitats, and the risk of crossing thresholds. Invasive species will continue to spread rapidly if nothing is done to slow their impact. At this point they are found throughout all watersheds in the county.

Wildlife

Overall populations of upland species within Broadwater County have been stable including pronghorn antelope, bighorn sheep, elk, mule deer, whitetail deer, moose, black bear, mountain lions, turkeys, pheasants, mountain grouse, wolves, wolverine, grizzly bear, lynx and sage grouse.

All big game species like antelope, deer, elk, moose, mountain lion and black bears are present throughout their traditional ranges within the county. Wolves are present in the county but population numbers fluctuate annually as packs move around through the county. Grizzly bear presence is variable with periodic sightings in the Belts and the Elkhorns but are typically regarded as transients. Wolverines are thought to be present in the high elevations of the county but are a very elusive animal. FWP has management plans in place to deal with all the big game, bird and predator species within the county.

The USFWS Ecological Services Montana Field Office online summary of listed species by county (as of December 12, 2019) shows three threatened species (grizzly bear, Canada lynx, and Ute ladies' tresses), one proposed threatened species (wolverine), and one candidate species (whitebark pine) as occurring in Broadwater County. No critical habitat for any USFWS-listed species has been designated within the county.

Fish

The goal for managing the Missouri River between Toston Dam and Canyon Ferry Reservoir is to provide naturally reproducing brown and rainbow trout populations in the Missouri River and associated tributaries for recreational fishing opportunities and to provide important spawning and rearing conditions for the Missouri River/Canyon Ferry system.

Quality spawning and rearing habitat is limited for sustaining a high-density brown trout or rainbow trout fishery in the Missouri River. In addition, high water temperatures (approaching 80 degrees) and low stream flow occasionally impact trout fisheries and the food base during drought years. High sediment loading also impacts the quality of habitat for trout and invertebrates. Although improvements to habitat and stream flow have been made on several tributaries in the system since 1991, the overall quality of available spawning and rearing streams remains relatively poor.

Quality habitat for rearing trout, particularly along shoreline areas, is limited in this reach of river resulting in poor juvenile rearing for brown trout, particularly during drought years. This lack of structural habitat, including good cover and holding areas for protection, results in increased predation by birds and fish. (NRCS)

Multi-Modal Transportation Value (extracted: Growth Policy Addendum2024)

Broadwater County envisions well-connected communities that prioritize safety and resident wellbeing. Having multiple options of multi-modal transportation enhances accessibility and community cohesion. This also facilitates interactions among residents and the interconnectedness contributes to a supportive and safe community environment. Residents in rural communities face a lack of public transportation

options, making it difficult to get around for individuals without access to a personal vehicle. Multi-modal transportation systems integrate buses, bicycles, and walking paths enabling residents to navigate the town more conveniently and efficiently. This can be a catalyst for economic growth in small towns attracting more people to the area. Businesses benefit from the increased foot traffic and improved access to employees, leading to job growth and the expansion of the local economy. The presence of well-maintained trails, bike lanes, and pedestrian friendly areas can encourage active lifestyles, which has far-reaching benefits for public health and mental health. Walking and biking to daily destinations can help combat sedentary lifestyles, leading to a healthier population in an area that is otherwise auto dependent. These alternative forms of transport can also significantly reduce the carbon footprint by decreasing the number of vehicles on the road. Walking and biking promote healthier forms of transport and align with the environmental values of a rural community.(GPA)

To maintain Broadwater County's rural character and protect its natural wonders such expansion must be deliberate and strategic. Focusing on compact, sustainable development patterns is key. This can involve infill development within existing towns, encouraging pedestrian and bicycle-friendly communities, and prioritizing mixed-use zoning that promotes social interaction and reduces reliance on cars.(Growth Policy Addendum)

CHAPTER 6: TRAIL OPPORTUNITIES

Identified Opportunities

The BCDC Trails Committee (TC) utilized existing plans (county and city growth policy plans and amendments, community surveys, Park and Recreation Board surveys and plan, Broadwater County Fairgrounds, Broadwater County Parklands and Open Spaces Master Plan and Silos Master Plans, Canyon Ferry Resource Management Plan), maps, agency liaisons, Broadwater County and City of Townsend staff, public meetings input, interested citizens, businesses, groups with their knowledge, interests and insights. Members of the TC evaluated all of the inputs and participated to identify transportation corridors that make for potential trails and routes for non-motorized users.

The TC made a distinction early on in the process that an existing roadway that may not be suitable to describe as a trail be called a “route”. Such routes facilitate the use of hikers and bikers on a motorized roadway, shared use type designation. It is recognized that routes may be highways that generally have a striped shoulder of varying widths and higher speeds, county roads that may be paved or gravel surfaced with slower and lighter use and public roadways including a few Forest Service, BLM, BOR, and DNRC roadways that are more rural with even slower speeds and lighter or intermittent use. Some of these routes may evolve into having a separate trail associated with the current roadways, especially state and federal highways and some county roads. Levels of use, safety issues and interest by the public will help drive efforts to actually build a specific trail system.

County roads are predominantly gravel surfaced with varying width of Right-of-Way and configurations of the borrow ditches. Some county roads have an asphalt or a milled asphalt surface. No county roads have a stripped shoulder indicating a walking or biking zone. Asphalt type surfaced roads include: Fox Farm, Mill Road, Canton Lane, Delger Road, Silos Road, Cemetery Road, Lightning Barn Road, Old Town Road, Price Road, Wheatland and Wheatland Meadows. There are paved city streets and rural subdivision public roads that are paved as well.

The federal highways have a wide enough ROW to facilitate the placement of separate trails systems within them. There are places where these roads currently do not have a functional ROW that would allow the development of a trail such as through Deep Creek Canyon on Hwy 12 east of Townsend and the section of Hwy 287 from the southern Jefferson/Broadwater County line to the Jct. of Hwy 287 and Highway 2 west of Three Forks. These segments specifically have very narrow road shoulders that make biking and hiking dangerous to users and have sections of limited sight distances over hills and curves and places where guardrail placement and rock outcrops do not provide adequate room for a safe trail segment on or adjacent to the roadway surface. In these areas the TC has identified alternative routes to get around these segments via a safer route.

State highways have a narrower ROW than the federal roads and similarly the county roads have a narrower ROW requirement than the state highways. Therefore, placement of a trail on any of these transportation corridors will depend upon the site-specific terrain and roadway alignments that allow for the safe use by travelers. Hills, curves, streams, canals, irrigation ditches, wetlands and junctions with other roads will have a lot to do with helping determine the feasibility of a ROW trail and its cost to develop and maintain.

Broadwater County is void of trail opportunities lying between Gallatin and Lewis and Clark Counties. These two adjacent counties have significant trail systems that serve a larger population base and likely

a larger supportive and active population and volunteers. Meagher and Jefferson Counties resemble Broadwater County with the lack of a designated trail system. This plan is providing a way for Broadwater County to be a key partner geographically to help provide a system that has a regional vision of connected trail systems that help provide transportation corridors among these Gallatin, Jefferson, Meagher and Lewis and Clark Counties together. It will take a long-term commitment and the TC feels the plan displays that vision. This plan has segments that can lead to the Headwaters Trail system in Gallatin County, identifies routes that can be developed that can lead to the Helena Valley as well as around Canyon Ferry Reservoir, to the Boulder Valley and to the Smith River valley (White Sulphur Springs).

Emergency Services

The only approved emergency evacuation, Red Cross approved shelter, is the Trailhead Christian Fellowship Church located 5.7 miles north of Townsend. The fairgrounds multipurpose/4-H building is the designated emergency operations center for EMS to conduct emergency operations out of. This location is not a listed evacuation facility.

Opportunities

This section describes each trail/route segment (TS) displayed on the maps of trail opportunities. The TC has worked to provide a very thoughtful view of trails/routes that have some level of current support and interest. Table 1 and 2 show the county and city trail/route by name, segment number, length, and agency involved with its delineation or use. This section will provide a more detailed discussion of each.

TS 1 Missouri River Bridge (500 feet): This is a 3 lane federal highways bridge crossing the Missouri River north of Townsend. The center turn lane across the bridge facilitates a westerly turn off the north end of the bridge and an easterly turn off the south end of the bridge. The striped shoulder is about 30 inches wide across the bridge and a speed limit across the bridge of 55 mph. Currently it is nearly a total blockage of any pedestrian use due to its dangerously narrow shoulder and high speeds. Residents of the area do not use it to walk or ride a bike over and do not allow any children to use it. There are no traffic control features associated with this bridge. There is a guardrail on each end that further restricts the shoulder use for an additional distance on both ends of the bridge. This is a blockage for the local and neighborhood use into and out of Townsend and traveling groups. If people choose to cross on this bridge, they either bunch up and cross in a group, may use a pilot like vehicle or load onto their traveling tour support vehicles to cross and get to a safe place to resume travels. The speed limit and narrow striped shoulder on the bridge are major factors in limiting pedestrian use.

TS 2 Centerville Road Trail: Centerville Rd – Canton Lane (1.2 mi): Centerville Road is a county road that travels east near the south end of the Highway 287 bridge past a 10-acre county park property and accesses Canton Lane. This route is currently used by many residents and the schools use it as a route that their students use for PE and sports conditioning. It is a gravel surfaced county road, has some wetland along it about midway. There are 396 feet of paved roadside trail extending from the junction of Centerville Road the Hwy 12/287 to the entrance to the Indian Road Campground. This road borders the county parkland for the full length of the 10-acre parcel. The needs for this trail are addressed in the approved Broadwater County Parkland and Open Spaces Master Plan that evaluates several county park properties in this area.

This master plan has been adopted by the county. The Indian Road Campground is adjacent to this Centerville Road on the western end next to Highway 287, along with an access to the local Fish, Wildlife

and Parks field office and several private driveways. Centerville Road crosses Mill Road (.9mi) and continues on to Canton Lane. This road used to serve the RY Timber Company mill that is now closed. Depending upon disposition of that property heavy commercial traffic could make use of the roadway a hazard supporting the need for development of a separate pedestrian pathway within the ROW. As the parklands get developed, school use continues and residential use increases the trail need could be a growing need for the safety of users.

TS 3 Highway 12: Townsend east to the Fairgrounds and Hwy 284 junction (1.44 mi to fairgrounds entrance and 1.7 miles to the highway junction): This multipurpose trail is identified in the Broadwater County Fairgrounds Master Plan along the north side of the road and was a high priority element from public input to that plan. The TC has received more of the same input and support. The existing ROW appears to be adequate for placement of a trail. A city waterline has been placed along the highway for this distance. This waterline placement does not present an impediment to a properly engineered and designed walking trail within the same highway ROW. There is an irrigation canal about .5 miles east of town needing special attention. The western entrance to the fairgrounds is 1.4 miles and the main entrance is 1.44 miles east of town. This trail route will allow for the safe movement of residents and users of the fairgrounds as a safe travel route to and from that facility. This trail will have a gravel shoulder to facilitate equestrian use which is a growing concern for safety. The final .3 miles from the fairground's road to the Hwy 285 junction should not be forgotten for inclusion.

TS 4 Canton Lane (2.4 miles): Canton Lane from the end of Harrison Street to the roads end near Riley Road(2.4 mi): Canton Lane is a county road from the Townsend city limits on Harrison Street northerly to its end at the Wildlife Management Area. This is a paved road with no shoulder stripping and has ROW ditches. It connects to the Centerville trail route at .6 miles north from Harrison. This route connects to the existing baseball field and the Broadwater Rod and Gun Club on the larger county parklands at .9 miles. As this parkland gets developed a safe trail off the county road will be needed to allow safe access by the many children and residents traveling there from Townsend. The Delger Road junction is at 1.1 miles and the end of the road is at 2.4 miles.

TS 5 Delger Road: Canton Lane – Hwy 284 (1.5 mi): Delger Lane is the connector trail route from Canton Lane to Highway 284. It is a paved county road with no shoulder striping and variable ROW ditches. This roadway is a rural road but gets fair amounts of traffic, especially in the summer as the golf course is open then. The golf course is .5 miles east on Delger from Canton Lane and a subdivision is .8 miles out the road.

TS 6 Townsend City: Critical infrastructure routes – Streets and sidewalks; Table 2: The initial design of this system of routes within the Townsend townsite is to identify an interconnecting system of identified routes for use by pedestrians, mobility impaired and bike riders that accesses the primary infrastructure needs of the community. We define primary infrastructure as facilities that provide for meeting basic needs of residents. These include the county courthouse, city administrative offices, schools, post office, health clinics, hospital, sheriff's office, grocery store, neighborhood parks and ball fields, hardware stores, restaurants, senior retirement centers and churches.

Existing sidewalks and paved streets provide much of the routing, however there are places where sidewalks do not exist, and in many places where sidewalks have not been maintained in safe conditions. Hence, streets are used as routes by many users in all seasons and in some cases, users have no safe, usable access to the adjacent sidewalks. Streets generally have no curbs and/or smooth paved surfaces

and in winter are not passable by mobility impaired users. So, while routes are identified care must be taken in their use.

North and South Front Street or Hwy 287

An eastside streetside cement sidewalk exists from “E” Street on the south side to Broadway serving the south side. This accesses the Post Office, city pool, streetside businesses and connects to sidewalks on both sides of Broadway. Use of the Hwy 287 shoulder is necessary to access the ST. Peters Clinic and other businesses all the way to the Rocky Mountain Supply facility and Silver Springs Living Center.

The eastside streetside cement sidewalk extends north from Broadway past 7th street on to Townsend Tire. At that point the sidewalk changes to 2,100 feet of existing paved roadside trail that goes to the Centerville Road and 396 feet to Indian Road Campground entrance. While this last 2,100 feet of paved pathway is not within the city itself it is integrally connected to the city and the sidewalks so the TC considered it as part of the city sidewalks discussions. This sidewalk allows access to tire stores, auto parts, auto body repair, storage units, rentals, vet hospital, gas station and offices.

This route provides access to numerous businesses along the 2-mile frontage from Rocky Mountain Supply to the Indian Road Campground.

Broadway Street (Hwy 12)

Broadway has concrete sidewalks on both sides from the Hwy 287 junction to Harrison Street to the east. This route provides access to the city and county offices, sheriff’s office, medical offices, bank, Massa and Memorial Parks and a wide variety of community support businesses. This is a primary east to west pathway in Townsend.

“D” Street

Junction with Hwy 287 sidewalk follows D Street east to South Harrison Street. This route has no sidewalks nor curbs and leads to the Jack Farm Rd trail, accesses Mountain Valley Church, Holloway Park with its skate park, senior housing and the Faith Baptist Church.

Pine Street

South Pine Street from D Street to Broadway. This passes Heritage Park and a grocery store while providing a link to Broadway. North Pine Street goes from Broadway to the School District 7 elementary, middle and high schools and administrative offices, outdoor fields, library and community room. There is a sidewalk along the west side of the street with scattered sections on the east side of the street. There are no curbed sections of this street.

Cedar Street

South Cedar Street connects at D Street to Broadway serving the fire station and bank. North Cedar goes to 6th Street. It accesses School district 7 facilities from the east end, Broadwater Clinic, United Methodist Church. There are some sidewalk sections and no curbs until within a block of Broadway.

Harrison Street

South Harrison Street goes from D Street to Broadway. It accesses the McCarthy Park with the baseball, tennis, basketball courts and provides a through street to Broadway. North Harrison Street provides a direct connection to Canton Lane. Canton Lane leads to Broadwater Rod and Gun Club building and trap range, and to Delger Road that leads to the Old Baldy Golf Course. Harrison Street allows users to move from the south side of town to the north side and accesses county road routes that allow users to get

out into the rural agricultural surroundings. Harrison at Broadway makes the connection to the proposed roadside multi-use trail along Highway 12 to the fairgrounds. There are no sidewalks or curbs along this route.

Second Street

Second street from Hwy 287 to Harrison Street. This connects the schools directly to the hospital and clinic, county offices and museum and allows users from the east side access to these facilities. Sidewalks and curbs are not present except around the schools and hospital.

Fourth Street

This street has no sidewalks nor curbed streets. It does provide a north side route that connects to N. Pine and N. Cedar that do connect to the schools. It also connects to N. Harrison that makes for the full route that provides access to other routes leading into and through the city as well as connecting to all the routes leading out of town.

TS 7 Silos Road Trail: Hwy 12/287 – Silos Recreation Area (1.0 miles). The Silos Road is a county road surfaced with millings. The road needs an additional 20 feet of ROW from the BLM to place a trail off the road surface. This road is heavily used by local residents and trucks with large boats, many pontoon boats and large 5th-wheel RV trailers along with motor homes and commercial traffic supplying businesses and an abundance of rental unit businesses. The Silos Recreation Area is at the east end of the road and gets an estimated 50,000 or more user day visits a year. Some summer days receive over 2,000 vehicle trips a day. Many people use this road for walking, strolling kids, walking pets and bicycling and if on the roadway when two oncoming larger rigs meet, pedestrians have to get off the road to be safe. On much of the road the milled surface has an 8-12 inch drop off into the ditch and can cause vehicles to drive off the road surface. The Silos Recreation Area Master Plan addresses the need for a trail along this road to make pedestrian use safer from the recreation area to Highway 287.

TS 8 Highway 287: Townsend to Toston (10.6 miles): This segment of Highway 287 has both 2-lane and 4-lane with striped shoulders of 6-8 feet. The painted shoulder does provide an avenue for walking or biking on the highway. Traffic is under a 70-mph speed limit for daytime use on two-lanes and 75 mph on most of the 4-lane segments but traffic travels at higher rates much of the time, up to 80 mph. This segment has wide ROW that is compatible with allowing space for a pathway off the highway surface. This route is adjacent to the BNSF southern main line and the general flow of the Missouri River. There are several creek crossings, ditches and a couple wetland areas that will require special attention for a trail system. Leaving from Townsend going south at 1.6 miles the Lower Deep Creek Road turns east. At 2.2 miles the highway crosses Deep Creek with a bridge. At 3.5 miles is the access road into the Deep Creek fishing access site and a boat launch site onto the Missouri River. This is a put-in or take-out site for floaters using the Missouri River Paddlers Trail. At 5.2 miles the Dry Creek Road turns east off the highway and provides access to the entire Dry Creek proposed trail/route system. At 9.6 miles the Toston Road turns off and this road leads to the Lombard route segment. At 10.2 miles the highway is the overpass over the BNSF RR and at 10.4 miles the highway is the Missouri River Bridge. At 10.6 miles is the junction with Highway 285 leading to Radersburg. There is a pedestrian trail from the west side of the junction under Hwy 287 and accesses the river boat launch access site.

TS 9 Highway 287: Missouri River Bridge to the Silos Road (6.2 miles): The Indian Creek Road turns west off the north end of the bridge. A gravel surface existing trail constructed about 25 years ago is within the ROW on the east side of the highway. The first 500 feet of trail has a fill slope that is prone to washing out by rain and snowmelt. Once off the bridge fill side slope the road shoulder and ROW are

gentle with ample room for the existing trail. At .9 miles north the Cottonwood Campground Road turns east off the highway. At 1.1 miles the gravel pedestrian trail ends and connects to the old highway roadway that is a broken asphalt surface on the east side of the ROW. At 2.1 miles the Cook Mansion sites on the west side. At 2.6 miles is the Cooks Landing subdivision road to the west. At 2.8 miles is the access road into the Pond 4 parking lot access. At 3.8 miles the Whitehorse Road crosses the highway and accesses the south end of Canyon Ferry reservoir and the proposed beginning of the west side lakeshore trail system. Whitehorse Road west accesses residences and BLM lands. At 4.2 miles is the access road into Lakeview Manor subdivision loop road. At 4.4 miles is the access loop road into the Trailhead Christian Fellowship Church, the only Red Cross recognized emergency evacuation facility. At 4.8 miles is the access road into the Foster Estates subdivision. At 6.2 miles is the Silos Road turning east and the Antelope Loop Road turning to the west. From the 1.1-mile marker to the Silos Road is a well-used ATV two track on the east side ROW. This highway segment should be analyzed for a trail on both sides of the highway and pedestrian/wildlife underpasses placed to allow highway crossing without using the highway surface.

TS 10 Highway 287: Silos Road to Winston (5.3 miles): This segment is mostly 4-lane road with a couple of center turn lanes. The ROW is wide and gradual slope with a user developed ATV two-track along the east side all the way. At 4.5 miles there is an irrigation ditch crossing and then a reduced speed limit at Winston. The Weasel Creek Road turns west in Winston that accesses National Forest lands and several subdivisions. In Winston the Beaver Creek Road turns east and is the access to White Earth Campground and ties to proposed lakeshore trails.

TS 11 Highway 287: Winston to the Jefferson County Line (8.7 miles): This segment of the Highway 287/12 route follows the highway from Winston to the Jefferson County Line. This highway on this route is wide enough to allow for a pathway adjacent to the roadway. It has a 6–8-foot white striped shoulder for current users. There are several stream and irrigation ditch crossings. Beaver Creek crossing, mile point 1 from Winston, will likely require a bridge as the current one has very little shoulder room, others may need culvert extensions. There are segments with brush and cattail wetlands adjacent to the ROW. The Pole Creek Road leaves the highway at mile point 1.2, Cox Lane at 2.2-mile point, the Filson Road-Quarter Circle Road junction is at mile point 3.5, Spokane Road (McMaster's) leaves the highway at mile point 4.3, the Lazy H M Road junction is at mile point 5.4, the LF Baum and Jimmy Green Rd junction is at mile point 6.4 and the Jefferson County Line is at mile point 8.7.

TS 12 Lower Deep Creek: Jack Farm Road to Lower Deep Creek-Highway 12 (7.5 miles): The Jack Farm Road is a county road that begins at the end of D Street and Harrison at the southeast edge of Townsend. It is a paved county road with steep shoulders and deep ROW ditch. It goes 2.8 miles to the junction with Lower Deep Creek Road, a gravel surfaced county road. At 5.3 miles the Lower Deep Creek Road junctions with the Diamond Gulch Road, a gravel county road. At 7.5 miles the Lower Deep Creek Road junctions back onto Highway 12 east of Townsend.

TS 13 Highway 287: I-90 interchange to Hwy 285 junction near Toston (19.5 miles): At .9 miles north is the Wheatland Road. This area is predominately business exits and a highway rest area. There will be additional businesses developed on both sides of the highway out to the Wheatland Road. The ROW is wide and relatively gentle sloped that facilitates a separate pathway. At 2.0 miles is the junction with Old Town Road to the east which may be the preferred route of connecting to the Headwaters Trail System in Gallatin County. At 5.0 miles the junction with Copper City Road which is the only current access to the

Copper City Mountain Bike Trail system. The junction with Highway 437 near the dairy is on the north side at 1.0 miles. The Toston Fishing Access and boat ramp is just south of the bridge. This site parking area has a pedestrian highway underpass trail to get to the west side of the highway and the Highway 284 junction.

TS 14 Wheatland Loop: Wheatland Road-Rolling Glenn Road-Price Road (est. at ~7 miles). There are no sidewalks nor pathway easements throughout this complex of subdivisions to allow movements between residents without driving out onto Highway 287. A pathway needs to be designed and developed to provide that connection through these residential areas. Two loops, one in Wheatland and the other on Price-Rolling Glenn roads estimated at about 7 miles of walk/bike route on existing roads would be a starting point.

TS 15 Greyson Loop: Greyson Road-Ridge Road-Dry Creek Road (16 miles): These are all county gravel surface roads. The ROWs are variable and ditches is variable. As a route on existing roads, it is a usable rural route with variable steepness. It does provide a route that creates great valley views and provides a more variable route than the numerous valley routes. The proposed route is to leave Highway 287 on the Dry Creek Road and travel one mile east to Flynn Lane, north for .5 mile, turn east on Dry Creek road for 5.6 miles, turn north onto an unnamed road for .5 mile to Ridge Road, then 2.1 miles west on ridge Road to Greyson Creek Road, continuing west on Greyson and .2 mile past the Clopton Road junction and continuing west on Greyson for 4 miles to Flynn Road, turning south on it for .5 miles to Shelley Road and then the next 3.6 miles on it to Hwy 287. Development of an actual roadside trail over this route is all dependent upon users and level of interest.

TS 16 Flynn Lane: Flynn Lane-Lower Deep Creek Road (9.0 miles): This is a county road route. The road is gravel with varying width of ROW and ditching is variable from very little borrow ditch relief to deeper ditches. Both ends of this route are off of Highway 287. Flynn Road leaves Highway 287 at .7 miles north of the Sixmile Creek Road. At 1.5 miles on the road is the Dry Hollow Rd to the east. At 3 miles is the junction with Dry Creek Road to the west and at 3.5 miles is the Dry Creek Road headed east. At the 5.0 mark on the Flynn Road is the Greyson Creek Road headed east. At 6.7 miles is Flynn Road junction with the Lower Deep Creek Road and at 8.0 miles the Jack Farm Road junctions to the north. The Flynn route then continues on Lower Deep Creek Road to Highway 287 at 9.0 miles.

TS 17 Jack Farm Road: Jack Farm-Cemetery-Hwy 12 (2.8 miles): This is a paved county road originating at the "D" Street and South Harrison Street junction on the southeast edge of Townsend. The road travels east and south of town and connects to the Lower Deep Creek Road. It passes the Cemetery Lane junction at 1.8 miles from the Lower Deep Creek Road. The Cemetery Lane Road ties into Highway 12 in .5 miles from the junction with Jack Farm Road. The road is not striped for a shoulder zone, has a good asphalt surface and has borrow ditches. Trail building will be difficult within the ROW and may need significant reconstruction or a trail easement along adjacent landowners.

TS 18 Diamond Gulch Road (.9 miles): The Diamond Gulch Road is a gravel surface county road, a cut through route between the Lower Deep Creek Road and Highway 12. It leaves Highway 12 1.4 miles east of the Highway 284 junction and drops down to the Lower Deep Creek Road.

TS 19 Clopton Lane (4.1 miles): The Clopton Road is a tie in road between Highway 12 and the Greyson Creek Road. It is a county gravel surface road with variable borrow ditches. At this time, it's primarily a road route that is suitable for hiking and biking. This road can be used as a variable alternative route with the Greyson Road Loop.

TS 20 Highway 12: Highway 12/284 junction to Ross Gulch Road (9.3 miles): Highway 12 is a federal highway, paved with striped shoulder. This segment originates at the Highway 284 junction, near the fairgrounds, and goes east to the Ross Gulch Road. There is a striped shoulder but it is narrow. The ROW shoulder is variable from fill and cut areas to gentle sloped borrow ditches. There is adequate room for a separate trail pathway on most of the segment. There are a few stream and dry wash crossings and wetland areas near the east end of this segment. There are several road junctions along the east bound segment that tie to other routes: at the 1.4 mile point is the Diamond Gulch Road junction to the south; at 3.4 miles is the Lower Deep Creek road junction to the south; at the 4.9 mile point is the Clopton road junction to the south; at the 6.9 mile point is the Lippert Gulch Road junction to the north; at the 9.2 mile point is the North Fork cottonwood Road junction to the north; and at the 9.3 mile point is the Ross Gulch Road junction to the south.

TS 21 Cottonwood Road: Hwy 284-N FK -Lippert Gulch Rd-Hwy 12 (11.9 miles): The Cottonwood Road route is the Cottonwood Road off Highway 284 to Lippert Gulch Road and the North Fork Road and to Highway 12. These are all gravel surface county roads with variable borrow ditch depths and widths. This is a rural road with relatively light local traffic so hiking or biking will all be on the roadway. The Cottonwood Road leaves Highway 284 2.3 miles north of the Highway 12 junction. Cottonwood Road travels easterly until at the 9.0 mile point it intersects the Lippert Gulch Road. The route then follows the Lippert Gulch Road to mile point 9.7 and then turns southerly on the North Fork Road to Highway 12 at mile point 11.9.

TS 22 Lippert Gulch Road: Hwy 12-N FK Deep Cr Rd (1.3 miles): Lippert Gulch Road is a road route and is a gravel surface county road with variable borrow ditch suitability for a pathway. This is a rural road with light local traffic so use will be on the roadway for a long time. The roadway is suitable for hiking and biking. It is a tie through route that allows an alternative route from the full Cottonwood route. The Lippert Gulch Road leaves Highway 12 at 6.9-mile point from the Highway 284 junction and ties into the Cottonwood route at the 9-mile point.

TS 23 Sandhill Road: Hwy 12 – Hwy 284 (3.4 miles): The Sandhill Road is a road route and is a gravel surface county road with a variable ROW borrow ditch depth. It is a rural road with relatively light local traffic. The surface is suitable for walking and bike use. It is a tie through road to provide an alternative route to either the Cottonwood route intersected at 2.3 miles from Highway 12 junction or 3.4 miles to the Hwy 284 route north.

TS 24 Highway 284: Hwy 12 – Canyon Ferry Dam(33.1 miles): Highway 284 is a Montana State highway also referred to as the Canyon Ferry Road and the East side Highway that traverses the length of Canyon Ferry reservoir on the east side of the reservoir to Canyon Ferry Dam. It leaves Highway 12 two miles east of Townsend traversing north to the Lewis and Clark County line at mile point 26.6 and then on around the north end of the lake to the Canyon Ferry dam and then becomes Highway 430 into Helena.

There are multiple county roads that exit off of this highway as you travel north. They include:

- Delger Road to the west at mile point 1.3.
- The Cottonwood Road leaves the highway at mile point 2.3 with the east road being part of the Cottonwood route and the west road leads to the end of Canton Lane.
- Sandhill Road leaves to the east at mile point 4.3.
- Ray Creek and Lower Ray Creek leave at mile point 5.2.
- The historic Canton Church is located at mile point 7.

- Dry Gulch Road leaves at mile point 7.1.
- Lower Dry Gulch Road leaves at mile point 7.2.
- Gurnett Creek Roads leave at mile point 9.2 with Lower Gurnett Road leading to Canyon Ferry north of Pond 1. (See TS 22)
- Duck Creek Road leaves at mile point 11.
- Lower Duck Creek Road leaves at mile point 11.3.
- Confederate Gulch Road leaves at mile point 15.5.
- The Goose Bay Lane leaves at mile point 21 that leads to the Goose Bay campground and marina.
- The Hellgate Gulch and Hellgate Campground Road leaves at mile point 25.4.
- The Avalanche Road leaves at mile post 23.8.
- Magpie Road is at mile point 28.8. (See TS 52)
- Hwy 284 junction with East Shore Drive (See TS 29)
- Canyon Ferry Dam is at mile point 33.1.

TS 25 Lower Gurnett Rd: Hwy 284- Canyon Ferry east shore (1.8 miles): This is a county road that provides access to the BOR property that could be the trailhead and parking area for the Canyon Ferry East Shore Trail (CFEST). This is a gravel surface road with very light residential or agricultural use. It would support hike/bike use on the roadway for a long time. A parking area would need to be established at a trailhead site.

TS 26 CFEST: Lower Gurnett Creek Road end to Duck Cr CG (3 miles): The trailhead at the end of the Lower Gurnett Creek Road would require a parking lot (proposed) for the trail to Duck Creek dispersed campground following the lake shore within BOR ownerships to the north side of Duck Creek dispersed campground. This could be a hiking-biking trail with a minimal scratch tread width.

TS 27 CFEST: Duck Creek CG to Goose Bay CG (10.6 miles): This lakeshore trail follows the lakeshore on BOR lands northerly from the north end of the Duck Creek dispersed campground 1.9 miles to the boat ramp at the Confederate campground. Then following the lakeshore further north to the Goose Bay Marina store, an additional 8.7 miles. This could be a hiking-biking trail with a minimal scratch tread.

TS 28 CFEST: Goose Bay CG to Hellgate CG(12.9 miles): This CFEST segment runs from the store at the Goose Bay Campground northerly along the shoreline and ending at the boat ramp in Hellgate campground. This trail segment crosses the Broadwater/Lewis and Clark County line at about 9.4 mile point up the shoreline, section line between section 29 and 30. This would be a walking-biking trail with a minimal scratch tread. The remaining 3.5 miles of proposed shoreline trail would be within Lewis and Clark County but still on the BOR shoreline lands.

TS 29 CFEST: Hellgate campground to the Hwy 284/East Shore Rd junction (9.1 miles): This trail segment follows the shoreline on BOR lands from the Hellgate campground to the end of the southern end of the East Shore Drive. This is about 5.3 miles of trail. The trail would be a walk-bike trail with a minimal scratch tread. This trail segment is within Lewis and Clark County. This segment uses the East Shore Road from its southern end to the junction with Hwy 284, 3.8 miles.

TS 30 McMaster Trailhead Loop (2.5 miles): Exit Highway 12/287 at the McMaster Road to the Spokane Road. This trail follows an existing road leaving from the trailhead which is .7 mile up the existing road from the McMaster residence and electronics road junction. It follows the Spokane Road for the first .5 mile and then follows a couple of tracks up to the electronics site, skirts around the edge

of the fenced sites and then follows the electronics site back down to the McMaster Road and then .5 mile back up to the trailhead. This route takes very little tread work, mostly just signage and is on BLM managed lands.

TS 31 McMaster trailhead to the Canyon Ferry West Shore Trail (CFWST) (proposed) (4.9 miles): This trail follows the Trailhead Loop Trail for the first .5 mile then follows the Spokane Road for the next .5 mile and takes the Spokane Road at this junction. At the 2.2 mile point it takes the Spokane Road, not the Spokane North Road, after skirting the private lands. The trail then follows the old roadbed for the next 2.3 reaching the BOR property line. The trail then extends on out to the proposed Canyon Ferry West Shore Trail (CFWST) at an estimated mile point 4.9. This trail follows old road beds requiring tread work and possibly some material clearing to make it passable. Exact mileage of this segment will depend upon the final location of this trail and the intersect with the CFWST. This trail is on BLM managed lands until it reaches BOR lands near the lakeshore.

TS 32 Canyon Ferry West Shore Trail (CFWST): Whitehorse Rd – Silos Recreation Area (1.6 miles): Whitehorse Road to Silos Recreation Area. This travel route will leave Highway 287/12 at the junction with Whitehorse Road traveling .4 mile to the Canyon Ferry lakeshore. At this point the trail will track close to the lakeshore maintaining maximum distance from the local residences as the lakeshore and BOR property will allow. This could be only a narrow walking biking tread or could be developed into a wider hard surface trail to facilitate ADA compliance. From the end of the Whitehorse Road it will track to the Silos Recreation Area south Day Use area, mile point 1.6.

TS 33 Silos Recreation Area internal (SRA) trails (1.6 miles): These are the trails shown in the Silos Master Plan that will be internal to the Silos Recreation Area. This distance is from the fence line at the south day use area to the fence on the north day use area. Both of these sites show a future trailhead location for trails along the Canyon Ferry shoreline as part of a west shore trail system.

TS 34 CFWST; Silos recreation Area (SRA) – White Earth CG: Silos Recreation Area north trailhead to White Earth campground (11.5 miles): This is a proposed hike-bike trail extending north from the SRA as a segment of the Canyon Ferry West Shore Trail system (proposed) and is entirely on BOR managed lands. None of this trail system actually currently exists as an identified trail system so it will take a lot of on-the-ground field work and planning but this is the basic proposal and discussion of such a trail. This is envisioned as a narrow tread trail for hiking and biking. There may be segments that can be built to a wider trail to facilitate ADA compliance where access will support that use. At mile point .7 the trail would cross out of the hunting weapons restriction zone; at mile point 2.9 the trail would cross the head of Galzagorry Bay and at mile point 10.6 the trail would cross Beaver Creek. At mile point 10.8 it ties into the White Earth campground road and follows it to the boat launch parking lot in White Earth at mile point 11.5.

TS 35 CFWST: White earth to Lewis and Clark County line (8 miles): This trail segment is a continuing segment of the Canyon Ferry West Shore Trail leading north from the White Earth campground starting at the boat launch parking lot. The terrain from here north is much more difficult due to steepness and many steep ravines for the trail to traverse. The trail could be a narrow single tread that works for hiking and biking. This segment goes to the Lewis and Clark County line so we can track what is in Broadwater County. At the 7.2 mile point a proposed trail from the McMaster trailhead intersect this trail. There are ample opportunities for remote camping and rest sites due to the many small bays.

TS 36 CFWST: Lewis and Clark County line to Crittendon Campground (3.6 miles) and on the West Shore Road to Hwy 284 (4.5 miles): The Canyon Ferry West shore Trail from the Lewis and Clark County line to the Crittendon Campground at the end of the West Side Road. It is some steep terrain and has many ravines. This will be a narrow tread trail that allows hiking and biking with rest, overview spots and day use sites. The remainder of this route is on the West Shore Road. This segment is all within Lewis and Clark County.

TS 37 Beaver Creek Road: Winston to White Earth Campground (5.7 miles): This is the Beaver Creek Road, a county gravel surface road. It is a rural, lighter use road but does get some additional recreational, RV and boat transit traffic in the summer. The ROW varies and the borrow ditches vary in depth. The road surface is suitable for hiking and biking use recognizing it is a shared use road. At the 2.4-mile point from Winston, it junctions with the Filson Road and at mile point 4.9 enters the BOR lands and the White Earth recreation area, also connecting to the CFWST.

TS 38 Filson Road: Hwy 12/287- Beaver Cr Rd(3.5 miles): The Filson Road leaves Highway 12/287 at the Filson/Quarter Circle intersection. Filson Road is a gravel surface county road that is suitable for hiking and biking. It is a rural setting road with local residents and agricultural use. It is an alternate route to access the White Earth campground and CFWST rather than using the Beaver Creek Road. At the 3.5 mile point it intersects with the Beaver Creek Road that then goes the rest of the way to White Earth.

TS 39 Old Town Road: Highway 287 to Gallatin County line (3.8 miles): The Old Town Road is a county road connecting Highway 205 across the /Gallatin County Line. At mile point 3.7 from Highway 287 is a bridge crossing a branch of the Jefferson River and the Gallatin County line is at mile point 3.8. Once at the Gallatin County line the Old Town road continues .9 on to Highway 205 to the Highway 205/I-90 Interchange and then a short distance access to the Headwaters Trail system at the fishing access site.

TS 40 Copper City Road (1.1 miles): The Copper City Road, located 5 miles from the I-90 interchange on Highway 287, is the only access to the BLM's Copper City Mountain Bike Trail System. The Copper City Road is a 1.1-mile gravel surface road to a trailhead and parking area. There has been discussion of trying to find an easement route from Old Town Road up to Copper City trailhead but nothing has been developed yet. There are BLM and Montana DNRC lands in between but require private land partners for the access. There was a county ROW through this area but it was abandoned many years ago. This will take a major effort working with landowners to try to find an acceptable route and acquire use of trail ROW.

TS 41 State Highway 437: Hwy 287-Hwy 285 (8.6 miles): This secondary state highway provides a travel corridor between Highways 287 and 285. This road is paved for about 3.5 miles on the north end and the remainder is gravel surfaced. This road parallels the original old stagecoach road out across the Crow Creek valley. While that trail has been lost to agriculture along this segment it provides a landscape setting of its use in the 1800's. The ROW is wide enough for a trail pathway but the borrow ditches are fairly deep along much of it. It is a more heavily used roadway as it accesses many residences and businesses with agricultural uses also occurring. Currently there is not much use but, in the future, this could be a route to look to developing an actual roadside trail.

TS 42 Big Spring: Toston to Big Spring route (5.2 miles): This route follows the Missouri river on the north side using the Highway 287 By-pass roadway, Missouri Street through Toston, Lombardi Road and then the Big Spring Road to the parking lot. The by-pass section and through town

are paved but no shoulder striping and then become gravel county roads. This route leaves Highway 287 at the Toston access as the by-pass road for .7 mile, transitioning to Missouri Street through Toston for another 1.2 at mile point 1.9 mile and then becoming the Lombard Road for the next 4.7 miles, then turning onto the Big Spring Road spur that leads to the parking lot at mile point 5.2. This is a large spring and very popular fishing site and was a campsite of Lewis and Clark on their journey westward.

TS 43 Highway 285: Highway 287 (Toston) junction to Radersburg (9.6 miles): This route is state secondary Highway 285. It leaves Highway 287 at the Bunkhouse Bar and traverses 9.6 miles to the Radersburg Community Center and end of the asphalt surfaced road. This road has no striped shoulder and in much of its distance has steeply sloped and 3-5 foot deep borrow ditches. This route has multiple stream and ditch crossings with narrow bridges. This road has a 70-mph speed limit. The road can get busy at certain times of the day and seasonally as it accesses large portions of public lands. At mile point 3.3, its junctions with River Road to the north, at mile point 5.8 is the junction with secondary Highway 437 and at mile point 7.4 junctions with Old Womans Grave Road and at mile point 7.7 junctions with the Johnny Gulch Road. These four junctions are all tied to other trail routes described in other Trail Segment descriptions.

TS 44 Radersburg-Crow Creek-Slim Sam-Keating Loop (19.3 miles): This loop route is on county, BLM and Forest Service roads. They are gravel to native surface with Crow Creek having annual maintenance but the rest are not maintained on any regular basis but are kept passible. These are rural and mountainous roads with some steep grades and rough cobble surfaces in places. They are suitable for hiking and mountain biking on. The Elkhorn Travel Management plan restricts use of the Slim Sam and upper Keating Gulch roads to non-motorized use from Dec 1-May 15 each year. This loop begins in Radersburg and loops back to it.

TS 45 Mud Springs Road: Crow Cr Rd – Indian Cr Road (5.2 miles): This route can originate in Radersburg or at the beginning of the Mud Springs Road which is 2.8 miles up the Crow Creek Road from Radersburg. The Mud Spring Road is 5.2 miles long between the Crow Creek Road and the Indian Creek Road. This is a low maintenance county road with a native gravel surface that passes through mostly private lands and some BLM. There are spectacular views of portions of the Elkhorn Mountains and the Limestone Hills. Mud Springs Road ties into the Indian Creek Road on the north end.

TS 46 Old Womans Grave Road: Hwy 287 – Indian Cr Road (12.4 miles): Old Womans Grave Road route begins 7.4 miles up Highway 285 from Toston. The road is a gravel surface road with a native surface. It also traverses through the National Guard Military Training Area in the Limestone Hills. Note that when active military training is occurring the road through the training grounds is closed to public use. The training area is 3.2 miles from the Highway 285 side and 1.6 miles from the Crow Creek Road, or about 7.2 miles of potential closure. This route lays on the approximate location of the 1800's stagecoach line from Bozeman to Helena. The Old Woman's Grave is located along this route.

TS 47 River Road: Hwy 285 – Indian Cr Road (12.7 miles): River Road leaves Radersburg Highway 285 about 3.3 miles from Highway 287 junction. River Road is a gravel road, maintained annually with some portions graveled and some portions native material surfaced. This road has residences scattered along its full length with most being within a few miles of each end of the road. The central areas are much more rural. This road generally traverses the benches above the Missouri River with many spectacular views of the Missouri River Valley. The Lewis and Clark noted Crimson Bluffs is located 2 miles along this route from the Indian Creek Road end. This route also overlooks the portion of the river bottom named

York Island after a member of the Lewis and Clark Corp of Discovery at about mile point 6 from the Highway 285 end.

TS 48 Indian Creek Road: Hwy 12/287 – Mud Spring Road (6.8 miles): The Indian Creek Road leaves Highway 287/12 at the north end of the Missouri River bridge and goes west. This segment only describes a portion of this road that ties directly to other route segments delineated in this plan. The remainder of it goes deep into the Elkhorn Mountains and is jointly managed by the county and the Forest Service with their Travel Plan. The lower portion is a highly maintained gravel surfaced road primarily maintained by Graymont as it's their primary limestone haul route to their rail reload site at the junction with Highway 12/287. This segment of road is treated surface road with dust abatement and provides a relatively smooth road but it has very heavy commercial semi-truck traffic. At 3.6 miles up the road the Indian Creek Road actually diverts off the private haul road and drops into the Indian Creek bottom lands. There is a large parking area at the junction and many users off-load their ATV/UTV here. If you plan to ride the Mud Spring Road this spot or another parking area at the end of this segment of the road at 6.8 miles is recommended. The upper segment of the Indian Creek Road is quite dusty and has a fair amount of vehicle traffic.

TS 49 Duck Creek Road: Hwy 284 -Duck Creek Divide Road (13.4 miles): This road turns off Highway 284 and accesses the national forest road system that goes over the top of the Little Belt Mountains and down Birch Creek and into White Sulphur Springs. This is a regional interconnective route leading into Meagher County from Broadwater County. The Broadwater County Road goes 8 miles up Duck Creek then becomes a Forest Service Road (5.4 miles) to the topographic divide and is under the Helena-Lewis and Clark Forest Travel plan. This is a gravel surface road that is suitable to hiking and biking at this time. It then becomes the Birch Creek Road to Montana Highway 360 and into White Sulphur Springs (19.1 miles).

TS 50 Magpie Gulch Road: Hwy 284 -Little Belts divide (17.4 miles): The Magpie Gulch Road junctions off Highway 285 within Lewis and Clark County near the north end of Canyon Ferry. The Magpie Road is within Lewis and Clark County for the first 2.9 miles and then is within Broadwater County (14.5 miles) to the Little Belts divide. It is a county road for .5 miles and then becomes a Forest Service Road and is managed as part of the Helena-Lewis and Clark Travel Plan. It is a gravel surface road that supports hiking and biking users. There are many camping areas along this route. This road has nearly the same elevational climb from bottom to top (3125 ft) as going to The Sun highway (3453 ft) in Glacier National Park.

TS 51 Missouri River Paddlers Trail – Upper Missouri River (20.25 river miles): This is an aquatics trail using the Missouri River from the Headwaters State Park to the Upper Toston Dam Recreation Site located at the dam. It is designed to be a canoe-kayak-rafting trail to float the Missouri River to the dam. This trail was developed by the Gallatin Valley Land Trust in 2023 and is maintained by them and Montana Fish, Wildlife and Parks. Access is at the Headwaters State Park at the headwaters of the Missouri River with an additional access further down the river at Fairweather and then the take-out at Toston Dam.

TS 52 Missouri River Paddlers Trail – Lower Missouri River (21 river miles). This aquatics trail is an extension of the Missouri River Paddlers Trail – Upper Missouri River (See TS 52). This river trail begins at the Lower Toston boat access site, river mile 21, just below Toston Dam. The trail follows the Missouri River to Indian Road Campground and Day Use Area at the Missouri River bridge at Townsend, about 21 miles. The Lower Toston Dam access site provides parking and a couple of picnic tables. The ramp is a

gravel top and concrete plank ramp from highwater mark into the river. Downstream, at about 5 miles, river mile 26, there is the FWP Toston Fishing Access site with a gravel boat ramp that allows for boat put-in or taker-out. The York's Island's Fishing Access site, managed by the FWP is located about 14.2 miles downstream from the dam and at river mile 35. This is a concrete ramp and provides put-in and take-out access for boats. York's Islands is located just upstream and was named after York, a Corp of Discovery member that served with the Lewis and Clark Expedition. The Paddlers Trail then continues downstream to the Indian Road Campground and Day Use Site serving as the end of the trail at about 42 river miles. This site is managed by the BOR. This site has a part concrete, part gravel and dirt boat ramp as the take-out for this aquatics trail. This ramp is in dire need of repair or replacement at a close site that provides a river channel access for safe boat removal and user access.

TS 53 Copper City Mountain Bike Trail System (17 miles). The designed trail system for mountain bikes and runners only. "The system encompasses a wide range of trails including beginner-friendly, technical ridge, flow, and two downhill-only bike-only trails. There is also a youth-focused skills park with skills features pump track catering to all ages and abilities." (SWMMA) Access is through TS 40.

Regional Trail Interconnective Perspectives

Regional trail hike bike implications:

Regional connections envisioned through this plan:

- Trail segments 28-29 and 35-36.
 - The proposed Canyon Ferry East and West shore trails allow for a more rustic, maybe somewhat challenging tour trail that also connects the two counties. Multiple trail segments make the Broadwater County to Lewis and Clark County connections along the lakeshore on both sides of the lake.
- Trail segments 51 and 52.
 - The entire Missouri River Paddlers Trail will exist from Headwaters State Park to the Indian Road Campground and boat ramp near Townsend. The Missouri River Paddlers Trail (upper segment) is from the Headwaters State Park to the upstream side of Toston Dam and the ramp. This is segment 51. Segment 52, Missouri River Paddlers Trail (lower segment) is from below Toston Dam to the Indian Road campground and boat ramp near Townsend. The entire trail connects portions of Gallatin and Broadwater County through a unique river trail.
- Trail segments 54, 55 and 56.
 - The Highway 12 corridor going east to Meagher County through the Deep Creek Canyon is not a good route for hikers or bikers but several alternative routes exist that people can get off the busy highway and still get across the Broadwater and Meagher County lines. The Dry Creek to Sixteen Mile roads tie to Hwy 12 and on to White Sulphur Springs is Trail Segment 54.
 - The Ross Gulch to Ridge Road to Grassy Mountain Road to Highway 12 near the county line on Highway 12 and into White Sulphur Springs is Trail Segment 55.
 - The Duck Creek-Birch Creek roads through the Big Belt Mountains to Hwy 360 to White Sulphur Springs is Trail Segment 56.
- Trail segment 57.
 - Highway 437 route ties into the Lone Mountain Road, Willow Spring Road, Radersburg Road, Lower Valley Road and onto Hwy 69 to Boulder which can lead all the way to Boulder valley that tie Jefferson and Broadwater trail opportunities together.
- Trail segment 58.

- Identifying the alternate routes off of the southern Highway 287 section turns onto Willow Creek Road to Willow Creek and on Old Yellowstone Trail Road to Three Forks. At Three Forks users tie into the Headwaters Trail system and then Old Town Road and back to Highway 287 north of the I-90 interchange. This connection ties the trail system together for Gallatin and Broadwater Counties.
- Trail segment 59.
 - Utilizing Highway 12/287 north through Broadwater County to the Jefferson County line and Lewis and Clark County a few miles further allow hike-bike travelers to connect all the way through Broadwater County to Lewis and Clark County, East Helena, and Helena. Trail segment 59.
- Trail segment 60.
 - The Highway 284 highway route on the east side of Canyon Ferry allows travelers to connect to Lewis and Clark County and around the north end of Canyon Ferry to the Canyon Ferry Dam and on into the Helena valley. The West Shore Road connects into Hwy 284 near the Yacht Basin marina.

All of these routes provide regional travelers alternate ways to connect across Central Montana Regions including Broadwater, Gallatin, Meagher, Jefferson and Lewis and Clark Counties.

Regional trail connections are the trails/routes leading out of Broadwater into adjacent counties and towns. These are important to highlight as they identify the significance of the development of the Broadwater system. These connections identify to travelers wanting to get from Meagher County and White Sulphur Springs or Gallatin County and Three Forks or Willow Creek and to Boulder in Jefferson County and to East Helena and Helena in Lewis and Clark County. These adjacent counties have existing trail systems and routes that regional travelers can access through Broadwater County trail/routes. This regional vision will likely attract additional users and their businesses and create a new additive benefit to Broadwater County.

CHAPTER 7: RECOMMENDATIONS AND PRIORITIES

Alternative approaches to the design of the Trail Plan

The Trails Committee (TC), after listening to input from the Forest Service and BLM, chose not to get into a detailed planning effort on national forest or BLM managed public lands. Those agencies have travel plans in place and it was decided to work within them so the TC did not spend time working on locations that the agencies would have to re-open their travel planning processes which are lengthy and complex. While there are routes on national forest roads that are shown as a trail route, they are within the parameters of their travel plan guidance. There are two trail proposals in the Spokane Hills on BLM lands. These two proposed trails would be narrow tread and follow existing old roadways and leave from the established McMaster Spokane Road trailhead for the area.

Montana Fish, Wildlife & Parks Canyon Ferry Wildlife Management Area on the south end of Canyon Ferry was an area with a lot of interest in developing or designating a dike trail system based upon public input the committee received. However, Montana Fish, Wildlife and Parks doesn't believe that establishing a developed designated recreational trail system on Canyon Ferry WMA fits with the primary purpose of the WMA which is to manage the WMA for wildlife. Therefore, the TC removed all mapping and trail references within the WMA.

There are segments of Highway 12 through the Deep Creek canyon east of Townsend and Highway 287 south of the I-90 interchange near Three Forks that are not a safe segment to encourage public hike-bike use on. In both cases the roads become very narrow, with guardrails and steep rock faces with virtually no safe shoulder space for hike-bike travelers. In these two areas the TC has prepared alternate route descriptions that, while longer, will be on more rural roads with less traffic and slower speeds making them a safer route to identify as alternate routes.

There are many multiple routes through sections of Broadwater County that may be on rural county and secondary state highways that allow users to get away from the main high speed heavy traffic highways. There may be more alternative routes but the TC chose to just map the ones that seemed to make the best choices for travel routes and destinations.

Many routes are currently roads and provide a suitable avenue for use. Upgrades on many routes to provide a separate pathway for hiking/biking/equestrian use is always there in the future, but current use levels and funding for high-cost trails does not make them high priority for full pathway development so they are shown as routes.

The TC discussed what was felt as a broad spectrum of types of users that fit trail users. Those discussions evolved the specific point of identifying the Townsend to Broadwater Fairgrounds as a specific equestrian trail and extending the existing Missouri River Paddlers Trail from Toston Dam to the Indian Road Campground near Townsend. These alternative transportation methods and routes keep the trail plan open and recognize alternative transportation methods we should be acknowledging and incorporating into the plan.

Broadwater is a regional hub for trail routes:

Broadwater County can be the regional connecting point for surrounding counties that already have significant trail systems in place. The development of a regional travel trail system is contingent upon Broadwater County to develop and show the connections from Broadwater County to trails systems or routes in the surrounding counties. Highway 12/287 connects to Jefferson County at both ends of Broadwater County as well as a remote rural route across the southern end of the Elkhorn Mountains across to the Boulder River, Elkhorn and Boulder. Access to the Helena Valley trails would be along Highway 12/287 at the north end to tie into East Helena and from Canyon Ferry Dam into the Helena valley. Travel to and from Meagher County could be up Dry Creek and Sixteen Mile roads to Highway 12 or Ross Road-Grassy Mountain to Highway 12 or Duck Creek to Birch Creek roads to Highway 205 to White Sulphur Springs. The south end routes from Hwy 287 goes through Willow Creek and to Three Forks on Old Yellowstone Trail Road. In Three Forks the route ties into the Headwaters Trail system in Gallatin County and the Old Town Road ties that system to the Highway 287 route north through Broadwater County. By acknowledging all of the existing route opportunities for cross country travelers through Broadwater County it helps expand and display the regional opportunities for their use.

Recommendations

1. The Missouri River crossing at Townsend is the biggest impediment to completing a full trail system through Broadwater County north to south. It is not a safe crossing due to speed of vehicles, limited safe shoulder space on a narrow bridge so no one uses it. In the current condition of this river crossing being unsafe it stops most users trying to traverse the primary transportation corridor (Highway 12/287) through the county, displaces many opportunities for community safe use, hinders school and evacuation movement travel routes and puts/keeps any potential users at a high safety risk. The loss of these trans-county users impacts or limits the local business and economic opportunities of the county and limits county residents ability to stay connected as communities and neighborhoods.
2. There are needs for trail systems within close proximity to Townsend, communities to the north of Townsend and the Wheatland area. These are the largest population centers of Broadwater County. These are the areas with many residents and children needing to get to adjacent neighborhoods or schools, bus stops, businesses, government offices or facilities and recreational facilities like ball fields and parks. This plan's top priority segments reflect these areas, See Table 1, Priorities column. This puts focus on the Centerville Road, Canton Road, Highway 12 to the fairgrounds, Missouri River Bridge, trail north of the Missouri River bridge, Wheatland subdivisions connectivity and the Silos Road trail. The City of Townsend's proposed sidewalk system layout ties the city/county infrastructures together and emergency evacuation routes, businesses, churches, schools, and medical facilities. The outer perimeter of designated street/sidewalk routes provides a series of street/sidewalk routes that most of the town can access and get around in to keep residents out of the streets and on sidewalks.
3. There are many county roads and secondary state highways that are identified as routes. It is expected these will stay this way until there is enough traffic and interest to elevate these specific segments to a point that funding can be assembled to build the desired trail pathway.
4. Broadwater County and the City of Townsend should work through the Disaster and Emergency Services (DES) office to identify a full spectrum on Red Cross certified emergency evacuation facilities and the transportation routes, including trails, to access those sites in timers of emergencies.
5. State and federal funding may dictate the trail pathway standard of construction and they can be expensive. Federal funding usually mandates a hard surface trail and must be a certain width.

Private funding may reduce the necessary standards and allow different surfacing methods and materials.

6. This plan recommends signing specific routes identified to be part of this plan as “Share the Road” routes. Share the Road is a National Highway Traffic Safety Administration program (NHTSA) that identifies how users of highways and roadways should share the road with other users. Consistent and standard signage will be the constant reminder to all operators to expect hikers and bikers on the roads and to be courteous as these parties are met and passed on the roads.
7. Grant funding to help develop trails is present both from government sources and private sources. Government grants typically have high standards for the trails and materials and also have higher competition for the funding. Matching funding requirements vary but range from nearly zero in underserved areas to higher amounts in larger communities. The government grant applications generally require a higher level of technical involvement to develop a quality application. That typically comes from consulting firms that prepare and do the detailed engineering work ahead of the applications to ensure you have a quality project assembled in a professional manner.
8. Private grants may have a less technical requirement for grant applications and may also support varying levels of trail development and surfacing. They also may not have the same level of matching requirements for fundraising. Some grant applications may be prepared by someone other than a professional consulting firm.
9. Broadwater County and the City of Townsend need to actively pursue trail placement discussions with MDT for state and federal highways being improved or just needing the trails.
10. Broadwater County, City of Townsend and interested non—profits (BCDC, etc.) will need to collaborate on developing and maintaining a funding source to acquire funding to pay the upfront grant preparation costs and then to help secure the matching funds for grants being applied for. Government grants seem to vary between 13% up to 25% match from the requestor. The match may come from local groups, non-profits or private entities but must be available to apply for most government grants. Some grants will reimburse for grant preparation fees and some allow a waiver for rural underserved counties and communities.
11. The county, city and interested local organizations should consider a way of working together to acquire the service of a quality grant writer for their use and also support to local organizations pursuing grants. The need for a joint partnership with local NGO’s could be formed to the betterment of the entire county.
12. The county, city and local organizations will need to support this plan and its development. Organizations and groups that work hard to bring trail segments to fruition will need to help develop long-term maintenance programs that ensure the safe use of the segments they support.
13. The county planning boards need to actively pursue setting criteria for establishing sidewalk/pathway easements along residential and business development sites.

CHAPTER 8: LONG-TERM TRAIL MANAGEMENT

The long-term maintenance management of developed trail segments would include annual maintenance and clean-up and the vision of what long-term maintenance or restoration would be. This will have to be addressed for the county or city, whichever one is supporting the trail segment being addressed and the involved partners. There are several avenues that can be used to ensure the long-term maintenance needs and management are set up:

1. Trail maintenance endowment fund: This type of fund can be established by the organization or non-profit that is proposing to help build and establish a trail segment. An organization that is sponsoring a trail segment for development would be responsible for demonstrating to the county/city that once developed have permanent funding avenues to begin funding an endowment that would contribute to the long-term budget for maintenance needs. There are ways to fund an endowment and clearly present how it would be managed and used to ensure maintenance coverage. Organizations could collect a percentage of all their trail development funding that goes toward the endowment. Several organizations queried collect 10% of all their trail development contributions and private grants or sponsorships and put it in their trail endowment. Once set up it can also be spelled out that if the organization goes away the endowment fund is transferred to another organization or to the county/city for them to hold and manage in the same manner.
2. Trail sponsors: The organization developing a trail segment may utilize trail segment sponsors that may be putting up the development funding and/or set up their own endowment or commit to an agreement for the long-term maintenance of the trail segment. Organizations agree to do the required maintenance by themselves or handle it themselves and agree to carry that responsibility.
3. Special fundraising events: An organization can also do special fundraising efforts to develop their endowment or annual maintenance needs. They may need to have a plan that establishes what and how the events will fund, at some agreed upon level, for the county/city to agree to the trail development.
4. The county/city could establish a county endowment or trust fund that could be contributed to by residents, organizations or non-profits or by county departments. The trust would be overseen by the county/city through some established board, i.e. Park and Recreation Board or the Broadwater County Trust Board to manage the trust for the long term.
5. Adopt-a-trail program. This would operate similar to the highway clean-up program of soliciting and showing the names of individuals or organizations or businesses that are doing the annual and or long-term maintenance of trail segments.
6. There could be an "Open space" or "Recreation" bond floated for public vote that could be used to fund trails construction, maintenance for long term management. Many communities and counties have established such efforts.

Use and acceptance of any of these maintenance programs would be best served if an example were made of a currently existing trail segment and a plan was prepared, put in place and actually functioning. There are really only two existing trail segments within the county, that being the asphalt trail from the city limits north to the Indian Road Campground and the gravel surfaced trails from the north side of the Missouri River Bridge near Townsend going north for a mile to the old highway asphalt roadway. Either of these or both would be a great way to develop one of the above systems to demonstrate a workable system that builds trust in the community and government offices that the system can work.

The County Park and Recreation Board would be a likely entity to oversee a trust, endowment, maintenance funds and the annual trail maintenance needs. They could have the responsibility to work with the sponsoring entities and manage and maintain the trust-type accounts. This could be housed within the roads department as the managing board. (or something else)

CHAPTER 9: COSTS, GRANTS AND FUNDING

Costs

The costs of developing a trail segment are highly variable depending upon the approving agency direction, the funding source direction, the need for any private right-of-way easement acquisitions and the terrain the trail is being developed on. Another prime determinate of costs is related to the community in which the trail is being developed. Many cities and counties have different labor availability, business sponsorships and size of volunteer workforces. Volunteer workforces require managing agency approval under their requirements but can be a significant match component for grant applications.

1. **Approving Agency:** Trail placement within existing federal and state highway ROW has many requirements relating to slopes, width of the trails, surfacing materials and separation from the roadway surface. There are standard trail construction design templates that are applied assuming federal funding is used in any portion. If sole funding is private the state must review the location but their construction standards are less restrictive and surface materials may be other than asphalt. In some cases, the trail may be within the sloped road shoulder and at other times it may be placed along the outer edge of the ROW making terrain and ditch/creek crossings more or less costly. Natural terrain trails may have minimal narrow trails with a basic scratched surface tread.
2. **Funding source direction:** The source of funds being used for the development of a trail segment will have significant impacts on the costs of that segment. Federal highway funds direct the type of surfacing for a trail, the construction of the subgrade and standards that must be met with many of the construction materials like road mix, asphalt or cement standards. Matching fund requirements will also vary by funding source in many cases. These funding sources also mandate trail width, striping, signage, grade, ADA compliance requirements and road markings. State highways and county roads all have different ROW limits and that can create variable costs due to the amount of space available to place a trail pathway. Private funding may have very little restrictions on a trail standard their money is to be used for and the costs will be determined by the approving agency's own requirements.
3. **Trail easements:** If the trail template does not fit within the roadway ROW or goes cross country outside a roadway there will be a need for an easement that the landowner must execute to allow the trail to be built across their property. In some cases, a landowner may donate that easement as part of the trail cost. If that is not available then an easement must be purchased. There is potential for substantial negotiations to arrive at the cost of providing an easement. It is variable and can be expensive but ultimately is part of the total development cost.
4. **Terrain:** The terrain a trail is placed upon can create a highly variable cost. If along roadways and within the road prism it is usually a lower cost variable because the roadway prism is pre-shaped and grade is steady. If a trail is to be outside the roadway prism it depends upon the adjacent terrain makeup. Places with flat adjacent ground will likely be a lower cost than places with highly dissected terrain meaning cuts, fills or lots of grade changes, erosion control standards and potential water handling construction. Trails located across remote terrain allows for the location to move along terrain lines and may be longer but can be kept relatively flat or on grade. Rougher terrain may lead to different trail standards that will affect costs.
5. **Local community involvement:** Some communities have high availability of volunteers with a wide range of expertise that can help/donate their services that will help reduce costs or help meet match requirements. Communities without the volunteer component may find a business with trail building expertise that is willing to work locally and help with costs. The more rural or remote the projects the lower the likelihood of finding significant trail building expertise or

equipment. However, you just never know where interest, involvement and support may come from and how much. It's important to have lots of community conversations about what is happening and what kinds of support are needed to be successful.

Funding

This section is designed to look at the types of funding that may be available to help plan, design and build trail segments; the managing entity for that funding, the processes different grant, loan, general fund and partnership sources require, some specific work items that may be funded by some and the match requirements each utilizes for awards of their money. Each funding source has criteria and objectives that are used to evaluate proposals and make awards that the applications must address. Applications or proposals are normally reviewed, evaluated, ranked and selections made on the criteria listed. Competition is normally very competitive.

Specific reviews of the Broadwater County Fairgrounds Master Plan, the Silos Recreation Area Master Plan, the Broadwater County Growth Plan as amended and the Broadwater County/City Recreation Plan were reviewed. Web sites were reviewed for additional trail support sources. These documents have developed and presented sections discussing the financial assets available to be pursued for the development and management of trails within Broadwater County and the City of Townsend.

Local sources

- General fund source: These funds are generated by local taxes and are part of the annual city/county budgets. Projects completed by these funds are usually small enough that the annual budgets can complete them within a year or two. These may be known as pay-as-you-go projects. Projects are prioritized and approved by the local governments. The county or city would have to build a trails program cost into their annual budgets for use of these funds.
- Local bond sources: These funds come from a publicly approved vote to support the establishment of a bond to be repaid by the local government over a longer period of time, maybe 5-10 years. These support the larger projects that carry public support and are beyond the local governments ability to fund annually through their normal budget authority.
- Special mill levy vote: A mill levy is a special tax that is supported through a public vote to raise a specific amount of taxes to be used to pay for a specific project. The county/city would need to agree to put a bond/mill levy vote onto an upcoming election to get the publics support to fund this type of funding for a project or program.
- Local organizations: Communities usually have an inventory of organizations operating as non-profits that support a wide variety of community causes. It is important that these organizations be a part of the information gathering and support roles for the needs of trails and routes for Broadwater County. Such organizations may help with fund raising for certain aspects of a trail project or program. They may be helping provide some of the match requirements for other grants and provide support through letters in applications to grant programs. Some organizations, like BCDC, may help sponsor the development of a trails program and help pursue funding and grants. Many local organizations have national affiliations that help with their own grant programs, so they all may have their own granting programs.
- Special events: Many organizations and groups may be sponsors for special events that can help raise funds, in this case for trails related work, planning or maintenance. Special events could use registrations, sponsor donations and work days to help with various trail items. Special events could include running races on existing trails or routes to help build interest, knowledge of routes and funds, bike races, hikes and marathon type events. The river paddlers trail could

support canoe, kayak or floating events along with river cleanup. These events all help build understanding of the existing trail/routes and the need for taking care of such facilities. All these efforts help build support.

State level funding sources:

- State tax programs: The state collects targeted taxes on activities or programs like gambling, liquor sales, fuel, bed tax and special licenses. Some of these funds are then set up to fund grant programs that can be used to fund, in our case, planning, development and maintenance of trail systems. State departments such as the Department of Transportation; Fish, Wildlife and Parks; DNRC for State lands and Department of Commerce all have programs that trail funds may be distributed from.
- FWP: State Trails Program, State Trails Stewardship Program, and they administer the Land and Water Conservation Fund.
- Department of Commerce: manage tourism grants, commerce grants, and economic development grants;
- Community Development Block Grant Program: may cover planning grants, public facilities, housing, Neighborhood Renewal (including sidewalks and parks)
- Treasure State Endowment Program: may cover planning costs and needs for bridges
- Federal programs: Federal grant programs come from many avenues and some include the Transportation Alternatives program administered by the MDT, Federal Lands Access Program and a USDA administered Communities Facilities Grant program. **Others??**

Loan and Bonding opportunities

- Rural Development Grants: these grants/loans assist small, rural communities and may cover 100% of the project cost
- Montana State Revolving Fund: through DEQ and deals with Health issue projects of which trails could be tied to
- DNRC: projects that protect, preserve, utilize natural resources in some way
- Intermediate Term Capital Program: may cover 100% of infrastructure costs

Partnerships

- There are a wide range of partnerships that may be established between community partners, organizations and local governments. Many of these form around a project or program that the parties agree to work together on accomplishing.

(Refer to Appendix F-1 for a more detailed description of costs, funding and grant opportunities.)

CHAPTER 10: CONCLUSIONS AND NEXT STEPS

The draft Broadwater County Trails Vision Plan, sponsored by BCDC, contains 60 trail loops and segments described in Table 1 and Table 2. The top priorities suggested and reviewed through committee input, public meeting comments and local government input included in Table 3: Missouri River Bridge at Townsend, Centerville Road from Indian Rd CG to Canton Lane, Hwy 12 east from Townsend to the Fairgrounds entrance, Silos Road Trail from Hwy 287 to Silos Recreation Area, N. Harrison to Canton Lane to Delger to Hwy 284 and Hwy 12 to Fairgrounds, City of Townsend sidewalk Routes, Hwy 287 from Toston to Townsend and alternate routes, Hwy 287 from Townsend to Silos Road and if it could be resurrected, Copper City Road ROW from Old Town Road to Copper City trailhead, Wheatland interconnecting trail system.

The development of this trails plan has been crafted to incorporate and respond to the elements of the Broadwater County and City of Townsend growth policies and several existing master plans that have specific trails identified for development. Many local and county wide surveys have been used to capture the public's values and interests that they cherish about living, working and playing in Broadwater County. The survey results have consistently shown that recreational and outdoor use are major high priority values. The development of this trail plan identifies outdoor trail routes that meet the interests of county and city residents and tourists looking for recreational trails, access to neighboring communities, business, safe school routes and access to critical infrastructures and emergency evacuation or shelter sites.

Broadwater County is situated as a prime "Live, Work, Play" county. The county has a developing residential base and has updated their growth policy trying to stay current with development pressures. The county is situated between the rapidly developing larger population and business growth in Gallatin and Lewis and Clark counties. Commutes from within Broadwater County to these areas is moderate with good roads. The predominantly rural setting for the county with good schools and an abundance of public lands allows room to roam and enjoy the outdoors while still keeping communities connected. Residents and tourist alike will now have a beginning point to find information about hiking, biking and recreational trails that lead to increased enjoyment of the county.

This plan makes an effort to identify trail segments or routes that are usable by a variety of user types. Nearly all the county roads routes are usable by hikers, mountain bikers, runners and equestrian users. The Missouri River Paddlers Trail segments are good for rafting, tubing and canoeing. Remote trail segments will likely be single tread systems for hiking and mountain biking.

Business and government agencies will have an added piece of information to provide to potential or new employees, friends, family and tourists to more fully enjoy some aspects of Broadwater County. This plan displays the city sidewalk needs to better facilitate access to schools safely for students and the community to school activities. Development of properly designed trails and in-town sidewalks provide the legal and safety compliance to ADA compliance and increase utilization of the facilities by senior and handicap citizens. Access will be enhanced to the local government offices, medical facilities and businesses as well as city and county parks and recreation facilities and fairgrounds. These all play a role in helping residents and visitors better enjoy and efficiently access Broadwater County.

The trail plan also identifies the connections that trail routes provide to allow users to access adjacent counties or how to get into and through Broadwater County from adjacent counties. These are helpful to regional touring hike/bike groups and may facilitate getting groups to tour through the county. These connections help display the importance of developing a trail system throughout Broadwater County.

The increased use of trails and facilities across Broadwater County can lead to the development of business opportunities that cater to such users. In Broadwater County and Townsend, it could include the addition of a bike shop, a hiking-oriented business or canoe and rafting businesses or guiding/shuttling services. These could be expansion of existing businesses into these product lines or new businesses. These business expansions or new ones likely bring additional employment or tourism to Broadwater County. These businesses may also increase needs for housing, motels and restaurants.

The local community members and groups will need to engage in the development of the trails or trail segments that they support. They will need to develop the public and city/county support and pursue the available funding sources to design and build their important trails. Many of the identified trail segments or routes will likely stay as they currently exist until a level of use and involvement develops to begin the public support necessary to get a trail developed. This plan does identify a group of the top priority trails that should be immediately pursued for development and completion. In the meantime, the public has a system of identified routes throughout Broadwater County that can be used in their present condition.

This plan provides a funding summary of kinds and places to look at to find appropriate fund sources for the kind of trail being proposed and developed. The type of trail being envisioned will dictate to a large degree the costs expected for that individual trail segment. The Chapter 9 descriptions provide a good assessment of what costs may be influenced by various factors.

The trails plan addresses all of the Vision/Mission items identified by the trails committee based upon the discussions from the community review sessions and the direction provide by the Board of Broadwater County Development Corporation. The development of the brochure envisioned from this effort will be developed once the plan is accepted by the public and county/city governments.

This plan is considered a final draft from the trail committee to BCDC Board and the county commission and city council. It is the trail committee vision that this plan stays in a draft form to allow maximum flexibility in making changes within it without having to go through a formal updating process.

Next steps:

Complete the next round of public involvement with public meetings, organization and agency presentations (city, county, FWP, FS, BLM, BOR MDT, chamber, schools, Rotary, Lions, BCDC, MVM, etc.)

Prepare a final draft plan based upon this final round of public meetings

Draft a brochure based upon the draft plan and the next round of public involvement

Over time continue to update this vision for trails with new ideas, opportunities and community interests. This plan is viewed as a perpetually evolving and dynamic vision, changing and being adjusted as the county residents see fit.

Now let's implement priority segments of this vision.

Thank you,
The Trails Committee

TABLES

Table 1 Trail Segment Details: Number, priority, Description, Management Authority

Trail Segment	Priority	Description	Length (Approx)	MD T	BWT R Co.	BO R	FWP	Cit y	F S	BL M	L& C Co	DNR C	PV T
1	Y	Missouri River Bridge	500 ft	X									
2	Y	Centerville Rd	1.2 mi/396 ft paved trail		X								
3	Y	Hwy 12 Townsend to Fairgrounds	1.44 mi to Fairgrounds entrance or 1.7 mi to Hwy 284 jct	X									
4	Y	Canton Ln	2.4 mi		X			X					
5	Y	Delger Rd	1.5 mi		X								
6	Y	Townsend City (Table 2)						X					
7	Y	Silos Rd Trail	5160 ft		X					X			
8	Y	Hwy 287: Townsend to Toston	10.6 mi	X									
9	Y	Hwy 287: Bridge to Silos RD	6.2 mi (1.2 mi existing gravel trail)	X									
10		Hwy 287: Silos Rd to Winston	5.3 mi	X									
11		Hwy 287: Winston –	8.7 mi	X									

		Jeff. Co line											
12		Lower Deep Cr.	7.5 mi		X			X					
13		Hwy 287: I-90 to Toston (Hwy 285 jct.)	19.5 mi		X								
14		Wheatlan d Area Loop	8.0 mi		X								X
15		Greyson Loop	16.0 mi		X								
16		Flynn Lane Loop	9.0 mi		X								
17		Cemetery Road	.73 mi		X							X	
18		Diamond Gulch Rd	.9 mi		X								
19		Clopton Rd	4.1 mi		X								
20		Hwy 12- Hwy 284 to Ross Gulch	9.3 mi		X								
21		Cottonwo od Rd (Cottonwo od- Lippert-N FK-Hwy 12)	11.9 mi		X							X	
22		Lippert Gulch	1.3 mi		X								
23		Sandhill Rd	3.4 mi		X								
24		Hwy 284: Hwy 12- L&C co line- CF Dam	33.1 mi	X									

25		Lower Gurnett Rd	1.8 mi		X	X	X						
26		CFES-Gurnett to Duck Cr CG	3.0 mi			X	X						
27		Duck Cr CG-Goose Bay	10.6 mi			X							
28		Goose Bay-L&C Co - Hellgate CG	12.9 mi			X					X		
29		Hellgate CG-L&C co line-East Shore Rd-Hwy 284	8.1 mi		X	X					X		
30		McMaster TH loop	2.5 mi		X					X			
31		McMaster TH-West Shore Trail	4.9 mi			X				X			
32		CFWST-Whitehorse Rd-Silos Rec Area	1.6 mi		X	X	X						
33		Silos RA-internal Trails	1.6 mi			X							
34		CFWST-Silos CG-White Earth CG	11.5 mi			X							
35		CFWST-White Earth-Co Line	8.0 mi			X							
36		CFWST-L&C Co	8.1 miles:			X					X		

		line-West Shore RD – Hwy 284	3.6 mi to CG, 4.5 mi to Hwy 284										
37		Beaver Cr Rd	5.7 mi		X								
38		Filson Rd	3.5 mi		X								
39		Old Town RD: Hwy 287 – Co Line	3.8 mi		X								
40		Copper City Rd to TH	1.1 mi		X				X				
41		Hwy 437: Hwy 285- Hwy 287	8.6 mi	X	X?								
42		Lombard RD: Toston-Big Spring	5.2 mi		X				X				
43		Hwy 285: Hwy 287- Radersburg	9.6 mi	X									
44		Radersburg-Crow-Slim Sam-Keating Loop	19.3 mi	X	X				X	X			
45		Mudd Spring RD: Crow Cr to Indian Cr Rd	5.2 mi		X				X				
46		Old Woman Grave Rd: Hwy 285 to Indian Cr Rd	12.4 mi		X				X				
47		River Rd: Hwy 285	12.7 mi		X				X	DO	D		

		to Indian Cr Rd											
48		Indian Cr RD: to Mudd Spring Rd	6.8 mi		X								
49		Duck Cr Rd: Hwy 284 to Birch Cr Rd	13.4 mi		X				X				
50		Magpie RD: Hwy 284 to Magpie Divide	17.4 mi		X				X				
51		Missouri River Paddlers Trail-upper	20.25 mi				X FWP and Gallatin Valley Land Trust			X			
52		Missouri River Paddlers Trail-Lower	21 mi				X			X			
53		Copper City Trail System	17 mi				X SWM MA						
Regional	Trail	Routes											
54		Dry Cr to Sixteen Mile to Hwy 12 to WSS											
55		Ross Gulch to Ridge Rd to Grassy Rd											

		to Hwy 12 WSS											
56		Duck Cr - Birch Cr Divide to Hwy 360 to WSS											
57		Hwy 437 to Lone Mtn Rd to Willow Spring RD to Radersbur g RD to Lower Valley Rd to Hwy 69 to Boulder											
58		Broadwater Co line south end on Hwy 287 to Willow Cr RD to Willow Cr to Three Forks to Headwater rs Trail to Old Town Road to Hwy 287											
59		Hwy 12/287 at Broadwater Co line to East Helena											

60		CF Dam on Hwy 284 to Hwy 430 to Helena											

Broadwater County: Paved 2,508 ft; 1.2 miles of gravel surface (6,336 ft); Copper City trails – 17 miles of native surface

Table 2 City of Townsend Street Sidewalk Lengths (approximate)

Street Segment	Distance (ft)(approximate)
Broadway N side	2,877
Broadway S side	2,877
Hwy 287 N	3,062
Hwy 287 S	2,157
D Street	2,883
2 nd Street	2,877
4th Street	2,862
N Pine Street	2,277
S Pine Street	1,800
N Cedar Street	2,280
S Cedar Street	1,353
N Harrison Street	1,506
S Harrison Street	1,365
Total	30,176 ft

Hwy 287 N pathway 2,112 feet of paved pathway
 from end of city sidewalk to Centerville Rd.
 (City limit to Centerville RD)

Table 3 – Top Priority Trail Segments

- Missouri River Bridge at Townsend
- Centerville Road from Indian Rd CG to Canton Lane
- Hwy 12 east from Townsend to Fairgrounds entrance
- Silos Road Trail from Hwy 287 to Silos Recreation Area
- Canton Lane and Delger Rd to Hwy 284
- City of Townsend Street/Sidewalk Routes
- Hwy 287 from Toston to Townsend and alternate routes
- Hwy 287 from Townsend to Silos Road

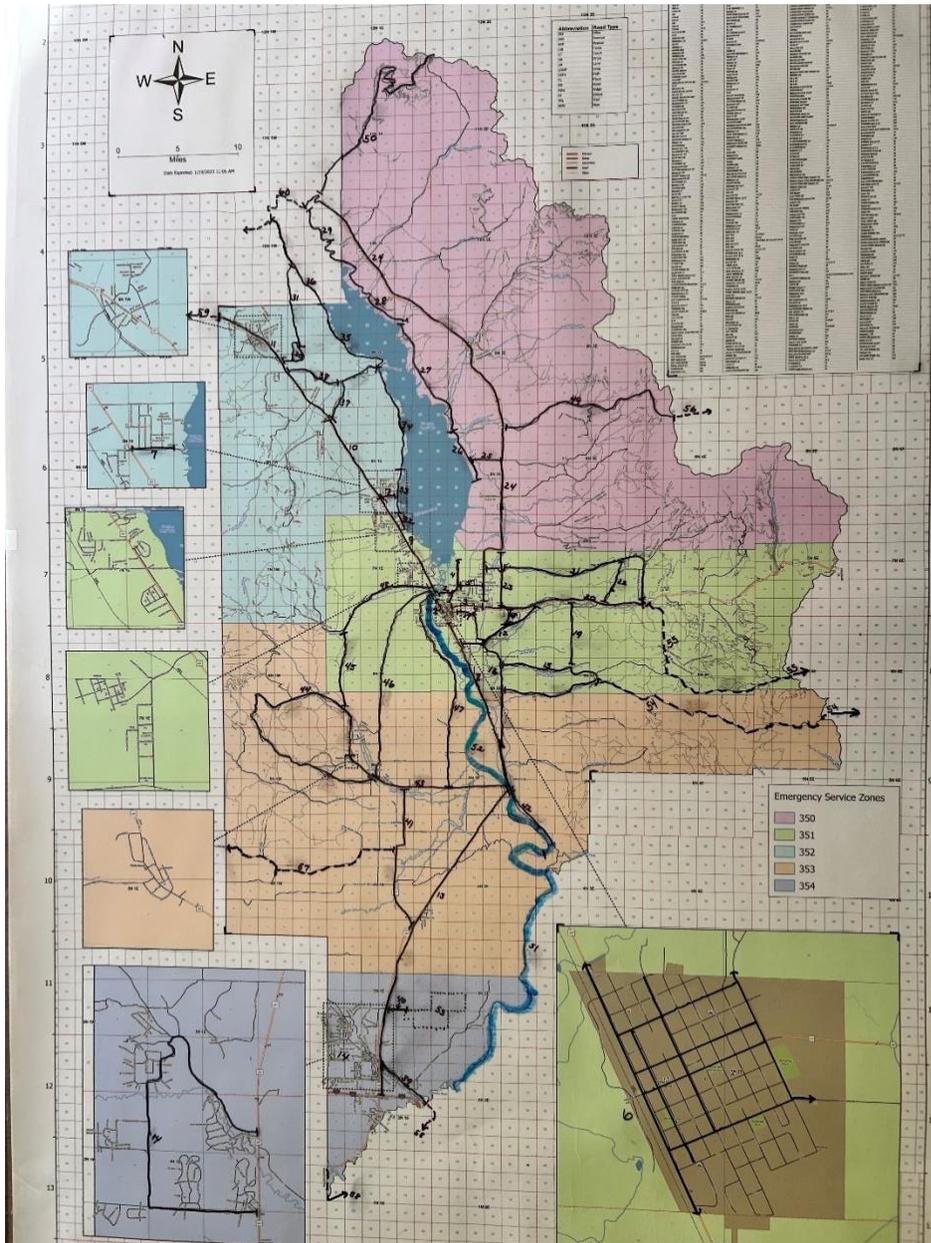
EXHIBITS

MAPS

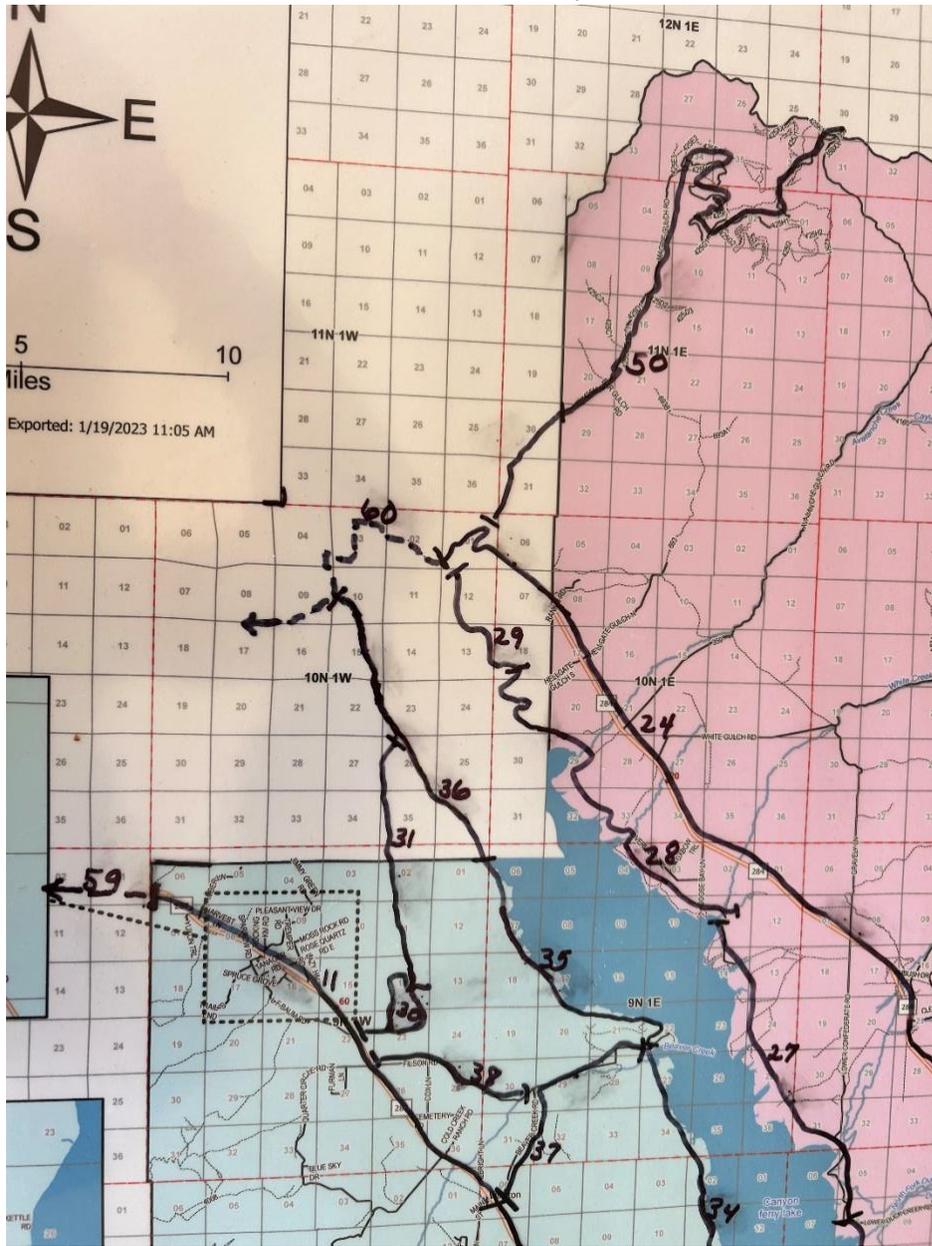
List of Broadwater County Trail-Route Maps M-1 thru 14

M-1	Trail Routes in Broadwater County
M-2	Trail Routes in Northern Broadwater County
M-3	Trail Routes in Central Broadwater County
M-4	Trail Routes in East Central Broadwater County
M-5	Trail Routes in West Central Broadwater County
M-6	Trail Routes in Silos area, Broadwater County
M-7	Trail Routes in Townsend vicinity, Broadwater County
M-8	City of Townsend sidewalk proposals
M-9	Trail Routes Southern Broadwater County
M-10	Wheatland area potential Trail Routes
M-11	Missouri River Paddlers' Trail -Upper and Lower segments
M-12	Missouri River Paddlers" Trail Upper Segment
M-13	Copper City Trails OnX map
M-14	Copper City Mountain bike Trails (SWMMBA)

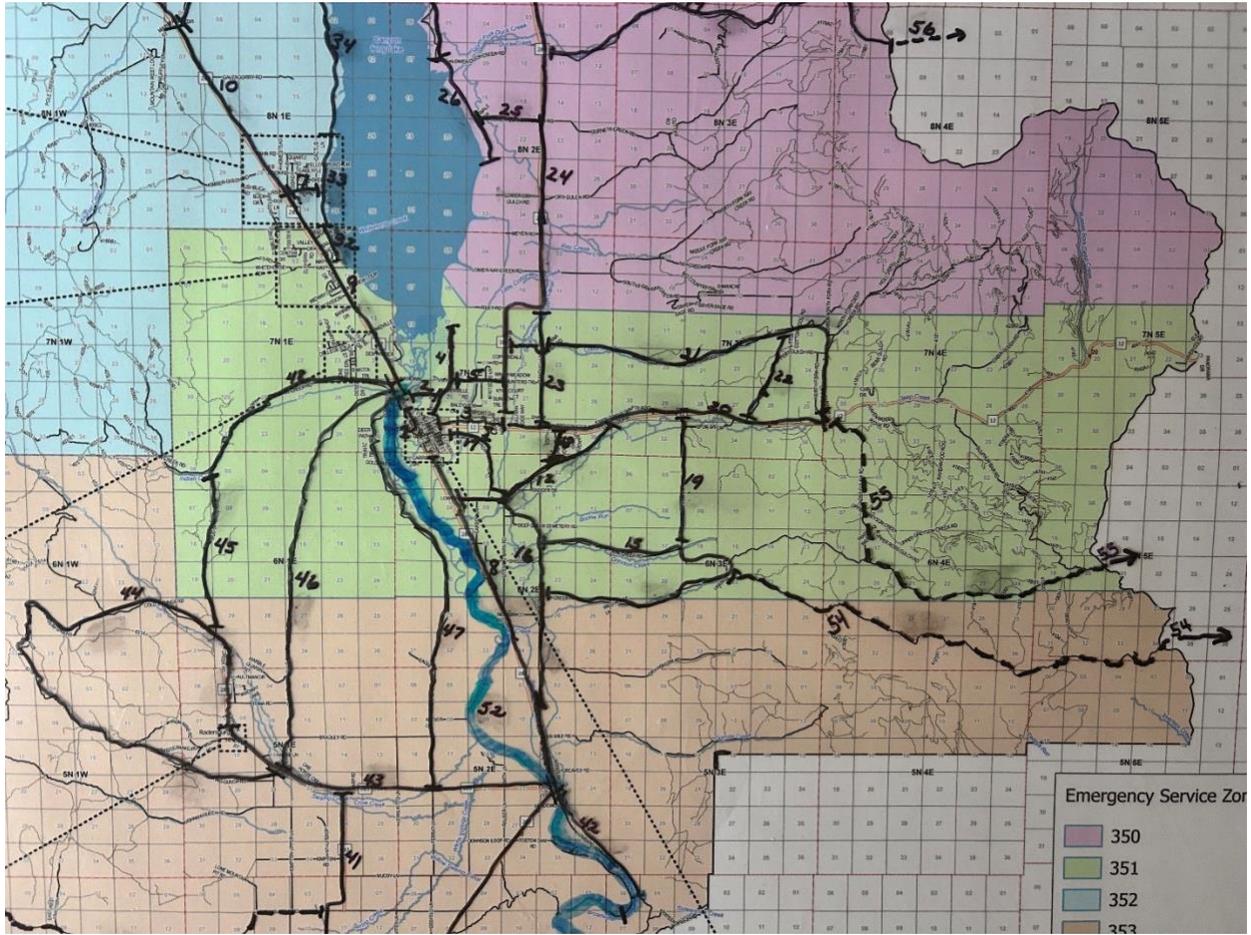
M-1 Trail Routes in Broadwater County



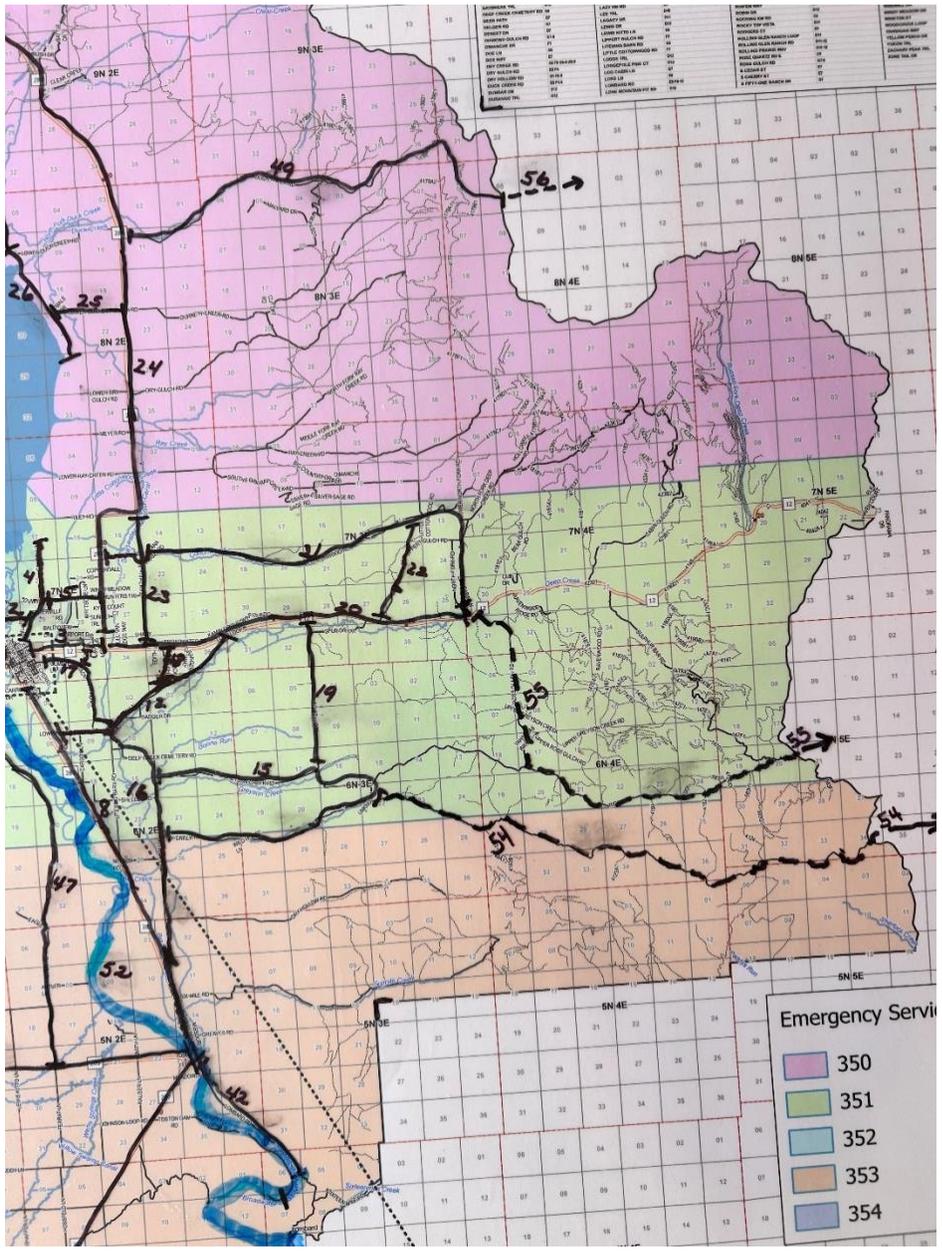
M-2 Trail Routes in Northern Broadwater County



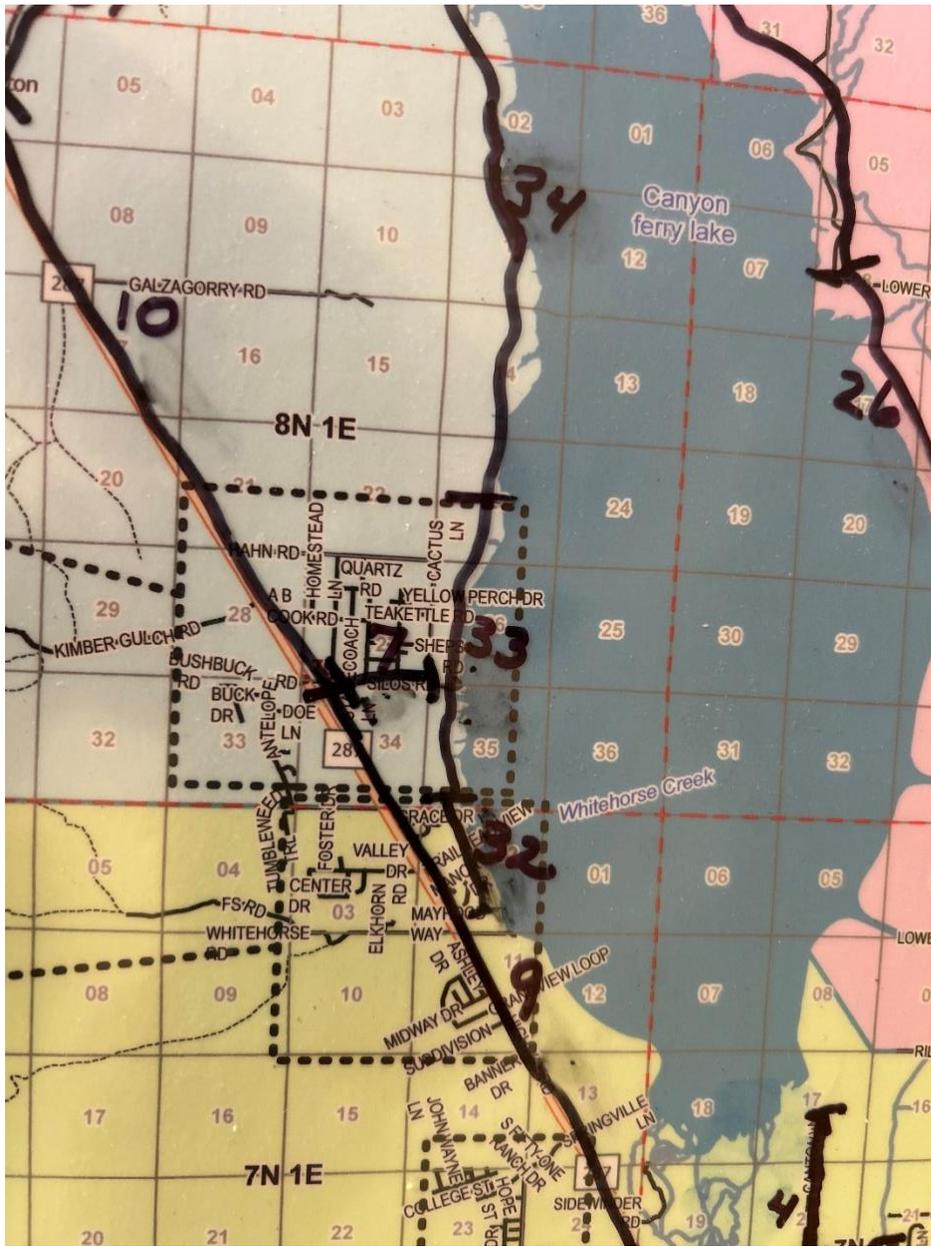
M-3 Trail Routes in Central Broadwater County



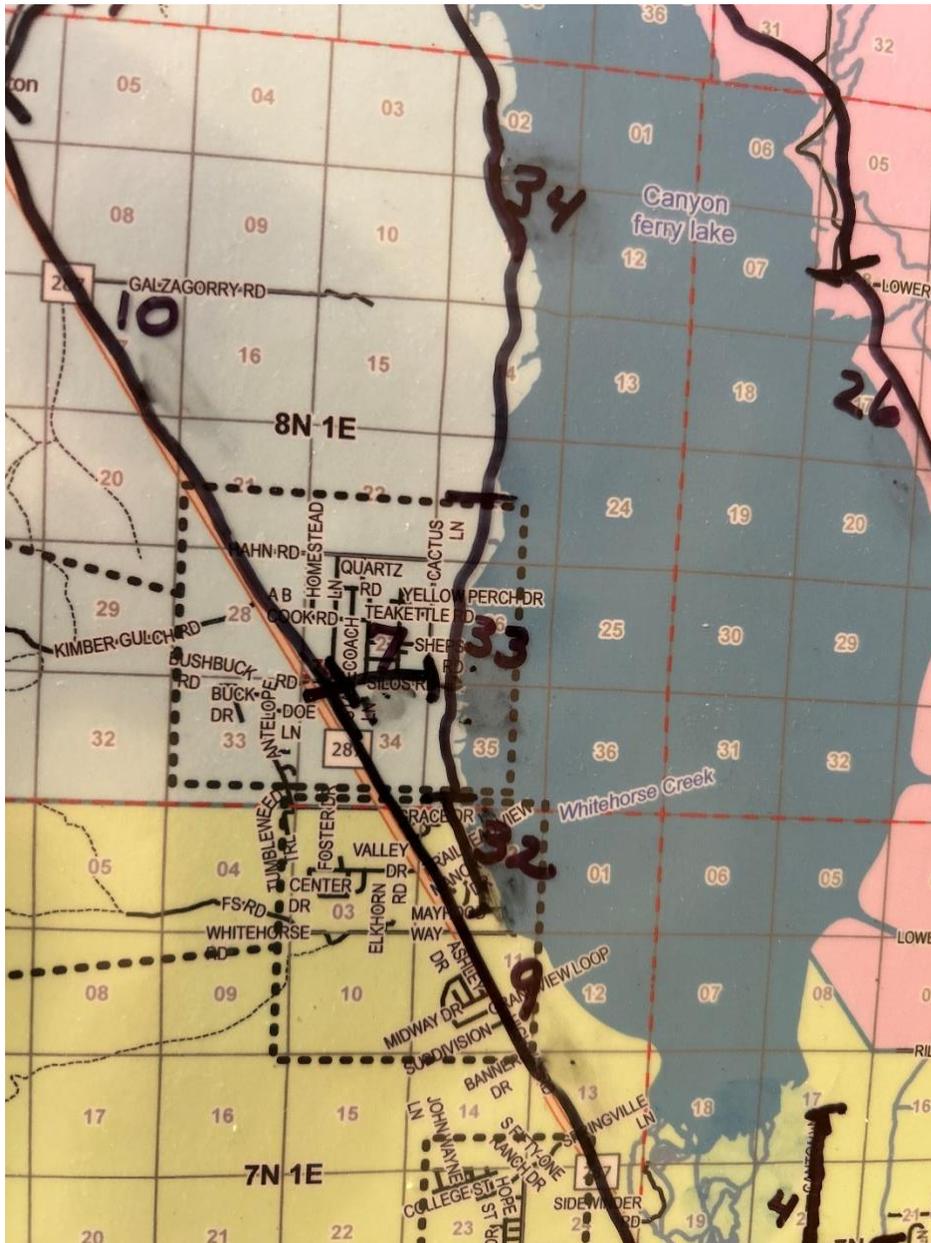
M-4 Trail Routes in East Central Broadwater County



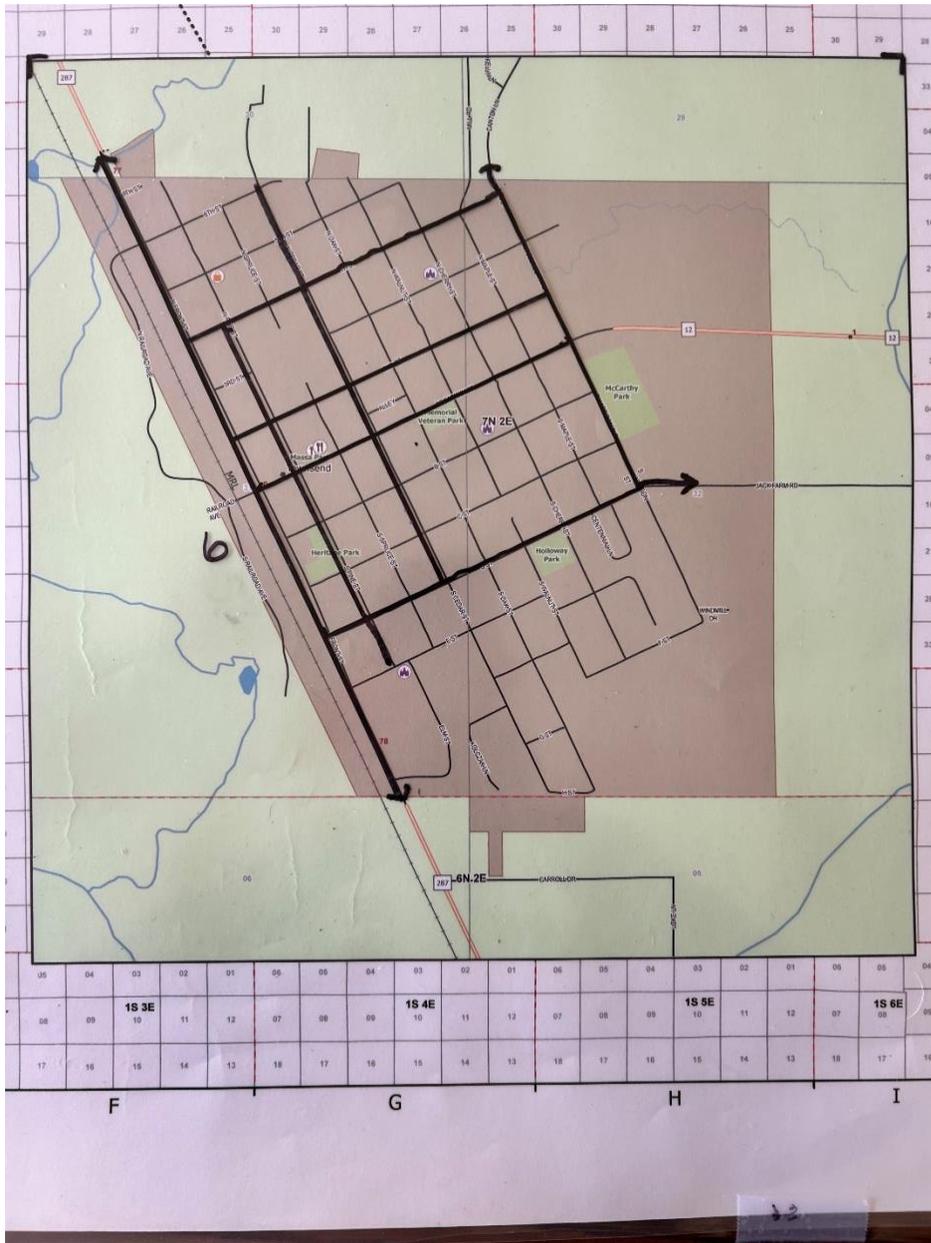
M-6 Trail Routes in Silos area, Broadwater County



M-7 Trail Routes in Townsend vicinity, Broadwater County



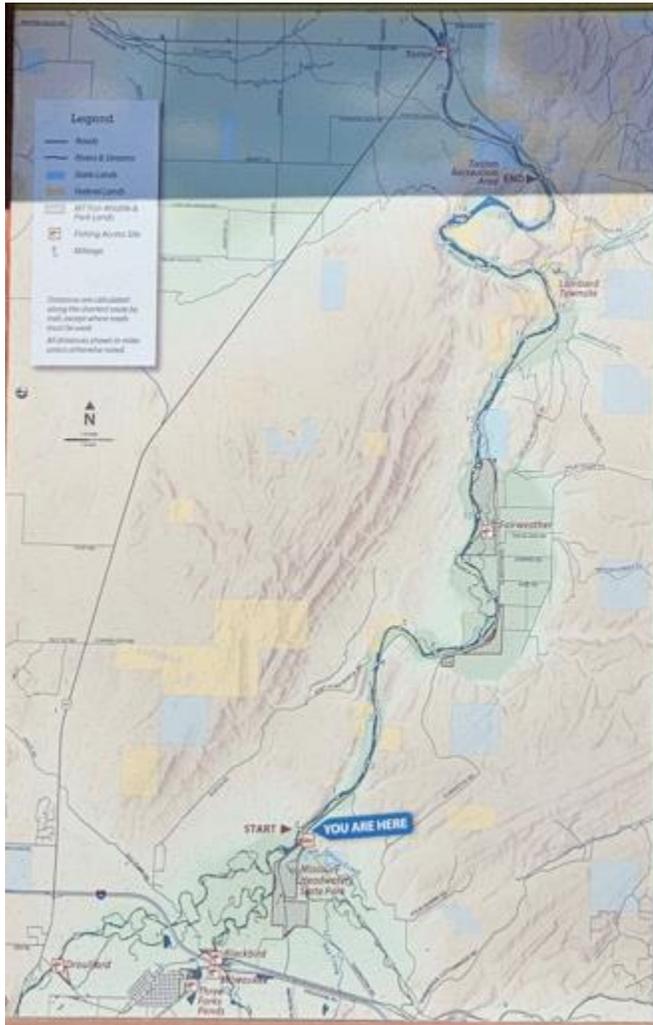
M-8 City of Townsend sidewalk proposals



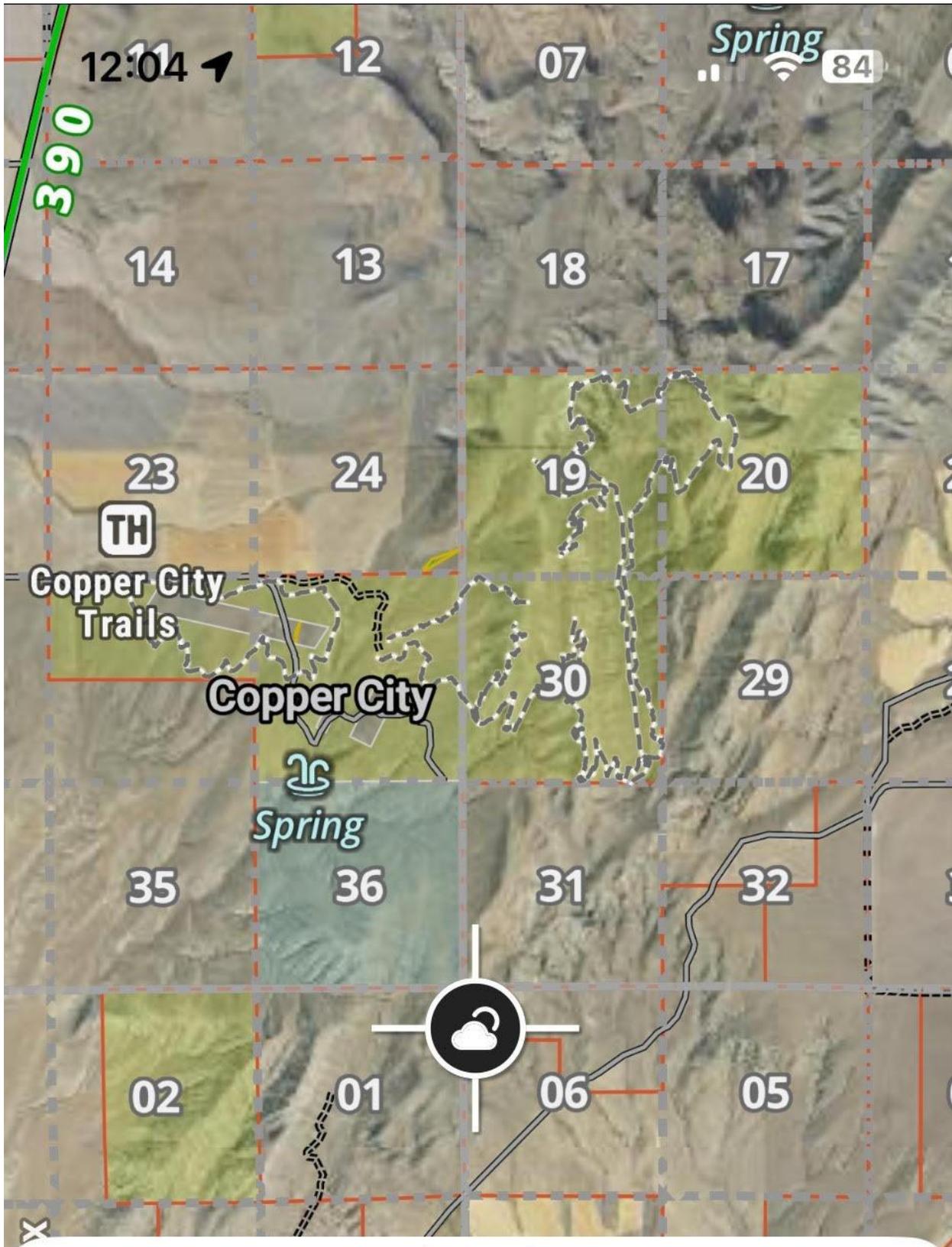
M-11 Missouri River Paddlers' Trail: upper and Lower segments (Blue trail)



M-12 Missouri River Paddlers' Trail Upper segment (GTVLT/FWP)



M-13 Copper City Trails – OnX map, Broadwater County



M-14 Copper City Mountain Bike Trail system (SWMMBA)

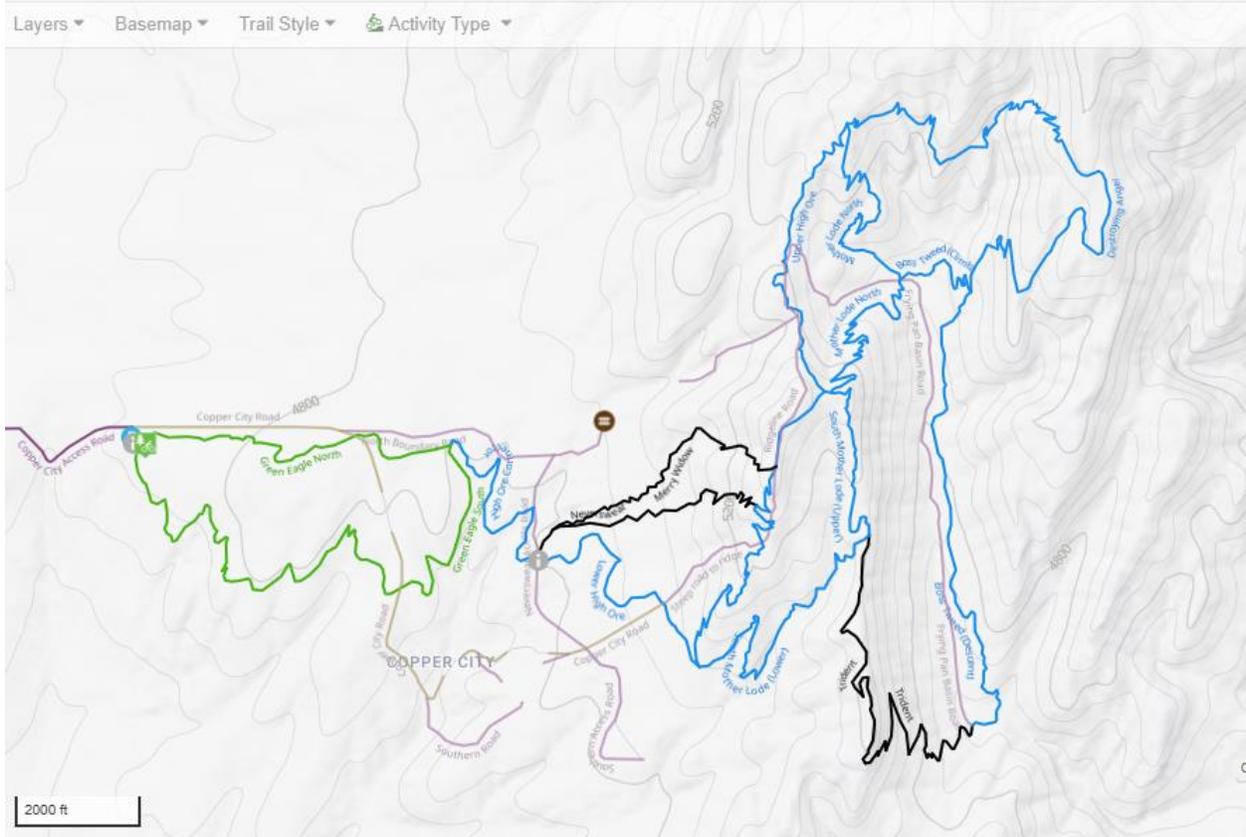


EXHIBIT P

Missouri River Paddlers Trail Access site photos

- P-1 Headwaters State Park Portal sign (FWP, GVLT)
- P-2 Toston Dam upper site ramp (FWP)
- P-3 Toston Dam upper site ramp signage (FWP)
- P-4 Toston Dam Lewis and Clark sign (FWP)
- P-5 Toston Dam lower site ramp (FWP)
- P-6 Toston Dam lower site ramp extension (FWP)
- P-7 Toston Dam lower site ramp sign (FWP)
- P-8 Toston Bridge access site (FWP)
- P-9 Toston Bridge ramp (FWP)
- P-10 Toston Bridge site portal sign (FWP)
- P-11 York's Islands access site ramp (FWP)
- P-12 York's Islands site Portal sign (FWP)
- P-13 York's Islands L&C map/sign (FWP)
- P-14 Indian Road access site (BOR)
- P-15 Indian Road access site boat ramp (BOR)



P – 1 Headwaters State Park portal sign



P – 2 Toston Dam upper site ramp



P – 3 Toston Dam upper site ramp signage



P – 4 Toston Dam upper site Lewis and Clark sign



P – 5 Toston Dam lower site ramp



P – 6 Toston Dam lower site ramp extension



P – 7 Toston Dam lower site sign



P – 8 Toston Bridge access site



P – 9 Toston Bridge ramp



P-10 Toston Bridge access site portal sign



P – 11 Yorks Islands access site ramp



P – 12 York's Islands site portal sign



Yorks Islands

Lewis and Clark in Montana



The Corps of Discovery



York (ca. 1770-1831) is the only name given for Captain William Clark's slave in the journals of Lewis and Clark [Moulton, 1988].

Lewis and Clark's journals frequently refer to York, a black slave to Captain William Clark. York played an important role in the success of the Corps of Discovery. The journals document how York tended to the sick, hunted and fished for food and contributed to wildlife observation. This muscular, black man's appearance was curious to the native people the Corps encountered and he gained their respect which helped the expedition. York was given an equal vote in the Corps' decision to winter at Fort Clatsop on the Pacific Ocean in 1805. York requested his freedom upon returning from the expedition citing his contributions to its success. However it would not be until almost 5 years later that William Clark was successful in negotiating York's freedom as a slave. Still York remained a black man in a world of slavery and segregation, history has not fully revealed how successfully this man who traversed the continent was able to function in a society still developing its ideals of equality and freedom.

Two places in Montana were named in his honor: Yorks 8 Islands here in Broadwater County and Yorks Dry River (now Custer Creek) in Prairie County along the Yellowstone River.

Today Yorks Islands are private property. Please respect the landowners and observe these islands from a distance.



- 1. Present day Teton
- 2. "Custer" (Custer) Creek
- 3. Encamped on the 24th of July
- 4. Yorks 8 Islands
- 5. Present day Townsend
- 6. Mouth of and up
- 7. Judge Creek
- 8. Encamped on about 28th of July

LEWIS' JOURNAL

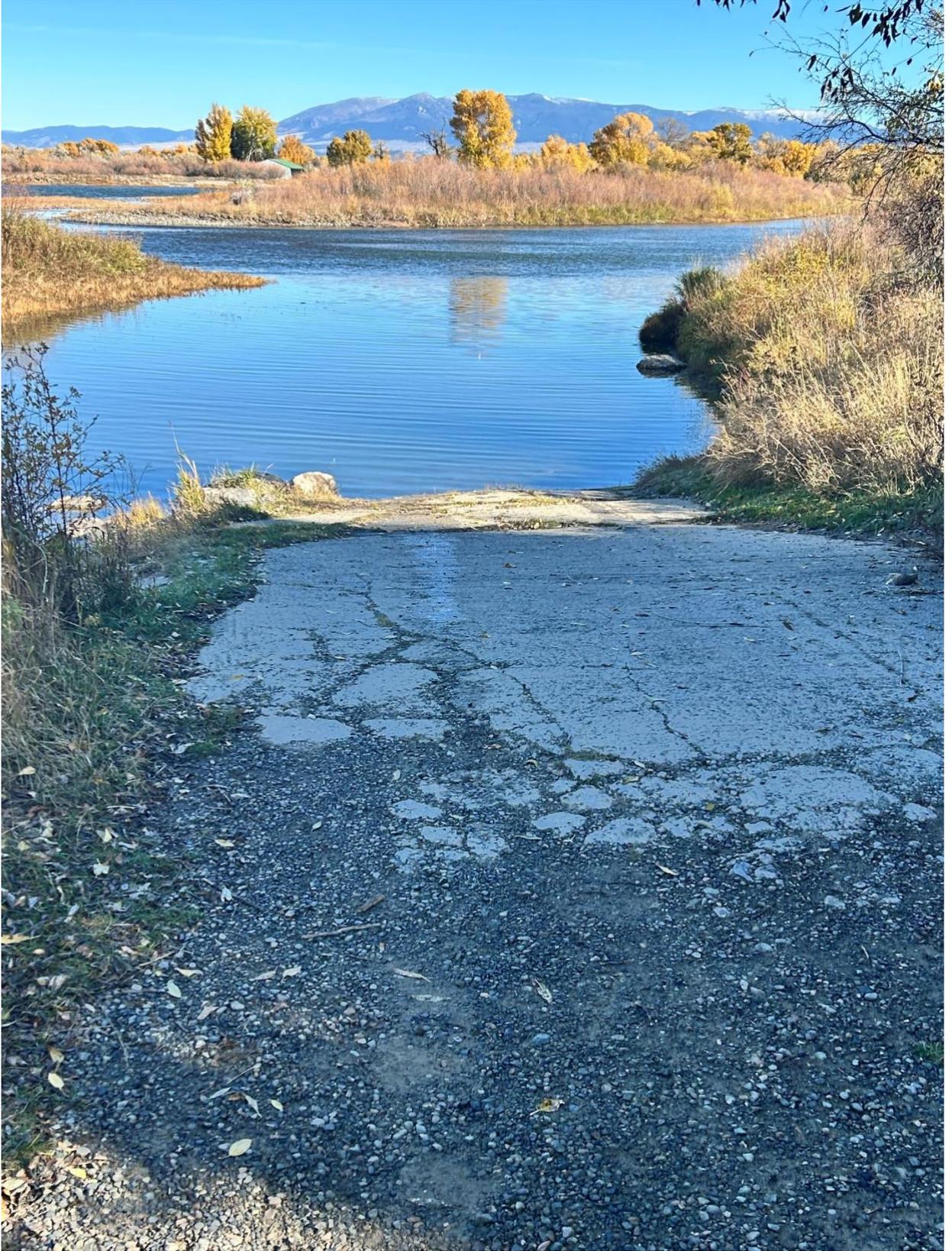
[July 24, 1805:] "we saw many however and some other today, the former dams up the small channels of the river between the islands and compell the river in these parts to make other channels; which as soon as it has effected that which was stoped by the former becomes dry and is filled up with mud sand gravel and drift-wood, the hoover is then compelled to seek another spot for his habitation wher[e] he again erects his dam, thus the river in many places among the clusters of islands is constantly changing the direction of such shoals as the hoovers are capable of stopping or of 20 yds in width, this unusual in that way I believe to be very instrumental in adding to the number of islands with which we find the river crowded."

Left: E.S. Pease Lewis and Clark at the Three Forks near the Montana State Capitol Circa 1893. Courtesy of the Montana Historical Society. Photograph by Don Beatty
Right: York Islands section of Clark's map of 1805

P – 13 York's Islands L&C map/sign



P – 14 Indian Road access site



P – 15 Indian Road access site boat ramp

APPENDIX E-1

BCDC Trails Vision Plan ties to the Broadwater County Growth Plan Addendum 2024

INTRODUCTION

Broadwater County seeks to address these challenges and lay a clear path forward with this addendum to the 2020 Growth Policy, with ultimate goals that include providing adequate public services and reliable infrastructure as well as balancing economic development, housing development, and environmental protection with the rural lifestyle and values of the residents who call this place home.

This Growth Policy Addendum is intended to help Broadwater County meet these challenges and ensure that the county remains a great place to live, work, and raise families for generations to come. County growth plan addendum 2024.

The Growth Policy is a living document that will be reviewed and updated on a regular basis. The County should work with residents and stakeholders to ensure that the Growth Policy is meeting the needs of the community and ensure that Broadwater County remains a great place to live, work, and raise a family for generations to come.

The Growth Policy is based on the following principles:

Economic Opportunity

Broadwater County should provide opportunities for businesses to thrive, create jobs, and in turn benefit both the county and its residents.

Quality of Life

Broadwater County should be a place where people can enjoy the dark skies, peace, and open spaces of Montana. Growth policy principles 20214.

Infrastructure Investment

Broadwater County can invest in infrastructure such as roads, schools, and water and sewer systems, to meet the needs of a growing population.

Public Services

Broadwater County can work to ensure that all residents have access to quality public services, such as education and emergency services. . Growth policy strategies

VISION & OBJECTIVES

Community Connectivity

Our vision includes strengthening the bonds within our communities and improving infrastructure to connect our residents. Enhanced transportation networks, broadband access, and community hubs will facilitate growth without sacrificing our way of life.

Environmental Stewardship

We are committed to protecting our environment for future generations. Implementing eco-friendly policies, renewable energy initiatives, and responsible land use planning will be at the core of our growth strategy.

Health & Well-Being

Broadwater County will be a place where the health and well-being of our residents are paramount. We will invest in health care services, recreation, and mental health resources to ensure a high quality of life for all.

Innovation & Entrepreneurship

Broadwater County will foster an environment that encourages innovation and entrepreneurship. We will support local businesses, startups, and creative endeavors to promote economic opportunities for all.

Values

Open spaces

It is a fundamental goal to continue to protect natural habitats, parks, and recreational areas within these agricultural lands, greenbelts and similar open areas, while accommodating new commercial and residential growth compatible with these goals.

Housing and Density

A land use designation map prioritizes higher density around existing infrastructure, considering factors like land use, access, and water availability. An evaluation framework for new housing subdivisions examines potential impacts on the environment, agriculture, local services, public health, safety, and wildlife habitat. Careful deliberation is crucial to ensure that future developments preserve the current residents' way of life and essential resources.

Infrastructure planning

Focusing on critical areas and infrastructure that directly impact residents' daily lives shall be prioritized. ...Identifying essential needs versus wants for infrastructure planning is imperative when being mindful of financial constraints and utilizing public funds efficiently.

Cost-effective strategies involve utilizing existing infrastructure, like concentrating growth on upgraded arterial roads. This targeted approach allocates funds wisely, promoting community integration and social cohesion.

Water Quality

Value

Committed to both environmental health and economic prosperity, Broadwater County values sensible measures to safeguard the quality and quantity of its surface and groundwater resources, ensuring long term sustainability for agriculture, recreation, and industry.

Wildlife Habitat & Ecosystems

Value

Broadwater County boasts a rich natural environment that includes the Missouri River, Canyon Ferry Reservoir, Elkhorn Mountains, Big Belt Mountains, Limestone Hills, and various other waterways, riparian areas, and wildlife habitats. These elements are not only vital for the local ecosystem but also contribute to the beauty and quality of life enjoyed by residents.

Acknowledging this necessitates prioritizing low-impact planning and development strategies to minimize environmental harm while accommodating growth.

Develop Neighborhood Character

Value

Deeply rooted in its rural character, Broadwater County establishes development objectives that both preserve its cherished identity and enhance the quality of life for its residents.

Preserving and enhancing neighborhood character is an ongoing commitment that requires collaboration between the communities, residents, and stakeholders. By implementing strategies, we aim to protect the unique identity of our neighborhoods, ensuring they remain attractive, vibrant, and cherished places to live, work, and play for generations to come.

Multi-Modal Transportation

Value

Broadwater County envisions well-connected communities that prioritize safety and resident wellbeing. Having multiple options of multi-modal transportation enhances accessibility and community cohesion. This also facilitates interactions among residents and the interconnectedness contributes to a supportive and safe community environment.

Reality

Residents in rural communities face a lack of public transportation options, making it difficult to get around for individuals without access to a personal vehicle. Multi-modal transportation systems integrate buses, bicycles, and walking paths enabling residents to navigate the town more conveniently and efficiently. This can be a catalyst for economic growth in small towns attracting more people to the area. Businesses benefit from the increased foot traffic and improved access to employees, leading to job growth and the expansion of the local economy.

The presence of well-maintained trails, bike lanes, and pedestrian friendly areas can encourage active lifestyles, which has far-reaching benefits for public health and mental health. Walking and biking to daily destinations can help combat sedentary lifestyles, leading to a healthier population in an area that is otherwise auto dependent.

These alternative forms of transport can also significantly reduce the carbon footprint by decreasing the number of vehicles on the road. Walking and biking promote healthier forms of transport and align with the environmental values of a rural community.

BROADWATER COUNTY IMPERATIVES

Use, Plan, & Expand Infrastructure

Utilizing Existing Infrastructure

Developing around existing infrastructure is not just cost-effective; it's sustainable, minimizing environmental impact, promoting accessibility, and fostering economic viability. Building adjacent to existing roads, utilities, and services reduces upfront costs compared to building new infrastructure from scratch. This not only saves taxpayer dollars but also minimizes environmental disruption and preserves precious open spaces. Additionally, established infrastructure connects residents and businesses to necessary services, enhancing quality of life and attracting economic opportunities. By efficiently utilizing existing amenities, Broadwater County can lay the groundwork for smart, sustainable growth.

Planning for Expansion

While acknowledging the value of existing infrastructure, responsible long-range planning must also address areas where expansion is necessary. To maintain Broadwater County's rural character and protect its natural wonders, such expansion must be deliberate and strategic. Focusing on compact, sustainable development patterns is key. This can involve infill development within existing towns, encouraging pedestrian and bicycle-friendly communities, and prioritizing mixed-use zoning that promotes social interaction and reduces reliance on cars.

Emphasize Community Character & Quality of Life

Rural areas such as Broadwater County possess a unique charm and authenticity that is often absent within urban centers. The heart and soul of a rural community lie in its character and quality of life.

While urban areas are bustling with activity, rural areas offer close-knit communities, tranquility, and a strong connection to nature. Preserving these qualities is crucial to ensure that rural communities thrive in the face of modern challenges.

One way to preserve these rural qualities is to support local economies. A thriving local economy is fundamental to enhancing the quality of life in rural areas. By focusing on community character, rural regions can promote businesses that align with their unique identity such as arts-based crafts, locally sourced agriculture and agritourism. This not only helps boost the local economy but also ensures that rural communities remain self-sufficient and maintain their character.

Strengthening social connections can emphasize community character, nurturing these connections through events, gatherings, and shared activities. From farmers markets to local festivals, these events help residents bond and create a stronger, more resilient community.

IMPLEMENTATION

Broadwater County and its partners must work together to implement this strategy over the next 20 years through a series of strategic steps. Successful follow through for the Growth Policy implementation includes ongoing community outreach, monitoring and evaluation, and recognition of achievements by contributors as detailed below:

Implementation Strategy

- Develop a detailed implementation strategy that outlines specific actions, responsible parties, and timelines for executing the recommendations in the Growth Policy

Community Outreach for Implementation

- Communicate the adopted Growth Policy to the community
- Provide regular updates on the progress of implementation through various channels
- Seek ongoing input and collaboration from the community throughout the implementation phase

Monitoring & Evaluation

- Establish a monitoring and evaluation system to track the impact of the Growth Policy over time
- Review and update the policy to adapt to changing circumstances and community needs (every five years according to statute but annual review is best practice)

Recognition

- Acknowledge and celebrate achievements and milestones in the Growth Policy implementation
- Recognize the contributions of community members and stakeholders

Open, Resource, & Recreation

Mobility & Access Arterials, highways, and local roads may be present through this designation. Local road and trail networks, when present, are typically managed by the agency managing the landscape.

Rural Residential & Small Agriculture

Mobility & Access

Lower densities are likely to produce auto-centric travel. Arterial, collector, and local roads are in a traditional grid pattern or irregular pattern, depending on topography. Most local roads are paved and/or regularly maintained. Non-motorized facilities, typically located along arterial and collector roads, provide connectivity to schools, parks, recreation facilities, and other parts of the community

Residential

Mobility & Access

Lower densities are likely to produce auto-centric travel. Arterial, collector, and local roads are in a traditional grid pattern or irregular pattern, depending on topography. Most local roads are paved and/or regularly maintained. Non-motorized facilities, typically located along arterial and collector roads, provide connectivity to schools, parks, recreation facilities, and other parts of the community

Planned Neighborhood

Density

Density bonuses may be available if development is clustered according to conservation design principals to protect important natural landscapes and waterways, agricultural lands, fish and wildlife habitat and movement corridors, or if public facilities such as public access or trails are provided.

Mobility & Access

A mix of land uses and access to nearby destinations and amenities encourage walking, biking, and transit use. All roads should provide non-motorized facilities. Non-motorized facilities, typically located along arterial and collector roads, provide connectivity to schools, parks, recreation facilities, and other parts of the community. Additional separation for non-motorized facilities, such as protected or buffered bike lanes, boulevard sidewalks, and enhanced crossings, are needed when vehicle speeds and traffic volume increase. Arterial and collector roads are in a traditional grid pattern, or irregular pattern depending on topography, with short block lengths.

Commercial/Town Center

Mobility & Access

Typically located along arterial roads and near interstate interchanges. A mix of land uses and access to nearby destinations should be accommodated, including pedestrian, bike, and transit facilities. Additional separation for non-motorized facilities, such as protected or buffered bike lanes, boulevard sidewalks, and enhanced crossings, are needed when vehicle speeds and traffic volume increase.

Civic Employment Center Continued

Mobility & Access

Civic Employment Centers are typically located along arterial roads with connectivity to other areas in the community by transit and non-motorized facilities.

Roads to and from this area should provide non-motorized facilities alongside or separated from the road. Additional separation for non-motorized facilities, such as protected or buffered bike lanes, boulevard sidewalks, and enhanced crossings, are needed when vehicle speeds and traffic volume increase.

Roads within this area may provide non-motorized facilities depending upon the purpose of the primary user and the land use being accessed.

Industrial/Economic Development Center

Mobility & Access

Industrial Centers are typically located along arterial roads, near or adjacent to rail, with connectivity to other areas in the community by transit and non-motorized facilities.

All roads should provide non-motorized facilities. Additional separation for non-motorized facilities, such as protected or buffered bike lanes, boulevard sidewalks, and enhanced crossings, are needed when vehicle speeds and traffic volume increase.

Document prepared:

Al Christophersen and Trails Committee

APPENDIX E-2

BCDC Trails Vision Plan tie to the City of Townsend DRAFT 2025 Growth Plan

This document is a tracking effort to display the specific items in the City of Townsend Growth Plan-Draft Addendum 2025 that speak specifically to trail/sidewalk needs in the city. The BCDC Trails Committee (TC) has utilized these specific items to direct the committee's vision of planning for the needs within the City of Townsend.

SECTION 2. HISTORY OF TOWNSEND

Today, Townsend stands as a picturesque testament to the enduring spirit of its founders, attracting visitors with its historical charm, scenic beauty, and proximity to natural wonders. Scenic drives, hiking trails, and the inviting demeanor of the local community remind travelers of a rich heritage deeply intertwined with the rugged and captivating landscape of Montana. The parallels between past and present highlight the seamless continuum of life thriving in the heart of this remarkable town. Pg3

SECTION 3. GROWTH POLICY DEVELOPMENT

City of Townsend Vision Statement:

“Townsend is a family-oriented community that cherishes its small-town feel and rural setting. We are committed to maintaining a safe and welcoming environment where residents can enjoy abundant outdoor recreation opportunities. Our town prioritizes the development of affordable housing and supports business growth to ensure a thriving local economy. We strive to create a walkable community and preserve our historic and natural resources, fostering a sustainable and vibrant future for all.” Pg5

The Townsend Planning Area encompasses:

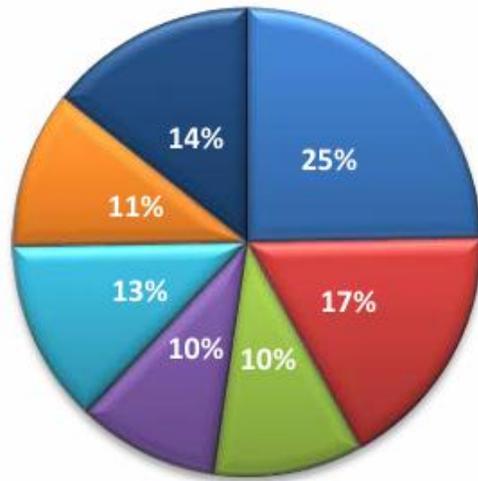
- All of the incorporated city limits of Townsend;
- One mile planning area boundary around the city.

SECTION 4. PUBLIC INPUT

FEATURES OF TOWNSEND – WHY DO YOU CHOOSE TO LIVE, WORK, AND PLAY IN TOWNSEND

As part of the survey Townsend residents were asked to identify why they choose to live, work, and play in Townsend. Residents were asked to choose one of seven reasons. Below are the results of what residents felt they continue to live, work and play in Townsend: Why Do you Choose to Live, Work, and Play in Townsend:

Why Do you Choose to Live, Work, and Play in Townsend



- Community Size and Character
- Recreation, Proximity to Nature, and/or Location
- Community, Values, and Culture
- Work/Employment
- To Raise a Family/Schools
- Family and Friends in the Area
- Born and/or Raised in Townsend

SPENDING ON MUNICIPAL FACILITIES AND SERVICES 30.00% 40.00% 50.00% The next section asked Townsend residents to identify whether they thought the City of Townsend was spending the appropriate amounts of money on different City services. A majority of respondents either didn't know what the city was spending on services or thought that spending was about right. Respondents thought spending was too high on solid waste collection and airport and not enough on fire service, sidewalks, streets, and police services. DRAFT Page | 12

Table 2. Spending on Municipal Facilities and Services

City Service of Facility	Percentage (%)			
	About right	Too Much	Don't Know	Too Little
Solid Waste Collection	39	31	22	9
Parks and Recreation	36	12	28	25
City Buildings	28	12	52	9
Streets	37	2	29	32
Airport	16	27	54	3
Sanitary Sewer	34	5	49	13
Curb and Gutter	38	6	41	15
Sidewalks	26	5	33	37
Water System	30	9	47	15
Police service	35	12	23	31
Fire Service	33	0	28	40
Stormwater Management	27	2	51	20

SERVICES AND FACILITIES IN TOWNSEND

The final section of the survey asked residents how satisfied they were with existing City of Townsend services and facilities.

When asked if residents were willing to pay more taxes to improve the services or facilities in this section of the residents who responded, respondents said they would be willing to pay more taxes to improve swimming pool, parks and recreation, law enforcement, fire protection, medical services, and mosquito control.

RESULTS OF COMMUNITY SURVEY

There were numerous themes repeated throughout the survey. Below is a list of common themes that came out of survey responses as well as written comments:

1. More economic development including updating the downtown, new business development, and more dining options.
2. Focus on affordable housing options including manufactured housing.
3. Improvement and maintenance of streets and sidewalks are a consistent theme throughout the survey with walkways, bike paths and recreational trails as a priority for many.
4. Major theme was providing and improving parks and recreational opportunities throughout the city including pool improvements, ballpark, and sidewalks.
5. Many residents indicated that police, fire, and emergency services could be improved.
6. Many residents identified keeping the small town feel and sense of community for the future of Townsend while also improving businesses on Main Street and opportunities for residents.
7. Many residents identified several things that are vital to the long-term health of the community including good roads and sidewalks, family friendly community, schools, more businesses, employment opportunities, affordable housing, and preserving agriculture.

SECTION 5. REVIEW AND COORDINATION

Coordination/Cooperation

The City of Townsend will work cooperatively with Broadwater County to advance the goals of the 2025 Townsend Growth Policy.

In addition, the City of Townsend will work with other entities in implementing the Growth Policy. Those activities that will likely require cooperation between the City of Townsend and other entities such as state and federal agencies, school and conservation districts and volunteer fire departments and include but are not limited to:

- Fire management in the wildland urban interface
- Townsend School District
- Housing
- Economic Development, Montana Business Assistance Connection (MBAC)
- County Weed Board
- The development and/or maintenance of roads that are located adjacent to publicly owned lands
- Cooperative management of recreational sites
- The role of resources management in the local economy
- The effect of growth on natural, recreational, and cultural resources
- Emergency Services delivery (pg17)

SECTION 6. GOALS, OBJECTIVES AND STRATEGIES

Housing Goals

GOALS

- #1 Create, improve, and maintain the quality of the residential environment in the Planning

Area.

OBJECTIVES

- Promote planning and infrastructure design that reflects and supports neighborliness, pedestrian oriented residential districts, and accessible public facilities.

STRATEGIES

- Review existing ordinances and/or implement additional regulations to ensure regulations are addressing accessibility in relation to housing and infrastructure.

GOALS

#3 Provide housing and accommodations for all persons, regardless of need, including seniors and those with disabilities and other special requirements.

OBJECTIVES

- Seek to develop housing for seniors and special needs groups living in the Townsend area.
- Seek to develop a variety of accessible housing to meet the current and future needs of an aging population.

STRATEGIES

- Support efforts by the community to develop accessible and affordable housing to accommodate all persons including seniors and those with disabilities.

Economic Development Goals

GOALS

#1 Provide for development and improvement of business and industrial districts in the Planning Area.

OBJECTIVES

- Promote Townsend as a family orientated and safe place to live and work.

STRATEGIES

- Support businesses that capture more customers from people that travel through Townsend each day.
- Seek to develop facilities to accommodate large gatherings and that encourage new visitation to the community.

Community Infrastructure and Services Goals

GOALS

#1 Provide for adequate infrastructure within the City of Townsend and the Planning Area.

OBJECTIVES

- Evaluate development as it relates to accessibility for all modes of transportation including transit, pedestrians, bicyclists, as well as motorists.
- Incorporate accessibility for all modes of transportation including transit, pedestrians, bicyclists, as well as motorists into maintenance or reconstruction projects on existing City streets.

STRATEGIES

- Prepare a street assessment to evaluate the conditions of all streets and outline priorities for yearly street maintenance.

GOALS

#2 Provide for adequate services within the City of Townsend and the Planning Area.

OBJECTIVES

- Maintain existing park facilities while identifying needs for new and/or expanded facilities.
- Support the efforts of Townsend School District to provide high quality education services and facilities.

- Support projects in the community that improve accessibility with construction of new sidewalks and trails as well as maintenance of existing sidewalks and trails.

STRATEGIES

- Partner with the school district to expand and improve pedestrian facilities throughout the city.
- Prepare a Parks and Trails Master Plan for the City of Townsend that will identify locations for pedestrian and non-motorized facility improvements that will best benefit the community and identify new and existing park needs.

Environmental and Natural Resource Goals

GOAL

#2 Maintain and promote the environmental quality of Townsend with respect to its natural resources and the health of its citizens.

OBJECTIVES

- Protect the general health and welfare of residents of the City of Townsend.
 - Encourage development of new sidewalks and trails to improve the health of the City’s residents.

STRATEGIES.

- Require infrastructure, such as sidewalks, to enable movement of pedestrians and non-motorized vehicles through and within all new developments and encourage similar infrastructure in all existing areas.
 - Promote the concept of a multi-jurisdictional trail systems to link natural, cultural, and scenic resources in the area and provide recreational opportunities for area residents.
 - Seek funding opportunities for improvements to existing sidewalks and trails and construction of new sidewalks and trails throughout the community.
 - Evaluate development proposals to ensure the adequate provision of sidewalks and trails to facilitate accessibility and health of the community.

City of Townsend 2024 Survey Results

(excerpted)

City of Townsend Growth Policy Update

Municipal Facilities and Services	When thinking about Municipal facilities and services that exist or are needed do you think spending is:							Total	Weighted Average	
	Don't Know	Too Much	Too Little	About Right						
Solid Waste Collection	22.12%	23	30.77%	32	8.65%	9	38.46%	40	104	2.63
Parks and Recreation	27.88%	29	11.54%	12	25.00%	26	35.58%	37	104	2.68
City Owned Buildings	51.46%	53	11.65%	12	8.74%	9	28.16%	29	103	2.14
Streets (existing and new)	29.13%	30	1.94%	2	32.04%	33	36.89%	38	103	2.77
Airport	53.85%	56	26.92%	28	2.88%	3	16.35%	17	104	1.82
Sanitary Sewer System	49.04%	51	4.81%	5	12.50%	13	33.65%	35	104	2.31
Curb & Gutter (existing and new)	41.35%	43	5.77%	6	15.38%	16	37.50%	39	104	2.49
Sidewalks (existing and new)	32.69%	34	4.81%	5	36.54%	38	25.96%	27	104	2.56
Water System	46.60%	48	8.74%	9	14.56%	15	30.10%	31	103	2.28
Police Service	23.08%	24	11.54%	12	30.77%	32	34.62%	36	104	2.77
Fire Service	27.88%	29	0.00%	0	39.42%	41	32.69%	34	104	2.77
Stormwater Management	50.96%	53	1.92%	2	20.19%	21	26.92%	28	104	2.23
									Answered	104
									Skipped	1

City sidewalks was the second highest issue as being “Too Little” spent on it and less than 5% of respondents felt “Too Much” was spent on sidewalks.

City Planning Board public meeting notes of June 13, 2024

(excerpts)

- A. What do we like about Townsend?
 - 4. Parks and recreation good and activities
- B. What do we want to improve about Townsend:

4. Parks and recreation
 - i. Fix tennis courts
 - ii. Add pickle ball court next to tennis courts
 5. Sidewalks on all streets, more pedestrian and bicycle friendly
- E) Infrastructure
2. Sidewalk development throughout the city
 6. Parks and trails plan development

Document prepared:
Al Christophersen and BCDC Trails Committee

APPENDIX V-1

Vision/Mission statement for the Trails Committee

Our Vision:

Develop a Draft Broadwater County Hike/Bike Vision for identifying, implementing and maintaining a county-wide hike/bike trails and route system that is available, informative and welcoming to all interested users, that is safe, provides connectivity to and through county communities, considers emergency needs, critical infrastructure and community business and social connections and promotes healthy, educational, and recreational activities. The trails system will utilize existing transportation corridors to the greatest extent possible.

Our Mission:

Will be to develop a Hike/Bike Trail System Master Plan for Broadwater County that:

1. ties the Counties geography and communities together
2. utilizes connections to the business and critical infrastructure of the county
3. reflects History and cultural aspects of the County
4. recognizes and uses, to the extent practicable, existing transportation corridors as trails and routes
5. recognizes different types of users in determining trails and routes
6. utilizes existing plans and efforts that have transportation needs identified that trails can be a part of that network proposed in them
7. identifies current top priorities
8. identifies long-term phased-in trails or segments and necessary steps to get them completed
9. provides a snapshot in time of costs by year, phase or similar breakdown
10. identifies current and future funding avenues and opportunities
11. incorporates a wide diversity of users
12. is supported by the public
13. Prepare a final draft brochure of the County Trail plan

APPENDIX F-1

Funding: The following is a listing of potential funding sources for trail construction, maintenance, and management:

General Funds The most commonly used method of financing capital improvement projects is the use of general funds. These funds include the money raised by local property taxes for a given year together with other State taxes such as on fuel, liquor, and gambling. When a project is funded out of the general fund revenues, it is usually paid off in the budget of a given year (or perhaps two) and essentially becomes a "pay-as-you-go" funding concept based on revenues available. Historically, the general fund is a practical source for funding small capital improvement projects but there are generally not enough excess funds available to take on the larger capital improvement projects. One alternate option to utilize general funds is to initiate a general obligation bond that can be used to pay the debt service over time with county or city funds.

Federal and State Grant Programs: Depending on economic and political conditions, there are federal and state grant programs available to meet critical capital improvement needs of communities throughout Montana. Programs are funded out of federal or state tax receipts, with budgeted allocations available to address the most critical or high- ranking needs. Generally, a community must submit a grant application that is ranked and processed on a competitive basis against requests received from other communities in the State. The needs and proposed projects are reviewed and ranked in priority, with the money available being allocated to those projects most pressing or maximizing the benefits received for the grant money allocated. Usually most of the financial assistance goes for those projects needing capital improvement to meet regulatory agency requirements related to protecting and preserving the health and welfare of residents. Other grant funds are available for the purpose of stimulating economic development. Often public works infrastructure is needed to stimulate such development and projects are sometimes developed in such a fashion as to help meet community needs in addition to providing for economic development. Generally, a commitment of creating and/or retaining a certain number of jobs is a requirement or stipulation for receiving economic development grants

Following is a listing of the most commonly used sources of grant funds in Montana:

- Community Development Block Grant Program (CDBG) – CDBG funds projects designed to principally benefit low and moderate-income families. Applications are accepted annually, and funding can be applied to activities in five categories:
 - ♣ Planning Grants of up to \$50,000 for the preparation of capital improvements plans, preliminary engineering reports for water/wastewater projects, preliminary architectural reports to address deficiencies of an existing building or the need for a new facility, and other planning activities;
 - ♣ Public Facilities Grants of up to \$450,000 for public infrastructure improvements, and public facilities such as nursing homes, senior centers, and facilities serving low to moderate income.
 - ♣ Housing and Neighborhood Renewal Grants of up to \$450,000 to rehabilitate or demolish substandard housing, facilitate new construction, and perform neighborhood renewal projects such as improving or constructing sidewalks or parks.
 - ♣ Economic Development Program that assists businesses by making fixed- rate financing available to them at reasonable interest rates and by providing public improvements in support of economic development activities. These funds are intended to fill funding gaps left by other public and private financing options.

- Treasure State Endowment Program (TSEP) – grants of up to \$750,000 for public works infrastructure, including water and wastewater systems, storm sewers, solid waste disposal and separation systems, and bridges. Planning grants for preliminary engineering up to \$15,000 are also available. TSEP grants require various levels of matching funds. Applications are accepted biennially and legislative approval is required.
- Department of Natural Resources and Conservation (DNRC) – grants of up to \$125,000 for projects protecting, preserving, or enhancing natural and renewable resources. Numerous public facility projects including drinking water, wastewater and solid waste development and improvement projects have received funding through this program. Planning grants for preliminary engineering up to \$8,000 are also available. Applications are accepted biennially, and legislative approval is required.
- Rural Development – grants of up to 75% of the eligible project costs for public works infrastructure and public facilities in rural communities, including solid waste disposal and storm drainage. Applications are accepted based on eligibility and available funding

Loans and Bonding: Many of the same agencies listed above have loan money available for capital improvement projects. Many of the same requirements apply to the loan programs. A listing of the more common loan sources is as follows:

- Rural Development (RD) – loans of up to an amount commensurate with the community's ability to repay for public facilities and public works infrastructure. Emphasis is on assisting small, rural communities, with interest rates based on median household income and user rates. The maximum loan term is 40 years or the useful life of the facility. Applications accepted based on eligibility and available funding.
- Montana State Revolving Fund (SRF) – low-interest loans of up to 100% of eligible project cost with no local match required. Project must be on the SRF project priority list and have documentation of health/pollution problems or concerns. Administered through the Department of Environmental Quality. Applications are accepted based on eligibility and available funding.
- Department of Natural Resources and Conservation (DNRC) – unlimited loans to protect, preserve, or properly utilize natural resources such as groundwater. Loan limits are based on the applicant's debt capacity. Applications are accepted based on available funding.
- Intermediate Term Capital Program (INTERCAP) – loans of up to 100% of the project cost with no local match required. Loan term is limited to 15 years, the useful life of the project, or any borrower term limit set by statute. Loans can be used for infrastructure projects, vehicles and equipment, and energy retrofit projects, and are based on the community's ability to repay. Applications are accepted based on eligibility and available funding. Nearly all loan programs require authorization of the community to pay back the loans, including the issuance of bonds, and several have other security requirements. Loan authorization is most often obtained through the issuance of bonds. Bonds are usually tied to general tax obligation or utility revenues. General obligation bonds are secured by the raising of property taxes with an amortization of the financing over several years to allow taxpayers to pay a smaller amount of the project's cost at a time. Page 47 However, they do commit the borrower's resources over a long period of time and thus decrease the flexibility of how yearly revenues can be utilized.

Government Agencies: There are a few government agencies that have their own financial resources available to help with necessary capital improvements. These are always based on need, proper planning, and a determination by the agency that the project and its associated improvements are a worthy investment to serve the general public. Examples of such agencies include:

- Montana Fish, Wildlife and Parks – The MFWP Land and Water Conservation Fund has approved projects such as ball fields, public parks, golf courses, outdoor pools, and trails. The fund requires

applicants to be prepared to pay for the entire project before being reimbursed for up to 50% of allowable costs.

- Montana Fish, Wildlife and Parks - Recreational Trails Program (RTP) funds grant up to \$69,999 for the standard grant and up to \$100,000 for the big grant for projects including: urban trail development, basic front and backcountry trail maintenance, restoration of areas damaged by trail use, development of trailside facilities, and educational and safety projects related to trails. RTP requires a match of 20% of the project cost.
- Montana Department of Transportation (MDT) – The Transportation Alternatives Program (TAP) provide funding for programs and projects defined as transportation alternatives; including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation. The program also provides funding for recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Applications are due yearly depending on availability of funding and there is a required cash match of 13.42%.
- Environmental Protection Agency (EPA) – The State and Tribal Assistance Grants (STAG) program provides grants for public water and wastewater projects. A local match of 45% is required, and grant awards are tied to the federal appropriations process. EPA also provides special funding for projects to address serious environmental concerns such as hazardous waste sites, chemical contamination of a water supply (e.g., arsenic, copper, etc.), or other environmental threats to the health and welfare of the general public.
- US Department of Agriculture (USDA) - USDA administers the Community Facilities Grant Program, which can be used to assist with the development of Page 48 essential community facilities in rural areas and towns of up to 20,000 in population. Applicants must have the legal authority to construct, operate, and maintain the proposed facility, and also be unable to secure needed funds from commercial sources at reasonable rates and terms.
- Montana Department of Commerce - The Tourism Infrastructure Investment Program (TIIP) invests a portion of the Montana Commerce Department's "bed tax" funding into new tourism-related infrastructure products, the enhancement of existing tourism facilities, and the preservation of Montana's heritage and cultural treasures. Non-profit sponsors or communities are eligible to apply for TIIP funds. The funds are awarded on an annual basis through a competitive application process. Sponsors are required to invest \$1 for every \$2 in TIIP Grant funds received for their project. The minimum TIIP grant is \$20,000.
- Montana Department of Commerce – The Montana Department of Commerce Montana Historic Preservation Grant Program is a new grant program approved by the 2019 legislature and was created to help communities increase economic development, community revitalization and statewide tourism through added investment, job creation, business expansion and local taxbase growth. The program awards up to \$500,000 for each eligible grant recipient, the funding will be used to improve historical sites, historical societies or history museums in Montana. These improvements may include infrastructure repair, building renovations, maintenance, building code issues, security enhancements and fire protection. Eligible applicants for the program include incorporated nonprofit organizations, incorporated cities or towns, associations, counties and tribal governments. Historic sites will be considered eligible if it is either a structure or site that is listed on a national, state or local historic registry, a structure or site that contributes to a historic district or a structure that is more than 50 years old with documented historical significance to a Montana community or region. It is anticipated this will be a bi-yearly program with projects approved by the legislature.

- Economic Development Administration (EDA) – provides grants of up to \$500,000 (or greater for specific and unique circumstances) available for economically depressed areas (high jobless rate) or specific economic development projects based on job creation/retention. Applications are accepted at any time, based on available funding.
- Federal Emergency Management Agency (FEMA) - The Pre-Disaster Mitigation (PDM) program provides funds to states, territories, Indian tribal governments, communities, and universities for hazard mitigation planning and the implementation of mitigation projects prior to a disaster event. Funding these plans and projects reduces overall risks to the population and structures, Page 49 while also reducing reliance on funding from actual disaster declarations. PDM grants are to be awarded on a competitive basis and without reference to state allocations, quotas, or other formula-based allocation of funds. FEMA/DHS also provide grants for necessary planning and improvements to enhance safety and security of the area and its infrastructure. Programs include the Emergency Operations Center (EOC) Grant Program and the Interoperable Emergency Communications Grant Program (IECGP). Applications are accepted based on available funding.
- U.S. Army Corp of Engineers – Water Resources Development Act (WRDA) grant funds are available to public entities for water and wastewater projects, as well as environmental restoration and surface water resource protection and development. An application is made through the Congressional delegation, and a local match of 25% is required.

Private Foundations: There are numerous foundations and private sources of both grant and loan money available that can sometimes be used on capital improvements. Generally, these are based on extreme need and the inability of finding funding elsewhere. Such programs are often competitive and entirely discretionary on the part of the grantor and thus may not be as reliable a source of funding as some others listed above. Private funding is also usually limited to fairly small amounts and targeted at specific needs (e.g., landscaping and enhancement, library expansion, purchase of life safety equipment, etc.).

Broadwater County Trust Board: The Broadwater County Trust Board is local organization that manages funds from the sale of BOR property in the 1990s offering funding for projects that will benefit recreational services. Funds are able to be accessed through an application process, where the applications are screened, ranked and managed by the Trust Board. Applications for funding are typically accepted monthly and are often considered in the month the application is received. All contracts and disbursement of funds are under the direction of the Broadwater County Commission.

Montana Business Assistance Connection (MBAC): MBAC is a non-profit organization and is an active member of the Montana Economic Developers Association (MEDA). They have achieved recognition as an Economic Development District by the U.S. Department of Commerce and as a Certified Regional Development Corporation by the Montana Department of Commerce. MBAC's funding comes from local, state, and federal governments plus fees for services. MBAC's focus is community & economic development including feasibility studies, planning grants, infrastructure projects, job creation, job retention, workforce training, business technical assistance (including business start-up, business plans, gap financing) and more.

Value In-Kind Sponsorship: Value in-kind sponsorship may be made for an exchange of goods or services for advertisement in a fair related marketing brochure. The value of the goods or services is considered an equal exchange for the advertisement.

Federal Lands Access Program: The Federal Lands Access Program (FLAP)²¹ was established in 23 U.S.C. 204 under section 1119 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112- 141) and continued under the Fixing America’s Surface Transportation Act (FAST Act) (Pub. L. 114-94) to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The FLAP supplements local resources with an emphasis on high-use recreation sites and economic generators. Eligible project activities include transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities located on or adjacent to, or that provide access to, federal lands. Eligibility also extends to adjacent vehicular parking areas and provisions for pedestrians and bicycles, construction and reconstruction of roadside rest areas including sanitary and water facilities, and other appropriate public road facilities. Project selection criteria include:

- An assessment of the Programming Decisions Committee (PDC) cooperation with the Federal Land Management Agency (FLMA)
 - Endorsement by the FLMA as a high priority, access to federal high-use recreation sites or federal economic generators
 - Consistency with long-range planning by the owner, FLMA, and the region and state
- Improvements to safety and access to federal facilities
- Realistic completion based on proposed scope, schedule, and budget
 - Ability to meet match requirements determined based on a sliding scale of public lands in the state

Great American Outdoors Act/Land and Water Conservation Fund: The Great American Outdoors Act was signed into law on August 4, 2020. Under the Act, earnings from offshore oil and natural gas leasing will permanently fund the Land and Water Conservation Fund (LWCF) to invest in conservation and recreation opportunities across the country. Montana State Parks administers the state component of the LWCF program, which provides matching grants to state and local governments for the acquisition and development of public outdoor recreation areas and facilities. Sponsors eligible to submit a project application must own the project site or have effective land control in the form of a long-term lease from the federal government. Eligible project sponsors include incorporated cities, towns, counties, school districts, state agencies, and tribal governments. All eligible project sponsors must commit resources to the perpetual stewardship of the fund-assisted public outdoor recreation area pursuant to Section 6(f)(3) of the LWCF Act. LWCF grants are provided through the states to local governmental jurisdictions on a matching reimbursement basis for up to 50 percent of the total project-related allowable costs. Under the program, the project sponsor must commit total project costs at the time of application and make full payment on all project expenses before being reimbursed for up to 50 percent of allowable costs. Montana State Parks indicates examples of eligible projects include ball fields, open space acquisitions, public parks, outdoor swimming pools, playgrounds, picnic facilities, walking trails, and more.

Recreational Trails Program: The Recreational Trails Program (RTP) is administered by Montana State Parks to provide matching funds to develop and maintain recreational trails and trail-related facilities in Montana. Program funding comes from the Federal Highway Trust Fund based on the motor fuel excise tax collected from fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks. RTP applicants may include federal, tribal, state, county or city agencies, and private organizations. Montana State Parks collaborates with the State Trails Advisory Committee to review the RTP applicants each year. Each application must

include matching funds equaling or just exceeding 20 percent of the total RTP project cost. Eligible projects include:

- Construction and maintenance of trails including weed control
- Restoration of areas damaged by trail use.
- Development of trailside and trailhead facilities
- Features to assist individuals with disabilities.
- Trails information, ethics education, and interpretive information.
- Signs and other traffic control devices relating to trail use.

Tourism Grant Program: The Montana Office of Tourism and Business Development administers the Tourism Grant Program by awarding matching funds to projects that strengthen Montana’s economy through the development and enhancement of the state’s tourism and recreation industry. Funds are awarded annually to projects that develop and enhance tourism and recreation products that have the potential to increase non-resident visitation. The program is funded by the 4 percent Lodging Facility Use Tax (commonly known as the “Bed Tax”), which is collected from guests of hotels, motels, bed and breakfasts, guest ranches, resorts, and campgrounds. Eligible applicants include city or county government, tribal government, non-profit organizations. Applicants must commit one-third of project costs, with the grant awards available for the remaining two-thirds of project costs. Applications are evaluated annually based on impact to non-resident visitors, identification by the community in a plan as a key tourism development project, and support from tourism and community partners. Consideration is also given to projects in rural communities, under-served regions of Montana, and to tribal communities.

Agency Partnerships: Partnerships with federal, state, and local agencies may be possible to support shared investments.

Private Funding: Private investment may be viable as a means to generate economic returns. Depending on future management arrangements, private development of facilities could be provided. Additionally, organizations could initiate a fundraising drive to solicit private and corporate donations to fund specific site improvements. Private donations could be recognized through naming of specific improvements or by other means.

Funding Support & Resources: Understanding available resources is crucial for strategic and comprehensive capacity building in Broadwater County. Financing opportunities available for Broadwater County can include coordination with entities such as nonprofits that specialize in assisting residents/boards with resources for infrastructure development and planning coordination as well as providing the guidance needed for growth that enhances the community and quality of life.

Broadwater County Recreation Plan:

TRAIL SYSTEM EXPANSION: PER LINEAR FOOT ESTIMATE- No specific locations have been identified for the siting and construction of new trails. However, a cost per foot of trail with signage can be provided. Assuming an 8-foot-wide trail with other improvements such as signs, detectable warning devices and potential site restoration, engineering and contingency funds, a gravel surfaced or asphalt surfaced trail would cost:

- Gravel Base Course (6-inches) and Surface (2-inches) – \$25 per linear foot
- Gravel Base Course (6-inches) with Asphalt Surface (0.2-inches) – \$55 per linear foot

Other granting sources for Trails funding:

- Montana Trails
- Recreation and Park Association
- Idaho and Montana Grant Program
- Dennis and Phyllis Washington Foundation
- Town Pump Foundation
- The Trails Capacity Program-American Trails
- People for Bikes
- All Trails Stewards Fund
- Statewide Comprehensive Outdoor Recreation Plan Resources – Society of Outdoor Recreation
- Professionals and SCORP 2

REFERENCES:

Copper City Trails: Southwest Montana Mountain Bike Association

<https://southwestmontanamba.org>

USFS Guidance to BCDC Trails committee. Many Alvino, 4-20-23

Bureau of Reclamation, USDI, Recreation Management Policy LNP P04

Canyon Ferry Resource Management Plan. USDI, Bureau of Reclamation, Canyon Ferry Field Office.

Broadwater County Community Review Phase 1 Summary Report, October, 2022

Broadwater County Community Review Phase II Final Report, March, 2023

Broadwater County, Montana. Community Profile. Univ. of Idaho. Rebecca Meyers

Our Roads, Our Safety. Federal Motor Carriers Safety Admin., USDOT. <https://www.fmcsa.dot.gov>

Broadwater County Recreation Survey, June 2019. Broadwater County Park and Recreation.

Broadwater County Fairgrounds Master Plan, 2020. WWE Engineering and Broadwater County, City of Townsend.

Broadwater County Growth Policy Plan, 2003.

Broadwater County Growth Policy Plan, 2020.

Broadwater County Growth Policy Plan 2020 Addendum 2024

Natural Resources Long Range Plan, NTCS, Townsend Field Office, Broadwater County, 2022

Silos Recreation Area Master Plan Final, January 28, 2021. Robert Peccia and Associates, Broadwater County and USDI BOR.

Share the Road: It's Everyone's Responsibility. National Highway Traffic Safety Administration, USDOT.

Shared Use Paths in MDT Right-of-Way Policy. MDT Rail, Transit & Planning Division, Policy No. 8.03.001

City/County/Town Construction Agreement Checklist and Agreement. MDT

National Water Trails Designation Criteria, National Park Service.

US Department of the Interior, Bureau of Reclamation, Canyon Ferry Reservoir Shoreline Management Plan, June 2012.

U.S. Bureau of Reclamation, Canyon Ferry Reservoir Resource Management Plan/Environmental Assessment, 2003.

U.S. Bureau of Reclamation, Recreation Facility Design Guidelines, 2013.

Montana State Parks Recreational Trails Programs, <http://stateparks.mt.gov/recreation/rtpGrants.html>, accessed 2024.

Montana Transportation Alternatives (TA) Program July 2024 Update. MTDOT@announcements.mt.gov

Montana Recreational Trails Program. Fish, Wildlife and Parks Grants program. FWP.MT.gov

Montana Trail Stewardship Program. Fish, Wildlife and Parks. TSPGrants@mt.gov

Rails-to-Trails Conservancy www.railstoTrails.org

Initiatives: Great American Rail-Trail, TrailNation, TrailLink.com, Trailforks

American Trails – www.americantrails.org

Beaverhead Trails Coalition (long list of grant/support sources) – www.beaverheadtrails.org

Safe Route to Schools

Montana Fish and Wildlife Conservation Trust – <https://mtconservationtrust.org>

Southwest Montana Mountain Bike Association

TRAILS COMMITTEE PARTICIPANTS :

Broadwater County Development Corp.

Jeff Langlinais, John Hahn

Broadwater County Commissioner

Debi Randolph

Committee members (These people may have attended committee meetings, helped draft trail maps, attended public meetings, reviewed drafts of planning documents, provided important public perspectives, provided invaluable support, research and personal perspectives to the committee, helped draft and review the final plan and have always been there for support.):

John Hahn	Jeff Langlinais
Al Christophersen	Kate Humphrey
Richard Tramp	Tim Pool
Israel Swope	Amy Currence
Hayden Wilson	Sheree Beauchamp
Jackie Smith	Adam Six
Steve Wyatt	Roy Barkley
Nate Kopp	Steve Visocan
Jen Dalrymple	Carol Nunn-Hatfield

Interested member contacts (people that wanted to stay informed to provide input):

Matt West	Ken Urich
Rick Dancer	Sue Fairchild
David Breck	Davis Sigler
Josh Fairchilds	Leslie Heisey
John Jepkema	Lacy Forrey

Agency or Organization Liaisons or contacts:

Brian Ober MBAC	Gene Townsend Three Forks Trails
Becky Bey KLJ Eng.	Dylan Craft DNRC
Dustin Ramoie BOR	Mandy Alvino USFS
Adam Grove FWP	Mark Filonczuk FWP
Brandy Janzen BLM	Dave Gates DOT
Jessica Erickson Fair Board	Debi Randolph Co Comm.
Adam Smith Jackson Eng.	Linnaea Schroeer FWP
Alice Southworth FWP	Tim Lawrence PPLT
Nate Kopp PPLT	Zach Bailey SWMMBA
Travis Vincent PPLT	Camilla Darwin GVLT